Report of the commissioner for 1875-1876.

Contributors

United States Fish Commission.

Publication/Creation

[Washington, D.C.] : [U.S. Govt. Print. Off], [1878]

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UNITED STATES COMMISSION OF FISH AND FISHERIES.

PART IV.

REPORT

OF

THE COMMISSIONER

FOR

1875–1876.

A—INQUIRY INTO THE DECREASE OF THE FOOD-FISHES.
B—THE PROPAGATION OF FOOD-FISHES IN THE WATERS OF THE UNITED STATES.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1878.

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REPORT

OF THE

COMMISSIONER OF FISH AND FISHERIES FOR 1875-'76.

MAY 31, 1876.—Ordered to lie on the table and be printed.

UNITED STATES COMMISSION FISH AND FISHERIES,
Washington, April 25, 1876.

GENTLEMEN: In compliance with the order of Congress, I transmit herewith my report for 1875-'76 as United States Commissioner of Fish and Fisheries, embracing, first, the results of inquiries into the causes of the decrease of the food-fishes of the sea-coast and lakes of the United States; and, secondly, the history of the measures taken for the propagation of food-fishes by stocking the rivers and lakes with shad, salmon, and other valuable species.

Very respectfully, your obedient servant,

SPENCER F. BAIRD,
Commissioner.

Hon. T. W. FERRY,
President of the United States Senate; and
Hon. M. C. KERR,
Speaker of the House of Representatives.

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REPORT OF THE COMMISSIONER.

A—GENERAL CONSIDERATIONS.

1.—INTRODUCTORY REMARKS.

The operations of the United States Fish Commission commenced in 1871, in pursuance of a law passed February 9, 1871, which authorized and directed the appointment by the President of a Commissioner to investigate the alleged diminution of food-fishes along the sea-coast and in the lakes of the United States; and, if this proved to be the case, to suggest the proper method for restoring the supply. Having been selected by the President for the duty in question, the work was begun during the summer season of that year at Wood's Holl, a village on the southwestern portion of Cape Cod, situated on the steamboat-route between New Bedford and Martha's Vineyard. It was continued in 1872 at Eastport, Maine; in 1873 at Portland, Maine; in 1874 at Noank, Conn., on Fisher's Sound; and in 1875 at Wood's Holl for the second time. In this way a general and preliminary idea of the character of the coast and its fisheries was secured, and an important foundation laid for finally carrying out the objects of the research.

It will, of course, be understood that a question admitting of so much argument and involving so much antagonism on the part of those whose interests are concerned cannot be solved in a day, and that caution is necessary before announcing any conclusion that is not thoroughly and entirely based upon well-established premises. The operations of natural and artificial causes must be watched for a period of several years, for the purpose of eliminating what is extraneous, and of fixing attention upon that which alone has a direct bearing upon the problem.

A similar research, commencing at about the same time, has been carried on by the German Government, in some respects on a much larger scale than that prosecuted by the United States; and in Germany, as here, the data for a final decision have not yet been attained. Some of the conclusions published in the Report of the United States Commission for 1871 have not been entirely verified, especially as to the influence of certain agencies upon the fish-supply; and it is only after a patient and careful consideration of all the circumstances that a deduction can be reached which may be considered as authorizing measures of legislation.

The work of the Fish Commission, in the proper investigation of this subject, requires the application of many branches of science and the concurrence of numerous specialists. This requires a thorough knowledge of all the conditions—physical, mechanical, and biological—of the waters, the habits and characteristics of their inhabitants, and the collecting of accurate statistics of the catch; and all these data must be known for a period of years, although it is hoped that the Commission has nearly reached the point when deductions somewhat definite can be made. In the inquiry into the conditions of the ocean and its inhabitants, it is, of course, not necessary to go over the ground already covered by other branches of the government. Thus the hydrography of the coast, the general character of the sea-bottom, the nature of the tides, etc., are well pointed out in the charts of the Coast Survey and of the Hydrographic Office. There are required, however, in addition to what is available, long-continued and careful observations of the temperatures of the water at the surface, at the bottom, and at intermediate points—these studied in connection with the local conditions of the atmosphere; determinations of the chemical composition and of the density of the water; of the precise relation of the various portions of the sea-bottom or of the water to the entire animal life—to be shown only by the use of the trawl, the dredge and the towing-net; a study of the successive stages of animal life throughout the different seasons of the year; an examination of the vegetation, especially of the different species of algæ, which also have an important relation to the problem—all these and other subjects have been considered by the Commission, with the assistance of eminent naturalists and physicists in the various branches of the inquiry.

The only foreign governments by which a precisely similar inquiry has been carried on are those of Germany (already referred to), Norway, and Sweden, the two latter having been especially diligent in the research, bringing all the national resources to the aid of the fisheries, not only in determining their theory, but also in facilitating their practice.

The Norwegian Government, especially, not only keeps a government vessel, with one of its most eminent zoologists, Prof. G. O. Sars, and several assistants, on the great cod and other sea fishery grounds during the season, to determine all the points in which assistance can be rendered to the fishermen, but it has actually constructed a line of telegraph, mostly submarine, along the entire coast and stationed patrols at short intervals, by means of which the casual occurrence of a school of herring at any point along the coast is immediately communicated to all the fishermen, who can then unite and utilize what may be the only opportunity of the year to secure a full fare.

The publication of the results of these inquiries on the part of Europe and America, has added a vast amount of information, both theoretically and practically important.

As already stated, the original object of the creation of the United

States Commission was simply to carry on the inquiry just referred to, and a small appropriation was sufficient to meet the cost, especially as Congress, by its act, directed that all the executive departments of the government should render such aid to the Commission as might be in their power.

In the second year, however, of the Commission an additional feature was ingrafted, namely, that of the propagation and actual multiplication of the food-fishes.

At the meeting of February 7, 1872, of the American Fish-Culturists Association, a committee was appointed to memorialize Congress as to the importance and necessity of actual aid in restoring fish to the depleted waters of the United States, or in stocking them with new and useful food-fishes.

This committee, of which Mr. George Shepard Page was chairman, appeared before the Committee on Appropriations of the House of Representatives and presented their case. A favorable conclusion was reached, and the sundry civil bill as reported contained an appropriation of $10,000 for the purpose. This, however, was rejected by the House; but an item of $15,000, inserted by the Senate, became a law, thus establishing a new feature in the work of the Commission. Since then increasing appropriations have been made year by year.

The country fully sustained the action of Congress in giving the experiment a fair trial, being well satisfied that if successful the benefits would be vastly more than proportionate to the expenditures. The public sympathy with the subject has also been shown by the fact that since the establishment of the United States Fish Commission a large proportion of the States have organized state commissions for the purpose of looking after the interests of their waters and of co-operating with the United States Commission toward the accomplishment of a common end.

The active field-work of the United States Fish Commission, therefore, formerly confined to the summer, now embraces almost the entire year—the hatching of shad covering a period from March until August; that of the California salmon from June until November; of the Penobscot salmon from June until the ensuing March or April; of the Landlocked salmon from September until March; and of the whitefish from October until March.

An enormous and constantly increasing correspondence is necessarily maintained throughout the year, the applications for fish, inquiries as to proper methods of stocking certain waters, the arrangements necessary for the movement of the fish and their introduction into suitable localities, and attention to other business details, making a very onerous and exhaustive aggregate of office-work.

Each department of the field-work has a special expert in charge of it, to whose industry, energy, and ability, the Commission owes whatever success it has met with in prosecuting its labors. Thus, for the sea-

coast inquiry, the subject of the invertebrate marine animals has been in charge of Prof. A. E. Verrill, with assistants varying in different years; that of the vertebrates, in charge of Mr. G. Brown Goode; Mr. J. W. Milner, assistant fish commissioner, while rendering aid in the general details of the fish-producing department, has entire charge of everything connected with the hatching and distribution of the shad, as has Mr. Charles G. Atkins of the Sea- and Landlocked salmon establishments in Maine, and Mr. Livingston Stone of the salmon-fishing station on the McCloud River. To all of these gentlemen I am happy thus to render a public acknowledgment for hearty and efficient service.

To Mr. T. B. Ferguson, the very able commissioner of Fisheries of the State of Maryland, I am indebted for most important co-operation in the hatching of shad and salmon for distribution throughout the country, his machinery and hatching establishment having been freely at my command, and his men employed at various times in the transportation of the latter fish. The aid of other State Fish commissioners will be referred to hereafter.

The difficulty of confining the annual report of operations to the cardinal year has been already explained, the shad-hatching work for a given season alone commencing and finishing between January and December. The other branches have usually been considered in each report from their commencement to their close, which consequently involves the carrying of certain topics into the following year. The last published report of the Commission, or the third, embraced the seasons of 1873–'74 and 1874–'75; the present one (or the fourth) will be less extensive, but while bringing the history of a certain portion of the operations up to the beginning of 1877, will also include some matters that should have appeared in a preceding volume but which was not furnished in time by the authors. The history of the operations of the Commission, therefore, in the present volume will, as usual, be given under the two heads of the Inquiry into the Sea and Lake Fisheries, and the Propagation of Food-Fishes—the former covering the whole of the years 1875 and 1876; the latter, 1876 and the early part of 1877.

B—INQUIRY INTO THE DECREASE OF FOOD-FISHES.

2.—INVESTIGATIONS IN AND OPERATIONS OF 1875.

The successive centers from which investigations into the subject referred to were prosecuted have already been mentioned as being at Wood's Holl, Eastport, Portland, and Noank. Wood's Holl was again selected as a station in 1875, as the interval of four years which had elapsed since the commencement of the work at the same place rendered it probable that a second visit at this time would give the means for determining the amount of variation in the fish-supply. An additional object in taking this station was its convenience in securing material for the fisheries-display of the International Exhibition at Philadelphia in

1876. An appropriation was made by Congress, in the early spring of 1875, to enable the various executive departments of the Government to present an exhibit of the character and extent of their operations, to include a representation of the animal, vegetable, and mineral resources of the United States, and their primary applications to the wants and luxuries of man. Among the departments designated by the act was the United States Fish Commission, for the purposes of which an appropriation of $5,000 was made.

As the south coast of New England furnished an excellent ground for securing a portion of the material for this exhibition, Wood's Holl, as being the most convenient station yet established by the Commission, was found to be very available.

Reference, in the previous report, has been made to the supply, under the law, by the Navy Department, of the steam-tug Blue Light, a staunch vessel of about 85 tons, and well adapted for the inshore work. Her first cruise in the service of the Commission was at Portland; her second, at Noank. She was again furnished by the Department in 1875, and, as before, was under the command of Commander L. A. Beardslee. Dr. J. H. Kidder was detailed to act as surgeon and naturalist, having acquired well-merited distinction while serving in a similar capacity during the Transit of Venus Expedition, on board the Swatara, and at Kerguelen Land.

The Commissioner reached Wood's Holl on the 21st of June, with his assistants, and immediately commenced his labors, the field of inquiry and research being proportionally enlarged on the arrival of the Blue Light on the 12th of July.

As before, the inquiry into the invertebrate animals was prosecuted under the direction of Prof. A. E. Verrill, assisted by Mr. S. I. Smith, Mr. S. F. Clark and Mr. C. Hart Merriam. The work connected with the fishes and cetaceans was directed by Mr. G. Brown Goode, assisted by Mr. Tarleton H. Bean, Capt. H. C. Chester and Mr. Vinal N. Edwards. With the special object of securing illustrations for the Centennial display, the services of Messrs. J. H. Blake and J. H. Richard, artists, T. W. Smillie, photographer, and Mr. William Palmer, modeler, were engaged.

As usual, a number of scientific specialists embraced the occasion furnished by the facilities and opportunities of the Commission to visit Wood's Holl for the purpose of carrying on their investigations, remaining there during the greater part of the season. Among these may be mentioned Prof. A. Hyatt, custodian of the Boston Society of Natural History; Dr. William G. Farlow, professor of botany in Harvard College; Dr. H. A. Hagen, of the Museum of Comparative Zoology, Cambridge; Mr. Symonds, of the Boston Natural History Society; Prof. Theodore Gill and Mr. William H. Dall, of Washington; Mr. Sanderson Smith, of New York; Prof. D. C. Eaton, Mr. Oscar Harger, and Mr. J. K. Thatcher, of Yale College. Wood's Holl was also visited for shorter periods by numerous persons interested in the operations of the Commission and desirous of witnessing their nature; among them Mr.

William C. Wyckoff, the scientific editor of the New York Tribune, who, as in previous years, gave through the columns of the Tribune an extended and popular account of what was being done.

Wood's Holl Laboratory.—At the various summer stations of the Commission, temporary and sometimes inconvenient quarters were alone available for the reception and investigation of the collections. The necessity for more permanent accommodation for 1875 was felt very urgently, especially on account of the connection of the operations with the Centennial exhibit. The Light-House Board has had for several years a station at Wood's Holl for the storage of material and supplies required for the light-houses and light-vessels of the Second Light-house District, and as a station for the buoy-tender. A large shed, not immediately needed for the purposes of the light-house establishment, was, by permission of the Board, altered so as to constitute a convenient laboratory for the purposes just mentioned, an additional story having been attached and an open portion of the first story being inclosed. This was done at the expense of the appropriation of the Fish Commission, and was found, when completed, to answer a most admirable purpose, being thus provided with two floors or stories, each floor being sufficiently solid and substantial for the prosecution of microscopical investigation. A reservoir of 5,000 gallons capacity was erected, and filled by a windmill air-pump; and from this, water was conducted through pipes into both stories and distributed to the various tanks, aquaria, and other working apparatus of the Commission.

The establishment was suitably fitted up with tables, presses, jars, and other necessary appliances; and, with the exception of the building erected by Professor Agassiz at Penikese, is the first formal and permanent sea-coast laboratory constructed and put into operation, especially for the purpose, in the United States.

The expense of fitting up the interior of the laboratory, plumber's work, the aquaria, etc., was met from contributions kindly furnished by Mr. and Mrs. John M. Forbes, of Naushon, and Mr. Robert L. Stuart, of New York, to whom a public acknowledgment is due for their liberality. The Hartford Automatic Windmill Company is also to be considered as a contributor, having deducted $100 from their bill for the pumping apparatus.

As the work of the Commission was continued through the season with very great success, important facts in regard to the fishery inquiry were obtained (which will form the subject of a special report), and very large collections of marine animals for exhibition were secured. The season closed with the departure of the Blue Light for her station at New London on the 29th of September, and on the 30th the various members of the party left for their respective homes.

Statistics of the whale-fishery.—Among the objects to which the inquiry of the Commission has been directed is that of the condition of the American whale-fishery and the causes of its decline. Some time was spent at Nantucket in the prosecution of inquiries on this subject, that

place having been formerly the center of operations in the whaling business, although now without a single whaling-vessel in service.

Finding that Mr. Alexander Starbuck, of Waltham, Mass., had been engaged in a somewhat similar inquiry, arrangements were made with him to prepare a special account of the subject, which might at the same time serve as a Centennial report. The result of his inquiries is submitted in the present volume, of which it constitutes 765 pages. In addition to a general history of the whale-fishery from almost its very commencement, the report includes a list of nearly every American vessel which was ever engaged in the business, the name of its captain, its agent, its field of operations, and its catch; also the varying quantities of oil, sperm, and bone obtained, and their average prices for each year, the whole involving a great amount of research, with a result extremely creditable to the author.

3.—INVESTIGATIONS AND OPERATIONS OF 1876.

The necessity of attendance upon the International Exhibition at Philadelphia, in the capacity of superintendent of the exhibits of the Smithsonian Institution, of the National Museum, and of the United States Fish Commission, prevented any active work being done under the immediate direction of the Commissioner during the season of 1876, and no application was made to the Navy Department for the use of a steamer as in the three previous years. The laboratory, however, at Woods' Holl, was opened for the service of a number of scientific investigators, to whom every facility and assistance was furnished by Mr. Vinal N. Edwards, in charge of the station. The results of these investigations will be available to the Commission at the proper time and place. Mr. Edwards, also, who is stationed at Woods' Holl throughout the year, continued, as heretofore, to take careful note of all the varying phenomena of the water and of its inhabitants, making collections of specimens, both of surface and deep-sea species, thus gathering many new facts for consideration. His observations during the period of the year not covered by the active work of the Commission, have given to this station a very great prominence; and there are few points, even on the coast of Europe, the natural history of which is now better known. Of over 130 species of fishes which have been obtained by the Commission from Woods' Holl, a large per cent. have been gathered by Mr. Edwards.

Government exhibit of fish and fisheries at Philadelphia in 1876.—With the International Exhibition at Philadelphia in 1876, the United States Fish Commission has had a special relation, from the fact that in the appropriations for a government display on that occasion the Commission was especially included, an appropriation being made for the expense of showing everything illustrating the methods and processes of fish culture and the apparatus and results of the American fisheries. The Commissioner was appointed by the President as one of the board of government officers, to take charge of the general display.

In the building as erected from the appropriation, a space of 6,000 feet was assigned for the exhibit of the Fish Commission; but this proving insufficient, a portion of that granted to the Smithsonian Institution was utilized, the entire surface occupied being about 15,000 square feet. Nothing was shown on this occasion but what was purely American in character, and much admiration was expressed by foreign visitors at the completeness of the collection.

Mr. T. B. Ferguson, the Maryland Commissioner of Fisheries, also exhibited his peculiar apparatus for the hatching of fishes, model of shad fishery operations, and special illustrations of the oyster industry, which were duly appreciated. In his jars were hatched out large numbers of the eggs of California salmon, furnished him by the United States Fish Commission for the purpose, which operation constantly attracted a large crowd of observers.

A noteworthy feature of the exhibit of the United States Fish Commission was a series of casts in plaster and *papier maché* of the principal food-fishes of the United States, and also of the cetaceans, marine tortoises, etc.

No special exhibits of fish culture were made at the Centennial other than by the United States and the State of Maryland, although a very complete series of the apparatus and the products of their fisheries were shown by Holland, Norway, Sweden, Japan, China, and some other countries. It is with much gratification that I am enabled to say that, with scarcely an exception, these foreign objects were all presented to the United States Government at the close of the exhibition, and are now stored in Washington awaiting that opportunity of display for which a new building has been asked.

A noteworthy feature of the exhibition was a meeting of the State Fish Commissioners, held on the 5th of October. In a subsequent part of the report the character and proceedings of this convention will be further indicated.

C—THE PROPAGATION OF FOOD-FISHES.*

4.—GENERAL CONSIDERATIONS.

The operations of the United States Fish Commission during the year have, in the main, been satisfactory. Some disappointment has been experienced in not obtaining a sufficient stock of young fish of certain species to meet all applications, but steady progress has been made, and there is every reason to hope that the problem of restoring depleted waters to their former abundance, or of furnishing an ample supply of

*It has been found impossible to confine the account of operations to any one current year, the record relating more particularly to the interval from April to April. The previous report brought the history of the propagation of food-fishes to the close of 1875 (in part into April of 1876), with the exception of that relating to California salmon, of which the statistics for the season of 1874–'75 were the latest.

But little reference has heretofore been made to carp, whitefish, and landlocked salmon, which now constitute an important element in the operations.

fish, will in time be satisfactorily solved. The rapidity with which this is done will, of course, depend upon the extent of the appropriations made by Congress, and their judicious administration.

It may be stated in general terms that important advances have been made during the past year in the methods of fish culture and of the transportation of fish, and that these have resulted principally from the labors of those connected with the various State Fish Commissions and that of the United States. The more important improvements, perhaps, have been suggested by the member of the New York State hatching establishment under Mr. Seth Green, and by Mr. T. B. Ferguson, the Maryland Commissioner of Fisheries.

Notwithstanding the very great attention which the art of fish culture has received in Europe, this country has found little occasion to adopt any foreign methods or processes; indeed, the American methods have been received with very great favor in Europe, and constant applications have been made for descriptions, drawings, and models of the American apparatus.

Applications for eggs and young fish.—In the infancy of the operations of the United States Fish Commission, the Commissioner and his assistants were obliged for the most part to make their own selections of suitable places of deposit of the young fish. With the rapid increase in the number of State commissioners much of this responsibility has been removed; the latter gentlemen, having better knowledge of the character of the waters and the most suitable points for the introduction of the fish, in many cases receiving the eggs from the United States establishments and having them hatched out at the expense of the State or of private subscriptions.

There has also been a very rapid increase, very largely through members of Congress, in the number of applications for the benefits of the Commission. The ratio of the increase, and the character of the applications made, will be best understood by the following table, which exhibits the number and character of applications for fishes from 1873 to 1876, inclusive. From this it will be seen that the California salmon is in greatest request:

	Number of applications.
1873	19
1874	42
1875	52
1876	174
Total	287
Shad	88
California salmon	123
Atlantic salmon	27
Land-locked salmon	38
Whitefish	9
Eels	2
Total	287

While every effort has been and will continue to be made to meet all reasonable calls for eggs and fish, the limitations in this respect may be easily appreciated, these relating more particularly to the appropriation, the possibility of obtaining a sufficiency of spawn, and the time required for training a select body of men for the special service required by the Commission.

Congress, from the beginning, has shown an appreciation of the importance of the object of the Fish Commission, and has furnished all the assistance for which application has been made. The appropriations have been increased from year to year as a judicious expenditure became possible.

The ability to secure a supply of eggs of the food fishes is a matter depending largely upon circumstances; sometimes, as in the case of shad or salmon, the number obtainable will be sufficient to occupy all the attention that can be devoted to them; at others, the run of spawning fish is greatly diminished by local conditions, such as the temperature, the height or the turbidity of the water, artificial obstruction, etc., and much disappointment ensues. Gradually, however, with the increasing experience of the assistants of the Commission, a better knowledge of the times and seasons of the fish, improved apparatus, and the extension of the number of stations, the difficulty has been overcome; and it is now quite possible to calculate with considerable precision the result to be expected for any given year from a certain appropriation.

At present the applications are increasing in a much greater ratio than the amount of the appropriations and the actual facilities for securing the eggs. The Commission endeavors to make the distribution as equitable as possible, so that no one portion of the country shall appear to be favored at the expense of another, but a certain amount of disappointment is sometimes expressed at the failure to introduce the fish at some particular point designated, when the deposit has actually been made in the same waters nearer their source. It is not generally understood that the greater amount of runway between the place of deposit and the Gulf of Mexico or the ocean the better it is for the fish, as in the upper portion of the stream the water is generally cooler and more free from destructive fishes that would act unfavorably upon the fry after introduction.

In the Mississippi Valley the inhabitants on the Lower Ohio are benefited by the introduction of fish into the headwaters of its tributaries, and those in the Lower Mississippi receive the advantage of all the distribution to points on any stream that discharges its contents into the "Father of Waters."

The citizens of Massachusetts and Connecticut are better served by the planting of salmon or shad in waters of the Connecticut River in the States of Vermont or New Hampshire than they would be if these were placed within their own States.

As will be seen in a subsequent portion of this report, applications for the assistance of the United States Fish Commission have not been confined to the United States, a number of calls having been received from Australia, New Zealand, the Sandwich Islands, Germany and elsewhere. These have been met, so far as it could be done without crippling the home distribution; in most cases the actual expenses have been refunded, thus affording the means of extending operations in proportion.

A special object in encouraging or superintending the transmission of eggs or young fish to foreign countries has been the desire to secure the information necessary to bring back in return new varieties of useful food fishes for introduction into American waters.

Distribution of eggs and of young fish.—The operations of the United States Fish Commission have thus far been confined almost entirely to the anadromous species, or those which, although born in the upper waters of rivers, receive there but a small portion of their growth, and after a few months' sojourn descend to the ocean, and there remaining until reaching full maturity; this in most cases requiring a period of about four years. After this they return to their starting point, solely for the purpose of reproduction, and scarcely ever taking any food during this period.

The propagation and distribution of such species as trout, black bass, perch, etc., have been left to the State commissions, as more especially appropriate to them, these fish being local in their habits, living the year round in or near the same spot, and depending for food upon what they can catch around them.

The principal work of the United States Commission has been connected with the Atlantic salmon, *Salmo salar;* the Landlocked salmon, a variety of the same species, localized in ponds or lakes; the California salmon, *Salmo quinnat*, and the shad, *Alosa sapidissima.* Something has been done with the whitefish, *Coregonus albus*, but less than would be necessary if this were not a favorite subject of attention on the part of certain States. The introduction of the European carp has also been a matter of attention by the Commission.

Relation to the Fish Culturists' Association.—The American Fish Culturists Association is an organization which has also performed a large part of the work of progress referred to, its annual meetings, begun in 1871, and continued since, invoking the presence of a large number of experts in fish culture, as well as of many members of State fish commissions, and giving an opportunity for the interchange of ideas and suggestions, and of forming personal acquaintances between those who are endeavoring to promote the common object. It must not be forgotten that the first authoritative suggestion of the propriety and importance of Federal action in regard to the stocking of the common waters of the United States was made by this body, a committee having been appointed at the meeting of 1871 to memorialize Congress on the subject, as mentioned in the previous portion of the report. The

valuable counsel and advice of the officers and members of this association have always been at the service of the United States Commissioner, and have been made use of in many important instances.

Relation to State fish commissions.—The rapidly-increasing interest in the subject of fish culture and the appreciation of the benefits it is likely to render to the country at large is shown by the increasing number of State fish commissions appointed since the commencement of fish-breeding operations by the United States. In 1871 the whole number of State commissions in actual operation consisted only of those of Maine, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, and California. At the present time, however, no fewer than twenty States are provided with such officers; and while some have but a small amount of money at their disposal others have had placed at their command a supply more or less adequate to their needs.

At their request the United States Commissioner had for several years past called meetings of the State Fish commissioners. In 1874 and 1875 these were held at the same time with the annual February meeting in New York of the American Fish Culturists' Association. At the meeting of 1875, however, it was proposed that the convention for 1876 should be held at Philadelphia during the Centennial Exhibition; and this took place on the 5th of October, and was attended by nineteen commissioners from ten States. Mr. Theodore Lyman, of the Massachusetts commission, presided.

A special subject of consideration at this meeting was the propriety and character of inter-State legislation on the subject of fish and the fisheries, and the relations of the general government to the common waters or to the high seas. A paper on this subject was read by Mr. Milner, the Assistant United States Commissioner, which was approved by the convention. This communication, then in an imperfect and unfinished condition, will soon be presented for publication.

The methods and plans of the United States Commission in stocking the waters of the United States were entirely approved, and their continuance on as large a scale as the funds would permit was recommended. Attention was especially directed to the impossibility of securing proper action by the States alone in increasing the supply of important fish, which was illustrated by the fact that should Ohio undertake to introduce salmon or shad into her waters at her own expense the fish, necessarily descending to the Gulf of Mexico in order to receive their full growth, would return along the borders of or through a large number of States before they could reach the waters from which they started, those actually accomplishing this feat being but a small fraction of the original number.

The States nearer the Gulf of Mexico, again, would not find in the Mississippi a suitable place for the deposit of the young fish, and consequently any effort or expenditure that might be made would be neutralized. When, however, the work is done by the general government,

it is a matter of comparative indifference where the fish are captured, so that they are developed and made available for the needs of the country. At whatever point taken, they will find a market wherever there is the greatest demand for them, and the country at large be benefited.

The mutual relations of the States were considered to refer more especially to the question of the protection of the fish introduced either by themselves or by the United States Commission, a system of forbearance and harmonious action being necessary in order that all may be properly benefited. This is especially necessary where a river runs successively through two or more States, as the Connecticut. Whatever be the amount of effort or expenditure in regard to the propagation of fish made by the States on the upper tributaries of that river, all might be entirely neutralized by a neglect on the part of the State of Connecticut to prevent such a practice of fishing as to season and extent, as would cut off more or less completely the ascent of the fish above her territorial limits.

Another subject of consideration by the convention was the hybridizing of fish, with a view of removing the instinct of migration, and by the atrophy of the sexual apparatus, allowing a more rapid accession of flesh and of fat, as is the case with hybrids and castrated domestic animals.

The convention adjourned, after a harmonious session, to meet, subject to the call of the United States Commissioner, at Chicago, in October, 1877.

The necessity of aid to the State Fish-hatching establishment is shown by the fact that, as a general principle, the expense to any one or even two States involved in the erection of a suitable hatching-establishment for salmon, and in obtaining their eggs, as well as the difficulty of finding outside their own limits a legitimate and proper scene of operations is an effectual obstacle; and even were it possible to overcome this difficulty, the funds would all be exhausted in the production of the eggs, leaving nothing for their subsequent hatching out and ultimate distribution. By the present method the entire cost is borne by the appropriation for the United States Commission, and the eggs are supplied as far as possible in such numbers as may be asked for by the several State commissioners, who meet the cost of their transportation from the hatching-station, their development, and their subsequent introduction into the waters, the result being a harmony of action and concurrent working toward a common end.

In some instances States more particularly interested have contributed to the cost of obtaining the eggs, for which they received a *pro rata* return from the United States Commission. Thus, Massachusetts, Connecticut, and Maine have assisted in the production of the salmon eggs in the last-mentioned State, while the State of California furnished a liberal appropriation toward the expense of operations in the Sacramento River.

The work of the hatching of shad on the Connecticut River has been prosecuted with the moral co-operation and support of the fish commissioners of Connecticut and Massachusetts, although no funds have been contributed by them. In the hatching of shad in the Susquehanna, very effective and important assistance has been experienced from Mr. Ferguson, commissioner of Maryland.

Inter-State relations and co-operation.—A very satisfactory feeling has been manifested by the commissioners of adjacent States in regard to mutual co-operation. The New England commissioners have for several years past had annual meetings for the exchange of experiences and for the promotion of the cause which they represent, all action in reference to the fisheries of the Connecticut being decided upon by the commissioners of Connecticut, Massachusetts, Vermont, and New Hampshire, and all relating to the Merrimack, by those of Massachusetts and New Hampshire.

The commissions of several adjacent Western States have also maintained a similar relation to each other. In not a few instances the eggs destined for States without State commissioners or without State hatching establishments have been hatched out for them by their more fortunate neighbors.

Relation to the Government bureaus.—For the purpose of facilitating the operations of the Commission in the hatching of shad in the Potomac River, Captain Patterson, Superintendent of the United States Coast Survey, had special tables prepared of the variations of the tide in the Potomac River for the months of March, April, May, and June, 1875 and 1876. These were found to be of great service.

Relation of United States and State Commissions to private individuals.—Private means have in a few instances been used disinterestedly for public purposes, well illustrating the existence of a generous appreciation of the work and the great faith entertained in its ultimate results. A noteworthy instance of public spirit in advancing a common interest has been exhibited by Mr. N. K. Fairbank, of Chicago, who has expended several thousand dollars in stocking with fishes to its utmost capacity Geneva Lake, a body of water in Southeastern Wisconsin, spring-fed, deep, and remarkably full of invertebrate life, and with an area of from 10,000 to 11,000 acres. His object was to determine "as soon as possible, by planting a very large number of fish in a lake perfectly adapted by nature—so far as any small fresh-water lake can be—the practicability of stocking small lakes with the better varieties of food-fishes."

In the appended table is given the number of young fishes introduced into this lake in 1875 and 1876, the two years during which Mr. Fairbank has continued his enterprise. The California salmon and the landlocked salmon were furnished by the United States Commission.

Table of the number of young fishes put into Geneva Lake, Wisconsin.

Fishes.	1875.	1876.	Total.
Brook-trout	50,000	150,000	200,000
Salmon-trout	250,000	750,000	1,000,000
Land-locked salmon	10,000	10,000	20,000
California salmon	25,000	50,000 *15,000	90,000
White-fish	100,000 *15,000	750,000	865,000
Wall-eyed pike	.....	1,500,000	1,500,000
Total	.....	.....	3,675,000

*Furnished by the State of Wisconsin.

For the better accomplishment of his object, Mr. Fairbank erected a hatching-house, and provided it with an expert, and expects to enlarge, if possible, his work in the ensuing year.

In 1875, Ex-Governor Leland Stanford contributed $1,000 to meet the expense of introducing 1,000,000 fry of the California salmon in the Sacramento River.

Dr. Capehart, of Avoca, N. C., at the mouth of the Chowan, and Mr. Wood, residing near the same place, expended about $650 in hatching shad for the benefit of the fisheries of Albemarle Sound.

Public acknowledgment is due to Mr. E. A. Brackett, one of the fish commissioners of Massachusetts, who, through Mr. Frederick Curtis, his attorney, formally presented to the United States Fish Commission the free and perpetual use of the well-known Brackett hatching-box. This apparatus is specially intended for the hatching of eggs of shad and other fish, in running water, and under the same conditions and circumstances as that of Mr. Green, which it replaces very satisfactorily. An illustration of this invention will be found on page 579 of the Report of the Fish Commission of 1872–'73.

Relations to foreign countries.—As properly befitting a national enterprise, the United States Fish Commission has maintained a hearty cooperation with similar organizations abroad, and it is hoped with mutual benefit. The Deutsche Fischerei-Verein of Germany is a very important body, composed of some of the most prominent men of the nation, and having under its supervision the collection of fishery statistics, the investigation of the fisheries, and the propagation of fish on the part of the state. As might be expected from so enlightened an association, the greatest interest has been manifested by it in improvements in fish culture on the part of the United States, and at the request of Mr. Von Behr-Schmoldow, a member of the Verein, a set of American apparatus, of full size or in working models, was prepared by direction of the United States Commission, and transmitted to Berlin, where it excited much attention.

The result of an application to the United States Commissioner for information and statistics has been made the subject of special meetings, at which much reliable information was elicited. An account of these

proceedings, translated from the circulars of the Verein, will be found in the Appendix.

Mr. R. Eckhardt, proprietor of the fish establishment of Lubbinchen, near Güben, Silesia, presented 1,000 eggs of the "Madüe Maræna," a white-fish (*Coregonus maræna*, Bloch). This species is said to be found only in a few lakes in provinces of Pomerania, Brandenburg, and Holstein, of which the Madüe Lake is the most important. The eggs were shipped by the Bremen steamer the end of January, 1877, and on arrival were repacked and transmitted to Mr. Oren M. Chase, the director of the Michigan State Hatching-House at Detroit. The fish appeared in the latter part of March, and 409 of them were successfully placed in a deep lake in Otsego County, Michigan, known as Gardner's Lake, where no white fishes had been previously introduced, and which was believed to contain no predaceous species. The result of this experiment of introducing a European food-fish will be looked forward to with great interest.

Japan has in no degree been behind European countries in its desire for information as to the best methods of inproving the fisheries and multiplying fish within her borders; and Mr. Sekizawa Akekio, one of the Japanese commissioners to the Philadelphia International Exhibition, devoted the greater part of his time in this country to the investigation. He not only spent a considerable time in various hatching establishments, but visited some of the sea-ports of the country, and made a fishing voyage for the purpose of studying this branch of American industry. At his request a full series of models of the more important fish-hatching apparatus and the best forms of fishways was furnished in exchange for the contribution of the entire fisheries exhibit of Japan, a collection of very great practical and ethnological value.*

The Canadian commission of fisheries, through Mr. Samuel Wilmot, presented 6,000 of the Ontario salmon eggs, *Salmo salar*, Lin., which were placed at the command of the New York commissioners, and hatched at the New York aquarium under their direction. From these 4,500 young fishes were obtained and deposited in Otsego Lake, at Cooperstown, N. Y., in June, 1877.

From the railway department of the department of public works,

* The list of apparatus given to Mr. H. Kubo, one of the commissioners for Japan, contains the following articles:

One Ferguson's hatching-jar.
One Coste hatching-box of glass grilles.
One Stone's salmon-hatching box.
One model Brackett's hatching-box.
One model Green's shad-hatching box.
One model Brackett's fishway.
One model Foster's fishway.
One model Eveleth's fishway.
One model Swazey's fishway.
One model Swazey & Atkins's fishway.
One model adaptation of Foster's fishway.

Canada, through W. F. Whitcher, esq., of the fisheries department of Canada, facilities were offered for the transportation of fishes on the Canadian railways, and from the same gentleman a permit was granted to Mr. James W. Milner, of the United States Fish Commission, to collect fishes in Lake Simcoe for scientific purposes.

Reference has already been made to the donation at the close of the Centennial of the fishery exhibits of several countries, as Norway, Sweden, Spain, the Philippine Islands, Portugal, Japan, China, etc.

Facilities extended by railroad companies.—The general appreciation of the objects of the Commission has been satisfactorily exhibited in the facilities given by various railroad companies to the messengers engaged in the transportation and planting of young fish in American waters. With very few exceptions all whose services have been required have carried the cans containing the young fish without any charge for extra baggage, and, what is of more importance, have permitted the fish to be taken in express-trains, and to be visited by the messengers accompanying them, at such times as were necessary, for the purpose of giving them the requisite attention. The free transportation of the messengers themselves has not been asked for nor expected, the facilities mentioned being of much more importance and having an absolute relation to the success that has been experienced in the work.

Appended herewith is the circular authorized, with occasional special slight modifications, by the companies named in the accompanying list. A few railroads only have refused co-operation in this action, on the ground that they can make no exceptions to their general rules. Even here, although the charges for extra baggage have been collected, the desired facilities to attendants have been granted.

"THE LAKE SHORE AND
"MICHIGAN SOUTHERN RAILWAY CO.,
"GENERAL SUPERINTENDENT'S OFFICE,
"*Cleveland, O., March* 15, 1876.

"*To Conductors and Baggage-masters:*

Upon presentation of this order, duly countersigned by Spencer F. Baird, United States Commissioner of Fish and Fisheries, you will transport free, until March 1, 1877, cans of young fish in baggage-cars of passenger-trains.

"You will also render every assistance desired by messengers in charge of fish and allow them access to baggage-cars for the purpose of taking care of the fish.

"Conductors will honor government orders, when properly receipted, for transportation of agent or messengers of the Commission; but in absence thereof a first-class ticket or fare must be collected. If the government order extends to a point beyond this railway, you will have it properly receipted, take it up and procure for the bearer a through

ticket to the point named in the order, at the first station where such ticket can be obtained.

"CHARLES PAINE,
"*General Superintendent.*

"Countersigned:
"SPENCER F. BAIRD,
"*United States Commissioner of Fish and Fisheries.*"

Alabama Central Railroad Company.
Alabama and Chattanooga Railroad Company.
Alexandria and Fredericksburg Railroad Company.
Atchison, Topeka and Santa Fé Railroad Company.
Atlanta and Charlotte Air-Line Railway Company.
Atlantic and Great Western Railroad Company.
Atlantic, Mississippi and Ohio Railroad Company.
Atlantic and Pacific Railroad Company.
Baltimore and Ohio Railroad Company.
Baltimore and Potomac Railroad Company.
Central Railroad of New Jersey.
Central Vermont Railroad Company.
Chesapeake and Ohio Railroad Company.
Chicago, Burlington and Quincy Railroad Company.
Chicago and Northwestern Railway Company.
Cleveland, Columbus, Cincinnati and Indianapolis Railway Company.
Connecticut River Railroad Company.
Fort Wayne, Jackson and Saginaw Railroad Company.
Georgia Railroad Company.
Hannibal and Saint Joseph Railroad Company.
Houston and Texas Central Railway Company.
Illinois Central Railroad Company.
Kansas Pacific Railway Company.
Denver Pacific Railway Company.
Lake Shore and Michigan Southern Railway Company.
Louisville, Cincinnati and Lexington Railroad Company.
Louisville and Nashville, and South and North Alabama Railroad Company.
Missouri, Kansas and Texas Railway Company.
Mobile and Ohio Railroad Company.
Northern Central Railway Company.
New Orleans, Saint Louis and Chicago Railroad Company.
Pennsylvania Railroad Company.
Philadelphia, Wilmington and Baltimore Railroad Company.
Richmond and Danville Railroad Company.
Richmond, Fredericksburg and Potomac Railroad Company.
Richmond and Petersburg Railroad Company.
Seaboard and Roanoke Railroad Company.
Saint Louis and San Francisco Railway Company.

Saint Louis, Iron Mountain and Southern Railway Company.
Vicksburg and Meridian Railroad Company.
Wabash Railway Company.
Washington City, Virginia Midland and Great Southern Railroad Company.
Weldon, Portsmouth and Baltimore Seaboard Railroad Company.
Western and Atlantic Railroad Company.
Wilmington and Weldon Railroad Company.

Facilities of express companies.—At one time some inconvenience was experienced in consequence of the agents of the Southern Express Company insisting that, under contracts with the several southern railroads, they were entitled to the right to transfer the cans of young fish to their cars, and to charge freight for the same, while at the same time under their rules messengers were refused permission to accompany them. This resulted on one or two occasions in the entire loss of the shipment of fish; but on presenting the case to the president of the company, he, with great liberality, issued the following order, which answered its purpose perfectly; since which time there has been no furher trouble of the kind.

"SOUTHERN EXPRESS COMPANY,
"SUPERINTENDENT'S OFFICE,
"*New Orleans, March* 23, 1875.

"DEAR SIR: Your favor of 11th March, to Mr. Shoemaker of the Adams Express Company, complaining of the arrangements between it and the various railroads south, whereby matter of freight is not permitted to be taken on the passenger-trains except in charge of the messengers of the Southern Express Company, and that it greatly interferes with your purpose of stocking the southern and southwestern Rivers with fish, is before me.

"In response I have to say that it is the desire of this company to aid in that work as far as possible, and for that reason it will waive any right it may have under its contracts with various railroad companies, leaving the agents and messengers of your departments free to send their cans or tanks of fish in any way or manner you may desire, which shall be agreeable to the management of the various railway companies.

"The agents and messengers of this company are hereby instructed not to claim or interfere with the transit of your matter in question in any manner you may select.

"Respectfully, &c.,

"H. B. PLANT,
"*President.*

"Prof. S. F. BAIRD,
"*Washington, D. C.*"

5.—ACTUAL WORK OF PROPAGATION OF FOOD-FISHES IN 1875 AND 1876.

The Shad-Season of 1876.

The Potomac station.—In previous years several attempts were made to obtain and hatch the eggs of shad in Southern rivers, especially in the Savannah and the Roanoke. In consequence of their failure to accomplish results at all proportionate to the expense, it was determined to begin the work of 1876 in the Potomac, where, as subsequently in the Susquehanna, the work was prosecuted by Mr. Milner, in co-operation with Mr. T. B. Ferguson, the fish commissioner of Maryland.

On the 8th of May a camp was established at Ferry Landing, near Mount Vernon, and Mr. Frank N. Clark placed in charge. It was not until the 13th of the month that any ripe fishes were found. The steamer Lookout, belonging to the Maryland commission, was kept in constant communication with other fishing stations near by; and as the result of the operations, continuing until the 24th, about 686,000 young fish were hatched, of which 100,000 were shipped to North Carolina, and the remainder placed in the Potomac River.

A larger number of young shad would have been secured but for the loss involved in the upsetting of the hatching-boxes in consequence of high winds, the great width of the river rendering it impossible to prevent loss by such accidents. A boom of logs was kept anchored near the boxes for their protection, but this was not always sufficient.

The shad-seines on the Potomac stopped work on the 23d of May with a decided loss to the proprietors, showing conclusively that the serious diminution in the abundance of shad and herring already referred to has continued.

The Susquehanna River station.—A second series of stations, six in number, for the hatching of shad, had been started by Mr. Ferguson at the mouth of the Susquehanna, near Havre de Grace, on the 9th of May; and for some time before the camp was broken up at Ferry Landing, a large number of young shad had been hatched out and turned into the river. On this river, as on the Potomac, the active work of securing the eggs and of hatching them out, as also of the distribution of the young fish to Maryland waters, was conducted by Mr. Ferguson. Their shipment and transportation to points outside of that State was under the direction of Mr. James W. Milner, assistant United States commissioner.

The total fish-production of the several stations on the Susquehanna, at the head of Chesapeake Bay, was 3,741,000 fish, of which 2,143,000 were turned into the waters of Maryland and 1,597,500 shipped elsewhere.

An unusual scarcity of ripe males in the Susquehanna during the season largely reduced the total yield of fertile eggs. A large number of the shad were obtained from the drift, or gill-nets, which required to be carefully watched, and the ripe fish removed while still alive. In

this mode of fishing the eels were found to be very destructive, half of the catch, as thrown into the boats, frequently consisting of heads and back-bones of shad from which the flesh had been stripped by the eels.

The catch of fish in the Susquehanna by the seines and nets, although much greater than that in the Potomac, was still vastly less than in former years. Mr. Milner learned from residents of Havre de Grace that in May of 1837, at a single haul of a thousand-fathom seine, 1,350,000 herring were taken (representing 2,700 barrels), and many thousands of shad.

The Connecticut River station.—This station was established on the 3d of July, Mr. Milner placing Dr. A. D. Hagar in special charge of the production of the fish. The first eggs were taken on the date mentioned; but the number was greatly lessened by the unprecedented warmth of the water, this registering 83° on the 3d of July and reaching 86° by the 20th of the month, a temperature at which the eggs of the shad failed to develop, being, apparently, killed even in the ovary of the parent. A heavy rain about the 24th raised the river and reduced the temperature to 76°. Soon the hauling was again begun and continued until the 5th of August.

The total yield was 1,958,000 young fish, of which over three-fourths were returned to the Connecticut. Distant shipments were made to the Alabama, the Sacramento, and the Mississippi Rivers.

The entire season's work at the three stations resulted in the introduction into suitable waters of 5,877,500 shad. The details of distribution, places of deposit, &c., will be found in the accompanying tables.

The California Salmon.

Columbia River station in 1875.—The abundance of salmon of several species in the Columbia River has long attracted astonishment and admiration, the fish entering that river in such enormous numbers every year as to make the possibility of its exhaustion appear entirely improbable. It is only within comparatively a few years that any attempt has been made to utilize them on a large scale, this being done by salting and pickling in barrels, and subsequently by putting them up in cans as fresh fish. This latter industry, as being more profitable, is now the leading one, and the disproportion between the canned and pickled fish increases every year.

The belief in the inexhaustibility of the salmon in the Columbia received a severe shock when it was found that the actual catch during a given year was appreciably less than the preceding. This was at first supposed to be accidental; but when the decrease was found to continue, the canners took the alarm and, fully aware of the danger, memorialized Congress for some legislation that should restrict the unlimited taking of the fish and be accompanied, if possible, by some provision for artificial propagation. The memorial was referred to the

Committee on Commerce of the Senate, and the opinion of the United States Commissioner of Fish and Fisheries asked in regard to it. His reply will be found at length in the Appendix. It takes the ground that the question of jurisdiction over the waters of the Columbia River, dividing the State of Oregon from the Territory of Washington, was possibly not in the United States, and at any rate, until it had been so declared, it would be inexpedient for the General Government to attempt any special matter of regulation. It was, however, suggested that by the erection of a suitable hatching establishment on the river, any waste from excessive fishing might be more than made up by the increased number of young fish turned into the waters.

For the purpose of being prepared to act in the latter direction, should Congress so direct, Mr. Livingston Stone, who has been, since 1872, in charge of the hatching of salmon on the Pacific coast for the United States Fish Commission, was instructed to proceed to the Columbia River and make a careful investigation of the whole question of abundance and of supposed decrease, and to select such station or stations as might in the future be established for the purpose of artificial propagation. He was also directed to make full collections in alcohol of the salmonidæ of the Columbia River, so as to determine the question as to whether the California salmon is found in the Columbia also.

On the 6th of May, 1875, Mr. Stone reached Portland on his mission and occupied several weeks in its prosecution. From his report, which will be found in the Appendix to the present volume, it will be seen that he recognizes the fact of the reduction in abundance, the danger of future exhaustion of the fishery and the destruction of the canning interest, and the necessity of proper measures both of legislation and of fish culture to arrest the impending evil. He selected one or more stations, which he judged would be suited to the purpose, and made extensive collections, from which it is ascertained that the most important species of the Columbia is the *Salmo quinnat*, the same as that of the Sacramento, and that the total number of species is much less than had been imagined, the fall or spent fish of several kinds being considered by the fishermen and residents along the river as distinct species.

Mr. Stone was everywhere received with great cordiality, all the business men of the region fully appreciating the importance of his mission, and rendering all the aid in their power in performing it.

The McCloud River station in 1875.—The geographical position and general character of the McCloud River salmon-hatching station has been indicated in previous reports. It is situated on the western or right bank of the McCloud River, about two miles above its entrance into the Pitt, a tributary of the Upper Sacramento. It is in the immediate vicinity of Mount Shasta, and on the high-road from Redding, California to Oregon, stages passing it daily. The work of salmon propagation here was first entered upon by Mr. Livingston Stone in 1872, beginning on a small scale, and with the extension of the buildings

and apparatus enlarging each year. So far, it has proved capable of furnishing a very large number of eggs of the salmon; and, indeed, it is possible that as many as 20,000,000 of eggs could be obtained annually, by the expenditure of sufficient funds. The total production, however, is circumscribed by the appropriation for the purpose, and has usually been kept within a limit of from eight to ten millions.

For a time the station was occupied during the summer only, being abandoned in the winter; to be resumed again the following year. Finding it in danger of being "jumped", or squatted upon, arrangements were made for continued occupation, and the establishment is throughout the year in charge of Mr. Myron Green, an assistant of Mr. Stone in his labors.

Although the land covered by the fishery was not opened for market, the possibility that this might take place at an early date, suggested the idea of having the fishing station proclaimed a government reservation, and the Commissioner of the General Land Office, advising the Secretary of the Interior that there was no impediment in the way, the President made the reservation by proclamation on the 9th of December, 1875. A claim had, however, been made by Mr. Lezchinsky, of prior rights in the way of having established a salmon fishery in the grounds in 1872, a few months before its occupation by Mr. Stone. His claim, which was duly filed, was considered by the Attorney-General and declared to be unfounded, the United States having the right to entire control. The correspondence connected with the establishment of this reservation, and with the claims of Mr. Lezchinsky, will be found in the appendix.

The operations connected with the taking of salmon on the McCloud in 1875 were commenced by Mr. Stone on the 16th of June, and closed on the 20th of October. The first eggs were obtained on the 2d of September, and between that time and the 27th, 8,629,000 were secured, making a bulk of over one hundred bushels, and weighing when packed over ten tons.

As usual, a circular was sent to the various State commissioners, asking how many eggs they desired to secure, with the understanding that they were to pay the expense of transportation to their hatching establishments and of planting the young fish in public waters. The officers of sixteen States responded, calling in many cases for more eggs than a fair *pro rata* would permit, the number supplied to each, however, varying from 10,000 to 500,000.

One million of these eggs were sent to the hatching establishment of Mr. N. W. Clark, at Northville, Mich., to be hatched out on account of the United States Fish Commission, for distribution to such States as were not provided with commissioners. Several private establishments were supplied with small lots for experimental purposes, and a small stock was also sent to New Zealand and to the fishery department of Canada. The greater part of the eggs reached their respective destina-

tions in excellent condition, and the young fish were in due time introduced into waters covering a wide range of locality.

The fish commissioners of California, fully alive to the importance of maintaining the fisheries in the Sacramento River, both for the purpose of securing eggs and for the propagation of fishes for food, furnished the means for meeting the additional expense of hatching and introducing many young salmon into the Sacramento River.

The McCloud River station, 1876.—In 1876 the station was opened and in operation from the 1st of July to the 20th of October. The first eggs were taken on the 22d of August, and the last on the 17th of September, showing that the season was somewhat earlier than that of 1875. The number of eggs secured was 7,498,500; the greatest number taken in one day being 986,150. Up to the year 1876, the eggs had been shipped to their respective points of destination by express, each transmission being isolated and distinct, the consignee paying the freight charges. After careful consideration Mr. Stone advised that all the eastern shipments of eggs in 1876 should be made in bulk as far as Chicago, and that a special car should be secured and properly fitted up, in which the eggs should be placed and transferred on an express train in the care of proper messengers. This experiment was carried out and proved an entire success, eighteen consignees in thirteen States receiving their supplies in even better condition than usual, and at less expense. Some additional shipments were made, in October, of a later run of fish.

In addition to the many applications from the United States, calls had been received from other portions of the globe, and especially from the governments of Australia and New Zealand, and from parties in the Sandwich Islands, for a supply of impregnated eggs of California salmon, believing that this species would thrive as well in those countries as in North America. Desirous of meeting these applications in a friendly spirit, and as an act of international courtesy, the applicants were informed that the eggs would be furnished if the actual expenses consequent upon the packing and transportation were refunded, which offer was gladly accepted, and a consignment of 80,000 eggs each made to the colonies of Wellington, Hawke's Bay, Canterbury, and Maryanna, in New Zealand, and to the Sandwich Islands. The experiment was entirely successful, the eggs reaching their destination and being introduced into the waters with but a slight percentage of loss. In the appendix will be found the correspondence with the New Zealand authorities on this subject, and a report of the results.

As in the previous year, eggs of a later run of salmon were hatched in behalf of the State of California, and 1,500,000 young fish turned into the river. The expense of this was borne by Messrs. Crocker and Stanford, of San Francisco.

The Atlantic Salmon in 1876.

Nothing was done during the years 1875 and 1876 in connection with the Atlantic Salmon, although the establishment at Bucksport was maintained in a condition of proper efficiency, under the direction of Mr. Charles G. Atkins. This work had been carried on with the co-operation of the States of Connecticut and Massachusetts, and the United States Commissioner concurred with the commissioners of those States in the propriety of discontinuing effort until the results of the labors of the several preceding years had been determined.

The Landlocked Salmon.

Instead of co-operating, as heretofore, in the propagation of the sea or Atlantic Salmon, it was decided by the United States Commissioner, in conjunction with the commissioners of Connecticut and Massachusetts, to experiment upon the Landlocked Salmon, a fish at one time thought to be a distinct species, but now pretty well established as being really a landlocked sea salmon, or, in other words, a *Salmo salar*, which, for some reason, has remained in the fresh waters instead of going to the sea, and by restriction in run has been reduced in size, while maintaining all the characteristics of its larger relative as to flesh and attractiveness to the angler. This fish is found in a number of lakes in Maine, especially the Sebago, the Sebec, and Reed's Ponds, and the lakes connected with the Saint Croix in Maine and New Brunswick. A similar variety occurs also in numerous waters in New Brunswick and Nova Scotia, and also in the vicinity of the Gulf of Saint Lawrence and the lower portions of the river. The fish varies in size from that of the Sebago Ponds, which sometimes reaches ten or fifteen pounds, to that of the Grand Lake Stream, where one of three pounds is quite an unusual maximum.

The first experiment in regard to the Landlocked Salmon made by the United States Fish Commissioner, in conjunction with the commissioners of Connecticut and Massachusetts, was in 1873, at Sebec Lake, where, under the direction of Mr. H. L. Leonard, the necessary works were erected. This was the first formal effort in the direction of reproducing the Landlocked Salmon, although experiments on a small scale had been made previously by private parties. The results of the first year's operations at Sebec were not very satisfactory, only 24,000 eggs being obtained, which were divided between the United States Commission and the commissioners of Massachusetts, Rhode Island, and Connecticut.

A second season of experiment at Sebec in 1874 was not more satisfactory, and it was concluded to transfer the seat of operations in 1875 to Grand Lake Stream. This is connected with Grand Lake, one of the series of ponds tributary to the Saint Croix River, within a comparatively short distance of the village of Calais, in Maine. The necessary arrangements having been made with Messrs. Shaw, the proprietors

of the land, by Mr. Charles G. Atkins, the assistant in charge, the work was begun under the joint auspices of the United States Fish Commission and those of Massachusetts and Connecticut. Maine participated in the benefits of the enterprise, under the State law which requires one-fourth of all the eggs taken from fish within her borders during the close season to be hatched out and turned into the waters.

Between the dates of October 25 and November 25, 1,055 males and 1,571 females were secured and impounded. From these 1,077,500 eggs were taken and impregnated, of which 668,500 were distributed to the subscribers *pro rata*, in February and March, 1876; while 265,000 were introduced into Grand Lake Stream, on account of the State of Maine.

The operations during the year 1876 were continued under the same general principles and at the same locality as in 1875, the eggs being sufficiently ripe to be taken on the 6th of November, and the season lasting until the 22d of November, 530,000 eggs being obtained from 272 males and 749 females; and 12,500 eggs in addition were obtained from adjacent waters. Owing to various causes beyond the control of Mr. Atkins a number of the eggs secured proved unproductive, and only 460,000 serviceable eggs were distributed. Of these 145,000 were sent out by the United States Commissioner, 200,000 by Massachusetts and Connecticut, and 115,000 were placed in Grand Lake Stream. The commissioners of the States mentioned, as usual, received the eggs, and after hatching them out distributed them to localities within their own borders. The distribution on the part of the United States Commission will be found in the tables in the appendix of the present report.

The Whitefish.

There is no species of American food-fish superior in economical importance to the whitefish, and its multiplication in localities especially favorable to its growth is deserving of the utmost effort. It is to this species especially that the attention of the State commissions bordering on the great lakes has been particularly drawn, those of Ohio, Michigan, Wisconsin, and of Canada, being alive to its importance. The utmost effort has been put forth to secure an abundant supply of eggs, and after hatching them out to introduce the young fish into adjacent waters, the total expenditure by the States in this direction being nearly equal to the appropriation for the United States Commission.

The fact that the States are so active in this direction has rendered it less necessary for the United States Fish Commission to take any special action in the matter. Its efforts have therefore been confined merely to securing a sufficient supply for distribution to appropriate localities outside of the region of production, especially to the State of California, where there are numerous lakes suited to the growth of this fish, and which are now destitute of anything corresponding to the genuine whitefish, *Coregonus albus*.

Arrangements have usually been made either with the States or with

some private hatching establishment, as that of Mr. N. W. Clark, at Northville, to collect for the United States Fish Commission and bring forward a certain number of these eggs; and for several years past shipments have been made to California, as just mentioned.

In December, 1876, 250,000 eggs were sent to Mr. B. B. Redding, the California fish commissioner, from the establishment of Mr. Clark, and reached their destination in good condition; the whole number to California amounting to 720,000. A considerable number of eggs was also sent to New Zealand, at the request of the government, a portion of which arrived in good order and have been successfully hatched out. One hundred thousand impregnated eggs were also sent to the Indian reservation near Keshena, in Wisconsin.

After the stock of eggs was collected in 1876 on account of the United States Commission at Mr. Clark's establishment at Northville, it was found that the appropriation was not sufficient to meet the cost of shipping these eggs to various localities which had been selected for the purpose, and a supply was therefore placed at the command of the fish commissioners of Michigan, by whom 300,000 were planted in Lake Erie and 1,507,000 in the inland lakes of Michigan.

The Carp.

The history of operations relative to the introduction of carp into the United States will be given in the next report. An account of the fish itself, with the methods of its culture, by Mr. Rudolf Hessel, will be found in the appendix.

I.—*Table of hatching and distribution of shad by the United States Fish Commission.*

State or Territory.	Stations where shad were procured.	Waters stocked.	Tributaries in which fish were placed.	Name of city or village.	Date.	Number of fish.
Alabama	South Hadley Falls, Mass., United States commission.	Alabama River		Montgomery, Ala	July 11, 1876	90, 000
Arkansas	do	Mississippi River	White River	Newport, Ark	August 7, 1876	79, 200
California	Coeymans, N. Y., New York commission.	Sacramento River		Tehama, Cal	July 2, 1873	35, 000
	South Hadley Falls, Mass., United States commission.	do		do	August 8, 1876	99, 000
Colorado	South Hadley Falls, Mass., Connecticut commission.	Missouri River	Platte River	Denver, Colo	July 7, 1872	2, 000
Connecticut	South Hadley Falls, Mass., United States commission and Connecticut commission.	Housatonic River		New Milford, Conn	July 8, 1873	90, 000
	do	do		do	August 3, 1874	100, 000
	do	Thames River		Putnam, Conn	July 23, 1874	110, 000
	do	do	Quinnebaug River	Canterbury, Conn	July 9, 1875	100, 000
	do	Alabama River	Coosa River	Rome, Ga	July 22, 1875	60, 000
	Havre de Grace, Md., United States commission.	Apalachicola River	Chattahoochee River	Atlanta, Ga	June 2, 1876	122, 500
	do	Altamaha River	Ocmulgee River	Macon, Ga	do	79, 200
	do	do	Oconee River	Milledgeville, Ga	June 3, 1876	40, 900
Illinois	Coeymans, Hudson River, New York State commission.	Lake Michigan	Calumet River	South Chicago, Ill	June 16, 1873	70, 000
	do	Mississippi River	Rock River	Rockford, Ill	July 9, 1874	70, 000
	South Hadley Falls, Mass., United States commission.	do	do	do	July 31, 1875	60, 000
Indiana	South Hadley Falls, Mass., Connecticut commission.	Ohio River	White River	Indianapolis, Ind	July 4, 1872	200, 000
	Coeymans, N. Y., New York State commission.	do	Wabash River	Logansport, Ind	June 30, 1873	40, 000
	do	do	do	do	June 30, 1874	75, 000
	South Hadley Falls, Mass., United States and Connecticut commissions.	do	White River	Indianapolis, Ind	July 22, 1874	80, 000
	Coeymans, N. Y., New York commission.	do	do	do	June 13, 1875	100, 000
	South Hadley Falls, Mass., United States commission and Connecticut commission.	Lake Michigan	Saint Joseph River	Elkhart, Ind	July 30, 1874	80, 000
	do	Ohio River	White River	Columbus, Ind	July 31, 1874	80, 000
Iowa	do	Mississippi River	Des Moines River	Ottumwa, Iowa	July 30, 1874	60, 000
	do	do	do	Des Moines, Iowa	do	40, 000
	Coeymans, N. Y., New York commission.	do	do	do	June 27, 1875	90, 000
	South Hadley Falls, Mass., United States commission.	do	do	do	July 16, 1876	148, 500

Louisiana	....do	Lake Pontchartrain	Notalbany River	Tickfaw, La	July 29, 1875	60,000
Maine	South Hadley Falls, Mass., Connecticut commission and United States commission.	Penobscot River	Mattawamkeag River	Mattawamkeag, Me	July 12, 1873	100,000
	....do	....do	....do	....do	July 28, 1874	100,000
	....do	....do	....do	....do	August 14, 1874	100,000
	....do	Kennebec River		Waterville, Me	August 25, 1874	100,000
	South Hadley Falls, Mass., Connecticut commission.	Penobscot River	Mattawamkeag River	Mattawamkeag, Me	July 12, 1875	100,000
Maryland	Moxley Point, Potomac River, Md., United States commission.	Potomac River		Moxley Point, Md	May 26 to June 27, 1875	1,182,500
	Havre de Grace, Md., United States commission.	....do		Cumberland, Md	June 9, 1876	178,000
	....do	Chesapeake Bay	Susquehannah River	Havre de Grace, Md	May 28 to June 21, 1876	856,000
	Carpenter's Point, Md., United States commission.	....do	North East River	Carpenter's Point, Md	May 10 to May 31, 1876	822,500
	Swan Creek, Md., United States commission.	....do	Susquehannah River	Swan Creek, Md	May 26 to June 10, 1876	280,000
Massachusetts	South Hadley Falls, Mass., United States commission and Connecticut commission.	Connecticut River	Westfield River	Westfield, Mass	July 10 and 13, 1874	290,000
	....do	....do		Smith's Ferry, Mass	August 8, 1874	60,000
	South Hadley Falls, Mass., United States commission.	....do		....do	July 8, 13, and 16, 1875	725,000
	....do	....do		South Hadley Falls, Mass	July 7 to 31, 1875	4,500,000
	....do	....do		....do	July 10 to Aug. 8, 1876	199,000
	....do	....do	Westfield River	Westfield, Mass	July 14, 1876	80,000
	....do	Taunton River		Bridgewater, Mass	July 12, 1876	80,000
	....do	....do		Middleboro', Mass	July 15, 1876	100,000
Michigan	....do	Lake Erie	Detroit River	Detroit, Mich	July 24, 1873	20,000
	....do	....do	....do	....do	August 1, 1874	80,000
	....do	Lake Michigan	Grand River	Ionia, Mich	July 24, 1873	80,000
	....do	Lake Huron	Shiawassee River	Corunna, Mich	August 6, 1874	80,000
Minnesota	Coeymans, N.Y., New York State commission.	Mississippi River		Saint Paul, Minn	July 5, 1872	25,000
	South Hadley Falls, Mass., United States commission and Connecticut commission.	....do		....do	August 5, 1874	100,000
Mississippi	Point Pleasant, Pa., Delaware River, New Jersey commission and United States commission.	Pearl River		Jackson, Mich	July 16, 1875	100,000
	Havre de Grace, Md., United States commission.	....do		....do	June 13, 1876	65,000
	....do	Mississippi River	Yazoo River	Abbeville, Miss	June 13, 1876	65,000
Missouri	South Hadley Falls, Mass., Connecticut commission.	....do	Missouri River	Washington and Hermann, Mo.	July 5, 1872	A few.
	Havre de Grace, Md., United States commission.	....do	Black River	Poplar Bluff, Mo	June 8, 1876	20,000
	....do	Missouri River	Chariton River	Callao, Mo	June 9, 1876	61,000
	South Hadley Falls, Mass., United States commission.	Mississippi River	Meramec River	Pacific, Mo	July 13, 1876	99,000
	....do	Missouri River	Kaw River	Kansas City, Mo	August 9, 1876	100,000

I.—*Table of hatching and distribution of shad by the United States Fish Commission*—Continued.

State or Territory.	Stations where shad were procured.	Waters stocked.	Tributaries in which fish were placed.	Name of city or village.	Date.	Number of fish.
New Jersey	Lambertsville, N. J., United States commission.	Delaware River		Lambertsville, N. J	June 10 to 30, 1873	433, 000
New York	Coeymans, N. Y., New York State commission.	Ohio River	Allegheny River	Salamanca, N. Y	June 30, 1872	25, 000
	South Hadley Falls, Mass., Connecticut commission.	do	do	do	July 3, 1872	200, 000
North Carolina	New Berne, N. C., United States commission.	Neuse River		New Berne, N. C	May 1 to 14, 1873	43, 000
	Ferry Landing, Va., United States commission.	do		Raleigh, N. C	May 26, 1877	98, 000
	Havre de Grace, Md., United States commission.	Santee River	Catawba River	Catawba, N. C	June 12, 1876	72, 400
Ohio	South Hadley Falls, Mass., Connecticut commission.	Lake Erie	Cuyahoga River	Kent, Ohio	July 3, 1872	A few.
	Coeymans, N. Y., New York commission.	do	Ashtabula River	Ashtabula, Ohio	June 24, 1873	50, 000
	do	do	Grand River	Eagleville, Ohio	June 25, 1874	60, 000
	do	do	Sandusky River	Fremont, Ohio	June 26, 1874	60, 000
	do	Ohio River	Buckingahela River	Bellefontaine, Ohio	July 9, 1874	75, 000
	do	do	Scioto River	Columbus, Ohio	June 15, 1875	75, 000
	do	do	Black River	Elyria, Ohio	July 18, 1874	65, 000
	do	do	Huron River	Monroeville, Ohio	July 18, 1874	65, 000
	do	do	Muskingum River	Bayard, Ohio	June 23, 1875	100, 000
	Havre de Grace, Md	do	do	Zanesville, Ohio	June 13, 1876	59, 700
Pennsylvania	Lambertsville, N. J., United States commission.	do	Monongahela River	Greensburg, Pa	June 25, 1873	15, 000
	Point Pleasant, Pa., United States commission.	Delaware River		Point Pleasant, Pa	June 25 to July 12, 1874	530, 000
Rhode Island	South Hadley Falls, Mass., United States commission.	Warren River			July 28, 1874	5, 000
	do	do			July 23, 1875	8, 300
	do	Pawcatuck River			July 28, 1874	7, 000
	do	do			July 23, 1875	13, 000
	do	Pawtuxet River			July 28, 1874	12, 000
	do	do			July 23, 1875	22, 200
	do	Blackstone River			July 28, 1874	12, 000
	do	Barrington River			July 23, 1875	5, 000
South Carolina	do	Santee River	Broad River	Gaffney's, S. C	July 10, 1875	80, 000
	Havre de Grace, Md., United States commission.	do	do	Spartansburg, S. C	June 9, 1876	50, 000
Tennessee	South Hadley Falls, Mass., United States commission.	Ohio River	Cumberland River	Nashville, Tenn	July 10, 1875	80, 000
	do	do	do	do	July 16, 1875	80, 000
	do	Tennessee River	Holston River	Knoxville, Tenn	July 16, 1875	100, 000

	Havre de Grace, Md., United States commission.	....do	....do	....do	May 31, 1876	72,200
	....do	....do	Eastanalbee River	Athens, Tenn	May 31, 1876	54,300
	....do	Ohio River	Tennessee River	Chattanooga, Tenn	May 31, 1876	72,300
	South Hadley Falls, Mass., United States commission.	Mississippi River	Forked Deer River	Jackson, Tenn	July 17, 1876	99,000
	....do	....do	Big Hatchee River	Brownsville, Tenn	July 17, 1876	99,000
Texas	Coeymans, N. Y., New York commission.	Brazos River	....do	Hempstead, Tex	July 3, 1874	20,000
	....do	Colorado River	....do	Austin, Tex	July 4, 1874	40,000
	....do	....do	....do	....do	July 4, 1875	60,000
Utah Territory	....do	Salt Lake	Jordan River	Jordan, Utah	June 30, 1873	5,000
Vermont	South Hadley Falls, Mass., Connecticut commission and United States commission.	Lake Champlain	Otter Creek	Vergennes, Vt	July 20, 1873	100,000
	....do	....do	....do	....do	July 28, 1874	150,000
	....do	....do	Winooski	Burlington, Vt	July 5, 1873	100,000
	....do	....do	....do	Winooski, Vt	August 11, 1874	120,000
	South Hadley Falls, Mass., United States commission.	....do	Missisquoi River	Swanton, Vt	August 12, 1874	80,000
	....do	....do	Lamoille River	Georgia, Vt	August 12, 1874	80,000
	South Hadley Falls, Mass., United States and Connecticut commissions.	....do	....do	....do	July 28, 1875	70,000
	....do	Connecticut River		Bellows Falls, Vt	July 15, 1874	215,000
	....do	....do		....do	July 27, 1874	140,000
	....do	....do		....do	August 1 and 20, 1874	150,000
	....do	....do		South Vernon, Vt	July 7, 1875	200,000
	South Hadley Falls, Mass., United States commission.	....do		....do	July 17, 1875	280,000
	....do	....do		Bellows Falls, Vt	July 10 to Aug. 7, 1876	645,000
Virginia	Washington, D. C., Potomac River, United States commission.	Kanawha River	New River	Central Station, Va	July 10, 1873	40,000
	....do	Potomac River		Jackson City, Va	May 17 to June 10, 1874	1,370,000
	....do	....do		....do	May 18 to June 5, 1875	1,072,800
	Ferry Landing, Va., United States commission.	....do		Ferry Landing, Va	May 21 to 29, 1875	1,473,500
	Freestone Point, Va., United States commission.	....do		Freestone Point, Va	May 15 to 25, 1875	1,156,750
	Point Pleasant, Pa., New Jersey commission and United States commission.	Roanoke River	Staunton River	Staunton River Station, Va	July 8, 1875	100,000
	Ferry Landing, Va., United States commission.	Potomac River		Ferry Landing Va	May 8 to 24, 1876	586,000
West Virginia	Washington, D. C., United States commission.	Kanawha River	Greenbrier River	Ronceverte, W. Va	June 6, 1873	30,000
Wisconsin	Coeymans, N. Y., New York commission	Lake Michigan	Fox River	Appleton, Wis	June 20, 1873	70,000
Total						24,263,350

II.—*Table of California salmon distributed to new waters in the United States.*

States.	Where finally hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Date of transfer.	Number of fish.
Alabama	Northville, Mich	Alabama River		Montgomery	December 18, 1876	28, 600
California	Fish farm, Alameda County, California	Sacramento River		San Francisco		
	Woodward's Gardens, San Francisco, Cal.	do		do		
	McCloud River Station, United States	do	McCloud River	Twenty miles from Redding, Cal.	1874	500, 000
	do	do	do	do	1875	850, 000
	do	do	do	do	1876	500, 000
Colorado	Georgetown, Colo		Green Lake	Georgetown, Colo	1874	22, 900
	do		Clear Lake	do	1874	(*)
Connecticut	Waltonian hatching-house	Connecticut River	Farmington River	Colebrook, Conn	December 11, 1873	5, 000
	North Branford, Conn	do	West River	Northford, Conn	December 20, 1873	6, 000
	do	do	do	Durham, Conn	January 1, 1874	15, 000
	do	Long Island Sound	Mill River	North Branford, Conn	1874	24, 000
	do	Connecticut River	Cocnochogue River	Durham, Conn	December 30, 1874	50, 000
	do	Thames River	Shetucket River		December 26, 1874	50, 000
	do	Long Island Sound	Farm River	New Haven, Conn	January 20, 1875	20, 000
	Trout Association, Westport, Conn	Housatonic River	Butter Creek	New Milford, Conn	December 18, 1874	50, 000
	do	Connecticut River	Farmington River	Pine Meadow, Conn	December 21, 1874	50, 000
	do	do	do	do	December 23, 1874	20, 000
	New York State hatching-house	Long Island Sound	Quinnepiac River	——, Conn	February 10, December 18, 1874.	5, 700
	Westport hatching-house	Thames River	Natchaug River	North Windham, Conn	December, 1875	50, 000
		Long Island Sound	Housatonic River	New Milford, Conn	do	110, 000
		Connecticut River	Farmington River	New Hartford, Conn	do	300, 000
		do	do		1876	300, 000
		Long Island Sound	Housatonic River		1876	100, 000
		do	Saugatuck River		1876	27, 286
		Thames River	Natchaug River		1876	50, 000
Delaware	Baltimore, Md		Nanticoke River	Seaford, Del	December 6, 1876	10, 400
Georgia	do	Alabama River	Coosa River	Cartersville, Ga	December 22, 1876	10, 000
		Altamaha River	Oconee River	Georgia Railroad Crossing	do	20, 000
		Savannah River		Tocoa, Ga	January 10, 1877	5, 000
			Ogeechee River	Crawfordsville, Ga	do	7, 500
		Apalachicola River	Chattahooche River	Norcross, Ga	do	7, 500
Illinois	Michigan State hatching-house	Lake Michigan	Calumet River	Kensington, Ill	May 12, 1874	25, 000
	Northville, Mich	Mississippi River	Rock River	Rockford, Ill	December 22, 1874	15, 000
	Pokagon, Mich	do	Fox River	Elgin, Ill	December 14, 1874	20, 000
	Northville, Mich	do	Rock River	Rockford, Ill	January 26, 1875	20, 000
	do	do	Fox Lake / Twin Lake	Elgin, Ill	December 29, 1875	38, 700
	do	do	Deep Lake	Land Lake, Ill	December 29, 1876	2, 500
Indiana	Pokagon, Mich	Wabash River	White River	Indianapolis, Ind	December 16, 1874	16, 000
	do	Ohio River	Tanner's Creek	Guilford, Ind	December 24, 1874	15, 000

	Northville, Mich	Illinois River	Kankakee River	Laporte, Ind	December 4, 1875	30,000
	do	Lake Michigan	do	Michigan City, Ind	January 17, 1876	2,000
	Pokagon, Mich	Kankakee River	Grapevine Creek	Warren, Ind	December 14, 1875	262,000
	Northville, Mich	Ohio River	Wabash River	Wabash, Ind	January 4, 1876	25,000
	do	do	do	do	December 21 and 26, 1876.	73,500
	do	do	Tanner's Creek	Guilford, Ind	December 30, 1876	20,000
Iowa	Anamosa, Iowa	Mississippi River	Upper Iowa River	Fredericksburgh, Iowa	December 15, 1874	300
	do	do	do	Decorah, Iowa	March 10, 1875	8,000
	do	do	Tributary	Waukon, Iowa	January 4, 1875	700
	do	do	Bloody Run	McGregor, Iowa	December 15, 1874	5,700
	do	do	Turkey River, Volga River.	Greeley, Iowa	January 6, 1875	600
	do	do	Turkey River	Clermont, Iowa	January 27, 1875	(†)
	do	do	do	Maynard, Iowa	do	(†)
	do	do	Turkey River, Volga River.	Fayette, Iowa	January 6, 1875	14,000
	do	do	Tributary	Clinton Junction, Iowa	December 27, 1874	(‡)
	do	do	Little Maquoketa River	Farley, Iowa	December 15, 1874	2,500
	do	do	do	Epworth, Iowa	do	3,500
	do	do	Maquoketa River	Monticello, Iowa	December 8, 1874	7,000
	do	do	do	Maquoketa, Iowa	December 11, 1874	7,000
	do	do	do	Charlotte, Iowa	December 27, 1874	‡5,000
	do	do	do	Worthington, Iowa	January 4, 1875	2,000
	do	do	do	Delhi, Iowa	January 6, 1875	400
	do	do	do	Hopkinton, Iowa	do	400
	do	do	do	Manchester, Iowa	February 1, 1875	200
	do	do	Maquoketa River, Spring Creek.	Delaware, Iowa	January 6, 1875	4,600
	do	do	Wapsipinecon River	Anamosa, Iowa	December 28, 1874, January 18, and April 7, 1875.	16,000
	do	do	do	Oxford, Iowa	January 18, 1875	§21,000
	do	do	do	Independence, Iowa	January 27, 1875	(§)
	do	do	Wapsipinecon River, Big Rock Creek.	Dixon, Iowa	December 28, 1874	¶5,000
	do	do	(†)	Big Rock, Iowa	do	(¶)
	do	do	do	Walker, Iowa	January 27, 1875	(†)
	do	do	Iowa River, Cedar River	Cedar Rapids, Iowa	December 12, 1874	12,000
	do	do	do	Waterloo, Iowa	December 5, 1874	3,500
	do	do	do	Tipton, Iowa	December 18, 1874, and February 13, 1875.	8,100
	do	do	do	Marion, Iowa	December 12, 1874	3,000
	do	do	do	Wilton, Iowa	January 18, 1875	(†)
	do	do	do	Springville, Iowa	January 27, 1875	†21,000
	do	do	Iowa River	Iowa Falls, Iowa	December 18, 1874	10,000

* The 22,900 was divided between Green Lake and Clear Lake.
† All distributions marked with the † are included in the 21,000 marked to Springville; the number was not deposited at that point, but divided among the other places as well.
‡ The 5,000 marked to Charlotte was divided with Clinton Junction.
§ The 21,000 marked to Oxford was divided with the other places having the *.
¶ The 5,000 marked to Dixon was divided with Big Rock.

II—*Table of California salmon distributed to new waters in the United States*—Continued.

States.	Where finally hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Date of transfer.	Number of fish.
Iowa	Anamosa, Iowa	Mississippi River	Iowa River	Iowa City, Iowa	January 18, 1875	(f)
	do	do		Storm Spring, Iowa	March 6, 1875	4, 000
	do	do	Des Moines River	Des Moines, Iowa	December 2, 1874, and January 12, 1875.	10, 000
	do	do	do	Ottumwa, Iowa	January 11, 1875	11, 000
	do	do	do	Fort Dodge, Iowa	December 18, 1874	15, 000
	do	do	Des Moines River, Boon River.	Webster City, Iowa	February 1, 1875	9, 800
	do	do	Des Moines River, Twin Lakes.	Pomeroy, Iowa	do	10, 000
	do	do	Des Moines River, Storm Lake.	Storm Lake, Iowa	do	10, 000
	do	do	Brown's Creek		January 12, 1875	500
	do	do	Des Moines River, Coon River.		do	500
	do	Missouri River	Nishnabottomy River	Atlantic, Iowa	January 5, 1875	6, 000
	do	do	Little Sioux River	Cherokee, Iowa	February 1, 1875	10, 000
	do	do	Floyd River	Lamar's, Iowa	do	5, 000
	do	do	do	Sioux City, Iowa	do	5, 000
	Northville, Mich	Mississippi River	Des Moines River *et al*		December 26, 1876	25, 000
Kentucky	do	Ohio River	Kenucky River	Lexington, Ky	January 6, 1876	25, 000
Louisiana	Pokagon, Mich	Lake Pontchartrain	Tangipahoa River		January 1, 1875	15, 000
	Northville, Mich	Lake Maurepas	Notalbany River	Tickfaw, La	December 22, 1876	14, 200
	do	Lake Pontchartrain	Tangipahoa River	Amite, La	do	14, 200
Maine	Bucksport, Me	Penobscot River	Craig's Pond	Bucksport, Me	February, 1874	4, 900
	do	do	Hatching-house Pond	do	do	100
	do	do	Craig's Pond	do	1875	30, 000
Maryland	Green Springs, Md	Susquehanna River	Octorora Creek	Liberty Grove, Md	December 5, 1874	10, 000
	do	do	Deer Creek	Pennsylvania line	December 15, 1874	6, 000
	do	Gunpowder River	Gunpowder River	Freeland, &c., Md	November 30, 1874	10, 000
	do	Patapsco River	North Patapsco River	Tank Station, Western Maryland Railroad.	do	6, 000
	do	do	Patapsco River	Hood's Mills, Md	December 5, 1874	6, 000
	do	Patuxent River	Branches	Howard County, Md	December 9, 1874	8, 000
	do	do		Near source	December 15, 1874	10, 000
	do	Monocacy River	Pipe Creek	Wakefield, Md	November 25, 1874	1, 500
	do	do	do	Union Bridge, Md	do	1, 000
	do	do	Owen's Creek	Slabtown, Md	do	1, 500
	do	do	do	Mechanicstown, Md	December 2, 1874	6, 000
	do	do	Bush Creek	Monrovia, Md	December 5, 1874	4, 000
	do	Potomac River	Antietam Creek	Hagerstown, Md	November 25, 1874	3, 000
	do	do	Conococheague River	do	December 2, 1874	10, 000
	do	do	Evitts Creek	Tameny, Md	do	5, 000
	do	do	Wills Creek	Jennings Run, Md	do	5, 000

....do	....do	Savage Creek	Franklin, Md	December 3, 1874	15,000
....do	....do	North Fork	Fort Pendleton, Md	December 9, 1874	15,000
....do	Rivers		Eastern Shore, Md	December 1, 1874	6,000
Baltimore, Md	Patuxent River	Little Patuxent River	Savage Station, Md	December 15, 1875	7,000
....do	....do	....do	....do	January 3, 1876	14,500
....do	....do	....do	....do	March 19, 1876	6,000
....do	....do	....do	....do	March 21, 1876	13,000
....do	....do	....do	Little Patuxent Station, Md	December 15, 1875	7,000
....do	....do	Patuxent River	Laurel Station, Md	....do	14,000
....do	....do	....do	Cedar Point, Md	February 10, 1876	164
....do	....do	....do	....do	March 25, 1876	6,000
....do	....do	North Branch of Patuxent River.	Ellicott City, Md	April 6, 1876	3,200
....do	Potomac River	Potomac River	Point of Rocks, Md	December 21, 1875	45,000
....do	....do	....do	St. John's Run, Md	December 31, 1875	15,000
....do	....do	....do	Weaverton Station, Md	January 26, 1876	5,000
....do	....do	North Branch of Potomac River.	Fort Pendleton, Md	March 29, 1876	12,000
....do	....do	Conococheague River	Williamsport, Pa	April 17, 1876	2,000
....do	Patapsco River	North Patapsco River	Tank Station, Md	January 5, 1876	10,000
....do	....do	....do	....do	March 23, 1876	2,000
....do	Monocacy River	Owen's Creek	Slabtown, Md	January 5, 1876	13,000
....do	....do	....do	....do	March 23, 1876	3,000
....do	....do	Double-Pipe Creek	Monocacy, Md	....do	2,000
....do	....do	Pipe Creek	Westminster, Md	April 14, 1876	2,000
....do	Antietam Creek	Antietam Creek	Hagerstown, Md	March 23, 1876	4,000
....do	Gunpowder River	Gunpowder River	Glencoe, Md	January 7, 1876	18,000
....do	....do	....do	Phoenix, Md	January 14, 1876	30,000
....do	....do	Little Gunpowder River	Monkton, Md	April 3, 1876	7,000
....do	Patapsco River	Baltimore Water-Works	Baltimore, Md	January 5, 1876	5,000
....do	....do	....do	....do	January 24, 1876	500
....do	Deer Creek	Tobacco Run	Aberdeen, Md	March 16, 1876	15,000
....do	....do	Archer's Run	....do	....do	500
....do	....do	Green Spring Run	....do	....do	500
....do	Bush River	Winter's Run	Magnolia' Md	April 7, 1876	1,000
....do	Susquehanna River	Octorora Creek	Rowlandville, Md	April 17, 1876	1,900
....do	Gunpowder River	Gunpowder River	Parkton, Md	November 6, 1876	30,000
....do	....do	Little Gunpowder River	Monkton, Md	November 21, 1876	33,600
....do	....do	Western River	Cockeysville, Md	December 1, 1876	24,000
....do	Patapsco River	North Patapsco River	Tank Station, Md	Nov. 8 and 22, 1876	20,400
....do	....do	Patapsco River	Sykesville, Md	November 8, 1876	38,400
....do	Monocacy River	Pipe Creek	Wakefield, Md	....do	15,000
....do	Potomac River	Owen's Creek	Mechanicstown, Md	....do	25,000
....do	....do	Antietam	Chewsville, Md	November 22, 1876	29,400
....do	....do	Conococheague River	Hagerstown, Md	....do	34,240
....do	....do	North Branch of Potomac River.	Fort Pendleton, Md	November 27 and December 15, 1876.	151,560
....do	....do	Potomac River	Point of Rocks, Md	December 8, 1876	56,800
....do	Susquehanna River	Deer Creek	Pennsylvania Line, Md	November 10, 1876	30,000
....do	Patuxent River	Patuxent River	Savage Station, Md	November 14, 1876	43,000
....do	....do	....do	Laurel, Md	December 1, 1876	24,000
....do	....do	North Patuxent River	Mount Airy Md	November 21, 1876	46,400

II—*Table of California salmon distributed to new waters in the United States*—Continued.

States.	Where finally hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Date of transfer.	Number of fish.
Maryland	Baltimore, Md	Elk River	Bohemia Creek	Bohemia Bridge, Md	November 24, 1876	12, 800
	do	do	Elk River	Elkton, Md	December 11, 1876	20, 000
	do	Sassafras River	Sassafras River	Frederick, Md	November 24, 1876	22, 640
	do	Nanticoke River	Branch	Federalsburg, Md	December 6, 1876	9, 600
	do	Choptank River	Choptank River	Greensborough, Md	do	10, 400
	do	do	Tuckahoi Creek	Hillsborough, Md	do	9, 600
	do	Pocomoke Bay	Branch	Crisfield, Md	December 8, 1876	8, 000
	do	do	do	Newtown, Md	do	24, 000
	do	Chester River	Chester River	Millington, Md	December 11, 1876	20, 000
	do	Monongahela River	Youghiogheny River	Oakland, Md	December 28, 1876	9, 900
Massachusetts	Winchester, Mass	Mystic River			1873 and 1874	20, 000
	do	Red Brook				7, 000
	do	Mystic River			1874 and 1875	7, 000
*Michigan	Pokagon, Mich	Saint Joseph River	Butternut Creek	Hillsdale County, Mich	December 25, 1873	6, 000
	do	do	Sand Creek	do	do	9, 000
	do	do	State Hatchery Pond	Pokagon, Mich	do	700
	do	do	Saint Joseph River	Niles, Mich	December 11, 1875	33, 000
	do	do	do	Three Rivers, Mich	January 3, 1876	8, 000
	do	do	Portage River	Kalamazoo County, Mich	December 16, 1875	4, 000
	do	do	do	Three Rivers, Mich	January 3, 1876	4, 000
	do	do	Indian Lake	Kalamazoo County, Mich	December 16, 1875	2, 000
	Northville, Mich	do	Coldwater Lake	Branch County, Mich	December 28, 1875	4, 000
	do	do	Lake of the Woods	do	do	4, 000
	do	do	Morrison Lake	do	do	8, 000
	Pokagon, Mich	do	Barrow Lake	Cass County, Mich	December 30, 1875	8, 000
	do	do	Muncy Lake	do	January 1, 1876	1, 000
	do	do	Diamond Lake	do	January 3, 1876	8, 000
	do	do	Sturgeon Lake	Colon, Mich	do	4, 000
	do	do	Indian Creek, Dowagiac River.	Cass County, Mich	December 8, 1875	15, 000
	do	do	Williams Creek, Dowagiac River.	do	do	8, 000
	do	do	Peavine Creek, Dowagiac River.	do	do	15, 000
	do	do	Pokagon Creek, Dowagiac River.	Pokagon, Mich	December 8, 1875	10, 000
	Crouch's hatchery, near Jackson	Kalamazoo River	Gull Lake	Kalamazoo County, Mich	December 27, 1873	3, 000
	do	do	Lake	Ross Township, Mich	do	200
	do	do	East Branch	Jackson, Mich	December 29, 1873	15, 000
	do	do	Pond at Lunatic Asylum	Kalamazoo, Mich	May 8, 1874	130
	Pokagon, Mich	do	Gull Lake	Kalamazoo County, Mich	December 16, 1875	4, 000
	do	do	Goguac Lake	Calhoun County, Mich	do	4, 000
	do	do	Hamblin Lake	Battle Creek, Mich	January 6, 1876	1, 000
	do	Paw-Paw River	Paw-Paw River	Paw-Paw, Mich	December 20, 1875	16, 000

Crouch s hatchery, near Jackson	Grand River		Jackson County, Mich	December 30, 1873	12, 000
do	do	Sandstone Creek		January 1, 2, and 3, 1874	24, 000
do	do	Perkins and Hess Pond	Grand Rapids, Mich	January 2 and 3, 1874	200
do	do	Crouch's Creek	Jackson, Mich	January 6, 1874	4, 000
do	do	Crouch's Fishery	do	do	2, 000
Northville, Mich	do	Maple River	Ionia, Mich	December 25, 1875	6, 000
do	do	Round Lake	Clinton County, Mich	do	6, 000
do	do	Thorn Apple Lake	Barry County, Mich	December 28, 1875	6, 000
do	do	do	Eaton County, Mich	do	6, 000
Pokagon, Mich	do	Long Lake	Barry County, Mich	December 16, 1875	2, 000
do	do	Reed Lake	Grand Rapids, Mich	January 6, 1876	4, 000
do	do	Church Lake	Kent County, Mich	do	2, 000
do	do	Pickerel Lake	do	do	2, 000
do	do	Lamberton Lake	do	do	2, 000
do	do	Soft Water Lake	do	do	2, 000
do	do	Grand River	Jackson, Mich	December 21, 1876	27, 000
do	Muskegon River	Clam Lake	Clam Lake, Mich	January 7, 1876	10, 000
Northville, Mich	Pere Marquette River	B g Star Lake	Lake County, Mich	January 13, 1876	14, 000
Pokagon, Mich	Grand Traverse Bay	North Boardman River	Kalkaska, Mich	January 7, 1876	8, 000
do	do	Rapid River, Torch Lake	Kalkaska County, Mich	do	12, 000
do	Pine Lake, Lake Michigan.	Boyne River	Boyne Falls, Mich	January 8, 1876	6, 000
do	Bear Lake, Lake Michigan.	Bear Creek	Charlevoix County, Mich	do	4, 000
Northville, Mich	Walloon Lake	do	do	January 14, 1876	16, 000
do	Menominee River	Michigamee Lake	Marquette County, Mich	January 19, 1876	24, 000
do	do	Three Lakes	do	do	8, 000
do	Saginaw River	Flint River	Flint County, Mich	December 21, 1875	10, 000
do		Tittabawassee River	Midland, Mich	December 22, 1875	10, 000
do		Chippewa River	do	do	10, 000
do		Shiawassee River	Holly, Mich	Dec. 25 to 28, 1876	75, 000
do	Au Sable River	Au Sable River	Crawford, Mich	do	30, 000
do	do	Otsego Lake	Otsego Station, Mich	December 15, 1875	20, 000
do	Rifle River	Rifle River	Bay County, Mich	December 21, 1875	8, 000
do	Saint Clair Lake	Clinton River	Utica, Mich	December 23, 1875	12, 000
do	do	Clinton River, Lord's Lake.	Pontiac, Mich	January 3, 1876	15, 000
do	Saint Clair River	Saint Clair River	Port Huron, Mich	December 25, 1875	14, 000
do	do	Black River	do	do	12, 000
do	Detroit River	Rouge River	Dearborn, Mich	December 22, 1875	10, 000
do	do	Rouge River, Orchard Lake.	Oakland County, Mich	December 23, 1875	8, 000
do	do	Rouge River	Northville, Mich	February 9, 1876	20, 000
do	do	Detroit River	Detroit, Mich	December 22, 1876	20, 000
do	Huron River	Huron River	Washtenaw County, Mich	December 28, 1876	8, 000
do	River Raisin	River Raisin	Somerset, Mich	December 23, 1875	10, 000
do	do	do	Brooklyn, Mich	do	10, 000
do	do	Tributaries	Lenawee County, Mich	December 28, 1875	10, 000
Pokagon, Mich		Lyon's Lake	Kalamazoo County, Mich	December 16, 1875	2, 000
do		Wood's Lake	do	do	4, 000

* Michigan received in 1874 900,000 consigned to Pokagon and Northville. The distribution has not been reported.

II.—*Table of California salmon distributed to new waters in the United States*—Continued.

States.	Where finally hatched.	Waters stocked.	Tributaries in which fish are placed.	Locality.	Date of transfer.	Number of fish.
Michigan	Pokagon, Mich		McMartin's Lake	Kalamazoo County, Mich	December 16, 1875	4,000
	do		Lewis Lake	do	do	2,000
	do		Metcalf Lake	Calhoun County, Mich	do	2,000
	do		Bruce Lake	do	do	4,000
	Northville, Mich		Hontoon Lake	Oakland County, Mich	December 23, 1875	10,000
	do		Carter Lake	Barry County, Mich	December 28, 1875	6,000
	Pokagon, Mich		Twin Lakes	Kalamazoo County, Mich	December 16, 1875	4,000
	do		Putty Lake	do	do	2,000
Minnesota	Hon. E. Rice, Saint Paul, Minn; Watkins & Bogart, Red Wing, Minn; and Stillwater Trout-Brook Company.	Lake Superior	Saint Louis River, Twin Lakes.	Pine County, Minn	May, 1875	500
	do	do	Saint Louis River, Big Lake.	do	do	500
	do	Mississippi River	Saint Croix River	Chisago County, Minn	do	5,000
	do	do	Saint Croix River, several lakes.	do	do	12,800
	do	do	Saint Croix River, White Bear Lake.	Ramsey County, Minn	do	300
	do	do	Saint Croix River, Bass Lake.	do	do	100
	do	do	Saint Croix River, Lake Como.	do	do	100
	do	do	Saint Croix River, Lake Johanna.	do	do	100
	do	do	Minnesota River, Cedar Lake.	Rice County, Minn	do	1,000
	do	do	Minnesota River, Minnesota Lake.	Faribault County, Minn	do	1,000
	do	do	Farmington River	Dakota County, Minn	do	1,000
	do	do	Iowa River, Cedar River, Lake Albert Lea.	Freeborn County, Minn	do	1,000
	do	do	Iowa River, Cedar River	Mower County, Minn	do	300
	do	do	Lake Minnetonka	Hennepin County, Minn	do	500
Minnesota	Redwing, Minn		Lake Madison	Blue Earth County	January 14, 1876	275
	do		Lake Phalon	Ramsey County	May 11, 1876	500
	do		Lake Josephine	do	do	300
	do		do	do	June 2, 1876	1,000
	do		Lake Johanna	do	May 11, 1876	300
	do		Lake Vadnais	do	do	250
	do		Lake Big Butts	do	do	250
	do		Lake Little Butts	do	do	250
	do		Lake Sunfish	Dakota County	do	500
	do		Lake Kennedy	do	do	200

do		Lake Como	Ramsey County	do	500
do		Lake McCann's	do	do	500
do		Butts Lake	Washington County	May 15, 1876	500
do		Lake Harriott	Hennepin County	May 16, 1876	2,500
do		Lake Calhoun	do	do	
do		White Bear	Ramsey County	May 18, 1876	4,000
do		Bald Eagle	do	do	2,000
do		Green Lake	Kandiyohi County	May 23, 1876	1,000
do		Eagle Lake	do	do	1,000
do		(?)	Stevens County		
do		(?)	Saint Paul and Pacific R. R.	May 23, 1876	5,000
do		Hand Lake	Sherburne County	May 25, 1876	500
do		Minnetonka	Hennepin County	May 28, 1876	10,000
do		Hokah	do	May 29, 1876	1,500
do		Lake (?)	Rice County	do	2,000
do		Lake Crystal	Dakota County	do	5,000
do		(?)	Rice County	do	6,000
do		Prior Lake	Scott County	do	20,000
do		Marine Lake	Washington County	do	2,000
do		Cornelian Lake	do	do	
do		Square Lake	do	do	
do		Lake Turtle	Ramsey County	June 2, 1876	1,000
do		Lake Kingsley	do	do	2,000
do		Lake Halloran	do	do	1,000
do		Lake (?)	Carver County	do	1,000
do		Lake (?)	Scott County	do	5,000
do		Brown's Creek	Washington County	do	1,000
do		Mazeppa	Wabasha County	do	1,000
do		Eagle Lake	Washington County	do	6,000
do		School Section	do	do	
do		Terry Lake	do	do	
do		Round Lake	do	do	
do		McKusick's	do	do	
do		Pine Tree Lake	do	do	
do		Lanesboro'	Fillmore County	do	2,500
do		Baytown Lake	Wright County		250
do		Lake (?)	Washington County	June 2, 1876	500
do		Lake Morrison	McLeod County	do	250
do		Lake Preston	Renville County	do	250
do		Lakeland	Washington County	do	250
do		(?)	Dakota County	do	1,500
do		French Lake	Rice County	do	1,000
do		Cedar Lake	do	do	1,000
do		Dudley	do	do	1,000
do		Robert	do	do	1,000
do		Shields	do	do	1,000
do		Clear Lake	Carver County	June 5, 1876	500
do		String Lake	Cottonwood County	June 7, 1876	300
do		Big Lake	Sherburne County	June 16, 1876	300
do		Pearl Lake	Stearns County	do	900
do		Pleasant Lake	do	do	900
do		Grand Lake	do	do	900

II.—*Table of California salmon distributed to new waters in the United States*—Continued.

States.	Where finally hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Date of transfer.	Number of fish.
Minnesota	Redwing, Minn		Loon Lake	Blue Earth County	May and June	500
	do		Madelia Lake	Watonwan County	do	1,000
	do		Bingham Lake	Cottonwood County	do	1,500
	do		Windom Lake	do	do	1,000
	do		Welder Lake	do	do	1,000
	do		Okabena Lake	Noble County	do	1,000
	do		Eagle Lake	Blue Earth County	do	1,000
	do		Madison Lake	do	do	1,000
	do		Elysian Lake	Waseca County	do	1,000
	do		Clear Lake	do	do	1,000
	do		Lake Emily	Le Sueur County	do	2,000
	do		Lake Albert Lea	Freeborn County	do	1,000
	do		Pickerel Lake	do	do	1,000
	do		Minnesota Lake	Faribault County	do	500
	do		Bass Lake	do	do	1,000
	do		Lake Laura	Blue Earth County	do	500
	do		Green and Chisago Lakes		do	1,000
	do		Forest Lake		do	500
						*10,000
						†90,000
	do	Red River		Breckinridge, Minn		500
Mississippi	Northville, Mich	Lake Borgne	Pearl River	Kosciusko, Miss	December 12, 1876	10,800
	do	Mississppii River		Abbeville, Miss	December 11, 1876	10,800
	do	Pascagoula River	Chickasawhachie River	Meridian, Miss	December 11, 1876	15,200
Missouri	do	Mississippi River	Meramec River	Pacific, Mo	December 15, 1876	15,600
	do	Missouri River	Gasconade River	Jerome, Mo	December 15, 1876	15,400
New Jersey	Bloomsbury, N. J	Raritan River	Pattenburgh Creek	Raritan, N. J	January 3 and February 7, 1874.	47,000
	do	Delaware River	Pohatcong River	Bloomsbury, N. J	January 10, 1874	10,000
	do	do	Musconetcong River	do	January 14, 26, February 6 and 14, 1874.	178,000
	do	do	Tributaries		1874, 1875	160,000
	do	Passaic River	do		1874, 1875	2,000
	do	Raritan River	do		1874, 1875	3,000
New York	State hatching-house	Lake Ontario	Genesee River, Allen Creek.		December 22 and 30, 1873.	31,000
	do	do	Genesee River, Caledonia Springs.		December 26, 1873	2,000
	do	do	Genesee River, Honeoye Falls.		March 2, 1874	500
	do	do	Salmon River, Beaver Creek.		December 25, 1873	17,000
	do	do	Oswego River, Fish Creek.		December 29, 1873	18,000

	....do	....do	Oswego River, Oneida Lake.		February 10, 1874	13,000
	....do	....do	Oswego River, Cayuga Lake.		February 24, 1874	6,000
	....do	Hudson River	Fortville Creek.		December 23, 1873	24,000
	....do	....do	Sauquoit Creek.		January 6, 1874	6,000
	....do	....do	Oriskany River		January 6, 1874	6,000
	....do	....do	West Canada Creek	Herkimer County, N. Y	Feb. 3 and 18, 1874	3,000
	....do	....do	Fishkill and Silver Lakes	Dutchess County, N. Y	February 5, 1874	1,500
	....do	....do	Jocks Lake	Herkimer County, N. Y	February 14, 1874	1,000
	....do	....do	Mud or Hydraulic Lake	....do	February 18, 1874	2,000
	....do	....do	Spruce Creek	....do	March 3, 1874	2,000
	....do	....do	Seneca Lake	Seneca County, N. Y	February 24, 1874	2,000
	....do	Long Island Sound	Brooklyn water-works and other waters.	Long Island Sound	January 19, 1874	4,000
	....do	....do	Roosevelt Creek	Sayville, N. Y	February 10, 1874	90,000
	Bloomsbury, N. J	....do	Tributary	South Side, Long Island	January 23, 1874	30,000
	State hatching-house	....do	Round Lake	Chenango County, N. Y	February 24, 1874	2,000
	....do	Susquehanna River	Cohocton River	Liberty, N. Y	December 27, 1873	16,000
	....do	Lake Ontario	Oswego River	Skaneateles Lake	December 9, 1874	21,000
	....do	....do	....do	....do	March 2, 1875	3,000
	....do	....do	Oswego River, Fish Creek		December 10, 1874	20,000
	....do	....do	Oswego River	Fulton, N. Y	December 11, 1874	2,000
	....do	....do	Oswego River, Oneida Lake.		December 18, 1874	20,000
	....do	....do	Genesee River, Caledonia Creek.	Caledonia, N. Y	December 15 and 22, 1874, January 26 and March 2, 1875.	27,010
	....do	....do	Genesee River, Conesus Lake.	Livingston County, N. Y	January 2, 1875	10,000
	....do	....do	Genesee River, Allen Creek.		December 15, 1874, and March 15, 1875.	50,000
	....do	....do	Oak Orchard Creek	Orleans County, N. Y	December 17, 1874	30,000
	....do	....do	Sandy Creek	....do	December 25, 1874	10,000
	....do	....do	Salmon River, Beaver Creek.	Sand Bank, N. Y	December 30, 1874	10,000
	....do	Hudson River	Fortville, Peatwig, and Inglesby Creeks.	Fort Edward, N. Y	December 21, 1874	45,000
	....do	....do	Mohawk River		December 30, 1874, and January 11, 1875.	47,000
	....do	....do	Mohawk River, Sequoit Creek.	Oneida County, N. Y	January 9, 1875	8,000
	....do	Alleghany River	Chautauqua Lake	Chautauqua County, N. Y	February 24, 1875	1,000
North Carolina	Baltimore, Md	Cape Fear River	Haw River	Graham, N. C	January 10, 1877	8,000
	....do	Pedee River	Yadkin River	Salisbury, N. C	January 9, 1877	5,500
	....do	Santee River	Catawba River	Charlotte, N. C	January 10, 1872	5,000
Ohio	New York State hatching-house	Ohio River	Muskingum River	Millbrook, Ohio	December 30, 1873	20,000
	....do	Lake Erie	Sandusky River	Bucyrus, Ohio	January 13, 1874	12,000
	....do	....do	Grand River	Eagleville, Ohio	December 9, 1874	10,000
	Northville, Mich	....do	Huron River	Monroeville, Ohio	——, 1874	10,000

* Estimated number washed into the Mississippi at Redwing.

† Estimated number washed into Saint Croix River above Stillwater.

II.—*Table of California salmon distributed to new waters in the United States*—Continued.

States.	Where finally hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Date of transfer.	Number of fish.
Ohio	Northville, Mich	Lake Erie	Maumee River	Waupaconeta, Ohio	December 8, 1875	45, 000
	do	do	do		January 1, 1877	20, 000
	do	Ohio River	Little Miami River	Sidney, Ohio	December 7 and 10, 1875	105, 000
Pennsylvania	Bloomsbury, N. J	Susquehanna River	Yellow Breeches Creek	Mechanicsburg, Pa	December 2, 1873	10, 000
	do	do		Harrisburg, Pa	March, 1873	6, 000
	do	do	Donegal Springs	Donegal, Pa	January, 1874	16, 000
	Marietta, Pa	do	Swatara Creek		December 22, 1874	30, 000
	do	do	Yellow Breeches		December 26, 1874	36, 000
	do	do	Pine Creek		January 5, 1875	15, 000
	Bloomsbury, N. J	do	Conedoguinet Creek		December 6, 1874	6, 000
	do	do	Mahantonga River	Upper Paxton, Pa	December 23, 1873	10, 000
	do	do	Bald Eagle River	Bellefonte, Pa	January 27 and 30, 1874	30, 000
	Marietta, Pa	do	Buffalo Creek		January 5, 1875	10, 000
	do	Delaware River	Bushkill Creek	Easton, Pa	December 21, 1874	60, 000
	do	do	Tributaries		——, 1875	111, 000
	do	Potomac River	Conecocheague River	Chambersburgh, Pa	December 8, 1873	10, 000
	do		Aquatong Lake		——, 1875	30, 000
	Baltimore, Md				November 10, 1876	500
		Delaware River	Bushkill Creek	Bushkill, Pa	——, 1876	200, 000
		do		Brandywine, Pa		15, 000
		Susquehanna River		Chiques, Pa		30, 000
		do		Swatara, Pa		50, 000
		do	Stony Creek			20, 000
		do		Canadoquinet		20, 000
		do		Harrisburg, Pa		20, 000
			Yellow Breeches			18, 000
		do		Marietta		30, 000
		do		Columbia		50, 000
		do	Maiden Run			10, 000
		do	Bowman's Run			50, 000
		Monongahela River		Greene County		500
Rhode Island	Ponaganset, R. I	Blackstone River			——, 1874–'75	12, 000
	do	Pawtuxent River				35, 000
	do	Pawcatuck River				20, 000
	do	do	Artificial ponds			1, 600
South Carolina	Baltimore, Md	Edisto River	Edisto River	Branchville, S. C	January 11, 1877	4, 000
	do	Cooper River	Cooper River	Charleston, S. C	January 11, 1877	2, 000
	do	Santee River	Broad River	Gaffney, S. C	January 10, 1877	5, 000
Tennessee	Northville, Mich	Mississippi River	Wolf River	Memphis, Tenn	December 25, 1875	40, 000
	do	do	Forked Deer River	Humboldt, Tenn	December 10, 1876	2, 200
	do	do	do	Jackson, Tenn	December 10 and 25, 1876.	25, 800
	Baltimore, Md	Tennessee River	French Broad River	Chuck Creek, Tenn	December 22, 1876	5, 000
	do	do	Eastannallee River	Athens, Tenn	December 22, 1876	5, 000

Texas	Niles, Mich	Brazos River	Clear Creek	Hempstead, Tex	December, 1874	2,000
	do	Colorado River		Austin, Tex	December, 1874	12,000
	Northville, Mich	do		do	December 11, 1876	18,000
	do	Brazos River	Clear Creek	Hempstead, Tex	December 10, 1876	2,000
Utah	Jordan, Utah Ter	Salt Lake	Jordan River	Jordan, Utah Ter	August, 1873	32,000
	do	do	do	do	September 29, 1874	195,900
	do	do	do	do	November, 1875	150,000
Vermont	do	Lake Champlain	Kelly Brook	Highgate, Vt	September 29	35,000
	do	do	Missisquoi River	do	December 27, 1873	
	do	do	do	Swanton, Vt	December 22	
Virginia	do	James River			——, 1874	5,000
	Bloomsbury, N. J	Roanoke River		Salem, Va	December 22, 1874	5,000
	do	Rappahannock River				Unknown.
	do	New River			December 22, 1874	10,000
	do	Potomac River	Cedar Creek	Winchester, Va	January, 1874	30,000
	do	do	South Fork	Romney, Va		15,000
	Lexington, Va	James River	Tye River	Nelson County, Va	January, 1876	17,000
	do	do	Pedlar River	Amherst County, Va	January, 1876	10,000
	do	do	Jackson River	Alleghany County, Va	January, 1876	15,000
	do	do	Mountain Lake	Giles County, Va	January, 1876	3,000
	do	do	Tributaries	Botetourt and Rockbridge Counties, Va.	January, 1876	75,000
	Blacksburg, Va	Roanoke River	do		January, 1876	40,000
	Baltimore, Md	do	Staunton River	Big Spring, Va	December 21, 1876	10,000
	do	Shenandoah River	Cedar Creek	Strasburg, Va	December 4, 1876	9,600
	do	do	North Fork	do	December 4, 1876	29,600
	do	do	do	Mount Jackson, Va	December 4, 1876	39,200
	do	Potomac River	Goose Creek	Rectorstown, Va	December 13, 1876	40,000
	do	do	Potomac River	Keyser, Va	December 27, 1876	25,000
	do	Occoquan River	Broad Run	Broad Run Station, Va	December 13, 1876	20,000
West Virginia	do	Monongahela River	West Fork	Clarksburgh, W. Va	December 28, 1876	8,000
Wisconsin	Boscobel, Wis	Mississippi River	Green Lake		December, 1874	10,000
	do	do	Tributaries		January 17, 1876	22,000
	Northville, Mich	Fox River (of Illinois)	Geneva Lake	Geneva, Wis	January 17, 1877	70,000
Total						4,098,155

III.—*Separate table of eggs of California salmon furnished the States in 1874, 1875, and 1876, the distribution of which has not been reported.*

Colorado, 1875	240,000
1876	300,000
Illinois, 1875	80,000
1876	250,000
Kentucky, 1876	200,000
Massachusetts, 1875	80,000
1876	210,000
Michigan, 1874	900,000
New Jersey, 1875	320,000
New York, 1875	80,000
1876	60,000
Rhode Island, 1875	240,000
Tennessee, 1876	100,000
Utah Territory, 1875	160,000
1876	50,000
Virginia, 1876	105,000
Wisconsin, 1875	40,000
1876	100,000

Total consignments to foreign countries.

Canada, 1875	80,000
1876	10,000
New Zealand, 1875	50,000
1876	400,000
Sandwich Islands, 1876	30,000
Total	4,085,000
Total of salmon from page	4,098,155
Grand total	8,183,155

IV.—*Table of Penobscot salmon (Salmo salar) transported to new waters in the United States.*

States.	Where finally hatched.	By whom hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Number of fish.	Date.
California	.....	.....	Sacramento River	.....	Redding, Cal	305	1874
	Poquonnock, Conn	William Clift	Saugatuck River, Conn	Main River	.....	1,360	1873
	....do	....do	Southport River, Conn	.....do	.....	1,360	1873
	....do	....do	Connecticut River	Tributaries	.....	34,880	1873
	Westport, Conn	....do	Mystic River, Conn	Main River	.....	1,516	1873
	....do	....do	Thames River, Conn	Tributaries	.....	3,032	1873
	North Branford, Conn.	Waltonian Society.	Stream at North Branford, Conn.	Main River	.....	10,616	1873
	....do	....do	Housatonic River, Conn	.....do	.....	21,233	1873
	Westport, Conn	E. M. Less	Connecticut River, Conn	Farmington River	New Hartford, Conn	65,000	1875
Illinois	Pokagon, Mich	G. H. Jerome	Calumet River	.....	Kensington, Ill	10,000	1874
	Elgin, Ill	W. A. Pratt	Illinois River	Fox River	Elgin, Ill	19,000	1875
Iowa	Anamosa, Iowa	B. F. Shaw	Mississippi River	Dubuque Creek	Dubuque	3,000	1875
	....do	....do	.....do	Cedar River	Cedar Rapids	4,000	1875
	....do	....do	.....do	.....	Waverly	25,000	1875
	....do	....do	.....do	Turkey River	West Union	15,000	1875
	....do	....do	.....do	Iowa River	Marshall	5,000	1875
	....do	....do	.....do	Maquoketa River	Manchester	2,000	1875
	....do	....do	.....do	.....	Worthington	2,000	1875
	....do	....do	.....do	Bear Creek	Bear Creek	4,000	1875
	....do	....do	Missouri River	.....	Council Bluffs	10,000	1875
Maine	Bucksport, Me	C. G. Atkins	Penobscot River	.....	.....	50,250	1873
	....do	....do	Saint Croix River	.....	.....	7,500	1873
	....do	....do	Androscoggin River	.....	.....	97,000	1873
	....do	....do	Penobscot River	Mattawamkeag River	Eaton and Danforth	45,000	1874
	....do	....do	.....do	Salmon Stream	.....	25,000	1874
	....do	....do	.....do	Tributary of Baskaehegan	.....	5,000	1874
	....do	....do	.....do	Passadumkeag River	.....	10,000	1874
	....do	....do	.....do	Seboois Stream	Whitney Ridge	25,000	1874
	....do	....do	.....do	.....do	Howland	25,000	1874
	....do	....do	.....do	Piscataquis River	Milo	15,000	1874
	....do	....do	.....do	Pleasant River	Brownville	15,000	1874
	Sebec Lake	H. L. Leonard	.....do	Piscataquis River	Dover	25,000	1874
	....do	....do	.....do	Sebec Lake	Ship Pond Stream	20,000	1874
	Dobsis Stream	G. L. F. Ball	Saint Croix River	Schoodic Lakes	Dobsis Stream	10,000	1874
	Pembroke, Me	J. N. Whitman	Penmaquan River	.....	.....	8,613	1874
	Bucksport, Me	C. G. Atkins	Penobscot River	Seboois River	Howland	30,000	1875
	....do	....do	.....do	Madaceunk Stream	.....	15,000	1875
	....do	....do	.....do	Salmon Stream	.....	5,000	1875
	....do	....do	.....do	Mattawamkeag River	Bancroft	20,000	1875
	....do	....do	.....do	.....	Danforth	45,000	1875
	....do	....do	.....do	.....	Kingman	94,000	1875
Maryland	Green Spring, Md	Alex. Kent	Unknown	Unknown	.....	Unknown.	1875
Massachusetts	Winchester, Mass	E. A. Brackett	Merrimac River	.....	.....	.....	1873

IV.—*Table of Penobscot salmon (Salmo salar) transported to new waters in the United States*—Continued.

States.	Where finally hatched.	By whom hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Number of fish.	Date.
Massachusetts	Winchester, Mass	E. A. Brackett	Mystic River				1873
	do	do	Red Brook				1873
	Westbrook, Conn	E. M. Lees	do	Quobaug	Palmer, Mass	30,000	1874
Michigan	Clarkston, Mich	N. W. Clark	Lake Saint Clair	Lord's Lake	Pontiac, Mich	400	1873
	do	do	Lake Erie	Orchard Lake	Oakland County, Mich	500	1873
	do	do	do	Wall's Lake	do	500	1873
	do	do	do	Whitmore Lake	Washtenaw County, Mich.	500	1873
	do	do	do	Gun Lake	Hillsdale County, Mich	500	1873
	do	do	do	Barrier Lake	do	500	1873
	do	do	do	Diamond Lake		1,000	1873
	do	do	do	Barren Lake		500	1873
	do	do	do	Lake near Marshall	Calhoun County, Mich	500	1873
	do	do	Lake Michigan	Headwaters Saint Joseph River	Hillsdale County, Mich	500	1873
	do	do	do	North Branch Saint Joseph's River		1,000	1873
	do	do	do	do	Saint Joseph, Mich	1,000	1873
	do	do	do	Tributaries of Saint Joseph's River		1,500	1873
	do	do	do	Saint Joseph's River			
	do	do	do	Headwaters of Kalamazoo River	Jackson County, Mich	500	1873
	do	do	do	Grand River	do	500	1873
	do	do	do	Muskegon River		1,500	1873
	do	do	do	Manistee River		1,500	1873
	do	do	Lake Huron	Au Sable River	Roscommon County, Mich.	2,000	1873
	Pokagan, Mich	George H. Jerome	do		Wildwood	8,000	1874
	do	do	do		South Lawn	7,000	1874
	do	do	Manistee River	Pine River		40,000	1874
	do	do	Boardman River	Salmon Creek		40,000	1874
	do	do	Muskegon River	Higgins Lake	Roscommon County, Mich.	7,000	1874
	do	do	Saint Mary's River			25,000	1874
	do	do	Saint Joseph's River	Dowagiac River		5,000	1875
Minnesota	Red Wing, Minn	Watkins & Bogart	Unknown	Unknown		18,600	1875
New Hampshire	Meredith, N. H	Robinson & Hoyt	Merrimac River	Headwaters	Woodstock, N. H	14,500	1873
	do	do	do		Thornton, N. H		....
	do	do	do		West Campton, N. H		1873
	do	do	do		Campton, N. H		....
	do	do	do		Plymouth, N. H		....
	Concord, N. H	W. W. Fletcher	Connecticut River	Headwaters	Sundry places	50,000	1874
	Charlestown, N. H	L. Stone	do	Connecticut River	Charlestown	15,000	1874
	Winchester, Mass	E. A. Brackett	do	Headwaters and tributaries	Sundry places	97,000	1874
	do	do	Merrimac River	Pemigewassett River	Near Plymouth, N. H	30,000	1875
	do	do	do	Contoocook River		30,000	1875
New Jersey	Bloomsbury, N. J	J. H. Slack	Raritan River	Headwaters		15,000	1873
	do	do	Delaware River	Musconetcong River		18,000	1873
	do	do	do			12,000	1874
	do	do	do	Musconetcong River		65,000	1874

	....do	....do	Raritan River			31,000	1874
	....do	....do	Hackensack River			10,000	1874
	....do	....do	Passaic River			50,000	1874
	....do	Mrs. Slack	.....do	Whippaug River	Morristown, N. J	1,000	1875
	....do	....do	.....do	Rockaway River	Dover, N. J	1,000	1875
	....do	....do	Raritan River	South Branch	South Branch	3,000	1875
	....do	....do	Delaware River	Pauliaskill, Pohatcong, Musconetcong.		74,000	1875
New York	Caledonia, N. Y	Seth Green	Hudson River, N. Y			30,000	1873
	....do	....do	Lake Ontario	Salmon River, N. Y		15,000	1873
	....do	....do	.....do	Oswego River, N. Y		15,000	1873
	Bloomsbury, N. J	J. H. Slack	Long Island Sound	Small tributaries		2,500	1873
	Caledonia, N. Y	Seth Green	Lake Ontario	Allen's Creek		10,000	1875
	....do	....do	Hudson River	Mohawk River	Rome, N. Y	20,000	1875
	Charlestown, N. H	Stone & Hooper	.....do	Saranac River	West Plattsburgh, N. Y	36,500	1875
	....do	....do	.....do	Salmon River	Peru, N. Y	10,000	1875
	....do	....do	.....do	Chazy River	Ellenburgh, N. Y	48,500	1875
Ohio	Castalia, Ohio	John Hoyt	Lake Erie	Castalia Spring Stream	Castalia, Ohio	2,500	1873
				Maumee River	Toledo, Ohio	10,000	1875
				Sandusky River	Fremont, Ohio	10,000	1875
				Lake Erie	Put-in-Bay, Ohio	30,000	1875
				Delaware	Bushkill Creek	10,000	1872
Pennsylvania	Easton, Pa	Thaddeus Norris	Delaware River	Heitzman Spring Brook	Easton, Pa	25,000	1873
	Marietta, Pa	J. P. Creveling	.....do	Bushkill Creek	Northampton County	55,000	1874
	....do	....do	Susquehanna River	Swatara Creek	Dauphin County	30,000	1874
	....do	....do	.....do	Chiques Salunga Creek		25,000	1874
	....do	....do	.....do	Donegal Creek		12,000	1874
Rhode Island	Poneganset, R. I	J. H. Barden	.....do	Blackstone, Pawcatuck, Pawtuxet, Rivers, Rhode Island.		6,400	1873
	....do	....do	Blackstone River	Slatersville Branch	14 places	4,000	1874
	....do	....do	Pawcatuck River		18 places	15,000	1874
	....do	....do	Pawtuxet River		28 places	40,000	1874
	....do	....do	Blackstone River	Slatersville Branch	10 places	15,000	1875
Vermont	Caledonia, N. Y	Seth Green	Lake Champlain, Vt	Winooski and Lamoille Rivers		7,000	1873
	Westport, Conn	E. M. Reeves	Connecticut River	Passumpsic tributaries	Wheelock, Vt	10,000	1874
	....do	....do	.....do		Concord, Vt	5,000	1874
	....do	....do	.....do		Barnet, Vt	30,000	1874
	....do	....do	.....do		McIndoe's Falls, Vt	25,000	1874
	....do	....do	.....do	Wells' River		25,000	1874
	....do	....do	.....do		Newbury, Vt	25,000	1874
	....do	....do	.....do	Saxton River	Rockingham, Vt	5,000	1874
	Charlestown, N. H	L. Stone	.....do	White River	Royalton, Vt	15,000	1874
	....do	....do	.....do	Lamoille River	Georgia, Vt	70,000	1874
	....do	....do	.....do	Dog River	Northfield, Vt	12,000	1874
	....do	Stone & Hooper	Lake Champlain	Lewis Creek	Ferrisburgh, Vt	24,000	1875
	....do	....do	Hudson River	Battenkill Creek	Manchester, Vt	47,500	.....
Wisconsin	Waterville, Wis	H. F. Dousmann	Lake Michigan	Menomonee River		7,000	1873
	....do	....do	.....do	Oconomowoc Lake	Oconomowoc, Wis	1,000	1873
	....do	....do	.....do	Milwaukee River	Wauwatosa, Wis	11,000	1873
	....do	....do	Rock River	Madison Lake		7,500	1874
	....do	....do	Illinois River	Geneva Lake		7,500	1874

IV.—*Table of Penobscot salmon (Salmo salar) transported to new waters in the United States*—Continued.

States.	Where finally hatched.	By whom hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Number of fish.	Date.
Wisconsin	Boscobel, Wis	A. Palmer	Illinois River	Elkhart, Cedar Rock, and Devil's Lakes.		Unknown	1875
Total of salmon						2, 294, 565	
Total of eggs distributed in 1876, of which the distribution has not been reported						1, 000, 000	
Grand total of Penobscot salmon, and over						3, 294, 565	

V.—*Table of Rhine salmon deposited in waters of the United States.*

States.	Where finally hatched.	By whom hatched.	Waters stocked.	Tributaries in which fish were placed.	Locality.	Number of fish.	Date.
New Jersey	Bloomsbury, N. J	J. H. Slack	Delaware River	Musconetcong Creek	Bloomsbury	5, 000	1873

VI.—*Table of distribution of eggs of land-locked salmon sent to fish-hatching establishments from which distribution has not been reported.*

Connecticut	14,000
Illinois	20,000
Iowa	4,000
Maryland	14,000
Michigan	18,000
Minnesota	4,000
New York	14,000
Ohio	12,000
Pennsylvania	4,000
Rhode Island	8,000
Tennessee	4,000
Vermont	14,000
Virginia	4,000
Wisconsin	24,000
Canada	10,000
Total	168,000

VII.—Lake white-fish propagated and distributed, 1872 to 1876 4,105,000

VIII.—*Table of white-fish distributed from Clark & Son's hatching-house, Northville, Mich., for United States Commission of Fish and Fisheries.*

Date.	Name of lake.	Town or city.	Man who had charge of fish.	Depositor.	Number of fish.
1876.					
Feb. 8	Rough River	Northville, Mich	Frank N. Clark	Frank N. Clark	200,000
9	do	do	do	do	200,000
15	do	do	do	do	200,000
17	Lake Erie	Toledo, Ohio	do	R. Cummings	500,000
19	Walled Lake	Oak County, Michigan	A. Briggs	For Michigan Commission	50,000
19	Strait's Lake	do	do	do	35,000
19	Oxbow Lake	do	do	do	40,000
19	Yerke's Lake	Wayne County, near Northville, outlet into Rough River.	Frank N. Clark	Frank N. Clark	100,000
21	Rose Lake	Le Roy, Mich	A. Briggs	George H. Jerome, superintendent for Michigan Commission	25,000
21	Fife Lake	Fife Lake, Michigan	do	do	25,000
21	Bass Lake	Crofton, Mich	do	do	12,500
21	Loon Lake	do	do	do	12,500
21	Twin Lake	Petosky, Mich	do	do	20,000
21	Round Lake	do	do	do	20,000
21	Crooked Lake	do	do	do	20,000
21	Buit's Lake	Cheboygan, Mich	do	do	40,000
21	Lake Erie	Toledo, Ohio	Frank N. Clark	Fish Commissioner R. Cummings	500,000
24	Silver Lake	Dexter, Mich	do	George H. Jerome, superintendent for Michigan Commission	12,500
24	Portage Lake	do	do	do	20,000
24	Big Portage Lake	do	do	do	20,000
24	Base Lake	do	do	do	20,000
24	Half-Moon Lake	do	do	do	20,000
24	Patterson Lake	do	do	do	20,000
24	Blind Lake	do	do	do	10,000
24	Bruin Lake	do	do	do	10,000
24	Island Lake	do	do	do	10,000
24	Woodburn Lake	do	do	do	10,000
24	Round Lake	Chelsea, Mich	do	do	7,500
24	Lowe Lake	do	do	do	10,000
26	Day Lake	Linden, Mich	do	S. A. Cook	25,000
26	Cook's Lake	do	do	do	10,000
26	Silver Lake	do	do	do	40,000
26	Round Lake	do	do	do	25,000
28	Lake Michigan	New Buffalo, Mich	George H. Jerome	Michigan Commission	130,000
28	Lakes near Battle Creek		do	do	70,000
Mar. 1	Clear Lake	Iowa	B. F. Shaw	Iowa Commission	100,000
8	Rome City Lake	Rome City, Ind	Frank N. Clark	Superintendent of Grand Rapids and Indiana Railroad, for J. M. Metheany.	100,000
	Whole number distributed in 1876				2,670,000

APPENDIX A.

SEA FISHERIES.

(THE AMERICAN WHALE 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, whalemen 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 Falmouth; Capt. S. W. Macy, of Newport, R. I.; B. Furnald, 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 reverenced.

ALEXANDER STARBUCK.

WALTHAM, MASS., *March* 1, 1877.

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 Caribou, 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 ultimati 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 graunted * * * 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 heires 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.)

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 *whale-boats*. Sometimes the whale is killed by a single stroke, and yet at other times she will hold the whalemen 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 sacrafice 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 harponeer 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 endangered*; 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."

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.—LOUEING FRINDS: 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 vnfitt, 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 hogshead of oyle att Boston, where I shall appoint, and that current and merchantable, without any charge or trouble to the countrey.*—I say, for peace and quietness sake you shall have it for this present season, leaueing you and the Election Court to setle 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 graunted that you will accept of it, and shall expect the accomplishment of the same.

"Youers to vse,

"CONSTANT SOUTHWORTH TREASU."†

The offer was accepted and indorsed as follows:

"THE SIXT OF THE FIRST MONTH 61-62.

"Agreement to give 2 bbls of oyle from each whale according to proposition made for yeare past, to end 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 improba-

* 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 Plimouth Colony have great profit by whale killing. I believe it will be one of our best returnes, 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 whalemen that "craft claims the whale." It specifies: "furst: if aney pursons shall find a Dead whael on the streem And have the opportunity to toss herr on shoure; then ye owners to alow them twenty shillings; 2ly: if thay cast hur out & secure ye blubber & bone then ye owners to pay them for it 30*s* (that is if ye whael ware lickly to be loast;) 3ly, if it proves a floate son not killed by men then ye Admirall to Doe thaire in as he shall please;—4ly; 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; 5ly, that no whael shall be needlessly or fouellishly lansed behind ye vitall to avoid stroy; 6ly, that each companys harping Iron & lance be Distinckly marked on ye heads & socketts with a poblick mark: to ye prevention of strife; 7ly, 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; 8ly, if 2 or 3 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.

rules governing them were: "1. All whales killed or wounded & left at sea the killers to repaire 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 6*s.* 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 hogshead 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, wth any others shall make tryall and p^{r}secute a designe for the takeing of whale wthin these libertyes, and if vppon tryall wthin 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 imployed 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, Mulfords, Peirsons, Hedges, Howells, Posts, and others. A few years later the number of "squadrons" was increased to six.

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* 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.

§ Howell'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 New 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 Maties 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^rs^ 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. 8. ‖ *Ibid.*

¶ In this petition is an early assertion of the twinship of taxation and representation, for which Massachusetts and her offshoots were ever strenuous.

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 government, or to be made a free corporation. This petition was referred to the "Council on Foreign Plantations."

This would make the commencement of this 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 East end 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 ordinance made at a Towne-Meeting in South Hampton upon the Second Day of May last relating to the Regulation of the Whale ffishing 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 thereupon, I have thought good to Allow of the said Order, And do hereby Confirm the same, untill some inconvenience therein shall bee made appeare, 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."‖

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* 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 whaleman were accustomed to fasten to the whale with their line.

‖ 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 abilits 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 opportunitie 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 necessarie 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.

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 petic̃on^{rs} in pt. of their hire or wages 25*s*. 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 Petic̃on^{rs}." 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 theire crue for whaleing they take advantage of your hon^{rs} s^{d} Ordre thereby to hinder your petic̃on^{rs} of the said foure Shelter-Island Indians. One of ye Overseers being of the Company that would soe hinder your petic̃on^{rs}. And Mr. Barker warned yor petic̃on^{rs} not to entertaine the said foure Indians without licence from your hon^{r}. And although some of your petic̃oners opposites in this matter of great weight to them seek to prevent yor petic̃on^{rs} from haveing those foure Indians under pretence of zeal in fullfilling y^{r} hon^{rs} order, yet it is more then apparent that they endeavor to break yor petic̃on^{rs} Company in y^{t} maner that soe they themselves may have opportunity out of the other eight Easthampton Indians to supply theire 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 Governer 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 ffree liberty granted ye 5 townes aforesd for ye procuring from any of ye united Collonies (without molestation on either side :) warpes, irons or any other necessaries ffor ye comfortable carring on the whale design." To this reply is made that it "cannot in this conjunction of time be allowed." "Why," says Howell,* "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.†

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*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^{r} at the North-Sea near South^{ton} at the East End of Long Isl. with her loading of Whale Oyl &

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 Vanderuen, 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 Diuers—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:

	£.	s.	d.
"Dry merchantable hides att	0	0	6
"Indian Corn	0	3	0
"Whale Bone 3 feet long and upwards	0	0	8."‖

Whalebone without any manner of Lett Hindrance or Molestacon, shee 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 Maties raigne Ao Domini 1678.

"To all his Maties Officrs 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.

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 'scragg,' 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 carrey 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 carrey 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 Convenant 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

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* 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 Shallenger, 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

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."

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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 Zaccheus Macy (Mass. Hist. Soc., Col. iii, p. 155), who died in 1797, aged 83 years, and hence was cotemporary 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 unpracticed 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."‡

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* Vol. ii, p. 224.

† *Ibid.*

‡ Memoir on Acadia, &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.

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 whalemen 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 whalemen."‡ 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

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

† Letters from an American farmer, J. Hector St. John Crevecœur. 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 Crevecœur. "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.

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

The first sperm whale taken by Nantucket whalemen was captured by Christopher Hussey, about 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 hogsheads, 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.§

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* 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

[N. S.]

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

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traine oyle, being on the proper account & risque of Nathaniel Starbuck, of Nantucket, and goes consigned to Richard Patridge 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 tonn, 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 Tener 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 Maddeket, 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 Scituate, 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

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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 24, 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 Hamburghers with 43 ships took 463 whales; the Bremenese with 23 ships took 29 whales; the Bergenese 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 Swain 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, Shaubael Folger 5, Shubael Coffin 3, Nath'l Allen 3, 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 5*s.* per ton.

§ Zaccheus 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 prior to the

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 Paddack, 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

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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 Coffin, of Nantucket, setting forth that "her Husband, Elisha Coffin did on the Twenty Seventh Day of April Annoq 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.

* Zaccheus 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, '*Momadichchator 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 logwood 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 whalemen 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 whalemen, 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*

province were numerous and tyrannical, and the people had no redress. The boast of one of them that he would tax them so high that they would have no time to think of anything else but paying these duties, seemed to be resolved into a motto adopted by the majority, and the groanings and writhings of the people only seemed to serve as the excuse for another turn of the screws of executive tyranny.

In June, 1703, Lord Conbury, 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 Imployment 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 pawn 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 Crosier, 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 fourty 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. 131–198.

‡ N. Y. Col. Rec., v, p. 60.

§ N. Y. Col. Rec., iv, 535.

‖ N. Y. Col. Rec., v, p. 474.

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

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 chearfully, 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.)

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 6*s.* 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 whalemen 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.

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 whalemen, 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 incouragement 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, Lagon, Deodandis, &c.," follows "et de Piscibus Regalibus Sturgeonibus, Balenis Cœtis Porpetüs 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 propounding 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 Burnett 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 vallue 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^{t} 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 hands to build houses for ye use of it. secondly. It will imploy 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.

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[ll] 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 postcript is signed "Sam[ll] Treat sen[r], David Mc. * * * * *, Jon[a] sparrow, Sam[ll] Knowles, Sam[ll] 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[r] Council & Assembly That his Projection will take effect, *for the rayseing 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. Bournes Comp[y] of Indians & send them hither in one of the Sloops, That so they may lose no Time for Following the Whale Fishery, w[ch] 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[r] 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.

lowing 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 Harpineer, 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 reaf 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 reaf, 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.

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. Nath 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 bear 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 whalemen, 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.

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 16*d.* a Pound, which are made of the finest Hemp, either by the Quoile or less Quantity."† In 1730 Samuel Torrey, currier, 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 whaleman 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 3*s.* to 3*s.* 6*d.* 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 23, 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 bone, 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.

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 whalemen, 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 seaside, 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 icy 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 Acadians 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 whalemen 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 whalemen 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^{r} Honours would take Our Miserable Situation under Consideration and grant our Whalemen 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)
"ABISHAI 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 whalemen would stand for the

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^{y} give permission for all whaling Vessels belon^{g} to s^{d} Il^{d} to pursue their Voyages, taking only the Inh^{ts} of s^{d} Island in s^{d} 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 whalemen, 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 imploy'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 towns 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 Whalemen seventy-five,
But two poor Worths among them doth survive:
Their is two Ramsdills & their's Woodbury's two,
Two *Ways* there is, chuse which one pleaseth you,
Folgers thirteen, & Barnards there are four
Bunkers their is three & Jenkinses no more,
Gardners their is seven, Husseys their are two,
Pinkhams their is five and a poor Delano,
Myricks there is three & Coffins there are six,
Swains their are four and one blue gally Fitch.
One Chadwick, Cogshall, Coleman their's but one,
Brown, Baxter, two & Paddacks there is three,
Wyer, Stanton, Starbuck, Moorse is four you see,
But if for a Voyage I was to choose a Stanton,
I would leave Sammy out & choose Ben Stratton.
And not forget that Bocott is alive,
And that long-crotch makes up the seventy-five.
This is answering 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 Entring of the above Finn, a Duty was required and paid upon it, of thirty one Pound ten shillings ℔ 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 ℔ 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 Bancroft,‡ "was concerted with Israel Maudit, 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. (Scoresby.) 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 prominen t oil-merchants of 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.	Finns.			Whale-oil.		
		Duty America.	Duty London.		Duty America.	Duty London.
	T. Cwt. Lbs.	£ *s. d.*	£ *s. d.*	*T. H. G.*	£ *s. d.*	£ *s. d.*
1758 to 1759	17 0 17	11 0 0	10 14 0	3,245 2 28	1,898 13 8	1,436 3 8
1760	18 2 9	28 16 6	27 16 4	2,595 1 14	1,518 5 1	1,148 8 5
1761	27 0 8	42 2 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	2,483 2 39	1,452 18 9	1,090 0 4
1763	1,546 3 13	2,427 5 3	2,315 9 4	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	16,481 1 16	9,641 13 6	7,293 1 2

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

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 whalemen have 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 whalemen 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. Palanqua, 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.

cumscribed. 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 Seil (?) 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.

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 1765, 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 Clasbery; 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. Sounded; 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 Coffin.

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 day, after.

Fishery from this and the neighbouring Maritime Towns,* amounting tc near 100 Sail, have been very successful this Season in the Gulph 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 whalemen, 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. Whalemen 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 whalemen 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 whalemen 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,

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 IIId 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 40*s*. 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 fitted 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,
"JNº. HORSNAILL."

There can be scarcely a doubt but that the indiscretions of the whalemen were much magnified (if indeed they really existed) in this pronunciamento of Governor Palliser, for the sake of bolstering up the former one. The whalemen 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

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 whalemen 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 whalemen 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 hinderance. 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 whalemen, 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 whalemen. Saturday, May 7, left Crow Harbor and at night anchored in Man-of-War Cove, Canso Gut, "with about 60 sail of wailmen." 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

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 th ose 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 *melée* 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. 68. In the spring of 1770 three whalemen 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 whalemen 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:

Dr.		Cr.	
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, $\frac{1}{18}$	$2,072 13	Boy, $\frac{1}{120}$	$310 82
Mate, $\frac{1}{27}$	1,381 41	5 blacks, $\frac{1}{80}$ each	2,331 14
Second mate, $\frac{1}{37}$	1,008 06	1 black, $\frac{1}{80}$ on 400 barrels	108 36
2 ends men, $\frac{1}{48}$ each	1,554 10	1 black, $\frac{1}{90}$	414 42
5 ends men, $\frac{1}{75}$ each	2,486 55	1 black, $\frac{1}{85}$	438 80
Cooper, $\frac{1}{60}$	621 64	1 black, $\frac{1}{90}$ on all but 400 barrels	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 seasoned 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."—(Nimrod of the Sea, pp. 48, 49.)

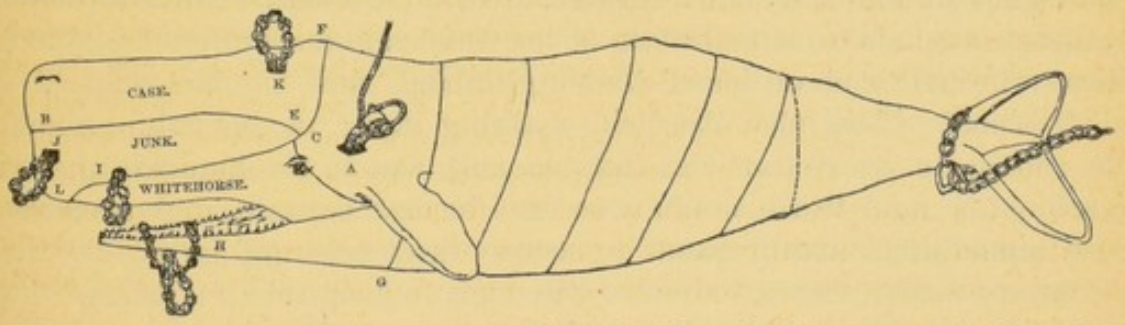
* 1835.

† 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

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 whalemen, 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 whalemen, who had been taken on the south side of Hispaniola by a Spanish guarda coasta. 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 whalemen, 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 whalemen 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 whalemen, 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 whalemen 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.)

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 whalemen," 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 whalemen in addition to the Davis Strait fishery: Island of Disco, 1751; Gulf of Saint Lawrence, 1761; coast of Guinea, 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.

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 nearly 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 employed.	Sperm-oil taken annually.	Whale-oil taken annually.
	No.	Tonnage.	No.	Tonnage.			
						Barrels.	*Barrels.*
Nantucket	65	4,875	85	10,200	2,025	26,000	4,000
Wellfleet	20	1,600	10	1,000	420	2,250	1,250
Dartmouth	60	4,500	20	2,000	1,040	7,200	1,400
Lynn	1	75	1	120	28	200	100
Martha's Vineyard	12	720	.....	.....	156	900	300
Barnstable	2	150	.....	.....	26	240	.....
Boston	15	1,300	5	700	200	1,800	600
Falmouth, (Cape Cod)	4	300	.....	.....	52	400	.....
Swanzey	4	300	.....	.....	52	400	.....
	183	13,820	121	14,020	4,053	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 Swanzey, 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 4*s.* 6*d.*; whale-oil, £83,012 15*s.* 9*d.*; bone, £19,121 7*s.* 6*d.*

*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.

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. 239.

§ *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 16*s.* 3*d.* 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.)

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 shewed 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.

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 antipŏdés, 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 whalemen to go to the Falklands. In 1774 Captains David Smith and Gamaliel Collins, at the suggestion of Admiral Montague, of the British navy, made voyages there on that pursuit, in which they were very successful.

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 Vessell 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 impowered to grant leave for any Vessell or Vessells 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, Captn 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.

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-

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* The following is the form of the bond:

"Know all men by these presents that Nathaniel Macy & Richd 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^{d} 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' or Administrators, firmly by these presents sealed wth 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 Paddack Master—if then the s^{d} Silas Paddack or any other person who may have the Command of s^{d} schooner Dighton, during s^{d} 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^{d} schooner Dighton in the Course of s^{d} Voyage & produce a Certificate under the hands of the Selectmen of s^{d} Town Adjoining to such port or harbour that he there Landed ye same then the

gage 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 New Foundland, 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

above Obligation to be Void & of none Effect otherways to stand and remain in full force & virtue.

"NAT^{AL} MACY,
"RICH^{D} MITCHELL, Jr."

"Signed, Sealed, & dld in presence of us."
C.

(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 whalemen, 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 Harcout to the Irish Parliament, October 10, 1775.

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 whalemen 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.

¶ Francis Macy.

** Reuben Macy.

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 calcutelad 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 Vessells 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 Vessells nearly loaded. The Cargoes of these Vessells, 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 Vessell, they have given to the Whalemen 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 Vessells.*§

"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 Count D'Estaign's fleet; 26 store-houses at Bedford, several at McPherson's Wharf, Crans Mills, and Fairhaven; these were filled with very great quantities of rum, sugar, melasses, 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."—(Ricketson'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 1,090 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.

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.)

‡ Bancroft's U. S., x, p. 213.

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 shipmasters 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

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 these 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 he acceptance of favors from the English. Although the Governmentt 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-

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James Chase,
Obadiah Folger,
George Coleman
Silvanus Swain
Charles Russell
Peter Pollard
Andrew Coleman
Obed Barnard
Jonathan Briggs

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 *bone 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 furnish'd 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 encreased 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 compleated 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 Whalemen 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:

esting 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.

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 referr'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 22d 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.)

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 342 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 whalemen 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 whalemen, 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 whalemen. (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 Whippey, 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.

by any vessel or vessels, that are or may be owned and manned wholly by the inhabitants of this commonwealth, and landed within the same, from and after the first day of January next, until the further order of the general court."

The selectmen of the various towns were further empowered to appoint sworn inspectors to inspect all oil so landed, and mark on the head of each cask so inspected the initial letters of his name, and a description of the oil by the initials W. B., or Y. W. O., and deliver to the selectmen a sworn certificate thereof. To obtain the bounty, a certificate from the selectmen must be presented to the governor and council,* detailing the kind, quality, and amount of oil, and where landed To this certificate the owners were to make oath or affirmation.

But, although the bounty seemed at first beneficial, the ultimate effect was not so good. The business became unduly stimulated and an overproduction prevented to a great degree the desired advance in profit. The demand was greatly limited. A long suspension in the use of oil had accustomed the people in general to the use of tallow candles, and but little oil was required either for towns or for light-houses.

In the mean time, seeing no chance for any amelioration in their condition, unable to carry on a business at a prospective loss, and accustomed from early childhood only to this pursuit, hence unable and unwilling to adventure another, some of the prominent merchants of Nantucket resolved to transfer their business to some place where the demand for their products and the advantageous bounty offered would make it far more remunerative. Among these was William Rotch. On the 4th of July, 1785, Mr. Rotch sailed from Nantucket in the ship Maria, bound for London, arriving there on the 27th. At as early a day as practicable he opened negotiations with the Chancellor of the Exchequer (William Pitt) for a transfer to England of such of the whale-fishery at Nantucket as he could control.† The subject was laid before the privy council, and Mr. Rotch waited four months for their summons. Finally, in deference to a request of his

* Macy, 129.

† Captain Alexander Coffin was of those who looked upon the whale-fishery as a peculiarly American pursuit, and who denounced any effort looking to a transfer of it to any foreign government. On the 8th of June, 1785, he addressed from Nantucket a vigorous letter to the Hon. Samuel Adams. He wrote in severe terms against the measures being adopted to remove to England, and says Mr. Rotch "is now taking on board a double stock of materials, such as Cedar boards, (commonly called boat-boards,) of which they have none in England, a large quantity of cooper's stuff for casks, &c.—neither does it stop here, the house of Rotch have been endeavoring to engage an acquaintance of mine to go to Bermudas to superintend the business at that place." In a postscript he adds, "Since writing the above I have been favored with the original scheme of establishment of the Fishery at Bermudas, copies of which are here enclosed; one of the company is now at Kennebeck, contracting with some persons for an annual supply of *hoops*, staves, and other lumber necessary for the business." This letter was laid before the senate of Massachusetts, and the result was the passage of an act prohibiting the export to Bermudas of the articles enumerated, and the transfer in this direction was prevented.

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 10*s.* 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 would." "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

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

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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 whalemen 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 majisty.

"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

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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 Ruged sea; Plenty of Snow. Later Part Saw Ise 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.

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.

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 navagation? 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 Hull, 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 whalemen 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 whalemen, 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

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

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* 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 whalemen, 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 whalemen 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 Calonnes

* Works of Jefferson, ii, 518. Mr. Jefferson says, referring to a further hegira 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.)

(who was in treaty with the Nantucket whalemen), 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 feebler 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:

	Tons.
"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
	5,000"

‡ Jefferson states (ii, 523) that before the war Great Britain had less than 100 vessels engaged in whaling, while America employed 309. (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.

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* 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 whalemen; 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.

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 Graig 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 spoliations 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, Coffin, 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 pretexts, the settlement of these demands. The stern logic of poverty and the almshouse is keener

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, Hope, Manilla,

than the sophistries of politicians. The Fox, of New Bedford, Captain Coffin Whippey, captured in 1796 with 1,500 whale and 500 sperm, was another case. In 1853 Captain Whippey—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 whalemen on the Davis' Strait ground, Thomas Wiccum, (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.)

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 whalemen on the coast of Peru‡ had often suffered from piratical acts of the Peruvian privateers, being continually plundered and cut out from Chilian 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 whalemen, 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. Valentine 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 whalemen 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 whalemen.‡

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 Peruvians, 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 challneged 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.

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 whalemen 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 whalemen 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

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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, which 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.

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 whalemen, 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," Maury was in constant communication with them. That these favors reacted to the benefit of our whalemen is true; thus in December, 1858, 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 Islands. 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 whaleman 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 678 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

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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 Whippey, 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.

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 field thus opened was speedily vexed with the keels of our adventurous whalemen, 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 rythm 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

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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 farther 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
Jeannette	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
Metacom	1,600	13	67°	June 1	Aug. 15
Isaac Hicks	800	4	69° 50′	July 19	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	1,800	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			

*Scammon, 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 1845, 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 whalemen 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

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* 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 Popmunnett (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 Leurwin 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.

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.‡

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* 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 firearms 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, Maria Theresa, and South America of New Bedford, Amazon, Harvest, and Rebecca Sims of Fairhaven, Potomac of Nantucket, American of Edgartown, Corea, Fortune, Lewis, Phœnix, 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, Gypsey, Catharine, General Williams, and Wm. C. Nye. Those captured on the 27th were the Hillman, Isaac Howland, Nassau, Brunswick, Waverly, Martha 2d, Congress, Favorite, and Covington.

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 forecastle, 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 whalemen 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 whalemen 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 walruses, 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° 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

those seas. The locality includes the water between the Asiatic and American coasts north of 50° north latitude:

Year.	No. of ships.	Average barrels.	Total barrels.	Year.	No. of ships.	Average barrels.	Total barrels.
1839	2	1,400	2,800	1858	196	620	121,650
1840	3	587	1,760	1859	176	535	94,160
1841	20	1,412	28,200	1860	121	518	62,678
1842	29	1,627	47,200	1861	76	724	55,024
1843	108	1,349	146,800	1862	32	610	19,525
1844	170	1,528	259,570	1863	42	857	36,010
1845	263	953	250,600	1864	68	522	35,490
1846	292	869	253,800	1865	59	617	36,415
1847	177	1,059	187,443	1866	95	598	56,925
1848	159	1,164	185,256	1867	90	640	57,620
1849	155	1,334	206,850	1868	61	708	43,230
1850	144	1,692	243,648	1869	43	890	38,275
1851	138	626	86,360	1870	46	1,069	49,205
1852	278	1,343	373,450	1871	40	.....	15,000
1853	238	912	217,056	1872	27	729	19,680
1854	232	794	184,063	1873	29	665	19,300
1855	217	873	189,579	1874	22	915	20,129
1856	178	822	146,410	1875	16	1,374	21,980
1857	143	796½	113,900	1876	8	656	5,250

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 whalemen, 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 whalemen 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 offshore, 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.

On the 7th of September the bark Roman, 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 beleagured 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 whaleman'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

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

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

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

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*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 Paira 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

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 around 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, $36,000; 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 dipsy-line, 2 scrapers, 1 adze, 2

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 gimlets, 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-bolts, 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 drawingknife, 1 candlestick, 3 skeins marling, 3 skeins housing, 8 spare blocks, 1 cat-block, 40 fathoms spare 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, 18,000 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 whalemen (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, 32,500 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.

mous 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."

course of the consular agents sent out by our Government to protect the interests of our whalemen. 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.

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* 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 whalemen have undertaken yeoman's service for their country. Thus, in November, 1846, Captain Simmons, 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 whalemen 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.

F.—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 fails 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 boat-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 whalemen. 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 whalemen 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."

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 Captain Gardner, who was a young man and this his first voyage as commander, 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 themselves 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 compartments 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 stays; 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 hogsheads 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° 40′ south, longitude 119° 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.

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° 13′ north, longitude 120° 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° 40′ south, longitude 124° 40′ west.

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

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.*

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* 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 ships'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 lowerd, 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 landsman 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 whaleman, 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.

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

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* 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 cleet," 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 sternpost. 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 whalemen, as, owing to the softness of their blubber, the fluked 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 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 Huntting, 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 Huntting, 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 gallied,* 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 arc 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 spermaceti 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."

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 whalemen. * * * Read Scoresby, Jardin, and Beale, the fathers of whaling literature, and they will not reveal the secret of the weakness of the right whale. Whalemen 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

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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 active 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 'small,' 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.

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 hidden reefs and an unexplored and unknown ocean, but frequently, when putting into some of the numerous islands for supplies, they were compelled to fight the wily and treacherous savages inhabiting some of those groups. Many a vessel had been "cut out," and not a man survived to tell the story of the massacre. How far their brother whalemen had been instrumental in thus bringing upon their heads this vengeance 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 conduct of some of their white visitors, and upon the heads of the next unguarded 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 inhabitants of these sunny islands, and, smarting 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 Coffin master.

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* Captain Davis says, (p. 238,) "A peculiar feature in right-whaling is the considerable 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 whalemen, 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 bubbles rising through the water. When this occurs the whale is certain to sink.' Therefore, 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 settle 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 decidedly 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 boats. 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 steerage-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 168° east. One of the Marshall group.

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 whaleman 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 whalemen, 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 Fejee 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 Waverly, 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 Mulgrave 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 hid 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

*Page 311.

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 whaleman, 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

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* 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 run 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 whaleman. 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.

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 ring-leader 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. Hussey, and one man, and badly wounding the first and second mates and another man. The second man died a few days after the outbreak.

"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 4½ 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 forecastle 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.

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 merchant 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 Rona'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.

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 Ladrones), not one of their number was able to stand. Here they caught birds and fish, and obtained cocoanuts, 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 whalemen 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 whalemen 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 Preble in 1849. The Preble 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 frequencey 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.

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 steerage 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 allowanced 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 Winslow 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 toil-worn, famishing, 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 whalemen 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!

able. This may be still another plausible solution of that terrible problem 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 trifling 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 increasing 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 furiously. 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 certainly 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 fortunes 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 speculative to the unmistakably negative side of the account. To illustrate the two phases of the owners' business experience, the following examples are given:

The Wilmington and Liverpool packet, Captain Richmond, sailed from

*The new ship Niphon, 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

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.

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 thereof.† 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 Georgii Secundi Vicessimo quarto: *An Act for Granting unto Benjamin Crabb the Sole priviledge of making Candles of Coarse Sperma Cæti 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 & Reveria, Aaron Lopez, John Maunsley & 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

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to this Court that he (A) *has the Art of making Candles of Coarse Sperma Cæti Oyle* and has been at Great Expense in providing himself with proper Implements therefor and s Willing on due encouragment 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 Course Sperma Cæti Oyle (B) *Within this province for Sale for the Term of Fourteen years 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 signified 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 priviledge 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 untill the 31 day of May which shall be in the year of our Lord 1759 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.

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), Naphthali Hart & Co., (Naphthali, 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 manufacturers for mutual protection in regard to the purchase of "head-matter" and the sale of manufactured stock. Such was the success of the project that the union was formed and articles drawn up and signed by all the above parties save Moses Lopez and the Philadelphians. The signers 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 1*s.* 10½*d.* 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 Mansley.

‡ "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-feet posts and used as a work-room, the other half with 8-feet 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.

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 pursuit 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 cotemporaneously 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 4*s.* 6*d.*, 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 whalemen 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 waif 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° 30′ north, longitude 154° east. The whale escaped, taking the iron with him. About five years after, while in the same latitude, but 14° 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 cut.

* The Whale and his Captors, p. 157.

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; girt 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 Oneida, 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 whalemen 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 whaleman, "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

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of the principal purposes to which it is put, viz: in the manufacture of whips, parasols, umbrellas, dresses, corsets, supporters of various kinds, caps, hats, 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 380. 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.

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 hogshead, 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 23,888,000,000,000,000 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 Kodiah 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 whalemen, 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.

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 Scammon 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 Leeurvin to Java Head, a distance of 1,600 miles. In 1838 the American and French whalemen took at one capture off Cape Leeurvin 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 whaleman. 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 main-topmast 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 whalemen 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.

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 conned the steering-oar with such skill that he seemed to do it without effort.†

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* 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 whaleman is the only man who attends exclusively to his own duty; the oarsmen 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 'skim 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

"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-

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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 cousins, 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 all 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.

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*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.

"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.

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* 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 *chocks*, 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."

H.—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 4½ barrels to the cask, and 90 pounds to the bundle.

Abbreviations used: A. O. or Atl., Atlantic Ocean; C. G. H., 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; Peru 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.

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., Cumberland 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.*

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, Glargon, 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, Gorum, 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).* 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.

* 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.

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.

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.

In August Captain Atkins entered at Boston from Davis's Straits.

1751.

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.

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.

Three sloops from Nantucket, commanded respectively by John Starbuck, Jonathan Coffin, and Peter Bunker, were lost while whaling.

* 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 Chebueta, 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 whalemen; 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 Betsey. 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.

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 Louis 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 Whelden, 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 Nantucke* would exceed 6,000 barrels.

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	10,200	2,025	26,000	4,000
Wellfleet	20	1,600	10	1,000	420	2,250	1,250
Dartmouth	60	4,500	20	2,000	1,040	7,200	1,400
Lynn	1	75	1	120	28	200	100
Martha's Vineyard	12	720	.....	.....	156	900	300
Barnstable	2	150	.....	.....	26	240	.....
Boston	15	1,300	5	700	260	1,800	600
Falmouth, Cape Cod	4	300	.....	.....	52	400	.....
Swanzey	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 Whelden,

* Wiggin.

† "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 Tarpaulin 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 Manter, 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 Whippey, master.

George Hussey, jr., and Paul Hussey, brigantine Brittania, 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 Donoho (?); Nathaniel Coleman, master.

Joseph Barnard and Stephen Hussey, both of Nantucket, schooner Delight; Timothy Coleman, master.

Same parties, brigantine Britannia; Zebulon Whippey, master.

Nathaniel Macy 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.

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 Brittania, 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 Banning, 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.

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*According to the certificates, the sloop Conway, Bartlett Coffin commander, landed 200 barrels of oil at Falmouth; the brig Donahue, 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.

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 Dedham, 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.

Table showing returns of whaling-

NOTE.—Where the tables are incomplete it is because

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1784.				
District of Boston, Mass.				
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	
Two or three small whaling-vessels arrived in Boston in June, 1784, clean.				
Sag Harbor, N. Y.				
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.				
New London, Conn.				
Rising Sun	Sloop		—— Squires	
Providence, R. I.				
Industry	Brig		—— Swain	
1785.				
Sag Harbor, N. Y.				
America	Brig			
Lucy	do			B. Huntting
Port of Boston, Mass.				
Betsy	Schooner	40	Parnal Cook	
Constance	Brig	90	John Wetherell	
Industry	Schooner	55	Hezekiah Doane	
Lucy	do	25	Solomon Clark	
Nancy	Sloop	45	David Foster	
Nancy	Brig	70	John Rich	
Peacock	do	90	Jacob Higgins	
Polly	Sloop		—— Cottle	
Speedwell	Schooner	30	Stephen Sears	
Wellfleet, Mass.				
Ranger	Schooner	85	Stephen King	
Sculpion	do	40	Daniel Covel	
Hingham, Mass.				
Nancy	do	60	Elisha Cobb	
Plymouth, Mass.				
Hannah	do	50	Winslow Lewis	
Newburyport, Mass.				
Chance	Brig	70	Barnabas Clark	
Dartmouth, Mass				
Hero	Sloop		Joshua Delano	
1786.				
Boston, Mass.				
Betsy	Schooner	40	Solomon Cook	
Constance	Brig	90	John Witherell	

vessels sailing from American ports.

the data cannot be obtained to fill them out.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic		Oct. 9, 1784				No report of oil.
do		Sept. 18, 1784				Do.
do		Oct. 9, 1784				Do.
do	Oct. 16	Oct. 16, 1784				Do.
do		Oct. 9, 1784				Do.
do	Oct. 14					No further report.
do						Do.
do	May 20					
do		July —, 1784	300	100		
		June 4, 1785		300		
Brazil Banks		May 15, 1785		360		Bought from Middletown, Conn., 1785.
	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.
		Oct. —, 1785				Do.
	Apr. 14					
	Apr. 14					Do.
	Sept. 30	Apr. 15, 1786				Do.
	Oct. 26					
	Apr. 6					Do.
	Apr. 15					Do.
	Sept. 30	Apr. 15, 1786				
	Apr. 27					Do.
Atlantic	July 4					
	Mar. 30					
	May 22					

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1786.				
Boston, Mass.—Continued.				
Friendship	Sloop	60	Jonathan Snow	
Nancy	Schooner	90	Richard Rich	
Nancy	Brig	70	do	
Penelope	do	70	Hezekiah Doane	
Hingham, Mass.				
Nancy	Schooner	60	Elisha Cobb	
Braintree, Mass.				
Fortune	do	38	Jonathan Howes	
Wellfleet, Mass.				
Ranger	do	85	Stephen King	
Sculpion	do	40	Daniel Covell	
Wellfleet	do	40	Barnabas Atwood	
Plymouth, Mass.				
Hannah	do	50	Winslow Lewis Shubael Sweat	
Bristol.				
Dispatch	Sloop	48	John Collins	
There were a few vessels belonging to Hudson, N. Y., engaged in whaling and sealing at this time.				
1787.				
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.				
Dartmouth, Mass.				
Rainbow	Sloop		Joshua Delano	
Boston, Mass.				
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.				
1788.				
Nantucket, Mass.				
Fox	Brig		Barzillai Folger	
Harmony	Ship		Seth Folger	
Industry	do	172	Gilbert Folger	
Sally	do	194	Joseph Chase	
Spy	do		William Fitch	
——	do		Barzillai Coleman	
——	do		Benjamin Clark	
Gloucester, Mass.				
Sea Horse	Brig		Elkanah Mayo —— Rich	
Hudson, N. Y.				
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	.....	.....	.....	.....	
.....	June 6	.....	.....	.....	.....	Must have arrived prior to September 2.
West Indies ..	Sept. 2	.....	.....	.....	.....	
.....	Apr. 15	.....	.....	.....	.....	
.....	Mar. 30	.....	.....	.....	.....	
.....	Apr. 13	.....	.....	.....	.....	
.....	Apr. 17	.....	.....	.....	.....	
West Indies .	Sept. 23	.....	.....	.....	.....	
.....	May 13	.....	.....	.....	.....	
.....	Apr. 15	.....	.....	.....	.....	
.....	Apr. 17	.....	.....	.....	.....	
West Indies ..	Sept. 23	.....	.....	.....	.....	
.....	Apr. 20	.....	.....	.....	.....	
Atlantic	.....	.....	.....	.....	.....	
....do	Aug. 16	.....	.....	.....	.....	
.....	.....	—— —, 1789	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
.....	.....	—— —, 1789	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Coast Africa	.....	Oct. 4, 1789	.....	800	.....	Reported the sudden sinking of part of the shores of Woolwich Bay to a depth of six fathoms.
Brazil	.....	July —, 1789	.....	350	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1788.				
The sloop Rainbow, Capt. Joshua Delano, made a whaling-voyage from Dartmouth, sailing in company with vessels commanded by Elnathan and Nathaniel Delano. On the voyage the following captains were spoken—the oil reported at the date of hailing 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 Folger [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 [20], Abishai Luce, Joseph Russell [Dartmouth]. The larger number of these are unquestionably from Nantucket; others from the vicinity of Dartmouth, Cape Cod, &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 Shearman, Prince Hatch, and Ebenezer Allen. She arrived the second time September 17.				
1789.				
Gloucester, Mass.				
Polly	Ship	....	J. Coffin	.....
Sea Horse	Brig	....	Elkanah Mayo	.....
Sag Harbor, N. Y.				
Lucy	Brig	...	D. Squires	Benjamin Huntting
Boston, Mass.				
Sarah	Ship	....	C. Gardner	.....
New Bedford, Mass.				
———	Brig	....	—— Brock	.....
Rhode Island.				
L	Schooner	25	Solomon Lewis	Sylvanus Hussey
N	...do	25	Caleb Lombard	.....do
Hudson, N. Y.				
———	Brig	..	.....	.....
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, Tristram Coffin, Cornelius Butler [60], Thomas Bates, John Carver, Obed Nye, Rufus Fish, Seth Tobey, Robert Hathaway, Samuel Shockley, Thomas Cook, Thomas Snow, [in a brig, 200], Nathaniel Delano, Shubael Swain, Amos Kelley, Samuel Crosby, and Salvanus Luce.				

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
C. Good Hope	.....	Jan. —, 1791	.....	1,600	15,000	
....do	.....	—— —, 1790	.....	800	10,000	
Brazil	.....	July —, 1790	.....	800	.....	
Woolwich Bay	.....	—— —, 1790	.....	900	.....	
.....	.....	.....	.....	.....	.....	
Atlantic	.....	Sept. 21, 1789	40	54	.....	
.....	.....	Sept. 21, 1789	61	90	.....	
Brazil	Oct. —	.....	.....	.....	.....	Probably the brig Liberty.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1789.				
Nantucket, Mass.				
Asia	Ship		Elijah Coffin	
Africa	do		William Barnard	
Amazon	Brig		David Giles	
Britannia	do		Peter Fosdick	
Columbia	Ship		Obed Barnard	
Fox	Brig		Barzillai 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 Chase	
Venus	Brig		Obed Eldridge	
Warren	Ship		Robert Meader	
———	do		—— Baxter	
Cape Cod, Mass.				
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	
1790.				
*Nantucket, Mass.**				
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 Cornelius Marchant [70], —— Covell [New Bedford], James Banning [Wareham], Thomas Cook [50], Joseph Kersey [130], John Carver, and Henry Fish [24].				
1791.				
Nantucket, Mass.				
Alliance	Ship		Bartlett Coffin	
Beaver	do		Paul Worth	
Diana	do		Timothy Long	
Favourite	do		Obed Barnard	
Hector	do		Thomas Brock	
Rebecca	do		Seth Folger	
Washington	do		George Bunker	
Warren	do		Robert Meader	
New Bedford, Mass.				
Rebecca	Ship	175	Joseph Kersey	
Boston district, Mass.				
Charlotte	Schooner		John Collins	John Collins
Enoch	Ship	46	Zaccheus Higgins	Enoch Rust

* No report of arrivals or

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	.....	.....	.....	
.....	Sept. 1	.....	.....	.....	.....	
Woolwich Bay	Sept. 11	—— —, 1790	.....	770	.....	
.....	Sept. 1	.....	.....	.....	.....	
.....	Sept. 14	.....	.....	.....	.....	
Woolwich Bay	Sept. 11	—— —, 1790	.....	750	.....	
....do	Sept. 1	—— —, 1790	.....	951	.....	
.....	Aug. 27	June 15, 1790	.....	.....	.....	
Woolwich Bay	.....	—— —, 1790	.....	1,160	.....	
....do	.....	—— —, 1790	.....	1,140	.....	
....do	Aug. 27	—— —, 1790	.....	.....	.....	
....do	.....	—— —, 1790	.....	920	.....	
....do	Sept. 1	—— —, 1790	.....	1,160	.....	
.....	Sept. 1	.....	.....	.....	.....	
.....	Sept. 11	May 17, 1790	.....	.....	.....	
.....	Sept. 20	June 17, 1790	.....	.....	.....	
.....	Sept. 3	—— —, 1791	.....	.....	.....	
Brazil	Oct. —	.....	.....	.....	.....	
Straits Belleisle	.....	Oct. 6, 1789	80	125	1,300	
Africa	.....	—— —, 1790	64	.....	.....	
Straits Belleisle	.....	Oct. —, 1789	80	125	1,300	
....do	.....	Aug. —, 1789	50	125	1,300	About.
....do	.....	Oct. —, 1789	50	125	1,300	
....do	.....	.....	80	125	1,300	About.
....do	.....	.....	50	125	1,300	Do.
....do	.....	.....	50	125	1,300	Do.
....do	.....	.....	50	125	1,300	
Dalago Bay	Oct. —	Feb. 15, 1794	.....	.....	.....	Captain Coffin died; the ship made a poor voyage.
Pacific Ocean ..	Aug. —	Mar. 25, 1793	1,100	200	.....	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	.....	.....	.....	.....	.....	
....do	.....	.....	.....	.....	.....	
Pacific Ocean ..	.....	Apr. 8, 1793	700	500	.....	Hector built 1791.
....do	.....	Apr. 30, 1793	800	240	.....	
....do	.....	Apr. 8, 1793	800	400	.....	The Washington was the first vessel to hoist the American flag in a Spanish Pacific port. Built 1791.
.....	.....	—— —, 1793	.....	.....	.....	
Pacific Ocean ..	.....	Feb. 21, 1793	750	180	.....	The first New Bedford whaler in the Pacific.
Atlantic	.....	Sept. 15, 1791	.....	60	1,000	
....do	.....	.....	.....	.....	.....	Probably sailed one or two voyages each year to 1794, when she surrendered her enrollment.

departures for 1790 is accessible.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1791.				
Boston district, Mass.—Continued.				
Mars	Schooner		Matthias Rich	Matthias Rich
Rising Sun	do		—— ——	—— ——
Union	do	161	John Rich	
Gloucester, Mass.				
Two Friends	Brig		—— Mayo	
1792.				
Nantucket, Mass.				
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 Clisby	
Minerva	Ship		Seth Coffin	
Maria	do		—— Hillman	
Mary Ann	do		Tristram Folger	
Ranger	do		William Swain	
Sally	Brig	194		
Sea Fox	Ship			
Venus	Brig		James Brown	
New Bedford district, Mass.				
Betsey	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		—— Hammatt	
Boston, Mass.				
——	Ship		—— Lee	
New York, N. Y.				
Josephus and tender	Ship		—— Youte	
1793.				
Nantucket, Mass.				
Amazon	Brig		David Giles	
Beaver	Ship		Paul Worth	
Britannia	Brig		Joseph Wyer	
Columbia	Ship		Alpheus Coffin	
Favourite	do		Obed Barnard	
Favorite	do		David Folger	
Hector	do		Thomas Brock	
Hero	do	313	Obed Aldridge	
Industry	do	172	William Fosdick	
Lydia	do	160	Zenas Coffin	
Leo	Brig	217	William Clisby	
Maria	do		—— Cash	
Minerva	Ship	200	Peter Myrick	
Manilla	do		Andrew Barnard	
Mary Ann	do		Tristram Folger	
Polly	Brig		—— Pinkham —— Starbuck	
Ranger	Ship		Gilbert Folger	
Rebecca	do		Seth Folger	
Ruby	do		Isaiah Clark	
Swallow	Schooner		Latham Gardner	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	.....	Sept. 8, 1791	.....	60	900	
....do	.....	.....	.....	.....	.....	
....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	.....	
Africa	.....	Nov. —, 1793	.....	600	.....	
Brazil	.....	July 23, 1793	.....	550	.....	
....do	.....	June 6, 1793	.....	1,200	.....	
Pacific Ocean	.....	Mar. 27, 1794	730	90	.....	
Brazil	.....	Aug. —, 1793	.....	1,100	.....	
....do	.....	June 6, 1793	.....	1,100	.....	Built 1792.
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	.....	.....	.....	
	Dec. —	.....	.....	.....	.....	
....do	Dec. —	.....	.....	.....	.....	
....do	Dec. —	.....	.....	.....	.....	
....do	Dec. —	.....	.....	.....	.....	
Falkland and Pacific.	June 1	.....	.....	.....	.....	Whaling and sealing.
Pacific Ocean	.....	.....	.....	.....	.....	
.....	Oct. 16	June 30, 1794	.....	.....	.....	
Brazil	Aug. 5	May 16, 1794	.....	.....	.....	
Woolwich	Aug. 5	Sept. 16, 1794	.....	.....	.....	
Brazil	Sept. 15	June 22, 1794	.....	.....	.....	
Coast Peru	July 13	.....	.....	.....	.....	
.....	Dec. 16	.....	.....	.....	.....	
.....	Aug. 17	—— —, 1794	.....	.....	.....	
.....	Dec. 6	—— —, 1795	.....	.....	.....	
Brazil	Aug. 3	May 16, 1794	.....	.....	.....	
....do	Oct. 10	July 6, 1794	.....	.....	.....	
....do	Sept. 14	June 21, 1794	.....	.....	.....	
Atlantic	.....	July —, 1793	100	.....	.....	
Brazil	Aug. 9	July 14, 1794	.....	900	.....	
.....	Aug. 9	May 21, 1794	.....	...	.....	
.....	Dec. 12	.....	.....	.....	.....	
Bahamas	.....	—— —, 1793	Clean	.....	.....	
Cape Good Hope	Oct. —	—— —, 1794				
.....	Aug. 5	.....	.....	.....	.....	
Brazil	Aug. 17	June 19, 1794	.....	.....	.....	
.....	Sept. 14	.....	.....	.....	.....	
Falkland	.....	May 17, 1794	.....	.....	.....	Whaling and sealing.

Table showing returns of whaling-vessels

Name of vessel	Class.	Tonnage.	Captain.	Managing owner or agent.
1793.				
Nantucket, Mass.				
Swan	Ship		—— Swain	
Union	do		Grafton Gardner	
Washington	do		Solomon Smith	
Warren	do		Matthew Starbuck	
New Bedford district, Mass.				
Atlantic	Brig		L. Stott	
Beaver	do		Isaiah Burgess	
Columbia	do		P. Fish	
Friendship	Schooner		—— 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	
Providence, R. I.				
Ranger	Snow		—— Bradley	
Gloucester, Mass.				
——	Ship		Jona. Coffin	
1794.				
Nantucket, Mass.				
Boston Packet	Ship		—— Zasty	
Cato	do		—— Swain	
Commerce	do		A. Gardner	
Fox	do		—— Joy	
Hector	do		Thomas Brock	
Hudson	do		Grafton Gardner	
Joanna	do		—— Fosdick	
Minerva	do	200	William Myrick	
Ranger	do		William Swain	
Uniba	do		—— Gardner	
New Bedford district, Mass.				
Atlantic	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	180	Step. Cunningham	do
Wareham, Mass.				
Nabby	Schooner		Thomas Gibbs	
Sag Harbor, N. Y.				
Lucy	Brig		—— Rogers	
Gloucester, Mass.				
Polly	Ship		E. Mayo	
Boston district, Mass.				
Betsey	Schooner	52	Joseph Hatch	Enoch Rust
Hope	do	55	Stephen King	Daniel Sargent
Nancy	do	61	John Collins	Joseph Russell

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	.....	July 14, 1794	.....	400	.....	
.....	Aug. 18	June —, 1794	.....	1,280	.....	The Union did not anchor once on the voyage, and the only land she sighted was Cape Augustine on the way home.
Peru and Chili	July 10	May 16, 1795	700	.....	.....	About.
.....	Sept. 15	.....	.....	.....	.....	
.....	Jan. —	.....	.....	.....	.....	
Atlantic	Sept. 29	Nov. 3, 1793	100	.....	.....	
Delago Bay	.....	Oct. 11, 1794	550	500	.....	
.....	Jan. 5	.....	.....	.....	.....	
Atlantic	.....	Nov. 8, 1793	.....	.....	.....	Lost a man overboard and returned clean.
Cape Good Hope	Jan. 11	.....	.....	.....	.....	
.....	Jan. —	.....	.....	.....	.....	
.....	Jan. —	.....	.....	.....	.....	
Brazil	.....	Apr. 26, 1794	.....	1,000	.....	
.....	Jan. —	.....	.....	.....	.....	
.....	.....	—— —, 1794	.....	.....	.....	Had 350 barrels at last report.
Brazil	.....	.....	.....	.....	.....	Had 900 barrels at last report.
Woolwich	.....	Oct. —, 1795	.....	Full	.....	
Delago Bay	.....	Jan. —, 1796	.....	.....	.....	
Woolwich	.....	Oct. —, 1795	.....	Full	.....	
....do	.....	Oct. 3, 1795	.....	Full	.....	
Pacific Ocean	.....	.....	.....	Full	.....	
Delago Bay	.....	Feb. —, 1796	.....	.....	.....	
Pacific Ocean	.....	Aug. —, 1796	1,100	400	.....	
Woolwich	.....	Oct. 3, 1795	.....	Full	.....	
Brazil	.....	.....	.....	1,200	.....	
Woolwich	.....	Oct. 3, 1795	.....	Full	.....	
Atlantic	May 17	Sept. 17, 1794	60	.....	.....	
....do	.....	Oct. 30, 1794	80	.....	.....	
Woolwich	Jan. 11	.....	.....	.....	.....	
Atlantic	.....	Aug. 19, 1794	.....	Clean	.....	
....do	June 21	Oct. 14, 1794	.....	Clean	.....	
West Indies	Jan. 25	Aug 22, 1794	.....	Clean	.....	
Brazil	July —	.....	.....	.....	.....	
Atlantic	.....	Sept. 17, 1794	40	.....	.....	
Cape Good Hope	Feb. 8	Apr. —, 1795	.....	900	.....	Was built on wreck of brig Fame, burned at Fairhaven 1792.
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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1794.				
Boston district, Mass.				
Polly	Schooner	69	Pardon C. Cook	Solomon Cook
Paulina	...do	74	Richard Atwood	Naaman Holbrook
East Haddam, Conn.				
Commerce	Ship			
1795.				
Nantucket, Mass.				
Alliance	Ship		V. Pease	
Beaver	...do		—— Long	
——	...do		Paul Worth	
Cæsar	...do		S. Smith	
——	...do		W. Easton	
Harlequin	...do		—— Clark	
Union	...do		—— Barney	
New Bedford district, Mass.				
Ann	Ship		—— Coleman	
Berkeley	...do			
Commerce	...do		—— Handy	
Delaware	...do		—— Tuckerman	
Industry	Sloop	60	John Carver	John Alden
Janus	Ship		Obed Folger	
Lydia	...do		Obed Fitch	
Rebecca	Ship	175	—— Gardner	
Suzy	...do		Barzillai Hussey	
Union	...do		J. Barney	
Providence, R. I.				
Ranger	Snow		Edward Cole	
Hudson, N. Y.				
American Hero	Ship		Solomon Bunker	
1796.				
Nantucket, Mass.				
Alliance	Ship		—— Pease	
Brothers	...do	256	L. Coffin	
Beaver	...do		—— Long	
Cato	...do		V. Swain	
——	...do		—— Folger	
——	...do		David Giles	
Hero	...do	313	—— Aldridge	
Leo	...do	217	William Cash	
Lion	...do		A. Barnard	
Mars	...do		D. Folger	
Rebecca	...do		S. Long	
——	...do		Uriah Bunker	
Providence, R. I.				
Ranger	Snow		Edward Cole	
Hudson, N. Y.				
——	Ship		—— Clark	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic						Find no other report. Surrendered enrolment 1795.
....do						Find no other report. Belonged in Barnstable.
	Feb. 6					Cleared from New London.
Woolwich		Dec. 15, 1796		1,100		
Brazil		—— —, 1796		1,100		Returned dismasted in October. Arrived early in 1797.
Pacific Ocean						Last reported with 1,200 sperm.
Cape G'd Hope	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		
Woolwich		—— —, 1796		900	7,000	At Charleston, S. C., in distress in October, 1796.
Pacific Ocean		Jan. 11, 1798	1,750			
Woolwich		June 21, 1797		1,400		
	Aug. 22					Built at North River, 1795.
Woolwich		June 21, 1797		700		
Atlantic	{	{ Aug. 20, 1795 { Oct. 17, 1795	{	Clean 20		Lost both boats first voyage.
Woolwich	July 7	—— —, 1796		1,250		Last reported with 1,250 whale.
....do	Aug. 11	—— —, 1797				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		
Brazil						Last reported with 600 sperm.
... do		—— —, 1797		1,100		
....do						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.
		July —, 1797				
Brazil						Last reported with 850 whale.
St. Helena		Dec. —, 1796		470		
Delago Bay						

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1796.				
Boston, Mass.				
Polly	Schooner	69	Pardon C. Cook	Enoch Rust
Sarah	Ship	...	George Pollard	
1797.				
Nantucket, Mass.				
Alliance	Ship		Hezekiah Barnard	
Beaver	do		Nathan Long	
Commerce	do		Amaziah Gardner	
Cæsar	do		Solomon Swain	
Diana	do		—— Swain	
Eagle	do		—— Clasby	
Fortitude	do		Obed Paddock	
——	do		Obed Aldridge*	
——	do		Alpheus Coffin	
Hope	do		David Giles	
Hector	do		Benjamin Worth	
Mars	do		D. Folger	
Ruby	do	221	Andrew Myrick	
Renown	do			
Trial	do		Simeon Starbuck	
New Bedford district, Mass.				
Barclay	Ship		Griffin Barney	
Bedford	do		Jonathan Barney	
Betsey	Schooner		N. Mayhew	
Commerce	Brig			John Alden
Fox	Ship			
Industry	Sloop			John Alden
Juno	Ship		W. Clark	
——	Sloop		W. Easton	
Lydia	Ship		Obed Fitch	
Maria	do		—— Paddock	
Nancy	Sloop			Samuel Proctor
Polly	Brig		G. Whippey	
President	Ship		—— Pinkham	
Swan	Schooner			John Alden
Warren	Ship		—— Tobey	
Wareham	do		—— Clark	
New York, N. Y.				
Maryland	Ship		—— Liscomb	
Hudson, N. Y.				
American Hero	Ship		William Pitts	
Oswego	do		George Clark	
Boston district, Mass.				
Betsey	Schooner	52	Joseph Hatch	Enoch Rust
Enoch	do	46	Zaccheus Higgins	do
1798.				
Nantucket, Mass.				
Favourite	Ship		Thaddeus Folger	
Leo	do	217	Joseph Allen	
Phebe	do		Edward Coffin	
Ruby	do	221	Andrew Myrick	

*So many Nantucket captains commanded French and English whalers that one may occasionally be from the marine lists of the papers of the time.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	.....	.....	.....	.....	.....	No report.
Brazil	May 30	Dec. 9, 1797	.....	.....	.....	Last reported with 1,100 whale.
Pacific Ocean	.....	Oct. 18, 1799	.....	.....	.....	Nearly full.
Woolwich	.....	Dec. 30, 1798	.....	1,200	.....	
Pacific Ocean	July 5	Sept. 26, 1799	1,000	200	.....	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	.....	.....	.....	.....	.....	
Delago Bay	.....	Mar. 8, 1799	.....	Full.	.....	
....do	.....	Mar. 4, 1799	.....	Full.	.....	
....do	.....	Mar. 18, 1799	.....	.....	.....	Nearly full.
.....	.....	.....	.....	.....	.....	
.....	.....	Dec. 29, 1799	.....	.....	.....	
Peru	.....	Nov. —, 1799	Full.	.....	.....	
.....	.....	Dec. 25, 1798	.....	.....	.....	
Pacific Ocean	.....	Feb. 5, 1800	1,000	50	.....	
....do	.....	—— —, 1799	1,250	150	.....	
....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	.....	
....do	.....	.....	.....	.....	.....	
.....	Jan. 9	.....	.....	.....	.....	
Atlantic	.....	.....	.....	.....	.....	
Pacific Ocean	Jan. —	Apr. 12, 1799	1,200	50	.....	
Atlantic	July —	July —, 1797	90	.....	.....	From Dartmouth; out 15 days.
Pacific Ocean	July 8	Feb. —, 1799	950	400	.....	
....do	.....	Mar. 15, 1798	.....	.....	.....	
Atlantic	.....	—— —, 1797	.....	.....	.....	
Africa	June 26	.....	.....	.....	.....	
Pacific Ocean	.....	Apr. 1, 1799	1,200	50	.....	
Grand Banks	.....	—— —, 1797	.....	.....	.....	
South Atlantic	.....	Dec. —, 1798	150	850	.....	
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	.....	
.....	.....	.....	.....	.....	.....	No report.
.....	.....	.....	.....	.....	.....	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	.....	

found in these returns, particularly where a large part of the work is made up prior to about 1835

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1798.				
New Bedford district, Mass.				
Maria	Ship	....	Benjamin Paddock	.....
Nancy	...do	....	—— Swain	.....
Rebecca	.. do	175	Andrew Gardner	.....
Wareham	...do	....	—— Clark	.....
1799.				
Nantucket, Mass.				
Industry	Ship	172	.....	.....
——	...do	....	William Easton	.....
——	...do	....	Uriah Bunker	.....
——	...do	....	Levi Starbuck	.....
——	...do	....	Simeon Long	.....
Phebe	...do	....	.....	.....
Prudence	Sloop	....	Jonathan Paddack	.....
Ranger	Ship	...	William Joy	.....
New Bedford district, Mass.				
Barclay	Ship	....	Griffin Barney	.....
Edward	...do	....	Jonathan Perry	.....
Franklin	...do	....	—— Tuckerman	.....
1800.				
Nantucket, Mass.				
Alliance	Ship	....	Amaziah Gardner	.....
Betsey	Sloop	....	—— Clasby	.....
Bluebell	Schooner	....	—— Long	.....
Cato	Ship	....	John Brown	.....
Fame	...do	....	Thomas Barnard	.....
Hope	...do	....	David Giles	.....
Julianna	Sloop	....	—— Marshall	.....
Lydia	Ship	160	William Clark	.....
——	...do	....	Paul Worth	.....
——	...do	....	William Clisby	.....
——	...do	....	Simeon Long	.....
——	...do	....	David Harris	.....
Mary Ann	...do	....	Tristram Folger	.....
Ruby	...do	....	—— Swain	.....
Ranger	...do	....	William Joy	.....
——	...do	....	—— Perkins	.....
Tryal	...do	....	—— Coffin	.....
New Bedford district, Mass.				
Ann	Ship	....	—— Coleman	.....
Dolphin	...do	....	—— Bennett	.....
Edward	...do	....	Jonathan Perry	.....
Maria	...do	....	—— Paddack	.....
Swan	Schooner	....	William Taber	.....
Union	Sloop	....	{—— Swift ..... —— Coleman .....}	.....
Wareham	Ship	....	—— Gwinn	.....
Norwich, Conn.				
Miantonomah	Ship	....	—— Swain	.....

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	Dec. 25	Mar. 15, 1800	Full.	.....	.....	Fourth voyage of the Maria in five years.
Desolation	Feb. 12	.....	.....	.....	.....	The first American whaler at Desolation, only one English vessel there before her; was captured, homeward bound, by the French privateer Reliance, and r. captured by United States brig Eagle; value of cargo, $50,000.
Pacific Ocean	.....	.....	.....	.....	.....	The Rebecca 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.
.....	.....	—— —, 1800	.....	.....	.....	
Brazil	.....	—— —, 1800	.....	900	.....	Capt. —— was killed by a whale.
Pacific Ocean	.....	June 28, 1801	.....	Full.	.....	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.
.....	Apr. —	.....	.....	.....	.....	
Patagonia	.....	July 17, 1802	.....	.....	.....	On a whaling and sealing voyage; no report.
Pacific Ocean	.....	Oct. 27, 1801	Full.	.....	.....	
Pacific Ocean	Oct. 23	—— —, 1801	.....	.....	.....	Copper-bottomed.
....do	.....	Dec. 15, 1800	Full.	.....	.....	
South Seas	.....	Sept. 19, 1800	1,300	.....	.....	
Woolwich	Aug. 18	Nov. —, 1801	.....	Full.	.....	
Atlantic	.....	Aug. 18, 1800	.....	.....	.....	Took one whale.
....do	.....	Aug. 16, 1800	.....	.....	.....	Took two whales.
Woolwich	.....	Nov. —, 1801	.....	Full.	.....	
Brazil	Sept. 8	June 28, 1801	.....	Full.	.....	
South Seas	Aug. 27	June 28, 1801	.....	Full.	.....	
.....	.....	Aug. 17, 1800	.....	.....	.....	Took one whale.
Brazil	.....	May 28, 1801	.....	1,000	.....	One of the crew a disguised female; had been two voyages undetected.
....do	.....	Apr. 29, 1801	.....	Full.	.....	
Bahamas	.....	May 27, 1801	.....	64	.....	
Brazil	.....	June 28, 1801	.....	Full.	.....	
....do	.....	June 28, 1801	.....	Full.	.....	
Woolwich	.....	Nov. 16, 1801	.....	Full.	.....	
Pacific Ocean	.....	.....	.....	.....	.....	Ruby last reported with 900 sperm.
.....	.....	Oct. 27, 1801	.....	Full.	.....	
Pacific Ocean	.....	July —, 1802	1,500	.....	.....	
....do	.....	.....	.....	.....	.....	Condemned by the Spanish at Valparaiso 1801.
Pacific Ocean	.....	.....	.....	.....	.....	Last reported with 1,300 sperm.
.....	.....	Aug. —, 1801	.....	.....	.....	Made a poor voyage.
Pacific Ocean	Aug. 14	Dec. 4, 1802	.....	.....	.....	
....do	.....	June 15, 1802	Full.	.....	.....	
South Coast	.....	Aug. 24, 1800	40	.....	.....	
		Sept. 27, 1800	40			
South Coast	.....	Aug. 9, 1800	65	.....	.....	
		Sept. 27, 1800	Clean			
Pacific Ocean	.....	.....	.....	.....	.....	Last reported with 1,100 sperm.
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.
1801.				
Nantucket, Mass.				
Brothers	Ship	256	—— Folger	
Diana	do			
Fame	do		—— Barnard	
Industry	do	172	Obed Fitch	
John Jay	do	217	William Clark	
Leo	do	217	—— Allen	
Lydia	do	160	—— Starbuck	
Mars	do		—— Swain	
Renown	do		—— Coffin	
Union	do		Grafton Gardner	
Small vessels brought from 500 to 600 barrels of humpback oil into Nantucket in 1801.				
New Bedford district, Mass.				
Abby	Brig		—— Coffin	
Barclay	Ship		—— Randall	
Diana	do		—— Waterman	
Dolphin	do		—— West	
Exchange	do		—— Wyer	
Herald	do		—— Gibbs	
Hunter	do		—— Butler	
Hannah and Eliza	do			
Lydia	Schooner		—— Pinkham	
Oxford	Sloop		—— Taber	
Swan	Schooner		—— Paddock	
Boston, Mass.				
Jenney	Schooner		—— Leatherbee	
1802.				
Nantucket, Mass.				
Alliance	Ship		Amaziah Gardner	
Atlas	do	249	William Easton	
Boston	do	187	David Harris	
Betsey	Schooner		—— Coffin	
Belvidere	Ship		Hezekiah Barnard	
Commerce	do			
Cato	do		Solomon Folger, jr	
Criterion	do	229	—— Joy	
Hope	do		Obed Joy	
Hazard	Sloop		—— ——	
Harriet	Ship		Philip Fosdick	
Hudson	do		Uriah Bunker	
Industry	do	172	George Russell, jr	
John Jay	do	217	William Clark	
Lady Adams	do	230	—— Fitch	
Mary Ann	do		Tristram Folger	
Minerva	do	200	—— Jones	
Rebecca	do		George Chase	
——	do		—— Coffin	
Ranger	do		William Joy	
Sukey	do		David Whippey	
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 from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls*	*Lbs.*	
South Atlantic	.....	Aug. 12, 1802	.....	.....	....	
.....	.....	.....	.....	.....	.....	
Woolwich ...	.....	Nov. 5, 1802	.....	.....	.....	
Brazil.....	.....	Aug. 12, 1802	.....	.....	.....	Full; probably about 1,500 whale.
....do	.....	July 17, 1802	.....	.....	.....	Full; probably about 1,800 whale.
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. —	.....	.....	.....	.....	
Brazil.....	.....	May 2, 1803	.....	.....	.....	
Woolwich	Mar. —	May 20, 1803	.....	.....	.....	
Pacific Ocean ..	.....	—— —, 1802	.....	.....	.....	
Atlantic	Mar. 15	Aug. 11, 1801	100	.....	.....	
.....	.....	.....	.....	.....	.....	Sailed in August for Atlantic; no further report.
Atlantic	Dec. 10	Oct. —, 1801 July —, 1802	60 110	.....	.....	
Atlantic	Dec. 7	.....	.....	.....	.....	
Brazil	.....	June 31, 1803	.....	.....	.....	"Most full."
Pacific Ocean ..	Sept. 16	Mar. 30, 1805	1,800	.....	.....	Had, also, some whale-oil.[a]
Cape G'd Hope	.....	Jan. 2, 1804	600	300	.....	
Cape de Verde	.....	Aug. 12, 1802	.....	No report.	.....	Sailed again October 19, 1802.
Pacific Ocean ..	.....	Jan. 2, 1804	800	.....	.....	
.....	.....	May 25, 1804	.....	.....	.....	
Pacific Ocean ..	.....	Nov. 12, 1804	.....	.....	.....	Nearly full.
Brazil	Aug. 20	Mar. 15, 1804	.....	.....	.....	
South Atlantic	.....	Aug. 11, 1803	.....	1,000	.....	
Atlantic	Dec. —	.....	.....	.....	.....	Last reported with 40 sperm.
Woolwich	.....	Dec. 3, 1803	.....	1,000	.....	
Pacific Ocean ..	July —	.....	.....	.....	.....	
Brazil	.....	Sept. 13, 1803	.....	450	.....	
Woolwich	.....	Nov. 5, 1803	....	900	.....	
.....	Aug. 24	.....	.....	.....	.....	Last reported with 32,000 skins, bound for China.
Woolwich	.....	Nov. 9, 1803	.....	900	.....	
Pacific Ocean .	.....	Aug. —, 1804	.....	.....	.....	Whaling and sealing; reported with 23,000 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

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1802.				
New Bedford district, Mass.				
Abby	Brig		Solomon Coffin	
Diana	Ship		—— Waterman	
Dolphin	do		—— West	William Rotch
Hannah and Eliza	do			
Hunter	do		—— Butler	
Herald	do		—— Hathaway	
Lucy	Schooner		—— Pinkham	
Maria	Ship		—— Brightman	
Susan	Sloop			
Triton	Brig		Lot Clasby	
Wareham	Ship		—— Baxter	
Winslow	do		—— Paddock	
——————	do		—— Tobey	
New London, Conn.				
Dispatch	Ship			
Sag Harbor, N. Y.				
Abigail	Ship		—— Barnard	
Minerva	do		—— Fowler	
1803.				
Nantucket, Mass.				
Alligator	Ship		—— Swain	
Aurora	Brig		—— Coffin	
Alliance	Ship		Amaziah Gardner	
Betsey	Schooner		—— Gardner	
Dove	Sloop			
Eliza	Brig		—— Paddack	
Henry	Ship		Peter Myrick	
Hope	do		Obed Joy	
Harlequin	do		—— Starbuck	
Leo	Brig	217	Uriah Bunker	
Lydia	Ship	160	—— Ray	
Margaret	do		Reuben Starbuck	
Neutrality	do			
Perseverance	do		—— Coffin	
Renown	do		Alpheus Coffin	
Ruby	do	221	Tristram Barnard	
Rebecca	do		George Chase	
Swallow	Brig		—— Bunker	
——————	Ship		Barzillai Hussey	
Three Nantucket whaling-schooners (one commanded by David Folger) are reported to have been seized by the French armed schooner Telegraphe, 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 Favorite, Captain Coffin, sailed in 1802 or 1803, arrived May 6, 1804.				
New Bedford district, Mass.				
Abby	Brig		—— Taber	Joseph Tripp
Ann	Ship		—— Gwinn	
Barclay	do		—— Randall	
Commerce	Brig		—— Paddock	
Dolphin	Ship		—— West	
Diana	do		—— Waterman	
Exchange	do		—— Wyer	J. Allen
Herald	do		—— Hathaway	
Hero	Bark		Barzillai Hussey	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whale bone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	.....	June —, 1803	.....	.....	.....	Last reported with 100 sperm.
Woolwich	.....	Oct. 13, 1803	.....	Full	.....	
Delago	Nov. —	Feb. 16, 1804	.....	1,200	.....	Probable yield.
.....	.....	Aug. 11, 1803	.....	.....	.....	No report from Hannah and Eliza.
Brazil	.....	June 25, 1804	.....	.....	.....	No report. Had, at last accounts, 900 whale.
....do	.....	May 2, 1803	.....	.....	.....	No report.
Atlantic	.....	July 1, 1803	.....	.....	.....	Last reported with 100 sperm.
Delago	.....	—— —, 1804	.....	800	.....	
Atlantic	.....	Oct. 22, 1803	Clean	.....	.....	
Delago	.....	Feb. 2, 1804	.....	.....	.....	
.....	.....	Dec. 11, 1803	.....	.....	.....	
Pacific Ocean	.....	Sept. —, 1804	.....	.....	.....	Last reported with 950 sperm.
Woolwich	.....	.....	.....	.....	.....	Last reported with 200 sperm, 1,200 whale.
.....	.....	.....	.....	.....	.....	Withdrawn on her return.
Brazil	Aug. —	—— —, 1803	.....	.....	.....	Last reported with 900 whale.
....do	Aug. —	—— —, 1803	.....	.....	.....	Do.
Delago	.....	Mar. —, 1804	.....	1,600	.....	
Cape G'd Hope	.....	.....	.....	.....	.....	
Patagonia	.....	Apr. 14, 1804	.....	Full	.....	Mostly elephant oil.
.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	Reported at Barbadoes, February 17, 1804, with 400 sperm.
Patagonia	.....	June —, 1804	.....	.....	.....	
Pacific Ocean	.....	Oct. 31, 1805	1,000	.....	.....	
Brazil	.....	July 20, 1804	.....	.....	.....	
.....	.....	Aug. 3, 1804	.....	.....	.....	
Patagonia	.....	Feb. 24, 1804	.....	.....	.....	
.....	.....	Nov. 23, 1804	.....	.....	.....	
Pacific Ocean	.....	Dec. 13, 1805	1,100	.....	.....	
Brazil	.....	Apr. 20, 1804	.....	.....	.....	
.....	.....	Nov. 23, 1804	.....	.....	.....	
Pacific Ocean	.....	Nov. 3, 1805	1,250	.....	.....	
... do	.....	.....	Full	.....	.....	
Brazil	.....	Sept. —, 1804	.....	800	.....	
Patagonia	Oct. 15	.....	.....	.....	.....	
Brazil	.....	May 5, 1804	.....	1,000	.....	
Atlantic	July —	June 22, 1804	280	.....	.....	
.....	Nov. 11	.....	.....	.....	.....	
Delago	May 13	Nov. 23, 1804	.....	.....	.....	
.....	Dec. —	Dec. 9, 1803	.....	Clean	.....	
.....	.....	Feb. 16, 1804	.....	.....	.....	
.....	Dec. 30	.....	.....	.....	.....	Captain Wyer died on the voyage. No report of oil.
.....	.....	Apr. 27, 1804	.....	.....	.....	
Brazil	Aug. 5	Sept. 21, 1804	.....	.....	.....	Owned in Fairhaven. Last reported with 1,000 whale.
....do	.....	June 15, 1804	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1803.				
New Bedford district, Mass.—Cont'd.				
Hannah and Eliza	Ship			
Hunter	do		—— Butler	
Lucy	do		Obed Pinkham —— Cheeley	
Oxford	Sloop		—— Hillman	
Swan	Schooner		—— Smith —— Smith	John Alden
Rover	Ship		—— Ray	
Sarah	do			
Triton	do			
The ship Edward sailed 1801 or 1802; arrived December 23, 1803.				
Hudson, N. Y.				
Juno	Ship		—— Bunker	
Thomas	do		—— Folger	
Uncle Toby	do		—— Swain	
Volunteer	Brig		—— Jenkins	
Sag Harbor, N. Y.				
Abigail				
Minerva				
1804.				
Nantucket, Mass.				
Alliance	Ship		Amaziah Gardner	
Alligator	do		David Swain	
Aurora	do	340	—— Hussey	
Boston	do	187	William Perkins	
Belvidere	do		Richard G. Swain	
Commerce	do		—— Eldridge	
Criterion	Ship	229	—— Joy	
Dove	Sloop		—— White	
Essex	Ship	238	David Harris	
Eliza	Brig		—— Chase	
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	160	Solomon Swain	
Lydia	do		Paul Ray	
Mars	do		Jonathan Barney	
Manilla	do		George Barrett	
Mary Ann	do		Tristram Folger	
President	Schooner			
Sally	Sloop			
Sterling	Ship		Simeon Starbuck	
Union	do		— — Folger	
New Bedford, Mass.				
Abby	Brig		—— Taber	
Betsey	Schooner			
Charles	Ship		—— Baxter	
Drucilla	Sloop		—— Hammond	
Exchange	Ship		—— Smith	
Hannah and Eliza	do		—— Gardner	
Hunter	do		—— Butler	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
.....	Aug. 12	May 4, 1804	.....	.....	.....	
.....	Aug. 12	June 25, 1804	.....	.....	.....	
Atlantic	.....	July 1, 1803	100		.....	
	July —	May 6, 1804	80	.....		
South Coast....	.....	Mar. 25, 1803	40		.....	
		Sept. —, 1803	25	.....		
Atlantic	.....	Sept. 6, 1803	16		.....	
	Nov. 25	June 7, 1804	80	.....		
Cape G'd Hope	Nov. —	Jan. —, 1805	900	.....	.....	
Delago.....	.....	Apr. —, 1804	.....	1,600	.....	
....do	.....	.....	.....	.....	.....	
Pacific Ocean ..	.....	.....	.....	.....	.....	
South Seas.....	.....	—— —, 1804	.....	900	.....	
Pacific Ocean ..	.....	.....	.....	.....	.....	
Patagonia.....	.....	.....	.....	.....	.....	Last reported with 300 whale and some seal-skins.
.....	.....	—— —, 1804	.....	.....	.....	
.....	.....	—— —, 1804	.....	.....	.....	
Patagonia	Mar. 21	Apr. —, 1805	.....	Full.	.....	Elephant-oil.
Cape G'd Hope	Aug. —	Feb. 4, 1806	750	317	.....	
New Holland ..	Aug. 24	.....	.....	.....	.....	
Cape G'd Hope	.....	Nov. —, 1806	.....	Full.	.....	
Pacific Ocean..	.....	——— —, 1806	.....	.....	.....	
....do	.....	Feb. 15, 1806	.....	Full.	.....	Elephant-oil. Captain Eldridge died on the voyage, 1804.
.....	Jan. —	.....	.....	.....	.....	
Atlantic.....	July 23	.....	.....	.....	.....	
Cape G'd Hope	Aug. —	Jan. 23, 1806	.....	Full.	.....	
Patagonia	.....	.....	.....	.....	.....	
Cape de Verde..	June 7	Apr. —, 1805	90	.....	.....	Brought also the crew and cargo (70 sperm) of schooner Fame, lost on Isle of Sol.
....do	May 29	.....	.....	.....	.....	Lost on Isle of Sol, 1804; crew and cargo saved.
Pacific Ocean .	.....	Feb. 15, 1806	Full.	.....	.....	
South Seas....	June 1	—— —, 1806	.....	.....	.....	
Pacific Ocean ..	.....	—— —, 1806	.....	.....	.....	
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	.....	.....	.....	.....	.....	
Pacific Ocean .	.....	——— —, 1806	.....	.....	.....	
Patagonia	.....	Feb. —, 1806	.....	Full.	.....	
South Seas....	July —	—— —, 1806	.....	1,230	.....	
Patagonia	.....	.....	.....	.....	.....	
Cape de Verde.	Jan. 8	.....	.....	.....	.....	Last reported with two whales, May 8.
Pacific Ocean .	.....	—— —, 1806	.....	.....	.....	
South Seas....	Nov. —	.....	.....	.....	.....	
.....	July —	.....	.....	.....	.....	
Atlantic.....	.....	June 29, 1804	120	.....	.....	
.....	Oct. —	.....	.....	.....	.....	
Atlantic.....	.....	Sept. —, 1804	.....	.....	.....	No report.
Cape G'd Hope	July —	.....	.....	.....	.....	
.....	May 1	.....	.....	.....	.....	Returned May 12, the English man-of-war Leander having taken out of her twelve English sailors; sailed again, 1804.
.....	Sept. —	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1804.				
New Bedford district, Mass.				
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		—— Coleman	
Winslow	do		—— Cross	
	Brig		Sylvanus Russell	
Sag Harbor, N. Y.				
Alknomac	Ship		John Hildreth	Benjamin Huntting
A sloop commanded by —— Wickham (?) was spoken July 5, 1804, six months out, with 60 barrels. Port not ascertained.				
1805.				
Nantucket, Mass.				
Commerce	Ship		Jesse Bunker	
Cato	Ship		Solomon Folger, jr.	
Chili	do	293	—— Bunker	
Eliza	Brig		—— Chase	
Edward	Ship		Isaiah 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	
New Bedford district, Mass.				
Herald	Ship		—— Coffin	
	do		—— Hathaway	
Russell	do		—— Allen	
Sag Harbor, N. Y.				
Minerva	Ship			
New London, Conn.				
Dauphin	Ship	240		
1806.				
Nantucket, Mass.				
Alliance	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	
Ranger	do			
Rebecca	do			
Ruby	do	221	—— Barnard	
Sukey	do		—— Gardner	
Union	do			

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
.....	June —	.....	.....	.....	.....	
Delago.....	Jan. —	.....	.....	.....	.....	
Pacific Ocean..	June —	.....	.....	.....	.....	
South Seas.....	July —	.....	.....	.....	.....	
West Indies	Jan. —	.....	.....	.....	.....	
	Aug. 17	.....	.....	.....	.....	
.....	Aug. —	.....	.....	.....	.....	
.....	May 5	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
.....	June 1	.....	.....	.....	.....	
Pacific Ocean..	Feb. 4	.....	.....	.....	.....	
South Seas.....	Dec. —	.....	.....	.....	.....	
Atlantic.....	June 7	.....	.....	.....	.....	
Patagonia	Aug. —	May 20, 1805	.....	1,350	.....	
.....	.....	.....	.....	.....	.....	A missing ship; last seen near the line, homeward bound, with a cargo of oil.
Brazil.....	.....	— —, 1806	.....	Full.	.....	
.....	.....	Aug. 25, 1807	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Brazil	.....	— —, 1806	.....	Full.	.....	
....do	.....	— —, 1806	.....	Full.	.....	
....do	.....	— —, 1806	.....	1,200	.....	
Patagonia.....	.....	— —, 1806	.....	Full.	.....	
Brazil	.....	Apr. 14, 1806	.....	Full.	.....	
Patagonia	.....	Mar. —, 1806	.....	.....	.....	
Brazil	.....	——— —, 1806	.....	Full.	.....	
.....	Jan. —	.....	.....	.....	.....	
Brazil	.....	Aug. —, 1806	.....	1,400	.....	
.....	Feb. 8	.....	.....	.....	.....	
South Seas.....	.....	Aug. —, 1806	.....	1,200	.....	
.....	Jan. 8	.....	.....	.....	.....	Built 1804.
Brazil	.....	May —, 1806	.....	.....	.....	
Brazil	Sept. 6	June 14, 1806	.....	.....	.....	
East Cape	.....	Apr. 21, 1808	.....	.....	.....	
Delago.....	.....	Jan. 9, 1808	.....	1,300	.....	
Brazil	.....	Aug. 31, 1807	.....	.....	.....	Last reported with 1,000 whale.
.....	.....	.....	.....	.....	.....	Last reported with 800 whale.
Pacific Ocean..	.....	Aug. 8, 1808	Full.	.....	.....	
....do	.....	Jan. 9, 1808	1,400	.....	.....	
....do	.....	June 21, 1808	.....	.....	.....	
....do	.....	.....	.....	.....	.....	Lost on coast of Brazil, February, 1807; oil (1,000 sperm) saved.
Pacific Ocean..	.....	June 21, 1808	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Pacific Ocean..	.....	Sept. 11, 1808	.....	.....	.....	
....do	.....	Dec. 2, 1808	1,000	.....	.....	Last reported with 1,000 whale.
.....	.....	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1806.				
New Bedford district, Mass.				
Acushnet	Ship		—— Tobey	
Hero	do		—— Tobey	
Jefferson	do		—— Brock	
Maria	do		—— Coffin	
Phebe Ann	do		—— Russell	
Sally	do		—— Clasby	
Triton	do		—— Clark	
Winslow	do		—— Coleman	
New London, Conn.				
Dolphin	Ship	240	—— Sayer	
Lydia	do		—— Douglass	
Leonidas	do	282	—— Barns	
1807.				
Nantucket, Mass.				
Alert	Brig		—— Worth	
Brothers	Ship	256	—— Perkins	
Boston	do	187	—— Clasby	
Criterion	do	229	—— Starbuck	
Chili	do	293	—— Bunker	
Gardner	do		—— Briggs	
Hope	do			
Leo	do	217	—— Gardner	
Lydia	do	160	—— Allen	
Lion	do		—— Paddack	
Olive	do		—— Swain	
Samuel	do	287	—— Gardner	
Union	Brig		—— Hussey	
Union	Ship		Edmund Gardner	
Greenwich, R. I.				
Dauphin	Ship		—— Sayre	
New Bedford district, Mass.				
Ann	Ship		—— Gwinn	
Barclay	do		Gideon Randall	
Charles	do		—— Baxter	
Diana	do		—— Paddack	
Swan	Schooner		—— West	
New London, Conn.				
Delphin	Ship	240	—— Sayre	
Leonidas	do	282	—— Barns	
Lydia	do		—— Douglass	
Sag Harbor, N. Y.				
Alknomac	Ship		—— Jones	
Brazil	do		—— Fowler	
1808.				
Nantucket, Mass.				
Alliance	Ship		—— Pinkham	
Adolphus	Sloop			
Atlas	Ship		—— Joy	
Alligator	do			
Belvidere	do		—— Nichols	
Brothers	do		—— Worth	
Criterion	do		—— Starbuck	
Eliza	Brig		—— Chase	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Cape G'd Hope	.....	Mar. 11, 1808	.....	1,500	.....	
Delago	.....	Dec. 5, 1807	.....	.....	.....	Of Westport.
South Seas	.....	.....	.....	.....	.....	Jefferson carried her oil to Milford Haven.
Pacific Ocean	.....	Nov. 27, 1808	.....	.....	.....	
....do	.....	June 22, 1808	1,200	.....	.....	
East Coast	.....	Jan. 13, 1808	.....	800	.....	
Cape G'd Hope	.....	Oct. 17, 1807	.....	Full.	.....	
Pacific Ocean	.....	.....	.....	.....	.....	
Patagonia	.....	——, 1807	.....	.....	.....	
....do	.....	.....	.....	.....	.....	
....do	.....	June 23, 1807	.....	.....	.....	Built 1806.
.....	Nov. —	.....	.....	.....	.....	
.....	Dec. 12	.....	.....	.....	.....	
East Cape	.....	Sept. 18, 1808	.....	Full.	.....	
Pacific Ocean	Aug. 27	.....	.....	.....	.....	
....do	Dec. 12	Aug. —, 1809	1,500	.....	.....	
Cape G'd Hope	.....	Oct. 31, 1808	.....	.....	.....	
.....	Sept. 19	.....	.....	.....	.....	Boarded and badly damaged by a waterspout, 1808.
Pacific Ocean	.....	May 17, 1809	Full.	.....	.....	
.....	Aug. 27	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
.....	July 6	.....	.....	.....	.....	
Pacific Ocean	.....	May 5, 1809	1,700	.....	.....	
Patagonia	.....	Mar. 12, 1808	....	.....	.....	Brought oil and seal-skins.
.....	Sept. 19	.....	.....	.....	.....	Struck on a whale and sunk October 1. The crew landed at Flores October 8, after a voyage of 600 miles in open boats.
.....	.....	.....	.....	.....	.....	
.....	Oct. —	May 13, 1809	.....	1,700	.....	
Pacific Ocean	.....	.....	.....	.....	.....	Last reported with 1,200 sperm.
.....	Oct. —	.....	.....	Full.	.....	Carried her cargo to England.
Pacific Ocean	Aug. —	Feb. 28, 1809	Full.	.....	.....	
Atlantic	Sept. 9	Sept. 24, 1807	.....	.....	.....	
Patagonia	.....	.....	.....	.....	.....	
....do	.....	—— —, 1808	.....	.....	.....	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	.....	.....	.....	.....	.....	
Brazil	.....	May —, 1808	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Cape G'd Hope	.....	Apr. 12, 1810	.....	700	.....	
Atlantic	Apr. 27	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
.....	Apr. —	—— —, 1810	.....	.....	.....	
Pacific Ocean	.....	.....	.....	.....	.....	
.....	Apr. —	.....	.....	.....	.....	
Brazil	.....	.....	.....	.....	.....	

Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1808.				
Nantucket, Mass.—Continued.				
Hope	Ship		—— Clark	
Harlequin	...do		—— Starbuck	
John and James	...do		—— Clark	
John Jay	...do			
Leo	Brig		Owen Swain	
Lady Adams	Ship		—— Folger	
Lydia	...do		—— Swain	
Mars	...do			
Ranger	...do		—— Joy	
Reliance	...do		—— Pinkham	
Union	Brig		—— Luce	
New Bedford district, Mass.				
Cornelia	Schooner		—— Hathaway	
Danube	Ship		—— Mosher	
Edward	...do		—— Ray	
Herald	...do		—— Coffin	
Hero	...do		—— Paddack	
Lucy	Brig		—— Lewis	
Maria	Ship	202	—— Coffin	
Martha	...do		—— Tobey	
Phebe Ann	...do		—— Russell	
Sally	...do		—— Clark	William Rotch, jr.
Thacher	Schooner		—— Mosher	
Triton	Ship		—— Swain	
Walker	...do		—— West	
Winslow	...do		—— Coleman	
New London, Conn.				
Dolphin	Ship	240	—— Sayre	
Lydia	...do		—— Douglass	
Leonidas	...do	282		
Sag Harbor, N. Y.				
Alknomac	Ship		—— Jones	
Brazil	...do		—— Fowler	
Warren	...do		—— Post	
Washington	...do		—— Fowler	
Greenwich, R. I.				
Dauphin	Ship		—— Sawyer	
Schooner Thacher sailed from Dartmouth on a whaling-cruise in 1808, but there is no further report.				
1809.				
Nantucket, Mass.				
Atlas	Ship	249	Reuben Joy	
Brothers	...do	256	Benjamin Worth	
Criterion	...do	229	William Clasby	
Chili	...do	29	James Bunker	
Delight	Schooner		—— Coffin	
Eliza	Ship			
Essex	...do	238	Daniel Russell	
Fame	...do		Job Coffin	
Gardner	...do		Isaiah Ray	
Golden Farmer	...do	29	George Swain, 2d	
Hope	...do		—— Clark	
Henry	...do		Isaac Gardner	
Hunter	Sloop		—— Luce	
Industry	Ship	172	G. Russell	
John and James	...do		—— Perkins	
Lydia	...do	16	Silas Swain	
Lima	...do	28	Solomon Swain	
Lion	...do		Peter Paddack	
Leo	...do	21	Robert Gardner, jr.	
Mount Hope	Schooner			
Monticello	Ship		Barzillai Coffin	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
.....	.....	May 17, 1809	....	Full.	....	Last reported with 1,200 whale.
Pacific Ocean ..	.....	.....	.....	.....	....	Condemned at Payta, 1809.
Brazil	.....	June 27, 1809	....	....	....	
Pacific Ocean .	.....	June 3, 1810	1,400	....	....	
....do	.....	Aug. —, 1810	500	....	....	Brought some whale-oil.
.....	.....	.....	.....	....	....	
Brazil	Apr. —	Apr. —, 1809	.....	....	....	
Pacific Ocean ..	.....	May 1, 1810	....	....	....	
....do	.....	June 3, 1810	1,800	....	....	
Cape G'd Hope	.....	Apr. 11, 1810	....	....	....	
....do	.....	Mar. 5, 1810	.....	.....	....	
Atlantic	May —	.....	.....	.....	....	
Pacific Ocean ..	Sept. —	June 12, 1810	.....	....	.....	No report.
.....	.....	.....	.....	.....	.....	Last reported with 1,200 sperm.
Cape G'd Hope	Sept. —	Apr. 13, 1810	.....	400	....	
....do	Oct. —	—— —, 1810	.....	850	.....	Belonged to Westport.
.....	May —	.....	.....	.....	....	
Pacific Ocean ..	July —	May 8, 1810	1,120	500	....	
.....	.....	.....	....	....	.....	
Pacific Ocean ..	Sept. —	July 22, 1810	1,200	....	....	
....do	.....	Aug. 16, 1810	.....	....	....	
Atlantic	Apr. — / July —	—— —, 1808 / —— —, 1809	...	....	.....	Belonged to Dartmouth.
Cape G'd Hope	.....	Jan. 7, 1810	....	750	....	
Pacific Ocean ..	July —	June 13, 1810	1,700	.....	....	
....do	Oct. —	June —, 1810	.....	....	....	
Brazil	.....	—— —, 1809	.....	.....	.....	
....do	.....	—— —, 1809	.....	.....	....	
....do	.....	—— —, 1809	.....	.....	...	Sold, 1809.
Brazil	.....	—— —, 1809	.....	1,600	....	
....do	.....	.....	.....	.....	.....	Last reported with 1,600 whale.
....do	.....	.....	.....	.....	.....	Probably obtained about 1,600 barrels.
....do	.....	May 13, 1809	.....	1,700	....	
.....	.....	.....	.....	.....	....	
Pacific Ocean .	.....	.....	.....	.....	.....	
....do	June 27	Nov. 18, 1810	.....	.....	.....	
....do	.....	July 2, 1811	Full.	.....	.....	
....do	Nov. 5	Nov. —, 1811	Full.	.....	.....	Some whale.
Atlantic	Dec. —	.....	.....	.....	....	
.....	June 20	.....	.....	.....	....	
Pacific Ocean .	.....	.....	.....	.....	.....	
East Shore....	.....	Apr. 26, 1811	.....	.....	.....	Full, lacking 100 barrels.
Pacific Ocean .	Oct. —	July 16, 1811	Full.	.....	.....	
....do	Oct. —	June 22, 1811	Full.	....	.....	
Brazil	.....	Nov. —, 1810	200	1,000	.....	
Pacific Ocean ..	.....	Feb. 9, 1811	1,200	.....	.....	
Atlantic	May 7	.....	.....	.....	.....	Last reported 30 days out, clean.
Brazil	.....	Nov. —, 1810	.....	900	.....	
....do	.....	Nov. —, 1810	.....	1,200	.....	Captain Swain was killed by a whale.
....do	.....	July 1, 1810	....	.....	.....	
Pacific Ocean .	July 11	July 1, 1811	1,900	.....	.....	
....do	.....	Jan. 13, 1811	1,600	.....	.....	
....do	Aug. 2	Nov. —, 1811	Full.	.....	.....	Mostly sperm.
Atlantic	Feb. —	.....	....	....	....	Last reported June 10, 90 barrels.
Pacific Ocean ..	.....	Jan. 13, 1811	1,350	.....	.....	

Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1809.				
Nantucket, Mass.—Continued.				
Perseveranda	Ship		Absalom Coffin	
Rebecca	do		George Chase	
Ruby	do	22	Christopher Wyer	
Ranger	do		—— Joy	
Sterling	do		Richard Folger	
Sukey	do		George W. Gardner	
Samuel	do	28	Jonathan Swain	
Thomas	do	26	Davis Whippey	
New Bedford district, Mass.				
Barclay	Ship		Gideon Randall	
Charles	do		—— Baxter	
Diana	do		—— Paddock	Wm. Rotch, jr., & Sons
Herald	do		—— Coffin	
Martha	do		—— Tobey	
Swan	Schooner			J. Alden
Thacher	do		—— Tobey	
Sag Harbor, N. Y.				
Abigail	Ship		—— Bunker	
Alknomac	do		—— Jones	
Jefferson	do		—— Post	
Lavinia	do		—— Fowler	
Warren	do		—— Sayre	
Washington	do		—— Fowler	
Greenwich, R. I.				
Dauphin	Ship		—— Sawyer	
1810.				
Nantucket, Mass.				
Alligator	Ship		Owen Swain	
Alliance	do		Hezekiah Pinkham	
Boston	do	18		
Dove	Sloop		—— Wood	
John Jay	Ship	21	William B Coffin	
——	do			
Lady Adams	do	23	Elisha Folger, jr	
Lydia	do	16	David Swain, 2d	
Leo	Brig	21	Obed Luce	
Mars	Ship	31	John Fitch	
Minerva	do	20	Brown Chase	
Mary Ann	do		—— Folger	
Renown	do			
Rebecca	do		—— Coffin	
Ranger	do		William Joy	
Sukey	do			
Union	Brig		—— Bunker	
New Bedford, Mass.				
Diana	Ship		—— Hathaway	Samuel Rodman
Maria	do		—— Coffin	do
Martha	do		—— Dillingham	Seth Russell & Sons
Phebe Ann	do		—— Russell	Samuel Rodman
Sally	do		Obed Clark	Rotch & Hazard
Walker	Ship		—— West	
Winslow	do		—— Gardner	Samuel Rodman
Greenwich, R. I.				
Dauphin	Ship		—— Coffin	
Sag Harbor, N. Y.				
Abigail	Ship		—— Bunker	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs*	
....do	.....	Nov. 18, 1810	Full.	.....	.....	
Brazil	.....	Aug. 4, 1810	Full.	.....	.....	
Pacific Ocean	Aug. 2	Oct. 17, 1811	Full.	.....	.....	
Woolwich	.....	.....	.....	.....	.....	
Pacific Ocean	.....	June 22, 1811	Full.	.....	.....	
....do	July 11	June 6, 1811	Full.	.....	.....	
....do	July 26	June 22, 1811	Full.	.....	.....	
....do	Oct. —	Sept. 27, 1811	Full.	.....	.....	Built 1809.
Pacific Ocean	.....	May 9, 1811	2,000	.....	.....	
.....	Nov. —	.....	.....	.....	.....	
Pacific Ocean	Aug. —	June 13, 1811	.....	.....	.....	
Cape G'd Hope	.....	.....	.....	.....	.....	
Brazil	Aug. —	June 12, 1810	.....	1,000	.....	
.....	.....	.....	.....	.....	.....	
Atlantic	May 5	.....	.....	.....	.....	
Brazil	.....	.....	.....	.....	.....	
....do	.....	.....	.....	.....	.....	
....do	.....	.....	.....	.....	.....	
....do	.....	June —, 1810	.....	.....	.....	
Patagonia	.....	June 16, 1810	.....	700	.....	
Brazil	.....	.....	.....	.....	.....	
Brazil	.....	.....	.....	.....	.....	
Pacific Ocean	.....	.....	.....	.....	.....	Captured by the English, 1812, full of sperm-oil and sent into St. Thomas.
....do	July 8	Dec. 8, 1812	.....	.....	.....	Arrived at Newport.
....do	.....	July 16, 1812	.....	.....	.....	
West Indies	.....	——— 1811	.....	.....	.....	No report.
Pacific Ocean	Sept. 16	Sept. 4, 1812	Full.	.....	.....	Arrived at Newport.
....do	.....	Dec. 4, 1812	.....	.....	.....	Arrived at New Bedford.
....do	.....	Jan. 29, 1812	1,150	.....	.....	
....do	.....	July 21, 1812	Full.	.....	.....	Captain Swain was killed by a whale.
....do	.....	Apr. 8, 1813	Full.	.....	.....	Also 60 barrels on deck.
....do	Aug. 21	Oct. 26, 1812	1,100	.....	.....	Arrived at Norfolk, Va.
....do	.....	Dec. 7, 1812	1,400	.....	.....	
Coast Africa	.....	Mar. 16, 1811	.....	Full.	.....	
South Seas	.....	Mar. —, 1811	.....	.....	.....	
Woolwich	.....	.....	.....	.....	.....	Last reported with 600 whale.
Pacific Ocean	.....	.....	.....	.....	.....	Captured with 1,300 sperm and sent into Bermudas, 1812.
....do	.....	.....	.....	.....	.....	
South Coast	.....	Jan. 11, 1811	.....	.....	.....	
.....	Apr. 13	July 3, 1812	.....	.....	.....	
Pacific Ocean	.....	May 8, 1812	.....	.....	.....	
Brazil	.....	July 15, 1811	.....	.....	.....	
Pacific Ocean	Nov. —	June 2, 1812	.....	.....	.....	
....do	.....	.....	.....	.....	.....	Captured July 20, 1812, by the English sloop-of-war Recruit, and sent into Bermudas; had 1,250 sperm; value of vessel and cargo, $40,000.
....do	.....	.....	.....	.....	.....	Captured by the English with a cargo of sperm-oil.
....do	Aug. —	Feb. 5, 1812	1,200	.....	.....	
Patagonia	Sept. 20	Oct. 8, 1811	.....	.....	.....	
Brazil	.....	Aug. 12, 1811	.....	800	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1810.				
Nantucket, Mass.—Continued.				
Alliance	Ship	...	Hezekiah Pinkham	
Boston	do	18		
Dove	Sloop	...	—— Wood	
——	Ship	...		
John Jay	do	217	William B. Coffin	
Lady Adams	do	230	Elisha Folger, jr	
Leo	Brig	21	Obed Luce	
Lydia	Ship	16	David Swain, 2d	
Mars	do	...	John Fitch	
Minerva	do	200	Brown Chase	
Rebecca	do	...	—— Coffin	
Ranger	do	...	William Joy	
Sukey	do	...		
New Bedford, Mass.				
Diana	Ship	...	—— Hathaway	Samuel Rodman
Sally	do	...	Obed Clark	Rotch & Hazard
Walker	do	...	—— West	
Greenwich, R. I.				
Dauphin	Ship	...	—— Coffin	
1811.				
Nantucket, Mass.				
Atlas	Ship	249	Obed Joy	
Brothers	do	250	Benjamin Whippey, jr	
Betsey	Schooner	...	—— Gardner	
Criterion	Ship	22	William Clark	
Chili	do	293	Robert Gardner, jr	
Dove	Sloop	...	—— Luce	
Essex	Ship	23	—— Russell	
Fame	do	...	Job Coffin	
Golden Farmer	do	29	George Swain, 2d	
Gardner	do	...	Isaiah Ray	
George	do	...	Benjamin Worth	
Hope	do	...	Reuben Weeks	
Hunter	Sloop	...	—— Luce	
Industry	Ship	17	—— Russell	
Lion	do	...	—— Paddack	
Leo	do	217	Tristram Folger	
Lima	do	28	—— Swain	
Monticello	do	...	Barzillai Coffin	
Mary Ann	do	...	George Russell, jr	
Manilla	do	...	Joseph McCleave	
Mount Hope	Schooner	...		
Ocean	Brig	...	Absalom Coffin	
Orange	Sloop	...	William Perkins	
Perseveranda	Ship	...	Thomas Paddock	
Renown	do	...	Zaccheus Barnard	
Rebecca	do	...	Jethro Coffin	
Sterling	do	...	Jonathan Swain	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	July 8	Dec. 8, 1812	.....	.....	.....	Arrived at Newport.
... do	.....	Dec. 16, 1812	.....	.....	.....	
West Indies ...	.....	—— —, 1811	.....	.....	.....	No report.
Pacific Ocean ..	.....	Dec. 4, 1812	.....	.....	.....	Arrived at New Bedford.
....do	Sept. 16	Sept. 4, 1812	Full.	.....	.....	Arrived at Newport.
.....	.....	Jan. 29, 1812	1,150	.....	.....	
Pacific Ocean ..	.....	Apr. 8, 1813	Full.	.....	.....	Also 60 barrels on deck.
....do	.....	July 11, 1812	Full.	.....	.....	
.....	Aug. 21	Nov. 27, 1812	Full.	.....	.....	Arrived at Norfolk, Va.
.....	.....	Dec. 7, 1812	1,400	.....	.....	
Woolwich	.....	.....	.....	.....	.....	Last reported with 600 whale.
Pacific Ocean ..	.....	.....	.....	.....	.....	Captured with 1,300 sperm, and sent into Bermudas, 1812.
....do	.....	.....	.....	.....	.....	
.....	Apr. 13	July 3, 1812	.....	.....	.....	
Pacific Ocean	.....	.....	.....	.....	.....	Captured July 20, 1812, by English sloop-of-war Recruit; sent into Bermudas; had 1,250 sperm. Value of vessel and cargo, $40,000.
....do	.....	.....	.....	.....	.....	Captured by the English with a cargo of sperm-oil.
Patagonia.....	Sept. 20	Oct. 8, 1811	.....	.....	.....	
Pacific Ocean ..	Nov. —	Dec. —, 1813	850	.....	.....	
....do	.....	Dec. 7, 1812	1,800	.....	.....	
Atlantic	Jan. —	.....	50	.....	.....	
Pacific Ocean ..	.....	Dec. —, 1813	Full.	.....	.....	Arrived in Rhode Island.
.....	.....	.....	.....	.....	.....	
Atlantic	July 20	—— —, 1812	60	.....	.....	
Pacific Ocean ..	.....	.....	.....	.....	.....	
....do	Aug. —	.....	.....	.....	.....	Captured in 1813 with 1,200 sperm; sent to England.
....do	Oct. 3	Dec. —, 1812	1,800	.....	.....	Arrived at New Bedford.
....do	Dec. 12	.....	.....	.....	.....	Captured by the Loire December 4, 1813; had 400 sperm.
....do	Nov. 23	.....	.....	.....	.....	Captured in 1813 with 1,300 sperm, and sent into Halifax.
Woolwich	Aug. 4	.....	.....	.....	.....	Captured with a cargo of oil, by the Tribune, September 27, 1812; sent into Barbadoes.
Atlantic	May 7	.....	.....	.....	.....	No report.
Patagonia.....	June 4	.....	.....	.....	.....	
Pacific Ocean ..	... ...	.....	.....	.....	.....	
Coast Africa ...	.....	May —, 1813	.....	Full.	.....	Captain Folger was 61 years old; had 60 barrels on deck.
.....	.....	.....	.....	.....	.....	
Pacific Ocean ..	Sept. 28	.....	.....	.....	.....	Captured by the Albion December 7, 1813; sent into Bermudas.
....do	Oct. 3	.....	.....	.....	.....	Captured by the English brig Sophie, off Delaware; had 580 sperm.
Patagonia	.....	.....	.....	.....	.....	Captured within five days' sail of Nantucket, by English letter-of-marque Tiger, in 1812; full of elephant-oil.
Atlantic	Feb. —	.....	.....	.....	.....	No report.
South Seas.....	.....	.....	.....	.....	.....	Sent home 83 sperm; captured and sent into Cape of Good Hope 1812.
Atlantic	.....	Aug. 17, 1811	Full.	.....	.....	
Pacific Ocean ..	July 21	.....	.....	.....	.....	Captured on Tuckanuck Shoals, 1814, by an English 74; had 350 sperm.
....do	Aug. 4	.....	.....	.....	.....	Sent home 37 casks sperm; captured by an English armed whaler; had 1,600 sperm.
Brazil	.....	.....	.....	.....	.....	Captured by an English brig; sent into Rio Janeiro.
Pacific Ocean ..	.....	.....	.....	.....	.....	Captured and sent into Barbadoes, 1813.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1811.				
Nantucket, Mass.—Continued.				
Sukey	Ship	..	John Macy	
Stanhope	Schooner	..	—— Gamble	
Samuel	Ship	28	Prince Coleman	
William Penn	...do	15	George W. Gardner	
Sag Harbor, N. Y.				
Abby	Ship	..		
New Bedford, Mass.				
Ann	Ship	..	James Gwinn	
Barclay	..do	..	Gideon Randall	
Diana	..do	..	—— Paddock	
Maria	...do	..	—— Coffin	
Westport, Mass.				
Hero	Bark	..	—— Barns	
1812.				
Nantucket, Mass.				
Brothers	Ship	25	—— Worth	
Charles	..do	27	Grafton Gardner	
Diana	Brig	8	Calvin Bunker	
Dove	Sloop	..	David Swain	
Lima	Ship	28	—— Swain	
Mount Hope	Schoone	..	David Cottle	
Nancy	Sloop	....	Marshall Crosby	
President	Schoone	..	William Brown	
President	Ship	29	Solomon Folger	
Thetis	Schoone	..	William Perkins	

Two Nantucket schooners, with from 50 to 60 barrels of oil each, put into Boston, October 19, 1812; names not ascertained.

The brig Nanina, of Hudson, Capt. Valentine Barnard, sailed from New York April 4, 1812, 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 1814.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	Oct. 9		.....	.....	.....	Returned October 12, having sprung foremast; sailed again 1811.
Atlantic	July 11		.....	.....	.....	No report.
Pacific Ocean	Oct. —	—— —, 1813	1,100	.....	.....	Arrived at New Bedford.
....do	Nov. 9		.....	.....	.....	Captured December 4, 1813, and sent into Cape of Good Hope; had 1,300 sperm.
Brazil	Sept. —	July —, 1812	.....	1,100	.....	
Pacific Ocean	.....	.....	.....	.....	.....	
....do	Nov. 23	Mar. —, 1814	1,800	.....	.....	
....do	Nov. 7	.....	.....	.....	.....	
....do	.....	May 15, 1812	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Pacific Ocean	June 28	.....	.....	.....	.....	
....do	.....	Feb. 28, 1814	1,770	.....	....	Heard of the war and came home.
Atlantic	.....	July —, 1812	170	.....	....	Came home, hearing of the war.
....do	.....	July —, 1812	120	.....	....	
Pacific Ocean	Mar. —	.....	.....	.....	....	
Atlantic	Mar. 7	.....	.....	.....	....	The first whaler to fall a victim to the English; captured and burned with 170 barrels sperm on board, July 9, 1812.
....do	.....	Aug. 2, 1812	.....	80	.....	
....do	.....	July —, 1812	50	.....	.....	Heard of the war and came home.
Pacific Ocean	.....	Dec. 8, 1813	1,000	.....	.....	Built at Rochester, 1811.
Atlantic	.....	Aug. —, 1812	90	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1813.				
Nantucket, Mass.				
Juno	Ship	..	Obed Ray	
Nancy	Sloop	..		
There were about 10 small vessels from Nantucket, humpback-whaling on the shoals in 1813.				
1814.				
Several small vessels from Nantucket were whaling on the shoals in 1814.				
1815.				
Nantucket, Mass.				
Atlas	Ship	24	William Easton	
Alert	Brig	..	Seth Folger	
Boston	Ship	18	Reuben Clasby	
Brothers	do	25	Benjamin Whippey	
Belvidere	Brig	..	Reuben Baxter	
Charles	Ship	27	Benjamin Worth	
Charles	Schoone	..	—— Cottle	
Criterion	Ship	32	Shubael Brown	
Diana	Brig	..	—— Banker	
Dauphin	Ship	21	Seth Pinkham	
Dove	Sloop	..	—— Swain	
Essex	Ship	23	Daniel Russell	
Experiment	Sloop	..	—— Randall	
Edward	Brig	..	Charles Coleman	
Golden Farmer	Ship	29	George Swain, 2d	
Ganges	do	26	Isaiah Ray	
Globe	do	29	George W. Gardner	
Gen. Jackson	Brig	17	Stephen Skinner	
Hannah	Sloop	..	—— Coffin	
Industry	Ship	17	George Russell, jr	
John Adams	do	29	Elisha Folger	
John	Sloop	..	—— Brown	
John Jay	Ship	21	David Swain	
Lydia	do	16	Joseph McCleave	
Lima	do	28	Christopher Wyer	
Leo	do	21	William Joy	
Lady Adams	do	23	Peter Paddack	
Martha	do	27	Reuben Weeks	
Maria	Schoone	..	—— Worth	
Minerva	Ship	29	George B. Chase	
Mason's Daughter	Sloop	..	William Perkins	
Nancy	do	..	—— Swain	
New Packet	do	..	—— Paddock	
Olive	do	..	—— ——	
President	Ship	29	Jonathan Swain, 2d	
President	Schoone	..	—— Luce	
Parnel	do	..	—— Chadwick	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Shoals	.....	.....	.....	.....	.....	Captured by an English brig; never heard of afterward.
....do	July 7	.....	.....	.....	.....	Captured by an English brig, July 8, 1813.
Pacific Ocean	June 29	June 6, 1817	1,37[illegible]	.....	.....	
Cape Good Hope	Nov. 16	Dec. 20, 1816	130	480	.....	Captain Folger died on the voyage.
Pacific Ocean	May 16	Aug. 25, 1816	974	.....	.....	
..do	June 29	Mar. 19, 1817	1,55[illegible]	.....	.....	
Patagonia	May 18	Mar. 1, 1816	.....	840	.....	Elephant oil.
Pacific Ocean	June 4	Nov. 4, 1817	1,87[illegible]	.....	.....	Detained 45 days in Valparaiso, then sent to Lima for adjudication for having no "sea-letter."
Atlantic	May —	Sept. —, 1815	60	.....	.....	
Coast Africa	Nov. —	.....	.....	.....	.....	
Pacific Ocean	July 20	Apr. 10, 1817	1,410	.....	.....	
Atlantic	May —	Aug. 28, 1815	60	.....	.....	
Atlantic	Sept. —	Oct. —, 1815	.....	Clean	.....	
Pacific Ocean	July 28	Jan. 17, 1817	1,020	60	.....	
Atlantic	.....	.....	.....	.....	.....	Last report, July, 1815, with 25 barrels sperm.
Pacific Ocean	July 13	Nov. 19, 1816	1,431	.....	.....	
Atlantic	.....	Sept. —, 1815	15	.....	.....	
Atlantic	Sept. —	Oct. —, 1815	.....	Clean	.....	
.....	Dec. 30	Jan. 26, 1817	173	.....	.....	
Pacific Ocean	June 29	Dec. 29, 1816	1,115	42[illegible]	.....	Alexander Coffin, first mate, killed by falling from aloft.
....do	Aug. 17	Oct. 17, 1817	1,78[illegible]	13[illegible]	.....	Built at Haverhill, 1809.
....do	Oct. 21	Jan. 1, 1818	1,890	12[illegible]	.....	Built 1815; the first ship bringing over 2,000 barrels.
Cape Good Hope	Dec. 30	Dec. 28, 1816	170	570	.....	Last reported with 34 barrels on board and a 30-barrel whale alongside.
.....	.....	.....	.....	.....	.....	Lost both boats.
Atlantic	.....	Sept. —, 1815	.....	Clean	.....	Last reported with 60 barrels.
Cape de Verde	Oct. 31	.....	.....	.....	.....	
Brazil	July 2	Oct. 6, 1816	.....	734	.....	Built at Rochester, 1812.
Pacific Ocean	July 31	Nov. 7, 1817	1,473	340	.....	
Atlantic	.....	Aug. 23, 1815	150	.....	.....	
Pacific Ocean	Sept. 6	June 7, 1817	1,410	.....	.....	Elephant oil.
Patagonia	May 16	Mar. 10, 1816	....	1,01[illegible]	.....	
Pacific Ocean	June 25	Dec. 24, 1817	1,824	.....	.....	
Brazil	July 2	Oct. 21, 1816	38	1,310	.....	
Pacific Ocean	Aug. 14	May 11, 1817	1,16[illegible]	.....	.....	
....do	July 2	Oct. 20, 1817	1,654	.....	.....	Built at Pembroke, 1810; detained 20 days in Valparaiso, and part of her crew pressed on a patriot armed vessel for a short cruise.
Patagonia	.....	Apr. 2, 1816	.....	700	.....	Elephant-oil.
Pacific Ocean	July 17	Sept. 18, 1817	1,460	.....	.....	
Atlantic	May —	July 9, 1815	100	.....	.....	The first whaler to arrive after the war.
Atlantic	July —	Sept. 3, 1815	120	.....	.....	
....do	.....	Sept. 3, 1815	70	.....	.....	
....do	.....	July 27, 1815	.....	.....	.....	Took three whales.
....do	.....	Sept. —, 1815	1[illegible]	.....	.....	
....do	.....	Sept. —, 1815	90	.....	.....	
Pacific Ocean	June 25	July 1, 1817	1,77[illegible]	111	.....	
Atlantic	May —	Sept. —, 1815	250	.....	.....	
....do	.....	Sept. —, 1815	.....	Clean	.....	Lost one boat.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1815.				
Nantucket, Mass.—Continued.				
Rover	Sloop		—— ——	
Ruby	Ship	221	Albert Clark	
Statira	Brig		—— Barney	
Samuel	Ship	287	Ariel Coffin	
Success	Sloop		—— Davis —— Chase	
Tarquin*	Ship	301	James Bunker	
Thomas	do	270	John Macy	
Three Sons	Brig		Obed Joy	
Union	do		—— Bunker	
Weymouth	Ship	320	David Harris	
William Penn	Brig		Matthew Norton	
——	Sloop		—— Randall	
——	Ship		—— Sedgewick	
New Bedford, Mass.				
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
Fairhaven, Mass.				
Herald	Ship		—— Bunker	
Liberty	Schooner		—— Hathaway —— Hathaway —— Butler	John Alden
Hudson, N. Y.				
Gen. Scott	Ship		Robert Jenkins	
——	do		David Paddock	
Westport, Mass.				
Industry	Brig		—— Clark	
Sag Harbor, N. Y.				
Argonaut	Ship		—— Halsey	
Martha	do			
Warren	do		—— Fowler	
1816.				
Nantucket, Mass.				
Amphibious	Schooner		—— Ray	
Antoinette	Ship		—— Folger	
Boston	Ship	187	Reuben Clasby	
Betsy	Brig		William Brown	
Belvidere	do		Reuben Baxter	
Boniff	do		John H. Pease	
Charles	do		—— Meader (?)	
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 rec

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage: Sperm-oil.	Result of voyage: Whale-oil.	Result of voyage: Whalebone.	Remarks.
			Bbls	*Bbls.*	*Lbs.*	
Atlantic	Sept. 27	Sept. 29, 1815	.....	.....	.....	Got two humpbacks, in company with sloop Success.
Brazil	June 4	Oct. 4, 1816	.....	1,512	.....	
....do	May —	.....	.....	.....	.....	Sold at Pernambuco 1815.
Pacific Ocean	July 17	May 9, 1817	1,640	.....	.....	
Atlantic	.....	July 18, 1815	60	.....	.....	Got two humpbacks in company with sloop Rover.
....do	July 26	Sept. —, 1815	60	.....	.....	
....do	Sept. 27	Sept. 29, 1815	.....	.....	.....	
Brazil	Aug. 19	June 5, 1817	80	1,390	.....	Sailed June 28; returned in August, in distress, with 50 sperm.
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	1,980	.....	.....	
Cape Good Hope	Dec. 30	Jan. 11, 1817	185	485	.....	Built 1815.
Atlantic	Aug. 12	.....	.....	.....	.....	Reported August 22; 30 sperm.
....do	July —	.....	.....	.....	.....	Reported September 12; clean.
Pacific Ocean	July —	Nov. 8, 1817	1,950	.....	.....	
....do	Aug. —	Mar. 7, 1817	.....	.....	.....	Full
Cape de Verdes	June —	Dec. 3, 1815	420	.....	.....	
Pacific Ocean	May —	May 13, 1817	1,200	.....	.....	
Patagonia	May —	Mar. 19, 1817	.....	1,300	.....	
Brazil	June 20	May 8, 1816	.....	.....	.....	
Pacific Ocean	July —	Mar. 19, 1817	1,400	.....	.....	
Atlantic	May 26	Oct. —, 1815	.....	.....	.....	No report of cargo.
Pacific Ocean	July —	June 6, 1817	1,350	.....	.....	
Patagonia	.....	Mar. 7, 1817	.....	950	.....	
Patagonia	July 18	June 22, 1816	.....	1,400	.....	
Atlantic	July 1	Sept. 7, 1815	100	.....	.....	Lost boats and received other damage in a gale.
	Sept. 1	Oct. —, 1815	.....	Clean	.....	
	Nov. —	May 6, 1816	35	.....	.....	
Pacific Ocean	.....	Aug. 16, 1817	450	.....	.....	Went sealing and whaling; made a poor voyage because of inexperience.
....do	.....	Mar. —, 1817	Full	.....	.....	
.....	.....	.....	.....	.....	.....	
Brazil	.....	June 2, 1816	.....	1,500	.....	
....do	.....	.....	.....	.....	.....	
....do	.....	July —, 1816	.....	900	.....	Returned, leaking badly.
West Indies	.....	July 16, 1816	80	.....	.....	The Amphibious sailed again; arrived September 26 with 10 whale.
Patagonia	.....	.....	.....	.....	.....	Last reported at Rio Janeiro May 6; 9,000 skins, and full of oil.
Pacific Ocean	Nov. 10	May 12, 1818	989	.....	.....	
.....	Nov. 19	July 1, 1817	170	.....	.....	
Patagonia	May 7	June 5, 1817	.....	777	.....	
.....	May 21	June 7, 1817	.....	450	.....	Lost at St. Michael's Sept. 4, 1817
Africa	.....	Oct. 13, 1817	150	.....	.....	
Atlantic	.....	Aug. 12, 1816	.....	8	.....	
.....	Aug. 15	Nov. 19, 1817	70	420	.....	
Atlantic	.....	Aug. 6, 1815	80	.....	.....	

ompense she 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.
1816.				
Nantucket, Mass.—Continued.				
Experiment	Sloop	...	—— Randall	
Francis	Ship	291	Barzillai Coffin	
Fanny	Brig	...		
Franklin	Ship	309	Grafton Gardner	
George	do	359	John Fitch	Obed Mitchell
Hope	Sloop	...		
Hero	Ship	313	James Russell	
Hannah	Sloop	...	—— Coffin	
Hyeso	Ship	290	William B. Coffin	
Hazard	Sloop	...	—— West	
Indus	Brig	262	Obed Joy	
Juno	Schooner	...	—— Paddock	
John	Sloop	...	—— Coffin	
Liberty	Brig	..	—— Gardner	
Lydia	Ship	160	Shubael Hussey	
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	
Phœnix	do	...	—— Paddock	
Ruby	Ship	221	Albert Clark	
Success	Sloop	...	—— Davis	
South America	Ship	397	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, Cottle, arrived November 19 from the Cape de Verdes with 230 sperm; probably sailed early in 1816.				
New Bedford, Mass.				
Caroline	Schooner	...	—— Chase	
Experiment	Sloop	...	—— Bourne	
Elizabeth	do	...	—— Chase	
Industry	Brig	..	—— Clark	
Martha	Ship	..	—— West	Seth Russell & Sons
Orion	Brig	...	—— Randall	
Ocean	do	...	—— Randall	
Ospray	do	...	—— Hathaway	Thaddeus Swain
President	Schooner	...	—— Clark	
Russell	Ship	..	—— Delano	Samuel Rodman
Richmond	do	..	—— Earle	
Sally	Brig	...	—— Arthur	T. Swain & Son
Swift	Ship	...	—— Price	Humphrey Hathaway
Rochester, Mass.				
Sally	Schooner	...	—— Smith	
Holmes's Hole, Mass.				
Harmony	Schooner	...	—— Chase	
Newport, R. I.				
Liberty	Brig	...	Amaziah Gardner	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	.....	June 19, 1816	6	15	.....	The Experiment (Brown) sailed again; arrived September 26 with 100 sperm.
Pacific Ocean	July 15	Sept. 1, 1818	1,805	.....	.....	Built 1816.
.....	Jan. —	.....	.....	.....	.....	
Pacific Ocean	Oct. 6	Nov. 22, 1818	1,831	21	.....	Do.
....do	Feb. 25	July 24, 1818	2,100	5	.....	Built 1815 at Rochester.
.....	.....	.....	.....	.....	.....	
Pacific Ocean	Oct. 18	Feb. 27, 1819	2,023	33	.....	Built 1816 at Rochester.
Atlantic	.....	July 16, 1816	50	.....	.....	
Pacific Ocean	Nov. 7	Sept. 8, 1818	1,545	55	.....	Built 1816.
Cape de Verdes	June 1	Dec. 28, 1816	120	.....	.....	
Patagonia	May 19	July 1, 1817	.....	1,400	.....	Elephant-oil.
South Coast	.....	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. 14	Oct. 16, 1817	200	.....	.....	
Brazil	July 27	July 21, 1817	.....	700	.....	
Atlantic	Apr. 19	.....	.....	.....	.....	
....do	.....	June 21, 1816	150	.....	.....	The Mason's Daughter sailed again; arrived September 16 with 60 sperm.
Pacific Ocean	Nov. 10	July 9, 1819	2,363	.....	.....	Built 1816.
Atlantic	May —	Aug. 11, 1816	25	.....	.....	The New Packet sailed again; arrived September 24 with one small whale.
Pacific Ocean	Nov. 30	Nov. 8, 1818	234	942	.....	
Atlantic	Aug. 21	Sept. 5, 1816	70	.....	.....	
Cape de Verdes	.....	Sept. 22, 1816	70	.....	.....	
Brazil	Nov. 21	Apr. 17, 1818	85	1,235	.....	
Atlantic	.....	May 22, 1816	90	.....	.....	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	.....	.....	.....	.....	
....do	Dec. —	June —, 1817	90	.....	.....	
....do	June —	.....	.....	.....	.....	
Cape de Verdes	Feb. —	Nov. 12, 1816	200	.....	.....	
Brazil	.....	June 18, 1817	.....	1,600	.....	
Cape de Verdes	.....	Nov. 1, 1816	500	.....	.....	
Woolwich	.....	.....	.....	.....	.....	Last reported with 400 sperm.
Africa	Oct. —	Jan. 1, 1818	.....	1,000	.....	
Cape de Verdes	.....	Dec. 29, 1816	450	.....	.....	
South Seas	June 14	Nov. 5, 1817	.....	Full	.....	
Brazil	July 18	May 26, 1817	.....	1,700	.....	
Africa	Sept. —	June 13, 1817	.....	250	.....	
Pacific Ocean	.....	Nov. 8, 1818	1,800	.....	.....	
.....	.....	.....	.....	.....	.....	Last reported in July with 50 sperm.
Cape de Verdes	Apr. 23	Dec. 31, 1816	250	.....	.....	
Africa	.....	July 17, 1817	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1816.				
Wareham, Mass.				
Enterprize	Ship			
Fairhaven, Mass.				
Liberty	Schooner		—— Brock	
Resident	...do		—— Burtch	N. Stoddard
Edgartown, Mass.				
Apollo	Ship		—— Daggett	
Boston, Mass.				
John	Brig		—— Randall	
Potomack	Ship		—— Alley	
1817.				
Nantucket, Mass.				
Atlas	Ship	247	Robert M. Joy	
Alert	Brig		David Cottle	
Brothers	Ship	256	Alexander D. Bunker	
Betsey	Brig		William Brown	
Criterion	Ship	229	Shubael Brown	
Charles	Brig		Obed Luce	
Dauphin	Ship	216	Seth Pinkham	
Dove	Sloop		—— Swain	
Diana	Brig		Calvin Bunker	
Essex	Ship	238	Daniel Russell	
Experiment	Sloop		—— Randall	
Eaward	Brig		William Paddack	
Factor	Ship	209	Reuben Swain	
Golden Farmer	...do	294	Matthew Norton	
Gov. Strong	...do	270	Obed Fitch	
Gen. Jackson	Brig	174	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	217	William Joy	
Lydia	...do	160	Elias Ceeley	
Lady Adams	...do	230	Shubael Hussey	
Mason's Daughter	Sloop		William Perkins	
President	Ship	293	Jonathan Swain, 2d	
Success	Sloop		—— Crosby	
Samuel	Ship	287	Ariel Coffin	
Tarquin	...do	301	George Barrett	
Thomas	...do	270	John Brown	
William	Sloop			
William	Ship	208	Thomas Paddack	
William Penn	Brig		Benjamin Folger	
New Bedford, Mass.				
Elizabeth	Sloop		—— Whippey	
George and Susan	Ship	320	—— Randall	G. & J. J. Howland
Mary	Brig		—— Howland	Wm. Rotch, jr., & Sons
Martha	Ship		—— West	Seth Russell & Sons
Milwood	...do		—— Wilcox	...do
Maria	...do		—— Swain	Samuel Rodman
Orion	Brig		—— Tobey	
President	...do		—— Clark	Samuel Rodman, jr
Phebe Ann	Ship		—— Covill	
Richmond	...do		—— Earl	I. Howland, jr., & Co.
William and Eliza	...do		—— Randall	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
.....	.....	.....	.....	.....	.....	Last reported Aug. 29 with 70 sperm.
.....	.....	.....	.....	.....	.....	
Africa	Aug. —	July —, 1817	350	.....	.....	
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[illegible]	331	.....	
....do	Apr. 19	Nov. 9, 1818	3[illegible]	333	.....	
....do	Aug. 8	Nov. 5, 1819	1,[illegible]05	110	.....	
.....	July 20	Oct. 18, 1817	.....	Clean	.....	
Pacific Ocean ..	Aug. 18	Dec. 10, 1819	1,31[illegible]	.....	.....	
Cape de Verdes	Mar. 13	.....	.....	.....	.....	Condemned at Bonavista, 1817. Captain Luce chartered schooner Jane Marsh, and finished his voyage.
Pacific Ocean .	May 31	Nov. 16, 1819	1,04[illegible]	148	.....	
Atlantic	.....	July 7, 1817	60	.....	.....	Sixty barrels at last report. The Dove sailed again September 3.
Iceland	May 14	Sept. 25, 1817	.....	100	.....	
Pacific Ocean ..	June 11	Apr. 14, 1819	1,284	154	.....	
West Indies ...	June 19	July 6, 1817	.....	.....	.....	Sailed again July 7 under Captain Brown.
Iceland	May 14	Jan. 1, 1818	30	.....	.....	
Pacific Ocean ..	Oct. 8	July 8, 1819	420	1,183	.....	
Brazil.....	June 1	Apr. 20, 1818	.....	1,417	.....	
Pacific Ocean ..	July 12	Oct. 30, 1819	73[illegible]	1,075	.....	Built 1817.
....do	Apr. 5	Jan. 27, 1819	31[illegible]	97	.....	
Brazil.....	Sept. 20	Aug 12, 1818	.....	665	.....	
....do	May 31	July 25, 1818	.....	890	.....	
Pacific Ocean ..	July 26	Nov. 12, 1819	1,38[illegible]	568	.....	Built 1817. Captain Swain said no ship would fill again with sperm oil.
....do	Sept. 7	Dec. 8, 1819	1,52[illegible]	50	.....	
Brazil	Aug. 15	Sept. 17, 1818	.....	1,132	.....	
....do	June 11	Sept. 8, 1818	.....	804	.....	
....do	Sept. 5	Aug. 15, 1818	.....	665	.....	Broken up at Nantucket 1818.
Pacific Ocean ..	Oct. 25	Oct. 2, 1819	1,240	23	.....	
Atlantic	.....	.....	.....	.....	.....	Last reported with 60 barrels sperm.
Pacific Ocean ..	Nov. 19	May 7, 1820	1,57[illegible]	374	.....	
Newfoundland	.....	Aug. 28, 1817	170	.....	.....	
Brazil.....	Aug. 4	July 22, 1818	6[illegible]	1,595	.....	
....do	Aug. 10	Apr. 5, 1819	.....	1,930	.....	
Pacific Ocean ..	Aug. 13	Jan. 12, 1820	1,06[illegible]	500	.....	
Atlantic	Sept. 3	.....	.....	.....	.....	
Brazil.....	July 3	Sept. 14, 1819	21	695	.....	
South Atlantic	Mar. 6	Mar. 11, 1818	17[illegible]	324	.....	
Cape de Verdes	May —	.....	150	.....	.....	
Patagonia	May —	June 1, 1818	.....	1,950	.....	
....do	May —	Feb. 7, 1818	.....	1,300	.....	Elephant oil.
Brazil.....	Aug. —	June 7, 1818	.....	1,650	.....	
South Atlantic.	Aug. —	July 19, 1818	.....	1,200	.....	
Pacific Ocean ..	Sept. —	May 18, 1819	1,250	.....	.....	
Delago	Jan. —	Jan. 29, 1818	.....	Full	.....	
Cape de Verdes	May —	May 11, 1818	450	.....	.....	
Pacific Ocean .	June —	Feb. 6, 1820	1,050	.....	.....	Arrived at Newport.
Patagonia	July —	May 24, 1818	100	1,900	14,000	
Pacific Ocean ..	July 18	Feb. 4, 1820	2,500	.....	.....	Returned July 31 with loss of bowsprit; sailed again August 5.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1817.				
New Bedford, Mass.—Continued.				
Winslow	Ship		—— Chase	Samuel Rodman
Wm. Thacher	...do		—— Tucker	Wm. Rotch, jr., & Sons
Fairhaven, Mass.				
Agenora	Brig		—— Burtch	Delano, Tripp & Terry
Herald	Ship		—— Bunker	S. Borden
Westport, Mass.				
Industry	Brig		—— Mayhew	
Sag Harbor, N. Y.				
Abigail	Ship		—— Post	
Andes	...do		—— Skinner	
Charlotte	...do			
Fair Helen	...do			
Gov. ——	...do		—— Fowler	
Octavia	...do		—— Post	
Hudson, N. Y.				
Diana	Ship		—— Coffin	
Eliza Barker	...do		—— Paddock	
Boston, Mass.				
John	Brig			
1818.				
Nantucket, Mass.				
Boston	Ship	187	Frederick Barnard	
Betsey	Brig		William Brown	
Charles	Ship	274	Abraham Swain	
Cordelia	Sloop		—— Cook	
Diana	Brig		Calvin Bunker	
Dispatch	...do		William Brown	
Dove	Sloop			
Eagle	Ship	335	William H. Coffin	
Equator	...do	262	Elisha Folger	
Eagle	Brig		Joseph McCleave	
Edward	...do		Latham Paddack	
Francis	Ship	291	Tim. Fitzgerald	
Fortunate Farmer	...do			
Globe	...do	293	George W. Gardner	
Ganges	...do	265	Isaiah Ray	
Golden Farmer	...do	294	Peter Coffin	
Gen. Lincoln	...do	285	Shubael Chase	
George	...do	359	John Fitch	
Hannah	Sloop		—— Alley	
Hyeso	Ship	290	Ammiel Coffin	
Industry	...do	172	Amaziah Gardner	
John Adams	...do	296	Peter Paddack	
Juno	Schooner		Abraham Pollard	
John Jay	Ship	217	William H. Coffin, John Bunker	
Lima	...do	286	Albert Clark	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Oct. —	Jan. 12, 1820	1,400	.....	.....	
Patagonia	May —	Feb. 7, 1818	.....	Full	.....	Elephant-oil.
Brazil.....	Aug. 5	June 8, 1818	.....	1,200	.....	Withdrawn for merchant service, and sunk
....do	Jan. —	May 26, 1818	130	700	.....	off Bermudas 1818.
Atlantic	June 1	May —, 1818	250	.....	.....	
Brazil.....	.....	.....	.....	.....	.....	Last reported with 500 whale.
....do	.....	.....	.....	.....	.....	Last reported with 900 whale.
....do	.....	.....	.....	.....	.....	No report.
....do	.....	.....	.....	.....	.....	Last reported with 800 whale.
....do	.....	.....	.....	.....	.....	Last reported with 700 whale.
.....	.....	.....	.....	.....	.....	Last reported with 1,200 whale.
Pacific Ocean ..	.....	.....	.....	.....	.....	Last reported with 760 sperm, 140 whale.
....do	Aug. 29	Nov. 27, 1819	1,950	150	.....	Boarded by a privateer, and the officers and crew robbed of all their clothing, 1818.
Brazil.....	.....	.....	.....	.....	.....	Last reported with about 800 whale.
Brazil.....	Aug. 12	Nov. 25, 1819	.....	812	.....	
.....	Jan. 18	Sept. 10, 1818	70	12	.....	
Pacific Ocean ..	Jan. 15	Aug. 13, 1820	1,782	.....	.....	
Atlantic	.....	Aug. —, 1818	.....	.....	.....	No report.
.....	{May 2	Oct. 6, 1818	.....	40	.....	
.....	{Oct. 31	May 27, 1819	72	198	.....	
Atlantic	July 8	Aug. 20, 1819	.....	371	.....	
Gulf of Mexico	Jan. —	—— —, 1818	.....	.....	.....	Boarded twice in Gulf of Mexico, and robbed of provisions and boats. Came home leaky.
Pacific Ocean ..	Oct. 17	June 12, 1821	2,142	.....	.....	
....do	Oct. 31	Dec. 1, 1820	709	611	.....	The Equator and the Balaena of New Bedford were the first whalers to visit the Sandwich Islands, arriving there September 17, 1819. Equator built 1818.
Patagonia	June 4	May 18, 1819	.....	806	.....	
Atlantic	Apr. 26	June 3, 1819	.....	420	.....	
Pacific Ocean ..	Nov. 10	Nov. 28, 1821	784	611	.....	
.....	July 13	.....	.....	.....	.....	
Pacific Ocean ..	Mar. 3	May 29, 1820	2,090	.....	.....	
... do	June 22	June 2, 1821	1,616	.....	.....	
Brazil.....	July 19	June 20, 1819	40	1,389	.....	
....do	Sept. 21	.....	.....	.....	.....	Dismasted in a gale September 21, 1818; abandoned October 29; one man lost.
Pacific Ocean ..	Nov. 10	May 19, 1821	2,135	25	.....	
Banks	.....	Sept. 12, 1818	170	.....	.....	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.
Pacific Ocean ..	Dec. 13	June 11, 1821	1,560	.....	.....	
Brazil	Oct. 6	Aug. 21, 1819	66	574	.....	
Pacific Ocean ..	Jan. 15	Dec. 5, 1820	788	862	.....	
Banks .....c..	.....	Oct. 6, 1818	.....	100	.....	Was taken by an English cruiser and carried into Saint John's, where she was released. Brought rest of Hannah's crew.
Pacific Ocean ..	Feb. 6	May 6, 1818	.....	.....	.....	{ Got ashore at Bonavista and returned leak-
....do	Aug. 29	May 16, 1821	369	100	.....	{ ing.
....do	July 13	Sept. 10, 1820	1,762	177	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1818.				
Nantucket, Mass.—Continued.				
Leo	Ship	217	William Joy	
Minerva	do	200	Sylvanus Coffin	
Martha	do	273	Reuben Weeks	
Peru	do	257	David Harris	
Pacific	do	314	Benjamin Whippey	
Peruvian	do	334	Christopher Wyer	
Planter	do	340	George B. Chase	
Ruby	do	221	Obed Ray	
Rambler	do	318	Benjamin Worth	
States	do	290	David Swain, 2d	
Samuel	do	287	Hezekiah Pinkham	
Success	Sloop			
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		Coffin Whippey	
William Penn	Ship		Benjamin Folger	
New Bedford, Mass.				
Augustus	Ship	380	—— Butler	
Barclay	do		—— Coffin	
Balaena	do		Edmund Gardner	
Commodore Decatur	Brig		—— Tucker	J. & J. Howland
Charles	Ship		—— Coffin	Samuel Rodman, jr
George and Susan	do	320	—— Randall	George Howland
Gleaner	Brig		David Leslie	J. A. Parker
Golconda	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 & William 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
Fairhaven, Mass.				
Herald	Ship		—— Burtch	
Stanton	do		—— Burtch	
Westport, Mass.				
Industry	Brig		—— Mayhew	
Salem, Mass.				
Britannia	Ship			
Sag Harbor, N. Y.				
Argonaut	Ship		—— Hulsey	
Martha	do			
Octavia	do		—— Post	
Thomas Nelson	do		—— Gardner	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Brazil	Dec. 13	July 15, 1820	.....	600	.....	
Pacific Ocean	Feb. 6	July 25, 1819	.....	704	.....	Broken up at Nantucket 1819.
....do	June 28	July 29, 1821	1,620	.....	.....	
....do	Aug. 29	Dec. 5, 1820	1,146	463	.....	Built 1818 at Hanover.
....do	Aug. 29	Oct. 8, 1820	1,764	543	.....	Built 1818.
....do	Sept. 25	Nov. 3, 1821	1,966	60	.....	Built 1818 at Scituate.
....do	Sept. 25	Sept. 15, 1820	1,890	391	.....	Built 1818 at Middletown, Conn.
Brazil	Aug. 22	Feb. 24, 1820	.....	1,306	.....	
Pacific Ocean	Nov. 21	Oct. 31, 1821	2,040	.....	.....	Built 1818 at Kingston.
....do	July 8	June 27, 1820	1,698	.....	.....	Built 1818.
Brazil	Sept. 16	May 1, 1820	.....	1,700	.....	
Shoals	July 25	.....	.....	.....	.....	Last reported August 1 with two whales.
Pacific Ocean	Sept. 25	Oct. 20, 1820	378	1,836	.....	
....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	540	.....	
.....	May 4	Sept. 25, 1818	.....	Clean	.....	
Cape G'd Hope	May 29	Feb. 12, 1819	38	639	.....	
Patagonia	June 7	June 4, 1819	.....	1,800	.....	Bought 1810.
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	.....	.....	
Brazil	July —	June 24, 1819	.....	2,000	.....	George and Susan built at Dartmouth 1810. Captain 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	.....	
Brazil	May 26	June 18, 1819	.....	1,750	.....	Midas built at New Bedford 1810.
Patagonia	Sept. —	Feb. 14, 1820	.....	1,600	.....	
....do	May —	.....	.....	.....	.....	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.
Pacific Ocean	Jan. —	.....	.....	.....	.....	
....do	Feb. —	July 25, 1820	800	.....	.....	
... do	Jan. —	May 1, 1820	1,800	.....	.....	
Africa	Jan. —	.....	.....	.....	.....	
Cape de Verde	July —	.....	.....	.....	.....	
Brazil	July —	June 3, 1819	.....	1,800	.....	
Pacific Ocean	.....	May 30, 1820	1,100	700	.....	
....do	Nov. 12	June 7, 1821	1,980	50	.....	
Patagonia	July —	—— —, 1820	.....	.....	.....	Last reported with 1,600 whale.
....do	May —	Jan. 10, 1819	.....	900	.....	
....do	July —	.....	.....	.....	.....	
Pacific Ocean	.....	Nov. 11, 1821	2,100	.....	.....	
Cape de Verde	July —	May —, 1819	300	.....	.....	
.....	Dec. 5	.....	.....	.....	.....	Wrecked on Pickard's rocks going out. No further report.
Brazil	.....	July 2, 1819	.....	.....	.....	
....do	.....	.....	.....	.....	.....	
....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.
1818.				
Boston, Mass.				
John	Brig		—— Alley	W. Lewis & Co
*——, N. Y.				
Harriot	Brig		Nathan Hildreth	
Edgartown, Mass.				
Apollo	Ship		—— McKenzie	
Loan	do		—— Norton	
Philadelphia, Pa.				
Governor Hawkins	do		T. Coffin	
1819.				
Nantucket, Mass.				
Aurora	Ship	346	Daniel Russell	Gideon Folger & Co
Ark	do	372	Reuben Clasby	Jethro Mitchell
Atlantic	do	321	Barzillai Coffin	Gardner Macy & Co
Barclay	do	301	Peter Coffin	J. J. Barney & Co
Chili	do	291	Absalom Coffin	Jethro Mitchell
Diana	Brig		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 Chase	P. Mitchell & Sons
Gideon	Bark	204	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	Valentine Swain
John Adams, 2d	do	268	David Easton	G. Easton & Co
Juno	Schooner			
Leander	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	206	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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Patagonia	.....	July 28, 1819	.....	1,150	.....	
Brazil	.....	.....	.....	.....	.....	Lost on coast of Brazil May 23, 1819, with 600 whale.
Pacific Ocean	.....	Aug. —, 1820	1,250	.....	.....	
....do	.....	.....	.....	.....	.....	Last reported with 1,350 sperm.
.....	.....	.....	.....	.....	.....	Last reported with 350 elephant-oil and 4,000 skins. Captain Coffin died in 1819.
Pacific Ocean	Dec. 26	Dec. —, 1822	1,630	130	.....	Built at Haddam, Conn., 1819.
....do	Feb. 12	Mar. 27, 1822	612	1,200	.....	Broken up at Nantucket 1822.
....do	July 4	Jan. 18, 1822	1,530	120	.....	Built at Haddam 1819.
....do	Oct. 15	Nov. 22, 1821	1,940	.....	.....	Built at Rochester, Mass., 1819.
....do	Aug. 12	Nov. 12, 1822	560	370	.....	Built 1819.
Brazil	July 17	.....	.....	.....	.....	
Cape G'd Hope	July 18	.....	.....	.....	.....	Condemned at St. Domingo after obtaining some oil.
Pacific Ocean	Aug. 12	.....	.....	.....	.....	Stove by a whale November, 1820; captain, mate, and three men saved in the boats; three men left on Disco Island.
....do	Jan. 25	Nov. 23, 1821	1,254	1[illegible]	.....	
....do	July 22	Apr. 12, 1822	1,624	.....	.....	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.
Brazil	May 21	July 25, 1820	50	920	.....	
....do	June 17	Mar. 28, 1821	.....	68[illegible]	.....	
South Atlantic	May 14	May 15, 1820	25	534	.....	The General Jackson took her oil on the afterward celebrated "Tristan" ground.
Pacific Ocean	July 17	Aug. 5, 1821	1,070	6[illegible]	....	Taken off St. Mary's by the pirate Beneveder, carried to Aranco, where Captain Russell and a boy were shot. The mate, Obed Starbuck, brought the ship home.
.....	.....	.....	.....	.....	.....	Last reported with 30 sperm.
Pacific Ocean	Jan. 25	Oct. 29, 1821	735	56[illegible]	....	Altered from a brig, 1818.
New Zealand	July 23	June 16, 1822	2,150	1[illegible]	.....	Captain Barrett died on the voyage.
Brazil	Dec. 20	.....	.....	.....	....	Condemned at St. Domingo, 1820; had 339 barrels of oil.
....do	June 23	Feb. 1, 1821	51	1,260	.....	
Gulf Mexico	.....	June 15, 1820	90	.....	.....	
Pacific Ocean	July 20	Oct. —, 1822	1,370	200	.....	Built 1819.
....do	Oct. 26	Mar. 10, 1822	2,425	.....	....	Took his oil off the Japan coast.
....do	Jan. 7	Dec. 26, 1821	1,690	.....	.....	
.....	Jan. 7	May 8, 1822	.....	80[illegible]	....	Filled once and sold her oil at San Salvador, 1820. Captured from the English in the war of 1812.
Brazil	June 5	Feb. 10, 1821	19	1,19[illegible]	.....	
Pacific Ocean	Nov. 30	.....	1,250	300	.....	Captain Fitch died on the voyage. Built 1819.
Brazil	Mar. 22	Aug. 26, 1820	22	48[illegible]	.....	
Cape G'd Hope	July 8	Mar. 26, 1821	.....	1,08[illegible]	.....	
Pacific Ocean	May 9	Mar. 2, 1821	.....	1,00[illegible]	.....	
Brazil	July 20	Apr. 4, 1821	.....	500	.....	Reported at Charleston, S. C., November 21, 1820, with 500 whale, 40 hogsheads sperm, and 1,600 pounds bone.
Pacific Ocean	Sept. 14	Dec. —, 1822	1,354	12[illegible]	.....	
....do	Dec. 26	Feb. 14, 1822	1,920	.....	.....	Washington built at Hanover, 1819.

Hudson.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1819.				
New Bedford, Mass.				
Augustus	Ship	..	—— Butler	
Alliance	Brig	..	—— Ashley	
Cornelia	do	..	—— Gardner	
Commodore Decatur	do	..	—— Tucker	
Dragon	do	..	—— Chadwick	
Francis	Ship	..	—— Howland	
George and Susan	do	32(	—— Whitteus	
Golconda	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	
Pacific	do	..	—— West	
Richmond	do	..	Timothy Daggett	I. Howland, jr., & Co
Swift	do	..	—— Price	
Timoleon	do	34(	George Randall	I. Howland, jr., & Co
Westport, Mass.				
Industry	Brig	.	—— Emery	
Sag Harbor, N. Y.				
Abigail	Ship	..		
Argonaut	do	25(		
Fair Helen	do	..		
Hannibal	do	30(		
Octavia	do	..		
Thomas Nelson	do	..	—— Coffin	
Union	do	26.	—— Osborne	
New York, N. Y.				
Diana	Ship	..	—— Coffin	
H——	Brig	..		
New London, Conn.				
Carrier	Ship	..		
Fairhaven, Mass.				
Herald	Ship	..	—— Spooner	
Pindus	do	..	—— Barrett	
Stanton	do	..	—— Burtch	
Boston, Mass.				
John	Ship	17.	Prince B. Mooers	
Dartmouth, Mass.				
William Thacher	Brig	..	—— Chase	
1820.				
Nantucket, Mass.				
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	Samuel Mitchell & Bros
Criterion	do	22(	Seth Coffin, 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 Coffin	Gilbert Coffin & Sons
Dispatch	Sloop	..	—— Bunker	
Diana	Brig	..	Calvin Bunker	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Patagonia	.....	July 25, 1820	.....	1,300	....	
Brazil	July 17	June 20, 1820	....	1,500	.....	Crew sick with scurvy.
Patagonia	May —	June 20, 1820	.....	90	.....	
....do	May —	Apr. 21, 1820	....	.....	....	Last reported with 580 whale.
....do	May —	June 7, 1820	....	500	....	
....do	May —	June 21, 1820	....	1,900	.....	
Brazil	.....	May 24, 1820	....	1,300	....	
Pacific Ocean..	Oct. 15	.....	....	....	....	
Patagonia	May —	Mar. 19, 1820	....	.....	....	Returned with a cargo of elephant-oil and sugar.
Pacific Ocean..	.....	July 19, 1821	.....	....	.....	Last reported with 1,600 sperm.
.....	.....	.....	.....	....	.....	Last reported with 1,300 barrels.
Pacific Ocean..	Jan. —	June 7, 1822	1,200	....	.....	
Patagonia	.....	July 23, 1820	.....	1,500	.....	
Pacific Ocean..	Sept. —	.....	.....	.....	.....	
Patagonia	May —	May 3, 1820	.....	.....	....	Last reported with 550 whale.
Brazil	.....	June 17, 1820	.....	2,200	.....	
Patagonia	June 18	Mar. 25, 1820	....	2,200	....	
....do	Aug. —	July 25, 1820	180	1,300	6,940	
Pacific Ocean..	May —	June 5, 1822	2,150	.....	....	
Brazil	July —	Feb. 13, 1820	....	2,030	10,105	Arrived at Newport; bought for New Bedford 1819.
Atlantic	Aug. —	May 10, 1820	120	.....	....	
Brazil	July —	.....	.....	.....	.....	Last reported with 600 whale.
.....	.....	.....	....	....	.....	Last reported with 1,260 whale.
Brazil	July 5	.....	.....	.....	.....	Last reported with 800 whale.
....do	.....	June —, ——	....	1,600	.....	
....do	July —	.....	.....	.....	.....	Last reported with 1,400 whale.
....do	.....	June —, ——	....	2,500	.....	
.....	.....	.....	....	.....	.....	Last reported with 900 whale.
Patagonia	.....	Apr. 12, 1820	....	1,100	....	
.....	July —	.....	....	.....	.....	
.....	Aug. 1	.....	....	.....	.....	
Patagonia	.....	June 5, 1820	....	1,200	.....	
....do	.....	July 25, 1820	....	900	.....	
Pacific Ocean ..	.....	.....	....	.....	.....	Last reported with 1,300 sperm.
Patagonia	Oct. 30	June —, 1820	....	.....	....	Last reported with 850 whale.
.....	.....	.....	....	.....	.....	Last reported with 100 sperm.
Pacific Ocean.	July 16	Apr. 4, 1823	1,600	.....	.....	Sold 1823.
Atlantic	.....	Mar. 24, 1822	250	100	.....	
Pacific Ocean.	Jan. 20	Mar. 17, 1822	1,100	.....	.....	
....do	June 14	June 5, 1823	1,400	.....	.....	
... do	May 14	Apr. 13, 1823	1,400	.....	.....	
Atlantic	.....	.....	.....	.....	.....	Last reported in August with 60 sperm.
Pacific Ocean..	Dec. 20	.....	.....	.....	.....	Lost at Valparaiso. Had 1,600 sperm. Saved 775 sperm and shipped it home.
....do	July 23	Apr. 1, 1823	1,900	.....	.....	Built 1820; sold 1823.
....do	Sept. 4	July —, 1823	1,272	.....	.....	
Atlantic	.....	.....	.....	.....	.....	Last reported with 25 sperm.
South Atlantic	.....	.....	.....	.....	.....	Skinning voyage.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1820.				
Nantucket, Mass.—Continued.				
Factor	Ship	299	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	270	Moses Smith	P. Chase & Co
Globe	do	293	George W. Gardner	P. & C. Mitchell
Gen. Jackson	do	174	John Fisher	F. G. Macy
Galen	do	365	Seth Pinkham	Gilbert Coffin & Sons
Hesper	do	247	Reuben Joy, jr	G. & J. J. Barney
Huntress	Schooner	..	Chris. Burdick	
Improvement	Ship	256	Obadiah Coffin	G. Coffin & Sons.
Independence	do	311	Jona. Swain, 2d	Zenas Coffin
Lucy	Brig	..		
Lady Adams	Ship	230	Shubael Hussey	O. Mitchell & Sons
Liberty	Schooner	..	—— Coffin	
Leo	Ship	217	Henry Cottle	F. Joy
Lively	Schooner	..	—— Coffin	
Lima	Ship	286	Nathaniel Gorham	Chris. Mitchell & Co
Mason's Daughter	do	..	—— Brown	
North America	do	351	Obed Wyer	T. Hussey & Sons.
Ontario	do	354	Alexander D. Bunker	Samuel Mitchell & Bros.
Oliver H. Perry	Schooner	..	—— Coffin	
President	Ship	293	Shubael Cottle	J. Starbuck & Co
Phœnix	Schooner	..		
Pacific	Ship	314	Franklin Chase	Paul Mitchell & Sons
Planter	do	240	Job Coffin	Jared Coffin
Ruby	do	229	Obed Ray	Jethro Mitchell
Spermo	do	296	James Bunker	A. Mitchell
States	do	290	Isaac Chase	Zenas Coffin
Samuel	do	287	Robert Inott	
Sally	do	194	Samuel Barrett	James Barker
Thomas	do	270	John Brown	S. & O. Macy
Urchin	Brig	..		
Vesta	Schooner	..	—— Holmes	
William and Nancy	Brig	..	Tristram Folger	
New Bedford, Mass.				
Alliance	Brig	..	—— Ashley	
Ann Alexander	Ship	..	—— Cowell	
Com. Decatur	Brig	..	—— Handy	
Charles	Ship	..	—— Coffin	Samuel Rodman, jr
Cornelia	Brig	..	—— Gardner	
Dragon	do	..	—— Wood	
Eliza Barker	Schooner	..	—— Howland	
Elizabeth	do	..	—— Rotch	
Francis	Ship	..	—— Swain	
George and Susan	do	32	—— Whitteus	
Independence	do	..	—— Hammond	
Juno	Brig	..	—— Long	
Laura	Schooner	..	—— Davis	
Lorenzo	Ship	..	—— Coffin	
Maria	do	..	—— Chase	
Minerva	Brig	..	Daniel Wood	
Milwood	Ship	..	—— Wilcox	
Midas	do	..	—— Smith	
Martha	do	..	—— Whitfield	
Minerva Smyth	do	..	Daniel McKenzie	
Ospray	Brig	..	—— Howland	
President	do	..	—— Covell	Samuel Rodman, jr.
Phebe Ann	Ship	..	—— Chase	
Persia	do	..	—— Cross	
Pacific	do	..	—— West	
Parnassa	do	..	—— Covell	
Russell	do	..	—— Arthur	
Sophia	do	..	—— Cathcart	
Timoleon	do	346	Charles Starbuck	I. Howland, jr., & Co.
Traveler	Brig	..	—— Howland	
Victory	Ship	..	—— Bunker	
Winslow	do	..	—— Clark	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	Aug. 9	Aug. 16, 1823	1,707	.....	.....	
....do	Oct. 8	Nov. 8, 1822	1,600	.....	.....	Built 1820. Captain Brown was accidentally killed on the voyage.
....do	Feb. 5	Jan. 12, 1822	200	800	.....	Benjamin Swain, mate, died on the voyage.
....do	Feb. 21	Jan. 12, 1822	917	350	.....	Sold out 1822.
....do	Aug. 9	May 3, 1822	2,025	.....	.....	
....do	Oct. 8	July 6, 1823	860	.....	.....	Altered from a brig 1820; sold 1823.
....do	Dec. 31	Sept. 6, 1823	2,210	70	.....	Built 1820; sold out 1823.
....do	June 5	Sept. 12, 1822	900	.....	.....	
South Atlantic.	.....	.....	.....	.....	.....	Skinning voyage.
Pacific Ocean..	June 20	Apr. 2, 1823	805	467	.....	
....do	July 20	Apr. 8, 1823	2,023	.....	.....	
.....	.....	.....	.....	.....	.....	Last reported with 100 sperm.
Pacific Ocean..	Feb. 28	Oct. 17, 1821	1,136	80	.....	
Atlantic	.....	Nov. 27, 1820	.....	.....	.....	Last reported with 200 sperm.
Pacific Ocean..	Oct. 20	June 7, 1823	1,108	.....	.....	Broken up at Nantucket 1823.
Atlantic	.....	.....	.....	.....	.....	
Pacific Ocean..	Dec. 6	July 6, 1823	1,225	.....	.....	
Atlantic	Dec. —	July 19, 1821	170	.....	.....	Boarded and plundered by pirates.
Pacific Ocean..	May 17	July 8, 1823	660	.....	.....	Captain Wyer died on the voyage.
....do	Nov. 29	Nov. 14, 1823	1,948	.....	.....	Built 1820 at Rochester.
Atlantic	.....	.....	.....	.....	.....	
Pacific Ocean..	Aug. 9	Nov. 17, 1822	1,383	400	.....	
Atlantic	July 1	.....	.....	.....	.....	
Pacific Ocean..	Dec. 16	Aug. —, 1823	1,639	.....	.....	
....do	Dec. 20	Nov. 17, 1823	1,465	201	.....	
....do	Dec. 20	.....	.....	.....	.....	Condemned at Oahu, 1822; oil shipped home.
....do	Aug. 27	Mar. 24, 1823	1,920	.....	.....	Built 1820; sold 1823.
....do	Sept. 4	Apr. 8, 1823	1,100	.....	.....	
....do	Oct. 25	.....	.....	.....	.....	Condemned at Rio Janeiro 1822; oil (1,800 sperm) shipped home; sold 139 sperm.
....do	Nov. 22	July 9, 1823	970	.....	.....	Broken up at Nantucket 1823.
....do	Aug. 4	Sept. —, 1822	1,515	.....	.....	
Atlantic	.....	.....	.....	.....	.....	
....do	.....	Oct. 19, 1821	90	.....	.....	
South Atlantic.	.....	.....	.....	.....	.....	The William and Nancy returned from a whaling voyage November 27, 1820, clean. Skinning voyage.
Patagonia	.....	July 20, 1821	.....	.....	.....	
....do	June —	.....	.....	.....	.....	
South Seas	May 27	Aug. 7, 1821	900	.....	.....	
Pacific Ocean..	Sept. 19	Aug. 5, 1823	Full.	.....	.....	
Patagonia	.....	July 7, 1821	.....	.....	.....	
... do	.....	July 1, 1821	.....	.....	.....	
Atlantic	.....	Dec. 27, 1821	.....	.....	.....	
....do	July 25	Sept. 18, 1820	Clean	.....	.....	
Pacific Ocean..	Dec. 9	Dec. 12, 1823	1,900	.....	.....	
Patagonia.....	.....	June 12, 1821	.....	.....	.....	
Pacific Ocean..	.....	Dec. 6, 1823	2,000	.....	.....	
Brazil	May —	Jan. 19, 1821	400	.....	.....	
.....	.....	.....	.....	.....	.....	Laura last reported with 130 sperm.
.....	.....	.....	.....	.....	.....	Lorenzo was lost on the coast of Peru.
.....	.....	.....	.....	.....	.....	
West'n Islands	June —	Aug 7, 1821	300	54	466	
Pacific Ocean..	June —	.....	.....	.....	.....	Last reported with 1,200 sperm.
Brazil.....	July 25	.....	.....	.....	.....	
South Seas.....	Aug. —	Apr. 9, 1821	.....	1,400	.....	
Pacific Ocean..	Dec. —	Nov. 13, 1823	1,625	.....	.....	
....do	Aug. —	.....	.....	.....	.....	
....do	May —	Apr. 12, 1821	470	.....	.....	
....do	July 25	May 4, 1823	Full.	.....	.....	Captain Chase died on the voyage.
Japan	.....	Feb. 20, 1823	Full	.....	.....	
Brazil.....	.....	Mar. 10, 1821	280	1,920	.....	
Pacific Ocean..	Dec. 8	July 5, 1823	Full.	.....	.....	
....do	Aug. —	Oct. 7, 1822	1,900	.....	.....	
....do	July 25	Dec. 8, 1822	1,500	.....	.....	
Brazil	May —	Apr. 5, 1822	300	2,200	9,943	
Cape de Verdes	May —	.....	.....	.....	.....	
Patagonia	.....	May 28, 1821	.....	2,000	.....	
Brazil	May —	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1820.				
New Bedford, Mass.—Continued.				
Wilmington and Liverpool Packet	Ship		—— Richmond	
William and Eliza	do		—— Paddock	
William Thacher	Brig		—— Chase	
William Rotch	Ship		do	
Fairhaven, Mass.				
Leonidas	Ship		—— Potter	
Pindus	do		—— Bennett	
Westport, Mass.				
Almy	Brig		—— Allen	
Industry	do		—— Cory	
Polly and Eliza	do		—— Mayhew	
Susan	Sloop		—— Warner	
Traveler	Brig		—— Howland	
Rochester, Mass.				
Orion	Brig		—— Luce	
Falmouth, Mass.				
Sarah Herrick	Brig	150		Elijah Swift
New York, N. Y.				
Caroline Ann	Ship			
Combine	Schooner		—— Jenkins	
Diana	Ship		—— Paddock	
Eliza Barker	do		—— Alley	
Neptune	do		—— Coffin	
Trident	do		Reuben Coffin	
Salem, Mass.				
Gen. Knox	Ship		—— Orne	
Polly	Brig			
Newport, R. I.				
Courier	Ship		William Fitzgerald	S. and J. Whitehorn
Robinson Potter	do		Reuben Swain	Robinson Potter
New London, Conn.				
Mary	Brig		—— Davis	
Mary Ann	do		—— Coffin	
Pizarro	do		—— Coit	
Sag Harbor, N. Y.				
Abigail	Ship			
Argonaut	do	254	—— Sayre	
Fair Helen	do			
Julius Cæsar	Ship		Oliver Fowler	
Marcus	do	283		
Ontario	do		—— Smith	
——	do		—— Post	
Union	do	262	—— Osborne	
Boston, Mass.				
Beverly	Ship	498	Elias Ceeley	Israel Thorndike
George	do		—— Cary	
Edgartown, Mass.				
Apollo	Ship		—— Daggett	
John	do		—— Norton	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Patagonia	June —	Dec. 27, 1823	2,600	.....	.....	The largest quantity to date.
Pacific Ocean	June —	.....	.....	.....	.....	Last reported December, 1821, with 1,500 sperm.
Brazil	June —	.....	.....	.....	.....	
Pacific Ocean	June 11	.....	.....	.....	.....	Reported June, 1821, with 1,850 sperm.
Pacific Ocean	Aug. 9	Feb. 26, 1823	.....	.....	.....	Full of sperm.
Brazil	Aug. —	July 3, 1821	.....	800	.....	Crew sick with scurvy.
Sts. Belleisle	.....	Sept. 1, 1820	40	.....	.....	Went cod-fishing and whaling; brought 91,000 cod-fish.
West'n Islands	June —	.....	.....	.....	.....	
... do	.....	Oct. 17, 1820	120	.....	.....	
Atlantic	June —	.....	.....	.....	.....	
... do	.....	May —, 1821	.....	.....	.....	Last reported with 200 sperm.
Cape de Verdes	June 25	.....	.....	.....	.....	Last reported with 150 sperm.
Atlantic	June 17	——, 1822	300	.....	.....	Withdrawn.
Pacific Ocean	.....	.....	.....	.....	.....	Last reported with 130 sperm.
West'n Islands	June —	Sept. 24, 1820	.....	.....	.....	
Pacific Ocean	Aug. 22	.....	.....	.....	.....	
Japan	.....	June 6, 1823	1,550	.....	.....	
Pacific Ocean	Sept. 7	Mar. —, 1822	.....	1,300	.....	
....do	.....	Aug. 13, 1823	2,000	.....	.....	
Falkland	.....	June 6, 1821	.....	600	.....	On a sealing-voyage principally. Brought home 5,000 skins.
.....	Aug. —	.....	.....	.....	.....	
Pacific Ocean	Nov. 3	July 9, 1823	1,900	300	.....	Second mate killed by a whale.
....do	July —	Dec. 31, 1822	2,100	.....	.....	
.....	July 22	Apr. 9, 1821	.....	827	.....	
.....	.....	June —, 1821	.....	406	.....	
.....	Aug. 1	June 1, 1821	105	1,145	2,375	
.....	.....	.....	.....	.....	.....	Last reported with 1,200 whale.
Patagonia	.....	.....	.....	.....	.....	Returned in September with a sprung mainmast; sailed again in 1820.
Brazil	Aug. 22	.....	.....	.....	.....	
Pacific Ocean	.....	.....	.....	.....	.....	
Brazil	.....	.....	.....	.....	.....	
Patagonia	July —	.....	.....	.....	.....	
Brazil	July —	Mar. —, 1821	.....	2,000	.....	
.....	.....	.....	.....	.....	.....	
Pacific Ocean	Dec. 13	Mar. —, 1824	2,400	.....	.....	Reported nine months out with 1,400 whale.
Brazil	.....	.....	.....	.....	.....	Not on the custom-house clearances.
Pacific Ocean	.....	June 13, 1823	1,250	.....	.....	Last reported with 1,800 sperm.
....do	.....	Oct. 15, 1823	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1820.				
Provincetown, Mass.				
Laurel	Brig	....	—— Cook	
Margaret	Schooner	....	—— Atwood	
Minerva	...do	....	—— Soper	
Nero	...do	....	—— Smalley	
Neptune	...do	....	—— Cook	
Sophronia	...do	....	—— Smith	
New Haven, Conn.				
Henry	Ship	....	Uriah Coffin	Forbes & Goodrich
——, *N. Y.*				
Caroline Ann	Ship	....	—— Coffin	
Eliza Barker	...do	....	—— Alley	
1821.				
Nantucket, Mass.				
Ann	Schooner	....	—— Perry	
Alexander	Ship	421	George B. Chase	Gardner & Swift
Constitution	...do	318	David Swain, 2d	Zenas Coffin
Cyrus	...do	348	Elisha Folger, jr	
——	Sloop	....		
Equator	Ship	262	Joseph Barney	Myrick, Folger & Co.
Eagle	...do	335	George Kelley	J. & L. Starbuck
Francis	Schooner	....		
Ganges	Ship	265	Joshua Coffin	Gideon Gardner
Gideon	...do	204	Obed Clark	J. & B. Burnell
George	...do	359	John Fitch	
George Porter	...do	285	Prince B. Moores	Robert Coggeshall
Harmony	Schooner	....	—— Hodges	
Hyeso	Ship	290	Ammiel Coffin	Zenas Coffin
Industry	Schooner	....	—— Macy	
Iris	Sloop	....	—— Luce	
John Adams	Ship	296	George Bunker, 2d	Barnard & Macy
John Adams	...do	268	Ammiel Joy	Peleg Macy, jr
Lion	...do	326	Albert Clark	
Loper	...do	316	William Henry Coffin	
Mason's Daughter	Sloop	....	—— Brown	
Martha	Ship	273	John H. Pease	
Oeno	...do	328	George B. Worth	Aaron Mitchell
Oliver H. Perry	Schooner	....		
Peru	Ship	257	Peter Veeder	
Ploughboy	...do	331	William Chadwick	
Phenix	...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	Laban Cottle	K. Starbuck
Two Brothers	...do	217	George Pollard, jr	
Urchin	Brig	....	—— Chadwick	
Weymouth	Ship	329	Moses Harris	
Salem, Mass.				
Nancy	Brig	....	—— Upton	S. White
New Bedford, Mass.				
Ann Alexander	Ship	....	—— Covell	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Western Isl'ds	.....	Nov. —, 1821	210	.....	.....	
....do	.....	Oct. 17, 1821	160	.....	.....	
....do	.....	Oct. —, 1821	220	.....	.....	
....do	.....	Oct. —, 1821	260	.....	.....	
....do	.....	Oct. —, 1821	260	.....	.....	
....do	.....	Oct. —, 1821	80	.....	.....	
Pacific Ocean ..	Dec. 16	Nov. 18, 1823	1,800	200	.....	Made a losing voyage. Sold 1824.
.....	.....	.....	.....	.....	.....	
Pacific Ocean ..	Dec. 21	.....	1,050	.....	.....	
Atlantic	Oct. 3	.....	.....	.....	.....	
Pacific Ocean ..	Aug. 18	May 2, 1824	2,830	.....	.....	
....do	June 24	July —, 1823	2,015	.....	.....	Built 1821 at Hanover.
....do	Nov. 8	Mar. 10, 1825	2,111	.....	.....	
.....	.....	.....	.....	.....	.....	Last reported with 100 sperm.
Pacific Ocean ..	Feb. 28	July 6, 1823	1,442	.....	.....	
....do	Nov. 13	Aug. 4, 1824	1,560	.....	.....	
Atlantic	July 16	.....	.....	.....	.....	Last reported Aug. 26 with 60 sperm.
Pacific Ocean ..	Aug. 15	Mar. 31, 1824	1,825	.....	.....	
....do	Aug. 21	.....	.....	.....	.....	Condemned at Saint Bartholomew's; had 444 sperm, 214 whale.
....do	Oct. 3	Dec. 10, 1824	1,414	287	.....	
...do	.....	Dec. 10, 1824	1,531	.....	.....	Sold to New Bedford 1824.
N. S. Shetland..	.....	June 10, 1822	.....	250	.....	Brought also 1,000 seal-skins.
Pacific Ocean ..	Aug. 18	May 6, 1824	1,528	.....	.....	
Brazil	.....	Dec. 30, 1821	.....	250	.....	
South	Apr. 29	.....	.....	.....	.....	
Pacific Ocean ..	June 23	Aug. 22, 1823	1,109	.....	.....	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	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	1,585	.....	.....	
....do	Dec. 19	July 24, 1824	1,885	60	.....	
Mexico	.....	.....	.....	.....	.....	Reported August 13, 1821, homeward bound, with "80 or 180 sperm."
Pacific Ocean ..	Mar. 4	Apr. 26, 1824	1,527	238	.....	
....do	July 31	May 11, 1824	2,490	.....	.....	Built 1821.
... do	Sept. 10	Apr. 30, 1824	1,935	.....	.....	Built 1821 at Rochester. Temporarily withdrawn 1824.
....do	July 25	June 4, 1824	1,175	34	.....	Sold out 1824. Condemned at Saint Bartholomew's subsequently.
....do	Aug. 18	Nov. 5, 1823	2,090	.....	.....	Built 1821 at Rochester.
....do	Aug. 29	Apr. 30, 1824	1,567	.....	.....	Second mate, Ensign Rogers, drowned by a foul line. Sold out 1825.
....do	June 13	Feb. 12, 1824	710	529	.....	
....do	.....	.....	.....	.....	.....	Lost on a coral reef, lat. 24° N., long. 168° W. Crew saved by the Martha, Captain Pease.
Atlantic	Apr. —	.....	.....	.....	.....	Last of 1821 reported on Brazil, with 500 whale.
Pacific Ocean ..	June 23	Mar. 25, 1824	1,970	.....	.....	
Falkland and N. S. Shetl'd.	.....	May 27, 1822	.....	100	.....	Brought also 1,800 seal-skins.
South Seas.....	May —	Apr. 25, 1822	.....	1,500	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1821.				
New Bedford, Mass.				
Alliance	Brig	..	—— Ashley	
Abigail	Ship	..	—— Covell	
Barclay	...do	..	—— Glover	
Balœna	...do	..	—— Gardner	
Canillus	...do	..	—— Gardner	
Com. Decatur	...do	..	—— Tilton	
Elizabeth	Brig	..	—— Blackmer	
Eliza Barker	Schoone	..	—— Howland	
Florida	Ship	..	—— Rice	
Good Return	...do	..	—— Terry	
George and Susan	...do	..	—— Upham	George Howland
George and Martha	...do	..	—— Randall	
Indian Chief	Brig	..	—— Nye	
Independence	Ship	..	—— Hammond	
Iris	...do	..	—— Hathaway	
Juno	...do	..	—— Long	
Laura	Schooner	..	—— Long	
Loring	Ship	..	—— Coffin	
Midas	...do	..	—— Spooner	
Minerva	...do	..	—— Swain	
Martha	...do	..	—— Perry	
Maria Theresa	...do	..	—— Wilcox	
Mercator	...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	
Roscoe	...do	..	—— Swain	
Swift	...do	..	John Pinkham	T. S. & N. Hathaway
Timoleon	...do	..	Charles Starbuck	I. Howland, jr., & Co
Triton	...do	..	Zephaniah Wood	...do
Victory	...do	..	—— Bunker	
Winslow	...do	..	—— Clark	
Wilmington and Liverpool Packet	...do	..	—— Briggs	
Fairhaven, Mass.				
Arab	Ship	..	—— Gibbs	
Amazon	...do	..		
Columbus	...do	..	—— Brock	
Herald	...do	..	—— Shearman	
Pindus	...do	..	—— E'dridge	
Telamachus	Schooner	..	—— Hitch	
Westport, Mass.				
Almy	Brig	..	—— Mayhew	
Amstead	...do	..	—— Seabury	
Industry	...do	..	—— Cory	
Polly and Eliza	...do	..	—— Webber	
Traveller	...do	..	—— Dyer	
Edgartown, Mass.				
Hope	Schooner	..		
Loan	Ship	..	—— Tilton	
Planter	Brig	..	—— Pease	
Palmer	Schooner	..	—— Osborn	
Boston, Mass.				
Hope	Ship	309	Jethro Coffin	
John	Ship	172	Charles Coleman	
Palladium	...do	..	—— Macy	Israel Thorndike

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
.....	June 1	.....	....	.....	....	
Pacific Ocean..	July —	Sept. 6, 1823	Full	.....	.....	
Japan	Apr. 14	Apr. 14, 1824	1,600	.....	.....	
Pacific Ocean..	.....	.....	....	.....	.....	Balœna last reported with 1,500 sperm.
Brazil	.....	June —, 1822	....	1,200	.....	
Pacific Ocean..	Oct. —	Apr. 25, 1824	1,600	.....	.....	
Cape de Verdes	June —	—— —, 1821	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Pacific Ocean..	Dec. —	.....	.....	.....	.....	
South Seas....	May —	May 4, 1823	.....	2,000	.....	
Pacific Ocean..	Sept. 23	Apr. 23, 1824	1,900	.....	.....	
South Seas....	Apr. 12	Mar. 24, 1822	100	2,200	....	
Cape de Verdes	Apr. —	Mar. 13, 1822	.....	550	.....	
Pacific Ocean..	May —	.....	....	.....	.....	
....do	.....	Feb. 2, 1824	2,000	.....	.....	
Brazil	May —	Apr. 23, 1822	.....	800	.....	
West Indies ..	Apr. —	.....	.....	.....	.....	
Pacific Ocean..	.....	.....	.....	.....	.....	Lost on Peru.
South Seas ...	June 3	.....	.....	.....	.....	Reported November 8, 1821, with 1,100 whale.
Pacific Ocean..	Sept. 8	Aug. 20, 1823	1,100	.....	.....	
South Seas....	July —	Mar. 30, 1822	.....	1,750	.....	
....do	.....	June 5, 1823	.....	2,000	.....	
... do	Dec. 31	.....	.....	.....	.....	
Brazil.....	May —	Apr. 26, 1822	.....	1,700	.....	
Pacific Ocean..	.....	Nov. 11, 1824	2,300	.....	.....	Belonged to Havre, probably.
Brazil	May —	.....	.....	.....	.....	Last reported with 1,400 whale.
....do	May —	May 5, 1822	220	120	.....	
Cape de Verdes	.....	Aug. —, 1822	150	.....	.....	
Brazil	May —	Apr. 29, 1822	.....	500	.....	
Pacific Ocean..	Dec. —	.....	.....	.....	.....	
....do	June 3	Mar. 3, 1823	140	1,811	.....	
....do	Oct. —	June 28, 1824	1,400	.....	.....	
....do	Oct. —	May 26, 1824	.....	.....	.....	
Brazil.....	May —	Apr. 13, 1822	85	2,485	3,231	
Pacific Ocean..	Aug. 5	May 3, 1824	1,000	....	.....	Captain Wood died at sea.
Brazil.....	June —	Apr. 26, 1822	....	1,300	.....	
South Atlantic	.....	Sept. —, 1822	.....	1,000	.....	Second mate, Prince Look, killed by a whale.
Pacific Ocean..	Apr. 12	Dec. 27, 1823	2,600	.....	.....	
New Zealand ..	.....	.....	....	.....	.....	Arab last reported with 350 barrels.
Brazil	.....	May 20, 1822	....	1,100	....	
Pacific Ocean..	June —	June 5, 1823	1,800	....	.....	
Brazil	May —	May 17, 1822	....	1,500	.....	
....do	Aug. —	May 23, 1820	....	600	.....	Reported Feb., 1822, with 600 whale.
West Indies ..	Apr. —	May 20, 1821	....	.....	.....	Last reported with 80 sperm.
Mexico	.....	July 26, 1822	....	.....	....	
.....	.....	.....	.....	.....	.....	
C. de Verdes ..	.....	Mar. 24, 1822	....	.....	.....	
.....	.....	Apr. —, 1822	....	....	.....	Last reported with 70 sperm.
C. de Verdes ..	June 3	Dec. 24, 1821	70	....	.....	
.....	.....	.....	....	.....	.....	
Pacific Ocean..	.....	Aug. 7, 1823	1,700	.....	.....	
.....	July 1	.....	....	.....	.....	
Atlantic	July 1	.....	....	.....	.....	Last reported with 38 barrels.
Pacific Ocean..	Jan. 6	Nov. 4, 1823	1,100	300	.....	The Hope was condemned at Fayal in 18—; sailed whaling from there several years under the name of Perseverance; finally lost at sea.
Brazil	May 19	Sept. 6, 1822	30	220	.....	
Pacific Ocean..	.....	Oct. 18, 1824	2,000	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1821.				
Provincetown, Mass.*				
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	
Unitaro	do			
Vesta	do		—— Holmes	
New York, N. Y.				
Charity	Brig		—— Barnard	
Dawn	Ship		—— Gardner	
Diana	do		Aaron Paddock	
Hesper	do			
Neptune	do		—— Brown	
Newport, R. I.				
Frederick Augustus	Ship		Joseph Earl	Whitton & Ruggles
George and Mary	do		James Townsend	Bowen & Ennis
James Munroe	Sloop		—— Palmer	
Stonington, Conn.				
Essex	Sloop		—— Chester	
New Haven, Conn.				
Huron	Ship		—— Davis	
Dartmouth, Mass.				
William Thacher	Brig		—— Chase	
——, *R. I.*				
Emily	Brig		—— Mayhew	
New London, Conn.				
Carrier	Ship		—— Swain	
Com. Perry	do		—— Davis	
Gen. Scott	Brig			
Mary Ann	do		—— Coffin	
Mary	do		—— Smith	
Pizarro	do		—— Coit	
Stonington	Ship		—— Ray	
Thames	do		—— Coffin	
Sag Harbor, N. Y.				
Andes	Ship			
Abigail	do		—— Green	
Fair Helen	do			
Hannibal	do			
Julius Cæsar	do			
Octavia	do		—— Green	
Thorn	do		—— Gardner	
Warren, R. I.				
Rosalie	Ship			
Plymouth, Mass.				
Mayflower	Ship	250	—— Harris	
Falmouth, Mass.				
Pocahontas	Ship	350	Frederick Chase	Elijah Swift

* Some of these vessels

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
.....	.....	.....	.....	.....	.....	
Atlantic	.....	.....	.....	.....	.....	
....do	Apr. 10	Nov. 16, 1821	220	.....	.....	
....do	Apr. 23	Nov. 16, 1821	220	.....	.....	
....do	.....	.....	.....	.....	.....	Last reported, Aug. 12, with 180 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	260	.....	.....	
....do	May 1	Oct. 18, 1821	90	.....	.....	
N. S. Shetland .	.....	May —, 1822	.....	.....	.....	Brought 8,000 seal-skins and some oil.
Pacific Ocean ..	.....	Apr. 13, 1824	2,200	.....	.....	
....do	.....	June 8, 1823	1,250	.....	.....	
....do	.....	.....	.....	.....	.....	
Brazil.....	.....	—— , 1822	.....	.....	.....	Last reported 1,300 whale.
Pacific Ocean ..	.....	Feb. 28, 1824	2,000	.....	.....	
Brazil	.....	May 24, 1822	.....	1,000	.....	
N. S. Shetland .	.....	Apr. 20, 1822	.....	.....	.....	Full of oil and furs.
N. S. Shetland .	.....	Apr. —, 1822	.....	200	.....	Brought also furs.
.....	.....	.....	.....	.....	.....	Last reported at "Yankee Harbor" with 12,000 skins and 700 barrels oil.
Brazil	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Pacific Ocean ..	Feb. 28	July 12, 1823	2,074	.....	.....	
Brazil	July 22	Mar. 26, 1822	81	1,544	2,260	
N. S. Shetland .	.....	May —, 1822	.....	300	.....	Also 1,200 fur-skins.
Brazil	July —	Mar. —, 1822	50	381	.....	
....do	June 6	Apr. 7, 1822	.....	777	.....	
....do	July 15	Mar. 24, 1822	63	1,288	.....	
Pacific Ocean ..	Nov. 18	May 8, 1823	1,880	.....	.....	Built 1821.
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.

also hail from Boston.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1822.				
Nantucket, Mass.				
Atlantic	Ship	321	Sylvanus Russell	John B. Macy
Alert	Brig		Charles Ray	
Barclay	Ship	301	Peter Coffin	Griffin Barney
Belvidere	Schooner		—— Cobb	
Boston	Ship	187	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 Coffin	John Cartwright
Foster	...do	317	Shubael Chase	Paul Mitchell & Sons
Francis	...do	291	Josiah B. Whippey	Daniel Jones
Franklin	Schooner		—— Coffin	
Friendship	...do			
Golden Farmer	Ship	294	Alfred Alley	
Globe	...do	293	Thomas Worth	
Hero	Ship	313	Obed Starbuck	S. L. and J. Starbuck
Indus	...do	262	Obed. Fitch	Val. Hussey & Bros.
Industry	...do		—— Boston	
Independence	...do	352	William Plaskett	Aaron Mitchell
John Jay	...do	217	Alexander Drew	Z. and G. Coffin
Japan	...do	332	Shubael Hussey	
Kingston	...do	312	Alexander Perry	
Lady Adams	...do	230	Charles Tobey	
Lydia	...do	325	Joseph Allen	Zenas Coffin
Maro	...do	315	Richard Macy	
Maria	...do	365	George W. Gardner	
Nancy	Sloop		—— Luce	
Ocean	Ship	349	Tim. Fitzgerald	
O. H. Perry	Schooner			
Peruvian	Ship	334	Edward Clark	C. Mitchell & Co.
Paragon	...do	309	Henry Bunker	
Rambler	...do	318	William Worth, 2d	Aaron Mitchell
South America	...do	397	Stephen West	
Syren	Sloop		—— Gardner	
Thetis	Schooner		—— Brown	
Tarquin	Ship	301	Daniel Bunker	
Thomas	...do	270	Benjamin F. Coffin	K. Starbuck
Washington	...do	308	Reuben Swain, 2d	Zenas Coffin
New Bedford, Mass.				
Ann Alexander	Ship		—— Bates	
Alliance	...do		—— Coffin	
Bourbon	Ship		—— Paddock	
Commodore Rodgers	...do		—— Smith	William C. Nye
Dragon	Brig		—— Aikin	
Elizabeth	...do		—— Blackmer	
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	
Maria	...do		—— Sprague	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	June 23	Mar. 19, 1825	1,990	.....	.....	
....do	June 23	Dec. 23, 1824	444	214	.....	
....do	Jan. 16	Dec. —, 1823	1,810	.....	.....	
Mexico	.....	Aug. 2, 1822	150	.....	.....	
Pacific Ocean	Dec. 18	.....	1,144	.....	.....	The Boston was probably transferred to New York and arrived there May 9, 1825.
Bay of Mexico	Jan. 24	—— —, 1823	190	.....	.....	Returned September 15, 1822, with 290 sperm, and sailed again November 12.
C. de Verdes	Oct. 31	.....	.....	.....	.....	No report.
Brazil	June 3	Dec. 23, 1824	444	214	.....	Sold 650 barrels at River Francisco, at 75c. per gallon, and refitted. Samuel Merry, second mate, lost overboard, 1824.
C. de Verdes	May 28	July 1, 1823	.....	.....	.....	
Pacific Ocean	Sept. 3	Jan. 27, 1826	2,425	95	.....	Built 1822 at Haddam, Conn.
....do	June 11	—— —, 1824	1,969	.....	.....	
....do	June 24	Dec. 27, 1824	2,167	.....	.....	
....do	Aug. 17	Aug. 9, 1825	1,134	.....	.....	Sold out 1825.
Bay of Mexico	.....	Nov. 15, 1822	.....	Clean	.....	
.....	May 7	.....	.....	.....	.....	
Pacific Ocean	June 3	—— —, 1824	1,563	.....	.....	
....do	Dec. 20	Nov. 14, 1824	372	.....	.....	On this voyage and on this ship occurred the most horrible mutiny that is recounted in the annals of the whale-fishery from any port or nation. (See History.)
....do	Jan. 4	Feb. 9, 1824	2,173	.....	.....	
Brazil	June 23	May 4, 1823	.....	1,050	....	Barzillai Luce, first mate, drowned 1822.
C. de Verdes	.....	Nov. —, 1822	70	.....	.....	Manned wholly by blacks.
Pacific Ocean	Sept. 3	July 24, 1825	1,954	.....	.....	
....do	Jan. 4	—— —, 1824	1,250	....	.....	
....do	July 18	Oct. 20, 1825	1,913	127	.....	Built 1822 at Scituate.
....do	July 14	Dec. 8, 1824	1,807	.....	.....	Built 1822.
....do	Mar. 11	.....	.....	.....	.....	A missing ship, supposed to have been burned at sea off Japan; all on board lost.
....do	Aug. 22	July 3, 1825	2,318	.....	.....	Built 1822. Sent home 70 sperm.
....do	Aug. 2	Apr. 17, 1825	2,35	.....	.....	
....do	Nov. 17	Apr. 27, 1825	2,34	.....	.....	Built 1822 at Haddam, Conn.
Atlantic	Aug. 9	Oct. 16, 1822	.....	8	.....	
Pacific Ocean	Aug. 17	Apr. 16, 1825	1,99	.....	.....	
.....	.....	.....	.....	.....	.....	
Pacific Ocean	Jan. 9	Apr. 2, 1824	2,16	.....	.....	
....do	June 11	Jan. 18, 1825	1,85	.....	.....	
....do	Jan. 9	Mar. 22, 1824	1,88	.....	.....	
Brazil	May 13	July 5, 1823	120	1,734	.....	
Atlantic	.....	.....	....	....	....	
....do	.....	Sept. 13, 1822	10	.....	.....	Returned leaking 300 strokes an hour.
Pacific Ocean	Jan. 9	.....	....	....	....	Abandoned at sea off Barbadoes.
....do	Dec. 18	.....	....	....	....	Condemned at Oahu 1825.
....do	June 23	Feb. 26, 1825	2,054	.....	....	
South Seas	May —	Apr. —, 1823	....	1,540	.....	
Pacific Ocean	May —	.....	....	.....	....	Condemned at Buenos Ayres December 15, 1825.
Brazil	Dec. —	.....	.....	.....	.....	Belonged to Havre, France.
South Seas	May —	Feb. 22, 1823	.....	1,800	.....	
Patagonia	May —	May 30, 1823	.....	.....	.....	Brought a cargo of elephant-oil.
Cape de Verde	Jan. 16	.....	.....	.....	.....	
Mexico	Jan. 16	June 14, 1823	120	.....	.....	
Pacific Ocean	Apr. 30	Apr. —, 1824	.....	.....	.....	Captain Clark died on the voyage. Returned full. Probably owned in Westport.
South Seas	.....	Nov. 26, 1823	.....	2,000	.....	
Pacific Ocean	Sept. 3	Dec. 8, 1824	2,000	.....	.....	
South Seas	June —	Apr. 27, 1823	.....	2,050	9,000	First mate killed by a whale.
Pacific Ocean	.....	Dec. —, 1825	1,900	.....	.....	At Newport December 19.
Brazil	.....	June 23, 1823	550	150	.....	
....do	May —	.....	.....	.....	.....	Probably belonged in Fairhaven.
Pacific Ocean	May 9	Apr. 21, 1825	Full	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1822.				
New Bedford, Mass.—Continued.				
Mercury	Ship		William Austin	I. Howland, jr., & Co
Midas	do		—— Spooner	
Minerva	Brig		Daniel Wood	
Mercator	Ship		—— Wood	
Massachusetts	do		—— Cathcart	
Milwood	do		—— Burgess	
Nautilus	Brig		—— Covill	
Planter	do		—— Hussey	
Phœnix	Ship		—— Worth	
Packet	do		—— Delano	
Pacific	do		—— Whitfield	
Portia	do		—— Ray	
Roscoe	do		—— Swain	Andrew Robeson
Russell	do		—— Coleman	
Telemachus	Schooner		—— Long	
Timoleon	Ship		Charles Starbuck	
Victory	do		—— Adams	
William Rotch	do		—— Tobey	
Fairhaven, Mass.				
Amazon	Ship		—— Eldredge	
Herald	do		—— Neil	
Pindus	do		—— Townsend	
Stanton	do		—— Burtch	
Westport, Mass.				
Almy	Brig		—— Mayhew	
Columbus	do		—— Seabury	
Industry	do		—— Parker	
Polly and Eliza	do		—— Wilbur	
Traveller	do		—— Phelps	
Boston, Mass.				
Ardent*	Brig		Samuel Soper	
Cadmus	Ship		—— Cary	
Charles	do		B. Coffin	Bridge & Brown
Fair Lady*	Schooner			
Hannah and Eliza	Ship		—— Grozier	
Laurel*	Brig		—— Cook	
President*	Schooner		—— Paine	J. Russell
Edgartown, Mass.				
Almira	Ship		—— Daggett	
Plymouth, Mass.				
Fortune	Ship	280	Peter C. Myrick	
Marblehead, Mass.				
Lavalette	Schooner		—— Colby	Benjamin Knight
New Haven, Conn.				
Thames	Brig		Reuben Clasby	N. H. Whaling Co.
New London, Conn.				
Ann Maria	Ship		—— Smith	
Commodore Perry	do		—— Davis	
Connecticut	do		—— Bunker	
Jones	do		—— Coit	
Pizarro	Brig		—— Rice	
Thames	do		—— Miller	

* Many small vessels clearing from Boston

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	.....	Mar. 11, 1825	2,205	71	572	
Brazil	.....	May 4, 1823	.....	2,100	.....	
Africa	.....	Mar. 3, 1823	837	31	.....	
Pacific Ocean	Jan. —	Aug. 7, 1824	1,500	.....	.....	
....do	Jan. 25	.....	.....	.....	.....	Belonged to Havre.
South Seas	June —	May 5, 1823	.....	1,800	.....	
....do	May 16	June 14, 1823	380	.....	.....	
Africa	.....	Nov. 4, 1823	500	.....	.....	
Pacific Ocean	May —	Sept. 13, 1824	2,900	.....	.....	
Atlantic	June —	June 17, 1823	160	.....	.....	
South Seas	May —	Apr. —, 1823	.....	2,000	.....	
Pacific Ocean	.....	June 7, 1824	1,400	.....	.....	
....do	.....	.....	.....	.....	.....	
....do	Dec. 5	Mar. 19, 1825	Full	.....	.....	
Africa	.....	June 15, 1823	280	.....	.....	
South Seas	June —	Apr. 9, 1823	245	2,265	5,068	Bought for New Bedford 1810.
Brazil	June —	June 8, 1823	.....	1,700	.....	
Pacific Ocean	May —	June 2, 1824	1,700	.....	.....	
Brazil	.....	June 16, 1823	.....	1,650	.....	
....do	.....	May 21, 1823	.....	1,300	.....	Crew badly troubled with scurvy.
Pacific Ocean	.....	Mar. 19, 1825	1,200	.....	.....	
....do	Jan. 31	Apr. 25, 1824	1,850	.....	.....	
West Indies	.....	July 13, 1823	280	.....	.....	
Mexico	.....	Aug. 21, 1823	320	.....	.....	
W. Islands	May —	July 9, 1823	400	.....	.....	
.....	.....	.....	.....	.....	.....	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 Ardent 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	Full	.....	.....	
Brazil	July 6	Dec. 27, 1823	.....	1,600	.....	Last reported with 170 sperm.
Atlantic	.....	Mar. —, 1823	.....	.....	.....	
....do	.....	Oct. 9, 1822	150	.....	.....	
West Indies	.....	Mar. —, 1823	50	.....	.....	
....do	Mar. 6	Oct. —, 1822	100	.....	.....	
Pacific Ocean	Feb. 6	May 8, 1824	2,300	.....	.....	
Pacific Ocean	Sept. 10	Sept. 20, 1825	2,000	.....	.....	Built 1822.
Atlantic	Apr. 8	.....	.....	.....	.....	
Pacific Ocean	Oct. 10	Oct. 29, 1825	.....	.....	.....	
Brazil	July 1	Mar. 23, 1823	145	1,919	7,000	
....do	June 16	May 19, 1823	.....	1,445	6,900	
Pacific Ocean	Oct. 17	Apr. 30, 1825	2,154	.....	.....	Built 1822.
Brazil	June 16	Mar. 23, 1823	.....	1,761	6,000	
....do	June 9	May 20, 1823	99	779	.....	
....do	.....	June 16, 1823	.....	808	3,393	

belonging, undoubtedly, to Provincetown.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1822.				
Sag Harbor, N. Y.				
Andes	Ship		—— Griffing	
Argonaut	do		Isaac Sayre	
Fair Helen	do		—— Sayre	
Gen. Scott	Brig			
Hannibal	Ship		G. Post	
Ocean	Sloop			
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.				
Stonington, Conn.				
Hydaspe	Ship	318	Peter Paddack	B. Pendleton
Hersilia	do			
Falmouth, Mass.				
Salome	Schooner			
New York, N. Y.				
Dawn	Ship		—— Gardner	
Neptune	do		—— Brown	
Provincetown, Mass.				
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			
Seventh Son	do		—— Cook	
Sophronia	do		—— Rider	
Vesta	do		—— Holmes	
Tiverton, R. I.				
Amstel	Brig	116	—— Almy	
Rochester, Mass.				
Pocahontas	Brig		—— Johnson	
Newport, R. I.				
Alliance	Ship		James C. Swain	Clark & Fowler
George and Mary	do		Frederick Winslow	Bowen & Ennis
Boston, Mass.				
Charles	Ship	216	Barna Coffin	
1823.				
Nantucket, Mass.				
Aurora	Ship	346	Seth Coffin, jr.	Paul Macy
Brothers	do	256	James Britton	Samuel Mitchell & Bros
Chili	do	291	Frederick Barnard	
Dove	Sloop		—— Collins	J. Winslow
Dauphin	Ship	273	Obed Swain	Gilbert Coffin & Sons
Diana	Brig		—— Bunker	
Equator	Ship	262	Joseph Barney	
Falcon	do	297	Benjamin C. Chase	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrivals.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Brazil		Mar. 5, 1823		1,400		
do		Jan. 29, 1823	100	1,500	11,000	
do		June —, 1823		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, 1824	2,200			
Patagonia		Aug. 21, 1823	70	750		
Atlantic	Jan. —	Oct. —, 1822	50			
do	May —	Oct. —, 1822	200			
do	Jan. —	Oct. —, 1822	180			
do		Oct. —, 1822	100			
do		Oct. —, 1822	100			
Atlantic		Oct. —, 1822	90			
do		Oct. —, 1822	60			
do		Oct. —, 1822	90			
West Indies		June 19, 1823	75			
Atlantic	Oct. —					Last reported with 35 sperm.
Pacific Ocean		May 21, 1824	2,200			
Brazil		Mar. 13, 1822		1,000		
do	July 6					
Pacific Ocean	Oct. 2	Dec. 22, 1826	1,550			Condemned at Rio Janeiro 1823 or 1824.
Brazil	Aug. 24					Sold to New Bedford 1826.
Pacific Ocean	Apr. 15	May 17, 1826	1,72			The Dove sailed again in 1823; arrived at Philadelphia August 27, 1824, with 130 sperm and 2 live sea-elephants.
Mexico		Sept. 9, 1823	200			
Pacific Ocean	Dec. 6	Jan. 28, 1826	1,560			Thomas Clark, 2d mate, killed by a whale May, 1824.
Atlantic		Oct. 7, 1824		Clean		Sold to New Bedford 1826.
Pacific Ocean	Oct. 2	Feb. 5, 1826	1,424			Lost on the island of Ohiteroa.
do	Feb. 21					

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1823.				
Nantucket, Mass.—Continued.				
Factor	Ship	299	John Maxcy	
Hesper	do	247	William Chase	J. J. Barney
Indus	do	26[illegible]	Samuel Joy	V. Hussey & Bros.
Independence	do	311	William Whippey	Aaron Mitchell
Improvement	do	256	Reuben Kelley	
Pacific	do	314	Albert Clark	Paul Mitchell & Sons
Rose	do	350	Shubael Cottle	L. & J. Starbuck
Reaper	do	33[illegible]	Alexander Ramsdell	
Swift	do	45[illegible]	Frederick Arthur	Gardner & Swift
South America	do	397	Edmund Gardner	
Urchin	Brig	..	—— Chadwick	
New Bedford, Mass.				
Ann Alexander	Ship	..	—— Bowen	
Bourbon	do	..		
Benezet	Brig	..	—— Covell	
Charles	Ship	..	—— Joy	
Com. Rodgers	do	..	—— Smith	
Dragon	Brig	..	—— Bates	
Elizabeth	do	..	—— Blackmer	
Enterprise	Ship	..	—— Gardner	
George and Martha	do	..	—— Chase	
Good Return	do	..	—— Terry	
Lyra	do	..	—— Joy	J. & J. Howland
Mary	Brig	..	—— Mayhew	
Martha	Ship	..	—— Reed	
Milwood	do	..	—— Burgess	
Maria Thersea	do	..	—— Hillman	
Midas	do	..	—— Spooner	
Pacific	do	..	—— Whitfield	
Parnasso	do	..	—— Covell	
Phebe Ann	do	..	—— Rawson	
President	Brig	..	—— Tilton	
Packet	Schooner	..	—— Delano	
Richmond	Ship	..	—— Covell	I. Howland, jr., & Co
Sophia	do	..	—— Cathcart	Joseph Rotch
Timoleon	do	..	Charles Starbuck	
Victory	do	..	—— Adams	
William and Eliza	do	..	—— Sprague	
Westport, Mass.				
Columbus	Brig	..	—— Seabury	
Industry	do	..	—— Bennett	
Fairhaven, Mass.				
Amazon	Ship	..	—— Adams	
Columbus	do	..	—— Brock	
Herald	do	..	—— Neil	
Sag Harbor, N. Y.				
Andes	Ship	..		
Argonaut	do	..	—— Sayre	
Fair Helen	do	..	do	
Gen. Scott	Brig	..	do	
Hannibal	Ship	..	—— Green	
Marcus	do	..	—— Sayre	
Octavia	do	..	—— Griffin	
Ocean	Sloop	..	—— Smith	
Thorn	Ship	..	—— Gardner	
Union	do	..	—— Griffin	
New London, Conn.				
Com. Perry	Ship	..	—— Davis	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrivals.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	Dec. 20					Took a full cargo (1,816 sperm); sprung a leak off Cape Horn and threw overboard 800 barrels. Put into Rio Janeiro and was condemned; balance of oil shipped home.
do	Feb. 21	Apr. 11, 1825	1,087			Sold to New Bedford 1825.
Brazil	June 23	May 21, 1824		1,500		Broken up 1824.
Pacific Ocean	Aug. 5	Aug. 7, 1826	1,875			
Brazil	Aug. 8	Mar. 17, 1825		1,100		Lost on Eel Point, Nantucket, 1825.
Pacific Ocean	Nov. 25	July 23, 1826	1,760	456		
do	Aug. 12	Nov. 9, 1825	2,160	116		Built 1823, at Rochester.
do	Oct. 2	Mar. 10, 1826	1,854			
do	June 5	Oct. 28, 1825	3,120			Built 1823.
Brazil	Aug. 21	May 14, 1824	54	1,427		
do	June 2					
do	June 10	Apr. 10, 1824		1,600		
		July 28, 1824		1,600		Of Havre.
Pacific Ocean	Dec. 30					
Brazil	Aug. 27	Apr. 11, 1824		1,900		
do	July —	May 29, 1824		Full.		
do	July —					
Cape de Verdes	Aug. 27					
Brazil	Dec. 14					
do	June —	June 6, 1824		1,000		
do		Apr. 25, 1824		2,500		
South Seas		Apr. —, ——				Last reported with 2,000 whale.
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		2,000		
do		May 18, 1824		1,500		
do	June 23	Aug. 27, 1824				
Cape de Verdes		Dec. 14, 1823	280			
Africa	Sept. 3					
South Seas	June —	Mar. 22, 1824		2,200		
Brazil	Dec. 14	Apr. 10, 1825	120	1,380		
do	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 20	May 14, 1824		Full.		
Patagonia		May 22, 1824		1,300		
Brazil	June 3	Apr. 30, 1824	150	1,450		
	May 31					
						Sold a large part of her cargo, and returned with coffee, sugar, and specie.
	May 31	May 31, 1824	50	350		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	44	1,504	12,000	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1823.				
New London, Conn.—Continued.				
Jones	Ship	....	R. Smith	
Pizarro	Brig	....	—— Rice	
Thames	...do	....	—— Young	
Provincetown, Mass.				
Ardent	Brig	....	—— Soper	
Four Brothers	Schooner	....		
Sophronia	...do	....		
Boston, Mass.				
Onslow	Brig	....	—— Holmes	
Newport, R. I.				
Atlas	Ship	....	Abraham Gardner ..	Caleb Greene
Providence, R. I.				
Hampton	Sloop	....	—— Smith	
Neptune	Brig	....		
New York, N. Y.				
Diana	Ship	....	Aaron Paddack	
Edgartown, Mass.				
Apollo	Ship	....		
Loan	...do	...	—— Tilton	
1824.				
Nantucket, Mass.				
Alexander	Ship	421	Samuel Bunker	
Barclay	..do	301	Peter Coffin	Griffin Barney
Criterion	..do	229	Alvan Ewer	
Constitution	..do	318	Isaac Chase	
Hycso	...do	290	Reuben Coffin	
Hero	...do	313	Nathaniel Fitzgerald	
John Adams	.. do	296	Daniel Folger	
Lima	...do	286	Abraham Swain	Chris. Mitchell & Co
Loper	.. do	316	Obed Starbuck	J. & L. Starbuck
North America	.. do	351	Franklin Chase	Val. Hussey & Bro
Oeno	...do	328	Samuel Riddell	
Ontario	...do	354	Alex. D. Bunker	S. Mitchell & Bro
Ploughboy	...do	391	William Chadwick	
Peru	...do	257	Samuel Joy	
Planter	...do	340	Clement Norton	
Sea Lion	...do	307	Alexander Russell	John B. Macy
Spartan	..do	333	Prince B. Mooers	
South America	.. do	397	Job Coffin	
Thomas 2d	.. do	205	Frederick Swain	
New Bedford, Mass.				
Ann Alexander	Ship	....	—— Brown	
Barclay	...do	....	—— Coffin	Wm. R. Rotch & Co
Balæna	...do	....	—— Russell	J. & J. Howland
Com. Rodgers	.. do	....	—— Wilcox	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
.....	June 15	Apr. 11, 1824	.....	1,828	.....	
.....	July 13	June 25, 1824	.....	1,011	4,656	
.....	.....	—— —, 1824	.....	653	2,379	
Africa	.....	.....	.....	.....	.....	Wrecked at sea; Captain Soper and four men survived.
.....	.....	.....	.....	.....	.....	
.....	.....	.....	.....	.....	.....	
Africa	Jan. —	Feb. 8, 1824	160	.....	.....	
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	.....	—— —, 1824	.....	.....	.....	Captain Paddack 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 24	June 17, 1827	2,844	.....	.....	
Brazil.....	June 14	Apr. 29, 1825	160	1,600	.....	
Pacific Ocean	July 4	Aug. 8, 1826	1,420	.....	.....	Captain Ewer was killed while cutting in the last whale.
....do	July 24	May 15, 1826	2,015	.....	.....	
....do	Nov. 15	.....	.....	.....	.....	Lost on Huakeine Island, 1825 or 1826.
....do	Nov. 22	Apr. 16, 1827	2,222	.....	.....	
... do	June 30	May 25, 1827	1,615	.....	.....	
... do	July 11	Apr. 26, 1827	1,477	.....	.....	
....do	Dec. 7	Oct. 19, 1826	2,000	.....	.....	
....do	Sept. 3	Nov. —, 1827	2,080	230	.....	Captain Chase died, outward bound. Sold 1828.
....do	Nov. 4	.....	.....	.....	.....	Lost on Feejee Islands, 182–; crew all murdered by the natives, except William S. Cary, who escaped after several years' imprisonment among them.
....do	Sept. 1	Mar. 12, 1827	2,250	.....	.....	
....do	Sept. 17	Mar. 3, 1827	2,615	.....	.....	
....do	Sept. 17	Dec. 11, 1827	1,332	84	.....	
Brazil.....	Nov. 22	—— —, 1825	.....	1,400	.....	
....do	Aug. 8	Aug. 12, 1825	.....	1,084	.....	Ensign Rogers, second mate, taken out of boat by a line. Sold to Buenos Ayres, 1825.
Pacific Ocean	Nov. 22	Jan. 14, 1827	2,116	.....	.....	
Brazil.....	Nov. 22	.....	.....	.....	.....	Sold her oil at Pernambuco; took freight to New York; was lost on Long Island Sound on her way thence to Nantucket, 1825.
....do	June 25	Aug. 8, 1825	.....	1,000	.....	Sold, 1825.
Brazil.....	June 6	June 21, 1825	100	1,550	.....	
Pacific Ocean	.....	Apr. 19, 1827	2,000	.....	.....	
....do	.....	Dec. 3, 1827	2,000	.....	.....	
Brazil.....	.....	July —, 1825	.....	1,700	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1824.				
New Bedford, Mass.—Continued.				
Charles	Ship		—— Brayton	
Dragon	Brig		—— Shearman	J. A. Parker
Elizabeth	do		—— Blackmer	
Francis	Ship		—— Paddock	
George and Martha	do		—— Randall	
George and Susan	do		—— Upham	G. Howland
Good Return	do		—— Terry	
Independence	do		—— Ray	T. S. & N. Hathaway
Indian Chief	Brig		—— Hathaway	
Martha	do		—— Reed	Seth Russell & Sons
Minerva	Brig		—— Gifford	Cornelius Grinnell
Milwood	Ship		—— Burgess	S. Russell & Sons
Minerva Smyth	do		Daniel McKenzie	I. Howland, jr., & Co
Midas	do		—— Spooner	
Pacific	do		—— Potter	S. Russell & Sons
Phœnix	do		—— Stetson	
Parnasso	do		—— Covell	
President	Brig		—— Tilton	
Roscoe	Ship		—— Worth	Andrew Robeson
Richmond	do		Charles Covell	I. Howland, jr., & Co
Russell	do		—— Coleman	
Swift	do		—— Allen	T. S. & N. Hathaway
Triton	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		—— Briggs	John A. Parker
Edgartown, Mass.				
Apollo	Ship		—— Daggett	
Almira	do		—— Osborne	
Fairhaven, Mass.				
Amazon	Ship		—— Adams	
Columbus	do		—— Brock	
Plymouth, Mass.				
Mayflower	Ship		—— Harris	
New London, Conn.				
Com. Perry	Ship	270	I. Smith	
Jones	do	338	R. Smith	
Neptune	do	285	—— Coit	
Stonington	do	351	—— Gardiner	
Sag Harbor, N. Y.				
Argonaut	Ship			
Fair Helen	do		—— Howland	
Hannibal	do			
Octavia	do			
Thorn	do		—— Sayre	
Union	do			
New York, N. Y.				
Dawn	Ship		—— Gardner	Thomas Hazard
Diana	do		George Drew	
Perth Amboy, N. Y.				
Susquehannah	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 encumber

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	.....	July 2, 1827	1,900	.....	.....	
Brazil	.....	May 19, 1826	350	650	.....	
Cape de Verdes	.....	Apr. 5, 1825	.....	.....	.....	
Pacific Ocean	May 4	.....	.....	.....	.....	Reported June, 1825, with 1,600 sperm.
Brazil	.....	June 2, 1825	150	2,150	13,000	
Pacific Ocean	.....	Feb. 8, 1827	2,200	.....	.....	
Brazil	Oct. —	June 27, 1825	.....	2,400	.....	
Pacific Ocean	.....	Dec. 2, 1827	2,200	.....	.....	
Coast of Africa	.....	.....	.....	.....	.....	Last reported 310 sperm.
Brazil	.....	May 27, 1825	.....	1,900	.....	
Cape de Verdes	.....	Sept. 4, 1825	800	.....	.....	
Brazil	June 26	May 9, 1825	.....	Full	.....	Last reported 1,500 whale.
Pacific Ocean	.....	Apr. 3, 1827	2,070	.....	.....	
Brazil	July 30	Apr. 25, 1825	.....	2,300	.....	
.....	Aug. —	Mar. 9, 1827	2,400	.....	.....	Returned in October, damaged by a gale.
Pacific Ocean	.....	Aug. 6, 1827	3,000	.....	.....	
Brazil	June 25	June 9, 1825	.....	1,650	.....	
Africa	May 7	Apr. 5, 1825	Full.	.....	.....	
Pacific Ocean	.....	Feb. 10, 1827	2,200	.....	.....	
Brazil	June 6	Apr. 11, 1825	330	1,750	*10487	
Pacific Ocean	.....	Dec. —, 1827	.....	.....	.....	Last reported with 2,150 sperm.
....do	.....	Feb. 13, 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, 1824. The voyage was continued under Mr. Allen.
Brazil	.....	June 27, 1825	222	1,465	5,418	
....do	July —	June 27, 1825	72	1,862	8,888	Captain Starbuck died on the voyage.
....do	July 30	—— —, 1825	.....	.....	.....	Last reported May 25, 1824, 1,500 whale.
Pacific Ocean	Dec. 1	Feb. —, 1827	1,950	.....	.....	
....do	.....	Apr. 12, 1825	1,350	.....	.....	
....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	2,141	.....	
....do	June 7	June 29, 1825	.....	1,575	.....	
Pacific Ocean	Sept. 9	Feb. 15, 1827	2,093	.....	.....	
.....	.....	.....	.....	.....	.....	Last reported 1,100 whale.
.....	.....	.....	.....	1,700	.....	
Brazil	.....	June —, 1825	.....	2,060	.....	
....do	.....	June 22, 1825	.....	.....	.....	Last reported 1,800 whale.
....do	.....	.....	.....	2,000	.....	
....do	.....	June 6, 1825	.....	.....	.....	Last reported 1,400 whale.
.....	.....	.....	.....	.....	.....	
Pacific Ocean	.....	Aug. 31, 1827	2,300	.....	.....	Lost on Pern, December 1, 1827. Captain Drew died at sea July 2, 1825.
....do	Nov. —	.....	.....	.....	.....	
....do	Mar. 13	Sept. —, 1825	.....	.....	.....	

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.
1824.				
Philadelphia, Pa.				
George and Albert	Ship			
Newport, R. I.				
Atlas	Ship		—— Gardner	Caleb Greene
Frederick Augustus	do		Joseph Earl	Whitton & Ruggles
Westport, Mass.				
Almy	Brig		—— Mahew	
1825.				
Nantucket, Mass.				
Atlantic	Ship	321	John J. Gardner	
Barclay	do	301	Peter Coffin	
Cyrus	do	328	David Harris	
Eagle	do	335	Benj. A. Coleman	Simeon Starbuck
Foster	do	317	Edy Coffin	Paul Mitchell & Sons
Franklin	do	309	Thaddeus Coffin	
George	do	359	Charles Lawrence	
Ganges	do	265	Joshua Coffin	Gideon Gardner
Globe	do	293	Reuben Swain, 2d	
Golden Farmer	do	294	George Joy	
Harvest	do	360	Richard Macy	V. Hussey & P. H. Folger
Independence	do	352	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 Coffin
Maria	do	365	George W. Gardner	
Maro	do	315	Barzillai Swain	
Ocean	do	349	Timothy Fitzgerald	
Peruvian	do	334	Alexander Macy	
President	do	293	Henry Winslow	
Planter	do	340	Henry Bunker	
Paragon	do	309	David N. Edwards	
Rambler	do	318	William Worth, 2d	Aaron Mitchell
Sarah Porter	Sloop		—— Cathcart —— McCleave	
Weymouth	Ship	329	Moses Harris	
Washington	do	308	George Kelley	
Falmouth, Mass.				
Pocahontas	Ship	350	Frederick Chase	Elijah Swift
New Bedford, Mass.				
Ann Alexander	Ship	211	—— Hil'man	
Amazon	Brig		—— Tilton	
America	do		do	
Abigail	Ship		—— Potter	Benjamin Rodman
Balæna	do		—— Russell	J. & J. Howland
Com. Decatur	do	247	—— Wood	do
Com. Rodgers	do		—— Nye	William C. Nye
Canton	do	408		
Golconda	do		—— Brock	George Howland
George and Martha	do	275	—— Covell	
Hesper	do	247	—— 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
Martha	do	271	Sheffield Reed	S. Russell & Sons
Mercury	do		William Austin	I. Howland, jr., & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Brazil	July —					Probably a Havre ship. Reported, 1825, as of Philadelphia, with 1,400 barrels whale.
Brazil		May 17, 1825		Full.		Last reported with 1,800 whale.
Pacific Ocean		Dec. 11, 1826	2,000			Second Mate Robert Collins and boat's crew lost while fast to a whale, January 18, 1825.
Mexico		July 17, 1825	200			
Pacific Ocean	June 27	Mar. 21, 1828	2,165			
Brazil	July 2	June 17, 1826		1,946		
Pacific Ocean	July 9	June 2, 1828	2,037			
....do	Dec. 5	May 14, 1828	2,269			
... do	June 7	Oct. 16, 1827	2,291	39		Partly sheathed with leather.
....do	July 17	Nov. 17, 1827	2,037	12		Built at Duxbury, 1825.
....do	June 10	Dec. 13, 1827	1,562	69		
... do	June 16	Nov. 20, 1827	1,665			Partly sheathed with leather.
....do	June 13	May —, 1828	2,105			Sold out and went to Buenos Ayres, 1828; broken up there.
....do	Aug. 14	Apr. 4, 1828	1,685			
....do	Oct. 7	May 8, 1828	2,158			Built, 1825, at Middletown, Conn.
....do	Oct. 30	Aug. 8, 1828	1,850			
....do	Dec. 3	Mar. 21, 1828	910			Lost mate; second mate died of injuries received from the captain.
....do	Dec. 20	Mar. 18, 1829	2,134			
....do	June 7	Mar. 11, 1828	2,117			Partly sheathed with leather.
....do	Sept. 28	Aug. 13, 1828	2,281	88		
....do	July 17	June 2, 1828	2,269			
....do	Aug. 4	Feb. 22, 1828	2,437			John Hackleton, second mate, killed by a whale, 1826.
....do	Aug. 2	May 18, 1828	1,807			
....do	June 8	Dec. 14, 1827	2,285			Lost first mate, Paul Bunker.
....do	June 27	Apr. 22, 1828	1,597			
....do	Sept. 30	Mar. 21, 1828	2,322			
....do	Nov. 16					Sunk at sea a few days after leaving Oahu, 1828; crew taken off by the Rosalie, of Newport; had 2,100 sperm.
....do	July 18	Nov 20, 1828	1,875			
Shoals	Sept. 6	Aug. 19, 1825		25		
		Sept. 10, 1825				
Pacific Ocean	July 10	July 6, 1825	2,048			
...do	July 17	Apr. 5, 1825	2,027			Lost first mate, David Starbuck.
....do	May —	—— —, 1827	2,100			
Brazil	Aug. —	—— —, 1826				
Africa	June 19					
Atlantic	July 27	Sept. —, 1826		700		Dismasted in a gale, Sept. 7, 1826.
Pacific Ocean	Dec. 19	Dec. 13, 1828	Full.			
....do	Oct. 30	Dec. 3, 1827	2,000			
South Seas	June 22	Feb. 12, 1829	1,300			
Pacific Ocean	Sept. —	Mar. 21, 1828	2,000			
....do		—— —, 1829				Last reported with 2,100 sperm.
....do	May —	Apr. 26, 1827	2,000			
Brazil	July —	—— —, 1826				
Pacific Ocean	Sept. —	July 9, 1826	350	200		
....do	June —	Jan. 17, 1828	2,000			
....do	July —	Nov. 30, 1827	2,200			
....do		Apr. 16, 1828	2,200			
....do	Jan. 3	May 5, 1828	1,700			Captain Taber died April, 1825; Tobey took command.
Brazil		June 2, 1826		1,900		
Pacific Ocean	May —	Dec. 30, 1827	2,485			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1825.				
New Bedford, Mass.—Continued.				
Milwood	Ship	253	—— Sampson	S. Russell & Sons
Missouri	do		—— Whitfield	
Minerva	Brig		—— Gifford	Cornelius Grinnell
Maria	Ship	202	—— Joy	Samuel Rodman
Midas	Ship	326		
Mercator	do		—— Lawrence	John A. Parker
Parnasso	do	236	—— Covell	
Persia	do		—— Barnard	G. Grinnell, jr.
Phœnix	do		—— Stetson	
Pocahontas	Brig		—— Johnson	J. A. Hawes
Pocahontas	Ship		—— Chase	
Richmond	do		Abraham Gardner	I. Howland, jr., & Co.
Triton	do		Ivory C. Albert	do
Victory	do	268	—— Taber	
Winslow	do		—— Chase	
Wilmington and Liverpool Packet	do			
Fairhaven, Mass.				
Amazon	Ship		—— Whittens	
Charleston Packet	Brig		Jabez Delano	W. Delano
Herald	Ship		—— Burtch	
Pindus	do		—— Neal	
Stanton	do			
Edgartown, Mass.				
John	Ship		—— Daggett	
Loan	do		—— Daggett	
President	Brig		—— Pease	
Warren, R. I.				
Rosalie	Ship		—— Gardner	
Say Harbor, N. Y.				
Fair Helen	Ship		—— Howell	
Hannibal	do		—— Green	
Marcus	do		—— Sayre	
Octavia	do		—— Griffin	
Union	do		—— Griffin	
New London, Conn.				
Connecticut	Ship		—— Chester	
Com Perry	do		I. Smith	
Jones	do		R. Smith	
Neptune	do		C. Holmes	
Dartmouth, Mass.				
By Chance	Brig		—— Chase	
Westport, Mass.				
Industry	Brig		—— Parker	B. Rodman
President	Brig		—— Tilton	D. Coffin
Boston, Mass.				
Hope	Ship			
Newport, R. I.				
Alliance	Ship		James C. Swain	Clarke & Bush
Plymouth, Mass.				
Fortune	Ship		—— Swain	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Brazil	.....	June 7, 1826	.....	1,800	.....	
....do	July —	.....	.....	.....	.....	
Africa	.....	Apr. 14, 1827	800	.....	.....	
Pacific Ocean	Sept. —	Mar. 21, 1828	1,300	.....	.....	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.
.....	.....	.....	.....	.....	.....	
Pacific Ocean	Nov. 17	Mar. 21, 1828	1,700	.....	.....	
Brazil	Aug. —	.....	.....	.....	.....	
South Seas	Aug. —	Mar. 7, 1828	1,900	.....	.....	Captain Barnard was left at Oahu sick.
Pacific Ocean	Jan. 6	.....	.....	.....	.....	Last reported with 1,200 sperm.
Cape de Verdes	.....	Aug. 21, 1826	670	.....	.....	
Pacific Ocean	Jan. 22	.....	.....	.....	.....	
Brazil	July —	Aug. —, 1826	153	1,870	11,389	
Pacific Ocean	Sept. 1	Aug. 23, 1827	2,062	.....	.....	
South Seas	Aug. —	.....	.....	.....	.....	
....do	Aug. —	July 20, 1827	.....	1,400	.....	
Pacific Ocean	.....	.....	.....	.....	.....	Reported in 1826 with 1,350 sperm.
South Seas	Aug. —	.....	.....	.....	.....	
Guinea	May 19	Aug. 25, 1826	450	.....	.....	
Brazil	June 6	.....	.....	.....	.....	
....do	June —	.....	.....	.....	.....	
Pacific Ocean	.....	.....	.....	.....	.....	Last reported with 1,400 sperm.
....do	Sept. —	Oct. 6, 1828	2,100	.....	.....	
... do	.....	.....	.....	.....	.....	
Guinea	May 26	June 1, 1826	400	.....	.....	
Pacific Ocean	.....	Apr. 22, 1828	2,211	.....	.....	
Brazil	Aug. —	June 25, 1826	.....	1,585	9,000	
...do	Aug. —	.....	.....	.....	.....	
South Seas	Aug. —	.....	.....	.....	.....	
Brazil	Aug. —	May —, 1826	.....	400	.....	
....do	.....	May —, 1826	.....	600	.....	
Pacific Ocean	June 29	May 26, 1827	2,110	54	.....	
....do	July 24	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	.....	.....	
C. de Verdes	Aug. 29	Oct. 19, 1826	340	.....	.....	
Africa	.....	May 1, 1826	590	.....	.....	
.....	.....	.....	.....	.....	.....	
Pacific Ocean	Jan. —	June 11, 1828	2,300	.....	.....	Six of the crew died on the voyage.
....do	Dec. 31	Mar. 12, 1829	Full	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1826.				
Nantucket, Mass.				
Barclay	Ship	301	Joseph Barney	
Constitution	do	31[illegible]	Isaac Chase	
Clarkson	do	380	Joseph Allen	
Congress	do	339	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 Whippey	
John Adams	do	268	Seth Cathcart	
Martha	do	273	Benj. Gardner	
Otter	Brig	165	Rob't S. Cathcart	
Orion	do	354	Alfred Alley	T. Hussey & Sons
Omega	do	363	Allen Tilton	
Phebe	do	379	Micajah Swain	Chris. Mitchell & Co
Pacific	do	314	David Baker	Paul Mitchell & Sons
Phenix	do	323	William Fitzgerald	
Rose	do	350	Shubael Cottle	
Reaper	do	338	Benjamin F. Coffin	Paul Gardner & Sons
Swift	do	450	Jona. Swain, 2d	
Susan	do	349	Frederick Swain	Aaron Mitchell
Statira	do	346	Peter Coffin	
New Bedford, Mass.				
Ann Alexander	Ship	211	Walter Hillman	George Howland
America	Brig	149	Ebenezer Hathaway	T. S. & N. Hathaway
Canton	Ship	40[illegible]	Isaiah Burgess	
Columbus	do	[illegible]	—— Brock	Samuel Rodman
Equator	do	262	Stephen Howland, jr.	I. Howland, jr., & Co
Emily	Brig	87	Leonard West	Coombs & Crocker
Elizabeth	Brig	83	Lloyd Covell	David Coffin
George and Martha	Ship	275	Caleb Kempton	
Hector	do	380	Clement Norton	
Hydaspe	do	312	George Ramsdell	John C. Haskell
Hope	do	316	Ezra Smith, jr	George Howland
Hesper	do	247	Henry Pease	Charles W. Morgan
Juno	Brig	165	William Hussey	J. A. Parker
Logan	Ship	302	Reuben F. Coffin	
Milwood	do	25[illegible]	Ellis C. Eldridge	Seth Russell & Sons
Martha	do	271	Sheffield Read	do
Midas	do	326	Joseph Spooner	J. Coggeshall, jr
Missouri	do	370	Moses Samson	
Parnasso	do	236	Hiram Covell	
Phebe Ann	do	210	Joseph Barnard	
Richmond	do	291	Abraham Gardner	I. Howland, jr., & Co
Sophia	do	295	Reuben Creasy	Joseph Rotch
Sally Anne	do	311	Clement P. Covell	D. R. Greene
Timoleon	do	346	Latham Cross	I. Howland, jr., & Co
Victory	do	268	Obed Cathcart	J. A. Parker
William and Eliza	do	321	George Crocker	Joseph Rotch
Young Phœnix	do	376	Simeon Price	John A. Parker
Fairhaven, Mass.				
Amazon	Ship	318	Martin Bowen	
Charleston Packet	Brig	144	Jabez Delano, jr	Warren Delano
Herald	Ship	262	James Wood	
Leonidas	do	243	Barzillai S. Adams	
Oregon	do	...	—— Bunker	Asa Swift
Pindus	do	193	Peter M. Coffin	
Quito	Brig	138	—— Burtch	
Dartmouth, Mass.				
By Chance	Brig	107	John E. Coggeshall	P. Gray
William Thacher	do	147	David Collins	William T. Hawes
New London, Conn.				
Ann Maria	Ship	368	R. Smith	
Jones	do	338	—— Davis	
Neptune	do	285	C. Holme	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	Sept. 29	Nov. 19, 1829	1,6 0	115	.....	
....do	Aug. 1	Apr. 13, 1827	....	601	.....	Captain Chase would not go around Cape Horn. Went to the "Banks" and returned, accusing his crew of mutiny.
....do	Sept. 29	June 14, 1830	2,800	.....	.....	Built 1826.
....do	Sept. 29	May 2, 1829	2,507	.....	.....	Built at Mattapoisett, 1823.
....do	July 10	Mar. 14, 1829	1,517	.....	.....	
... do	Aug. 1	Mar. 7, 1829	2,90	.....	.....	
....do	Nov. 8	May 19, 1829	2,044	.....	.....	
....do	Sept. 30	Oct. 15, 1828	1,356	.....	.....	
....do	Jan. 13	Apr. 22, 1828	1,843	.....	....	
Africa	June 27	Aug. 20, 1827	400	.....	.....	
Pacific Ocean ..	Aug. 24	June 15, 1829	2,627	.....	.....	Built 1826.
....do	Aug. 28	Dec. 26, 1829	2,188	40	.....	Built 1826, at Rochester.
....do	Sept. 6	Feb. 4, 1830	2,597	.....	.....	Built 1826.
....do	Nov. 4	Mar. 8, 1829	2,182	.....	.....	
....do	Dec. 27	June 22, 1829	2,234	.....	.....	
....do	June 4	Mar. 30, 1828	2,261	.....	.....	
....do	Nov. 8	June 23, 1829	1,985	.....	.....	An excellent voyage.
....do	Jan. 6	Apr. 21, 1828	3,247	...	....	Built 1826 at Rochester.
....do	Aug. 21	Oct. 27, 1829	2,582	121	.....	Built 1826. Third mate died 1827.
....do	Sept. 6	June 9, 1829	2,526	.....	.....	
Brazil	July 25	June 21, 1827	.....	1,650	.....	
Atlantic	Nov. 18	May 4, 1828	400	.....	.....	
Brazil	May 12	June 29, 1827	....	2,500	20,000	
Pacific Ocean ..	.....	Jan. 7, 1829	Full	.....		
Atlantic	June 12	Apr. 22, 1828	333	768	5,142	Bought from Nantucket 1826.
.. do	Aug. 9	Dec. 24, 1827	120	.....	.....	
Africa	Aug. 26	Aug. 4, 1827	250	.....	.....	
Brazil	July 18	—— —, 1827	.....	.....	.....	
Pacific Ocean .	Aug. 18	Apr. 13, 1829	2,512	.....		
Brazil	June 3	Apr. 25, 1827	120	1,850	13,000	
Pacific Ocean ..	June 29	May 11, 1829	Full	.....		
.. do	Aug. 19	July 7, 1828	1,100	.....	.....	Bought from Nantucket 1825.
Atlantic	June 10	Oct. 29, 1827	150	.....	.....	
.....	Dec. 7	.....	.....	.....	.....	Cleared first for Rotterdam, thence for whaling.
Brazil	July 6	May 26, 1827	170	1,630	.....	
....do	July 19	May 27, 1827	.....	1,900	....	
... do	July 27	June 21, 1827	.....	2,100	.....	
Pacific Ocean .	Sept. 16	.....	.....	.....	....	
Brazil	July 24	June 2, 1828	350	1,200	.....	
Pacific Ocean ..	Oct. 9	June 15, 1829	1,400	.....	.....	
Patagonia	June 22	June 25, 1827	....	1,756	14,787	
Pacific Ocean .	Feb. 4	Apr. 18, 1829	1,900	....	....	
Brazil	May 6	June 18, 1827	....	1,600	....	
... do	May 20	June 19, 1828	230	.....	....	Sold 2,600 whale at Rio Janerio.
Pacific Ocean	Sept. 22	July 9, 1829	1,950	.....	....	
....do	May 12	Nov. 16, 1828	2,400	....	....	
....do	Nov. 14	Dec. 26, 1829	3,000	.....	.....	
Brazil	July 29	July 1, 1827	.....	2,250	....	
Guinea	Dec. 30	June 20, 1828	500	.....	.....	
Brazil	July 31	....	.....	.....	.....	Had 1,300 whale at last report.
....do	June 24	Aug. 4, 1827	.....	1,6[illegible]	.....	
Pacific Ocean .	.....	May 31, 1829	1,900	.....	.....	
... do	Sept. 15	Nov. 20, 1829	1,150	50	....	Lost third mate.
Atlantic	Sept. —	Sept 13, 1827	270	.....	.....	
Africa	Oct. 14	Mar. 30, 1828	160	.....	.....	
South Seas....	July 27	May 22, 1827	450	.....	.....	
Brazil	Dec. 11	Apr. 22, 1828	63	2,258	.....	
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.
1826.				
Sag Harbor, N. Y.				
Argonaut	Ship		—— Griffin	
Fair Helen	do			
Hannibal	do		—— Green	
Marcus	do		—— Sayre	
Thamas	do		—— Cooper	
Thorn	do		—— Howell	
Union	do		—— Griffin	
New York, N. Y.				
Atlas	Ship	260	—— Townsend	
Diana	do		—— Russell	
Westport, Mass.				
Almy	Brig	91	Jonathan Mayhew	
President	do	132	Samuel Tilton, jr	
Polly and Eliza	do	111	Job Davis	
Rochester, Mass.				
Magnolia	Schooner	9[illegible]	—— Randall	
Boston, Mass.				
Beverly	Ship	498	—— Moore	
Telemachus	do		—— Atkins	
Edgartown, Mass.				
Resident	Brig			
Rising Sun	Schooner			
1827.				
Nantucket, Mass.				
Alexander	Ship	421	Samuel Bunker	
Aurora	do	346	Frederick B. Chase	
Ann	do	361	Prince B. Mooers	
Constitution	do	318	Alexander Coffin	
Diana	Brig			
Edward	do		—— Coleman	
Hero	Ship	312	George Alley	L. & J. Starbuck
Iris	Sloop		—— Luce	
John Adams	Ship	296	George Clark	Silvanus Ewer
Loper	do	316	Obed Starbuck	L. & J. Starbuck
Lima	do	286	Charles G. Andrews	
Lydia	do	325	Peter F. Chase	
Mary Mitchell	do	354	Timothy Upham	Aaron Mitchell
Otter	Brig	165	Robert S. Cathcart	
Ontario	Ship	354	John G. Coffin	
Ploughboy	do	391	Nathan Chase	
Rapid	Sloop		—— Myrick	
Sarah	Ship	49[illegible]	Frederick Arthur	
Spartan	do	333	William Pi'man	P & B. Gardner
William	Schooner		—— Whitteus	
Zone	do	365	Alex. D. Bunker	S. & J. Mitchell
New Bedford, Mass.				
Ann Alexander	Ship	211	Walter Hillman	George Howland
Ann	do	361	Prince B. Mooers	
Barclay	do	241	Samuel Barrett	
Columbus	Brig	152	Nehemiah West	P. Gray
Clitus	Ship	191	George Almy	
Com. Decatur	do	247	Daniel Wood	J. & J. Howland

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	.....	.....	.....	.....	.....	
.....	.....	June 27, 1827	.....	1,250	.....	
Patagonia	July 22	July —, 1827	50	1,150	.....	
....do	.....	June 26, 1827	.....	1,660	.....	
Brazil	June 25	June 22, 1827	.....	1,450	.....	
....do	July 22	May —, 1827	.....	1,900	.....	
Patagonia	July 22	July —, 1827	.....	1,250	.....	Reported February 5, 1827, with 1650 whale.
Brazil	Sept. 10	.....	.....	.....	.....	Sheathed with leather.
Pacific Ocean	.....	.....	.....	.....	.....	Reported lost at Tumbez, 1828.
Cape de Verdes	Sept. 22	July 14, 1827	250	.....	.....	
Atlantic	June 8	.....	.....	.....	.....	
Cape de Verdes	Sept. 9	.....	.....	.....	.....	Wrecked and abandoned at sea September 26, 1826. Crew rescued by an English brig.
Atlantic	.....	Aug. 23, 1827	150	15	.....	
.....	Oct. —	.....	.....	.....	.....	Burned on Brazil, 1826.
Atlantic	.....	.....	.....	.....	.....	Lost at sea September 26, 1826. Crew rescued by an English brig.
.....	Aug. 21	.....	.....	.....	.....	Sold part of her oil and took freight home.
Belleisle	May 21	.....	.....	.....	.....	
Pacific Ocean	Sept. 13	Mar. 12, 1831	2,225	.....	.....	Built 1827, at Mattapoisett.
....do	Dec. 6	Dec. 22, 1829	2,023	.....	.....	
....do	Dec. 13	Mar. 28, 1830	2,663	.....	.....	
....do	June 19	Oct. 13, 1830	1,915	.....	.....	
.....	.....	May 27, 1828	300	.....	.....	
.....	.....	June 3, 1828	.....	500	.....	
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	2,131	.....	.....	
....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.
Africa	Sept. —	.....	.....	.....	.....	Took some oil. Went into St. Catharines and was sold.
Brazil	July 23	June 19, 1828	.....	1,100	.....	
Pacific Ocean	June 23	July 15, 1830	2,522	.....	.....	
Atlantic	June 30	Oct. 21, 1827	.....	.....	.....	Between these dates of departure and arrival the Rapid made 7 trips on Nantucket Shoals, taking in all 40 to 50 barrels whale.
Pacific Ocean	May 26	Apr. 19, 1827	3,497	.....	.....	Built 1827. An excellent voyage; the largest quantity of sperm oil ever brought into Nantucket on one voyage.
....do	May 30	July 1, 1829	2,324	.....	.....	Run into by another vessel and lost boats.
Atlantic	June 3	Sept. 14, 1827	.....	Clean	.....	Built at Rochester 1827; lost first mate, Nicholas Easton.
Pacific Ocean	Dec. 13	Feb. 12, 1830	2,614	.....	.....	
Brazil	July 17	May 4, 1828	.....	1,600	.....	
Pacific Ocean	Dec. 15	.....	.....	.....	.....	
....do	Aug. 18	Oct. 21, 1830	1,858	.....	.....	
Western Isl'ds	Apr. 23	Aug. 24, 1828	250	.....	.....	Cleared for "Bremen and whaling."
.....	June 13	.....	.....	.....	.....	
Pacific Ocean	June 15	Feb. 12, 1829	Full.	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1827.				
New Bedford, Mass.—Continued.				
Canton	Ship	408	Shubael Hawes	
Charles	do	290	David Brayton	
Dwight	Brig	139	Abner P. Norton	
Empire	do	125	Joseph Bates, jr	
Euphrates	Ship	364	Henry B. Gifford	C. Grinnell, jr
Eagle	do	336	Isaiah Burgess	
Frances	do	347	Obed Alley	William R. Rotch & Co.
George and Susan	do	287	Edward Gardner	George Howland
George Porter	do	285	Seth Samson	
Gallatea	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. Bayliss	George Howland
Grand Turk	do	323	Robert Taber	
Hydaspe	Ship	312	Charles Covell	
Hercules	do	334	Moses Samson	S. Russell & Sons
India	do	366	Isaac S. Maxfield	William T. Russell
Juno	Brig	165	William Hussey	
Martha	Ship	271	Richard Weeden	
Milwood	do		Ellis C. Eldridge	
Minerva Smyth	do	335	Daniel McKenzie	I. Howland, jr., & Co
Midas	do	326	Joseph Spooner	John Coggeshall, jr
Minerva	Brig	195	Cornelius Howland, jr.	
Mary Mitchell	Ship	354	Timothy Upham	
Pocahontas	Brig	141	Benjamin Ellis	
Pacific	Ship	384	Stephen N. Potter	S. Russell & Sons
Pocahontas	do	341	Charles D. Swift	
Parthian	Brig	119	John J. Parker	Abraham Barker
Roscoe		362	George B. Worth	
Richmond	Ship		Abr. Gardner	I. Howland, jr., & Co
Rodman	do	371	Robert M. Joy	Charles W. Morgan
Swift	do	320	John M. Russell	
Sally Anne	do	312	Clement T. Covell	David R. 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	
Fairhaven, Mass.				
Amazon	Ship	318	Martin Bowen	Nathan Church
Herald	do	262	J. Wood	Samuel Borden & Co
Leonidas	do	243	Barz. S. Adams	
Mentor	Brig	89	Charles Dyer	L. Wilson & Son
Quito	Brig	138	Stanton Burtch	
Westport, Mass.				
Industry	Brig	94	Owen Wilber	
Mexico	do	130	Job Davis	
Regulator	Schooner			
Boston, Mass.				
John	Brig		—— Alley	
Washington	Schooner	84	John Dickenson	
Rochester, Mass.				
Magnolia	Schooner		—— Randall	
Sophronia	do			
Plymouth, Mass.				
Mayflower	Ship		—— Harris	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage: Sperm-oil.	Result of voyage: Whale-oil.	Result of voyage: Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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	.....	.....	.....	.....	
Pacific Ocean	Dec. 10	June 5, 1830	2,840	.....	.....	
Brazil	Oct. 26	Apr. 22, 1829	.....	1,700	22,000	
Pacific Ocean	Jan. 6	Nov. 4, 1829	2,500	.....	.....	Built at Mattapoisett 1826.
....do	Apr. 16	Sept. 17, 1829	Full	.....	.....	
Brazil	Apr. 21	June 20, 1828	.....	1,600	.....	
....do	June 2	July 6, 1828	260	1,340	.....	
....do	June 29	June 8, 1828	.....	2,400	.....	
....do	July 11	June 6, 1828	100	2,100	.....	
Pacific Ocean	July 17	July 13, 1829	2,300	.....	.....	
Brazil	Aug. 4	June 20, 1828	.....	800	.....	Phillip Russell, first mate, and one man killed by a whale January 9, 1828; bought from Boston, 1827.
....do	June 15	June 16, 1828	.....	1,300	.....	
....do	Aug. 10	July 4, 1828	200	1,300	.....	
Pacific Ocean	Dec. 21	July 17, 1830	2,561	.....	.....	
Africa	Dec. 4	.....	.....	.....	.....	
Brazil	July 20	June 18, 1828	.....	1,500	.....	
....do	June 29	June 30, 1828	120	1,880	.....	
Pacific Ocean	Sept. 25	Mar. 12, 1830	2,153	.....	.....	
Brazil	Oct. 3	Apr. 18, 1829	120	2,580	.....	
Pacific Ocean	Nov. 21	June 9, 1830	1,148	.....	.....	
....do	Dec. 1	.....	.....	.....	.....	
Western Islands.	May 7	—— —, 1828	325	.....	.....	
Pacific Ocean	May 25	Aug. 4, 1829	2,800	.....	.....	
..do	Aug. 15	.....	.....	.....	.....	
Western Islands.	Apr. 21	June 8, 1828	460	.....	.....	
Pacific Ocean	June 19	May 5, 1830	2,714	.....	.....	
Brazil	July 21	June 19, 1828	10	1,800	12,290	
Pacific Ocean	Nov. 20	June 8, 1830	2,875	.....	.....	Built at New Bedford 1827.
...do	May 19	Nov. 20, 1829	2,100	.....	.....	
Brazil	July 28	June 7, 1828	30	1,770	.....	
...do	Sept. 5	June 7, 1828	90	1,880	14,750	
Pacific Ocean	May 19	Apr. 23, 1830	1,871	.....	.....	
Brazil	Aug. 15	July 7, 1830	1,906	.....	.....	Returned October 19 damaged by a gale; sailed again 1827.
Africa	June 12	Apr. 22, 1828	250	.....	.....	
Pacific Ocean	Aug. 25	June 24, 1830	2,830	.....	.....	
Brazil	Aug. 21	June 8, 1828	130	1,450	.....	
....do	Aug. 8	June 18, 1828	.....	1,600	.....	
...do	Aug. 20	June 21, 1828	.....	600	.....	
Western Islands.	May 9	Oct. 9, 1828	200	.....	.....	Captain Dyer was taken out of his boat by a foul line August 29, 1828.
South Seas	Oct. 17	Oct. 31, 1828	450	.....	.....	
West Indies	Jan. 16	Sept. 13, 1827	.....	.....	.....	Last reported with 200 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	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1827.				
Edgartown, Mass.				
Almira	Ship		—— Fisher	
Planter	Brig			
New York, N. Y.				
Atlas	Ship		—— Townsend	
Chili	do			
Portsmouth, R. I.				
Sarah Atkins	Ship	44	—— Kenney	
Bristol, Mass.				
Frances	Brig		—— Doty	
Leonidas	Ship		—— Lawton	
Falmouth, Mass.				
Pocahontas	Ship	350	Charles Swift	Elijah Swift
New London, Conn.				
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	
Stonington	do	351	—— Gardiner	
Superior	do	405	—— Rice	
Newport, R. I.				
Frederick Augustus	Ship		Joseph Earl	Whitthorn & Ruggles
Francis	Brig			
Sag Harbor, N. Y.				
Andes	Ship		—— Tupper	
Arabella	do	366	Matthew Sayre	S. & L. Howell
American	do	282	—— Post	
Argonaut	do	254	—— Sayre	
Cadmus	do	310		
Fair Helen	do		—— Harris	
Hannibal	do	309	—— Green	
Marcus	do	283	—— Halsey	
Neptune	do			
Thorn	do	333	—— Hand	
Thames	do	350		
Union	do		—— Sayre	
1828.				
Nantucket, Mass.				
American	Ship	340	David Paddack	
Atlantic	do	321	John J. Gardner	
Baltic	do	410	William Chadwick	
Criterion	do	229	Ambrose Whiteons	
Cyrus	do	328	Benjamin R. Hussey	
Eagle	do	335	Benjamin A. Coleman	
Foster	do	317	Job C. Clark	Paul Mitchell & Sons
Fame	do	374	John Ramsdell	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	July 1	Feb. 27, 1830	2,550	.....	.....	
....do	June 28	Mar. 23, 1829	Full.	.....	.....	
Brazil	.....	.....	.....	.....	.....	Last reported at Rio Janeiro March 5, 1828, with 1,100 whale.
....do	.....	.....	.....	.....	.....	Last reported at Pernambuco, March 5, 1828, with 1,200 whale.
Falkland.....	.....	June —, 1828	.....	.....	.....	Arrived at Stonington, Portsmouth's first sealer; had 4,000 seal and some other skins, and some oil.
.....	.....	.....	.....	.....	.....	Last reported November 30, 1827, clean.
Pacific Ocean ..	Dec. 10	July 3, 1830	2,292	... ..	.....	
Pacific Ocean ..	.....	Oct. —, 1830	1,700	.....	.....	
Pacific Ocean ..	Aug. 23	Apr. 24, 1831	2,471	.....	.....	
....do	Aug. 2	Apr. 27, 1831	1,497	146	.....	Captain Robert Smith who went out in command was killed by a whale February, 1829.
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	79	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	.....	.....	
South Seas.....	Aug. 3	Aug. 30, 1830	2,800	.....	.....	
Africa	Aug. 3	.....	.....	.....	.....	
Brazil.....	.....	—— —, 1828	.....	.....	.....	Reported with 1,600 whale.
Pacific Ocean ..	Aug. 24	July 3, 1830	2,853	.....	.....	
Patagonia.....	.....	June 9, 1828	.....	1,600	.....	
Brazil.....	.....	May —, 1828	.....	1,400	.....	The Argonaut is reported in another place as having 1,750 whale.
.....	.....	.....	.....	.....	.....	
Brazil	July 28	.....	.....	.....	.....	
... do	.....	May —, 1828	.....	Full	.....	
....do	.....	June 12, 1828	.....	1,200	8,000	
....do	.....	.....	.....	.....	.....	
Patagonia	.....	June 7, 1828	170	1,500	1,000	
....do	Sept.--	May 24, 1828	.....	2,000	.....	
....do	.....	.....	.....	.....	.....	Last reported March, 1828, with 1,000 whale.
Pacific Ocean ..	Apr. 19	July 18, 1830	2,189	88	.....	Formerly a merchantman; added 1822 from New York; built at New York 1822.
.....	.....	.....	.....	.....	.....	Formerly a merchantman; added 1828.
Pacific Ocean ..	Jan. 14	May 12, 1831	3,173	.....	.....	Out ten days; returned leaking 1,200 strokes an hour.
Brazil.....	Apr. 19 / June 22	Apr. 29, 1828 / July 4, 1829	...	491	.....	Captain Hussey came home sick, but rejoined the ship again; Mr. Clasby, first mate, drowned.
Pacific Ocean ..	Sept. 6	May 12, 1832	2,055	.....	.....	
....do	Oct. 5	May 10, 1831	1,904	.....	....	
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.	Tonnage.	Captain.	Managing owner or agent.
1828.				
Nantucket, Mass.—Continued.				
Franklin	Ship	309	Joseph M. Chase	
George	do	359	Edwin Barnard	S. & J. Mitchell
Ganges	do	265	Joshua Coffin	
Howard	do	364	Peleg Brock	
Harvest	do	360	David N. Edwards	
John Jay	do	217	Abraham Swain	
Kingston	do	312	William E. Sherman	
Maro	do	315	Elihu Fisher	
McDonough	Sloop		Imbert	
Martha	Ship	273	Sylvanus Swain	
Maria	do	365	Benjamin Ray	
Ontario	do	354	John G. Coffin	
Ocean	do	349	Edwin Coffin	
Peruvian	do	334	Alexander Macy	
Peru	do	257	Joseph Pease	
Planter	do	340	Isaac Brayton	
President	do	293	Charles Robbins	
Rose	do	350	George Russell	
Richard Mitchell	do	380	Edy Coffin	
Swift	do	456	Barzillai Coffin	
Washington	do	308	Barzillai Swain	
Weymouth	do	329	Moses Harris	
Zenas Coffin	do	338	George Joy	
New Bedford, Mass.				
Alwy	Brig	91	Benjamin Seabury / Samuel Lake	
America	do	149	Avery F. Parker	
Ann Alexander	Ship	211	Josiah Howland	George Howland
Averick	do	384	George Lawrence	
Balaena	do	300	Thomas Russell	J. & J. Howland
Cortes	do	382	Ebenezer Coleman	George Howland
Com. Rodgers	do	298	Nathaniel H. Nye	
Courier	do	381	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	262	John Smith	I. Howland, jr., & Co
Enterprise	do	291	Samuel Tilton	Alfred Gibbs
Favorite	do	293	Brad. Hathaway	
Fanny	Brig		—— West	
George and Martha	Ship	275	Austin Cox	John C. Haskell
Grand Turk	do	323	Robert Taber	Abraham Barker
Good Return	do	376	Job Terry, jr	
George Porter	do	285	Seth Samson	Thomas Riddell
Galatea	do	310	Abr'm Russell 2d	Seth Russell
Hydaspe	do	312	Shubael Hawes	John C. Haskell
Hercules	do	334	Moses Samson	Seth Russell
Hesper	Bark	261	George F. Brown	
Iris	Ship	311	Constant Norton, jr	
Independence	do	318	Reuben Joy, jr	
Isaac Howland	do	399	William Austin	I. Howland, jr., & Co
Lyra	do	304	Edward Howland	J. & J. Howland
Lancaster	do	382	Hiram Weeks	
Mercury	do	339	I. C. Albert	I. Howland, jr., & Co
Mercator	do	246	Richard Holley	
Martha	do	271	Richard Weeden	Charles Russell
Milwood	do		Ellis C. Eldredge	Seth Russell & Sons
Maria	do	202	Ammiel H. Joy	
Maria Theresa	do	330	Cranston Wilcox	
Phenix	do	423	Elihu Coffin	
Persia	do	240	Elisha Luce	
Parthian	Brig	119	Daniel Flanders	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	June 20	June 28, 1830	2, 058	.....	.....	
Brazil.....	July 10	June 17, 1829	.....	1, 337	.....	
Pacific Ocean ..	Aug. 8	May 8, 1832	1, 660	.....	.....	
....do	Oct. 5	May 8, 1832	1, 860	.....	.....	Built 1828.
....do	Nov. 17	Nov. 13, 1831	2, 685	.....	....	
Brazil.....	July 20	July 5, 1829	329	472	.....	Broken up at Nantucket 1830.
Pacific Ocean ..	July 31	May 24, 1832	1, 515	.....	.....	First mate died.
Brazil.....	June 10	.....	.....	.....	.....	Run into by French ship Archimedes; put into Rio Janeiro December 20, and was condemned.
.....	.....	.....	.....	.....	....	Damaged by collision with a Salem brig.
Brazil.....	July 13	Dec. 28, 1830	.....	324	.....	
Pacific Ocean ..	Sept. 6	June 10, 1832	1, 980	21	.....	
....do	Dec. 5	Apr. 24, 1832	2, 106	.....	.....	Captain Coffin died June 15, 1831.
....do	Dec. 15	Nov. 14, 1831	2, 270	.....	.....	
....do	June 8	Oct. 21, 1831	1, 960	79	.....	
Brazil.....	June 18	June 14, 1829	.....	718	.....	
...do	June 22	Oct. 21, 1830	99	1, 769	.....	
Pacific Ocean ..	Oct. 5	July 16, 1831	1, 766	.....	.....	
....do	June 22	June 17, 1829	2, 079	.....	.....	
....do	Aug. 16	.....	.....	.....	.....	Built 1828; lost at Fayal September 3, 1828.
....do	July 13	June 17, 1829	2, 828	.....	.....	
....do	July 24	May 24, 1832	1, 774	.....	.....	
....do	Dec. 23	June 12, 1831	2, 288	.....	.....	
....do	Sept. 1	Nov. 15, 1831	2, 732	.....	.....	Built, 1828, at Hanover.
West Indies ..	Mar. 20	.....	} ..	.....	.....	
	Nov. 14	.....	}			
Atlantic	July 21	.....	.....	....	.....	
Pacific Ocean ..	Oct. 16	May 14, 1832	1, 900	.....	.....	
....do	Nov. 26	Sept. 2, 1831	3, 150	.....	.....	
....do	Jan. 12	Aug. 16, 1830	2, 190	.....	.....	
....do	Apr. 3	Nov. 6, 1830	2, 750	.....	.....	
Patagonia	May 26	May 28, 1829	.....	900	.....	
Brazil.....	June 18	June 8, 1829	.....	1, 600	.....	Second mate, Jeremiah Borden, and boats crew taken down by a whale and lost.
Pacific Ocean ..	Aug. 23	May 26, 1831	2, 800	.....	.....	
....do	Oct. 13	June 6, 1830	440	.....	.....	
....do	Oct. 31	Aug. 28, 1830	2, 050	.....	.....	
Brazil.....	June 7	Mar. 18, 1830	62	1, 250	9, 000	
Cape de Verdes	Feb. 9	.....	.....	.....	.....	
Pacific Ocean ..	June 17	May 20, 1831	1, 400	.....	.....	
Brazil.....	July 14	June 19, 1829	230	1, 270	.....	
...do	Aug. 5	.....	.....	.....	.....	
Mexico	Feb. 11	.....	.....	.....	.....	Lost first mate.
Brazil.....	July 19	June 20, 1829	.....	1, 600	.....	
....do	July 26	June 20, 1829	160	890	.....	
....do	July 26	.....	.....	.....	.....	
....do	July 26	July 7, 1829	.....	1, 350	11, 000	
....do	Aug. 4	Apr. 20, 1829	400	1, 500	.....	
....do	July 12	May 16, 1829	.....	1, 950	20, 000	
....do	Aug. 16	Mar. 10, 1830	120	1, 730	16, 500	Sold some oil at Rio Janeiro.
Pacific Ocean ..	Dec. 27	Dec. 28, 1830	1, 700	.....	.....	
....do	Apr. 28	Aug. 26, 1831	1, 700	.....	.....	
....do	June 25	July 6, 1831	Full	.....	.....	
....do	Nov. 21	Oct. 6, 1831	3, 174	6	.....	
....do	July 1	.....	.....	.....	.....	Ship and cargo totally lost on a reef near Oahu, August, 1830; valued $60,000.
....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	21, 000	
... do	July 28	July 7, 1829	60	940	7, 000	
Pacific Ocean ..	Sept. 24	Apr. 19, 1831	.....	.....	.....	
....do	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.
1828.				
New Bedford, Mass.—Continued.				
Pocahontas	Brig	141	Benjamin Ellis	
Russell	Ship	301	Shubael Worth	Benjamin Rodman
Richmond	do	291	William Swain	
Rebecca Sims	do	400	Barna Coffin	
Stephania	do	315	David Collins	John Coggeshall
Sally Anne	do	312	C. T. Covell	
Trident	do	448	Peleg H. Stetson	
Triton	do	300	Reuben Chase 2d	I. Howland, jr., & Co.
Timoleon	do	346	Eben Clark	do
Winslow	do	263	Owen Chase	Samuel Rodman, jr
Fairhaven, Mass.				
Amazon	Ship	318	Benjamin Manter	Nathan Church
Albion	do	326	Shethel Read	
Charleston Packet	Brig		George Tobey	
Herald	Ship		Stephen Grinnell	
Java	do	291	Barz. Adams	
Leonidas	do		Hawes Norris	Ansel Gibbs
Mentor	Brig	89	Charles Dyer / Francis Neil	
Staunton	Ship	304	Isaac Daggett	
Rochester, Mass.				
Magnolia	Schooner	98	George Lewis	
Sophronia	do		—— Daggett	
Westport, Mass.				
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	
Dartmouth, Mass.				
By Chance	Brig	107	—— Howland	
Falmouth, Mass.				
Uncas	Ship	400	Henry C. Bunker	Elijah Swift
Sag Harbor, N. Y.				
American	Ship	282	George Post	
Argonaut	do	254	Uriah Sayre	
Claudio	Brig	136	A. K. Griffin	
Cadmus	Ship	310	George Howell	
Henry	do			
Hannibal	do	309	Henry Green	
Marcus	do	283	Andrew Halsey	
Thames	do	350	Huntting Cooper	
Thorn	do	333	Sylv. Griffing	
Union	do		Edward Halsey	
Edgartown, Mass.				
Gleaner Packet	Schooner		—— Bunting	
Loan	Ship		—— Marchout	
Meridian	do		—— Osborn	
New York, N. Y.				
Atlas	Ship		—— Gardner	
Louisa	do		—— Townsend	
Logan	do		—— Coffin	F. Gebhard

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Africa	Oct. 16					
Pacific Ocean	May 2	May 19, 1831	Full			
do	Sept. 2	Apr. 25, 1831	2,274			
do	Nov. 22	Apr. 7, 1832	2,600			
Brazil	June 16	July 7, 1829		1,700	14,500	
do	July 14	June 6, 1829		1,800		
Pacific Ocean	June 12	Mar. 2, 1831	Full			
do	July 31	Feb. 27, 1831	2,120			
do	Sept. 11	Sept. 4, 1831	300	2,900		Returned September 29 badly damaged by a gale; sailed again October 19.
do	July 2	July 7, 1830	1,800			
Brazil	Sept. 12	May 7, 1830	190	1,473	12,700	
Patagonia	May 21	June 8, 1829		1,500		
Atlantic	Aug. 23	Aug. 24, 1829	350			
Brazil	Aug. 5					
do	Nov. 5	Apr. 19, 1830	120	1,920	16,000	
do	July 23	July 8, 1829		1,700	25,000	
West'rn Islands	June 12					
Atlantic	Oct. 30					
Pacific Ocean	Jan. 8	Feb. 4, 1830	2,202			
West Indies	June — Dec. 15	Aug. —, 1829	90	40		
Atlantic	May 18					Last reported with 190 sperm.
West Indies	Jan. 4	July 14, 1829	160			
do	Dec. 2	Aug. 24, 1829	220	50		
Pacific Ocean	July 2	Feb. —, 1830	820			
Atlantic	May 28 Oct. 7	Aug. 28, 1829	100			
Cape de Verdes	Oct. 31	Aug. 24, 1829	650	25		
West Indies	June 16	July —, 1829	300			
Pacific Ocean	Nov. 17	July 15, 1831	3,468			Built at Falmouth, 1828.
South Seas	July 10	May 30, 1829		1,687	16,773	
Brazil	July 17	Apr. 24, 1829		1,490	13,328	
Africa	Oct. —	Nov. 19, 1829		300		Brought also 300 furs.
Brazil	June 19	Apr. 8, 1829	2-	1,927	17,012	
do						Reported December, 1828, with 1,700 whale.
do	July 18	Apr. 15, 1829		1,906	18,641	
do	July 23	June 1, 1829	24	1,406	11,466	
Patagonia	July 7	June 1, 1829		1,986	16,700	
Brazil	July 18	Apr. 27, 1829	68	2,170	21,195	
do	July 26	Apr. 9, 1829	28	1,449	12,368	
Straits Belleisle		Sept. 13, 1828	15			
Pacific Ocean	Jan. 1	Dec. 6, 1830	1,430			
do	Oct. 5	Apr. 23, 1831	Full			Built at Rochester, 1828. Returned to Tarpaulin Cove twice, with Captain Osborn, sick. Sailed finally under command of the mate, —— Fisher.
Brazil						Sold to Lynn, 1830.
do	Nov. 13					Last reported at Tarpaulin Cove, November 15, in distress.
Pacific Ocean		July —, 1830	1,200			

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1828.				
Bristol, R. I.				
Ann	Ship		—— Wilcox	
Essex	Bark			
Ganges	Ship		—— Gardner	
Stonington, Conn.				
Acasta	Ship			
Newport, R. I.				
Alliance	Ship		Hiram Cowell	Bush & Gibbs
Warren, R. I.				
Magnet	Ship		—— Gardner	
Rosalie	do		—— Brown	
New London, Conn.				
Ann Maria	Ship	368	C. Holmes	
Flora	do	338	—— Coit	
Jones	do	338	I. Sayre	
John and Edward	do	318	—— Pearson	
M. Packet	do	170	M. Griffing	
Neptune	do	285	—— Starks	
Wabash	do	250	I. Butler	
1829.				
Nantucket, Mass.				
Atlantic	Ship	321	Elihu Fisher	
Congress	do	339	Thomas Brock	
Criterion	do	229	Barzillai Folger	
Dauphin	do	273	Benjamin F. Hussey	
Enterprise	do	413	John Stetson	
Fabius	do	432	Thaddeus Coffin	
Foster	do	317	Job C. Clark	
George	do	359	Edwin Barnard	L. & J. Mitchell
Independence	do	311	William Whippey	
John Adams, 2d	do	268	Seth Cathcart	
Japan	do	332	John Lincoln	
John Adams	do	296	George Clark	
Loper	do	316	Obed Starbuck	
Montano	do	380	Benjamin Worth	
Martha	do	273	Alexander Whippey	
Orion	do	354	Shadrack Freeman	
Pacific	do	314	William Plaskett	Paul Mitchell & Sons
Peru	do	257	Joseph Pease	David Joy, jr
Planter	do	340	Charles Fisher	Gilbert Coffin
Phœnix	do	323	John J. Gardner	
Rambler	do	318	William Worth, 2d	
Richard Mitchell	do	386	David Baker	
Reaper	do	338	Benjamin F. Coffin	
Spartan	do	333	William Pitman	
Susan	do	349	Frederick Swain	
Westport, Mass.				
Almy	Ship		Jonathan Mayhew	
Industry	Brig		Thomas C. Hammond / John A. Cornell	
Mexico	do		Job Davis	
Thos. Winslow	do		Benjamin Seabury	
New Bedford, Mass.				
Abigail	Ship	309	Benjamin Clark	
Aurora	Brig		Leonard West	George Tyson
Com. Rodgers	Ship	298	Joshua Grinnell	William C. Nye

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	.....	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	700	
Pacific Ocean	Oct. 10	Oct. —, 1831	2,700	.....	.....	
Brazil	.....	.....	.....	.....	.....	Reported in December, 1828, with 12 whales.
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	59	1,617	.....	
.....	July 9	June 20, 1829	133	1,077	.....	
.....	May 21	June —, 1829	.....	1,343	.....	
.....	July 26	June —, 1829	.....	1,204	.....	
.....	.....	June 8, 1829	200	1,400	.....	
Pacific Ocean	Dec. 26	Jan. 26, 1832	2,153	.....	.....	
....do	June 26	June 1, 1830	7	1,299	.....	Formerly a merchantman; added 1829.
Brazil	July 26	.....	.....	.....	.....	Condemned at Halifax, 1829.
....do	Aug. 14	.....	.....	.....	.....	Lost in Saldanha Bay, Cape of Good Hope, 1830.
Pacific Ocean	June 30	Aug. 4, 1832	2,955	.....	.....	Sent home 79 sperm.
....do	Aug. 14	Mar. 23, 1833	2,162	.....	.....	Formerly a merchantman; added 1829.
....do	Nov. 15	Jan. 27, 1833	2,260	.....	.....	
Brazil	July 22	June 9, 1830	155	1,217	.....	
Pacific Ocean	Oct. 29	June 6, 1833	1,506	21	.....	
....do	June 26	Feb. 28, 1831	626	.....	.....	
Brazil	June 21	Mar. 29, 1832	7	1,299	.....	
....do	Aug. 1	June 7, 1830	.....	198	.....	
Pacific Ocean	June 21	Sept. 7, 1830	2,280	.....	.....	An excellent voyage—gone 14 months 14 days.
....do	July 24	Dec. 18, 1832	2,816	.....	.....	Formerly a merchantman; added 1829; built at New York, 1822.
....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	1,152	.....	
....do	Aug. 1	June 9, 1830	159	1,469	.....	
Pacific Ocean	Oct. 7	Aug. 10, 1831	2,340	.....	.....	
....do	June 26	Feb. 28, 1832	2,240	.....	.....	
....do	July 21	Sept. 3, 1831	3,012	.....	.....	Built at Mattapoisett, 1829.
....do	Oct. 23	Apr. 21, 1832	1,808	.....	.....	Captain Coffin died on the voyage.
....do	Aug. 31	Sept. 2, 1831	2,361	.....	.....	
....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	340	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	122	1,042	8,125	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1829.				
New Bedford, Mass.—Continued.				
Com. Decatur	Ship	247	Warren Howland	J. & J. Howland
Chili	do	291	Grafton Luce	
Condor	do	348	Edward Merrill	
Courier	do	381	Joseph Barnard	
Eagle	do	336	Shubael Hawes	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	310	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
Golconda	do	330	J. D. Samson	George Howland
Hector	do		John C. Morse	Charles W. Morgan
Hydaspe	do	312	Joseph Spooner	
Herald	do	262	Ezra Smith	
Hope	do	316	Joseph Paddock, jr	
Java	do	295	Walter Hillman	George Howland
Juno	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	268	A. P. Norton	
William & Eliza	do	321	George Crocker	J. Rotch & Co.
Fairhaven, Mass.				
Albion	Ship		Sheffel Read	E. Sawin
Columbus	do	313	David Osborn	Gibbs & Jenney
Favorite	Bark		Bradford Hathaway	F. R. Whitwell
Heroine	Ship	337	Charles Smith	Nathan Church
Herald	do	274	Caleb Kempton	Alexander Gibbs
Leonidas	do		Howes Norris	
Mentor	Brig		—— Neil	Luther Wilson
Maine	Ship	294	Benjamin Manter	E. Sawin
Oregon	do	307	Jabez Delano, jr	Lemuel Tripp
Quito	Brig		Stanton Burtch	Alfred Gibbs
Dartmouth, Mass.				
By Chance	Brig		Stephen Howland, jr.	
New London, Conn.				
Ann Maria	Ship	368	C. Holme	
Com. 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	—— Cararly	
Manchester Packet	do	170	—— Fordham	
Neptune	do	285	—— Starks	
Stonington	do	351	—— Blydeburg	
Wabash	do	250	C Butler	
Edgartown, Mass.				
John	Ship		—— Pease	Jethro Daggett
Mary Ann	do	240	—— Worth	
Planter	Brig		—— Pease	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Brazil	May 21	Mar. 15, 1830	140	1, 350	9, 000	
....do	May 22	June 8, 1830	180	225	750	Returned leaking badly.
... do	July 18	June 22, 1830	267	1, 870	14, 000	
Pacific Ocean	Aug. 19	Feb. 11, 1832	2, 750	.....	.....	
Brazil	June 6	June 2, 1830	....	1, 820	17, 500	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.
Atlantic	June 23	Mar. 8, 1830	...	2, 500	28, 900	
South Atlantic	July 17	May 21, 1831	230	1, 270	.....	
Pacific Ocean	Nov. 9	Feb. 23, 1833	2, 300	.....	.....	
Brazil	May 30	.....	.....	.....	.....	
... do	July 23	May 6, 1830	50	1, 230	1, 800	
....do	July 17	July 17, 1830	100	2, 100	19, 600	
....do	July 18	June 9, 1830	25	1, 850	16, 000	
....do	July 29	May 31, 1830	90	1, 475	12, 020	
Pacific Ocean	Oct. 7	Sept. 24, 1832	2, 300	....	....	
.. do	June 20	Oct. 13, 1831	2, 600	....	....	
Brazil	June 20	June 8, 1830	....	1, 567	12, 200	
. do	July 24	June 19, 1830	55	500	2, 800	
Pacific Ocean	July 28	May 24, 1832	Full.	.....	.....	
Brazil	June 8	Mar. 19, 1830	70	2, 100	19, 000	
Cape Good Hope	May 14	May 20, 1830	220	.....	....	
Brazil	June 13	Mar. 19, 1830	68	1, 964	14, 410	
... do	June 26	June 3, 1830	70	1, 220	10, 300	
... do	Oct. 5	June 1, 1831	.....	....	....	
Pacific Ocean	July 20	Feb. 25, 1832	1, 070	.....	.....	
Cape de Verdes	Aug. 6	.....	.....	....	....	
Atlantic	Oct. 5	May 7, 1830	90	.....	.....	Reported arrived September 12, 1830, 150 sperm.
Pacific Ocean	Nov. 16	Oct. 4, 1832	Full.	.....	....	
Patagonia	June 2	June 2, 1830	.....	1, 365	13, 000	
Atlantic	July 10	June 10, 1830	25	1, 800	16, 520	
Brazil	July 30	June 2, 1830	.....	1, 900	18, 000	
Pacific Ocean	Sept. 11	Apr. 7, 1832	1, 750	.....	....	Captain Norton killed by a whale.
....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	.....	.....	.....	.....	
....do	July 18	June 6, 1830	200	1, 600	12, 000	
.. do	Aug. 8	.....	....	.....	....	
Atlantic	.....	Dec. 30, 1829	.....	.....	.....	Belongs to Fairhaven or Westport.
Brazil	June 10	May 31, 1830	.....	600	....	
Pacific Ocean	July 29	Oct. 8, 1831	2, 300	.....	.....	
Atlantic	Jan. 22	Apr. 23, 1830	200	.....	....	
Guinea	Sept. 30	Aug. 23, 1830	250	.....	.....	
South Atlantic	June 18	Mar. 22, 1830	65	2, 008	.....	
... do	June 12	June 1, 1830	....	1, 500	.....	Built 1829.
....do	June 27	May 31, 1830	....	1, 896	.....	
....do	July 5	Apr. 15, 1830	62	1, 900	.....	
....do	July 22	May 31, 1830	.....	1, 403	.....	
....do	July 2	Mar. 22, 1830	.....	1, 407	.....	
....do	June 20	June 6, 1830	.....	1, 194	.....	
....do	June 10	Apr. 20, 1830	.....	1, 596	....	
... do	July 30	May 31, 1830	42	975	.....	
....do	July 23	May 31, 1830	.....	1, 358	.....	
Brazil	.....	July —, 1830	160	1, 640	12, 000	Sold 1830.
....do	.....	June 1, 1830	100	600	.....	
.....	May 24	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1829.				
Stonington, Conn.				
Acasta	Ship		—— Wood	
Sag Harbor, N. Y.				
Argonaut	Ship	254	Uriah Sayre	S. & L. Howell
American	do	282	William A. Jones	S. & B. Huntting & Co.
Cadmus	do	310	George Howell	Mulford & Sleight
Columbia	do	285	Robert F. Hand	Luther D. Cook
Henry	do	333	Sylvester Griffing	Charles T. Dering
Hannibal	do	369	Henry Green	S. & B. Huntting & Co.
Marcus	do	283	Barney Green	S. & N. Howell
Thames	do	350	Hunttling Cooper	Mulford & Sleight
Thorn	do	299	Hervey Harris	do
New York, N. Y.				
Cincinnatus	Ship		—— Howland	Barker & Co
William Tell	do	362	Nathaniel Gardner	Jacob Barker
Plymouth, Mass.				
Fortune	Ship		—— Swain	
Bristol, R. I.				
Ann	Ship			
Balance	do	321	—— Daggett	
Essex	Bark		—— Mayhew	
Warren, R. I.				
Magnet	Ship		—— Gardner	
North America	do		—— Pickens	
Bristol, R. I.				
Ann	Ship		—— Wood	
Rochester, Mass.				
Magnolia	Schooner		—— Lewis	
Sophronia	do		—— Daggett	
Newport, R. I.				
Erie	Ship		—— Adams	Engs & Bush
The Potosi was fitted from Greenport, 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 Falklands.				
1830.				
New Bedford, Mass.				
Augusta	Ship	344	Charles Lawrence	William R. Rodman
Amanda	Bark	217	John E. Coggeshall	Phillips, Russell & Co.
Braganza	Ship	470	Daniel Wood	William T. Russell
Brandt	do	310	Warren Howland	N. Leonard
Balæna	do	300	Obed Fosdick	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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Brazil	.....	May 29, 1830	.....	1, 600	.....	
Brazil	June 24	June 12, 1830	110	590	4, 250	
....do	June 24	June 5, 1830	163	1, 359	13, 055	
....do	June 22	May 27, 1830	107	1, 468	12, 622	
....do	July 27	June 5, 1830	.....	1, 533	11, 585	Added 1829.
....do	July 30	May 27, 1830	65	1, 890	17, 050	
....do	June 30	Apr. 20, 1830	.....	1, 877	14, 686	
....do	June 30	June 5, 1830	104	1, 218	9, 896	
....do	July 22	May 27, 1830	62	1, 660	13, 726	
....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. —	.....	.....	.....	.....	
.....	Dec. 16	.....	.....	.....	.....	
Brazil	.....	July —, 1830	.....	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.
	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	.....	.....	
Brazil Banks	June 28	Mar. 26, 1831	.....	950	.....	
Pacific Ocean	June 26	Nov. 29, 1833	3, 985	.....	.....	
South Atlantic	June 11	Feb. 26, 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 15, 1831	.....	.....	.....	
....do	Aug. 2	May 9, 1831	170	2, 630	.....	
Pacific Ocean	Oct. 19	Mar. 14, 1833	2, 100	.....	.....	
Indian Ocean	Oct. 20	Feb. 29, 1832	750	2, 300	23, 000	
Pacific Ocean	Dec. 14	Sept. 29, 1833	.....	.....	.....	
....do	Dec. 25	Apr. 11, 1834	2, 470	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1830.				
New Bedford, Mass.—Continued.				
Dwight	Brig	140	James Wood, 2d	
Endeavour	Ship	234	Joseph B. Leonard	
Emerald	do	359	Clement Norton	
Euphrates	do	364	Cornelius Howland, jr.	J. Grinnell
Eagle	do	336	Shubael Hawes	
Frances	do	348	Obed Alley	
Franklin	do	331	James Davis	C. Russell
Falcon	do	273	Joseph Barker	
George and Susan	do	350	Edward Gardner	George Howland
Grand Turk	do	324	Stanton Burtch	
George Porter	do	285	Jared Fisher	
George and Martha	do	275	Thomas Barnard	
Good Return	do	376	Job Terry, jr.	Job Eddy
Hercules	do	290	Clement P. Covell Peter F. Chase	
Hope	do	283	David Flanders	
Hercules	do	335	Moses Samson	Seth Russell
Hydaspe	do	313	Joseph Spooner	
Herald	do	262	Isaiah West	
Hibernia	do	327	Henry Pease, 2d	
Herald	do	303	N. H. Nye	
India	do	366	Grafton Luce	William T. Russell
Jasper	do	360	Martin Bowen	Atkins Adams
Java	do	295	Walter Hillman	
Juno	Brig	166	John J. Parker	
John	Ship	308	Andrew Almy	
John Howland	do	377	Henry B. Gifford	
Logan	do	302	Stanton C. Fisher	I. Howland, jr., & Co
Leader	Bark	170	David F. Case	
Martha	Ship	271	Richard Weeden	
Midas	do	326	Richard G. Luce	John Coggeshall, jr
Minerva Smyth	do	335	Gideon H. Smith	I. Howland, jr., & Co
Mentor	do	213	E. C. Barnard	
Mercator	do	246	Jonathan Fisher	
Minerva	Bark	195	Simeon Price	J. & J. Howland
Martha	Ship	349	Edwin Russell	
Mary Ann	do	240	Abraham Swain	
Milo	do	398	Leonard West	
New England	do	375	A. F. Parker	
Nautilus	do	340	Isaiah Burgess	William C. Nye
Octavia	Bark	257	Granville Manter	
Pacific	Ship	332	D. McKenzie	
Parthian	Brig	119	James Maxfield	Alexander Gibbs
Roscoe	Ship	362	George G. Chase	Charles W. Morgan
Rodman	do	371	Robert M. Joy	do
Swift	do	321	Lewis Tobey	T. S. & N. Hathaway
Sophia	do	296	Robert Tuckerman	
Stephania	do	315	Elisha Dexter	
Sally Anne	do	312	A. T. Eddy	
William Rotch	do	290	Elihu Russell	John Coggeshall, jr
Wilmington and Liverpool Packet	do	384	Alexander Russell	
Winslow	do	263	Edward G. Coffin	Samuel Rodman
William Thompson	do	495	Stephen N. Potter	
Young Phenix	do	377	Obed Cathcart	John A. Parker & Son
Fairhaven, Mass.				
Albion	Ship	326	Sheffield Reade	
Amazon	do	319	Arthur Cox	
Herald	do	274	Caleb Kempton	Alexander Gibbs
Java	do	292	Barz. S. Adams	
Marcus	do	286	N. S. Bassett	Lemuel Tripp
Maine	do	294	Benjamin Manter	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Cape G'd Hope.	Nov. 9	.....	.....	....	.....	Probably returned in 1831, and was withdrawn.
South Atlantic	June 19	Mar. 2, 1831	....	.....	.....	
....do	July 16	Mar. 1, 1831	80	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, 600	.....	
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, 820	.....	
Patagonia	Aug. 4	Mar. 22, 1832	.....	.....	.....	
Pacific Ocean ..	Sept. 4	Mar. 10, 1833	450	2, 500	20, 000	Mate lost, 1831. Detained at Talcahuano 5 months on a frivolous charge. Chilian government paid $20,000 in 1875 as indemnification.
South Seas.....	Jan. 5	Nov. 27, 1830	} 450	1, 450	.....	
Indian Ocean ..	Dec. 28	Jan. 31, 1832	}			
Brazil.....	Jan. 30	Feb. 19, 1831	....	Full.	.....	
....do	June 29	Mar. 26, 1831	.....	2, 000	20, 000	
Patagonia.....	July 24	Mar. 9, 1832	150	1, 450	.....	
Braz l.....	Aug. 13	June 17, 1831	.....	1, 200	.....	
South Atlantic	Aug. 16	June 14, 1831	200	1, 000	.....	
Pacific Ocean ..	Nov. 20	May 11, 1834	.....	.....	.....	
....do	Sept. 20	Jan. 2, 1834	2, 000	.....	.....	
South Atlantic	May 4	.....	.....	.....	.....	Owned in Marblehead. Returned to Boston in July, 1830. Damaged by running on a reef at Bonavista.
....do	June 7	Mar. —, 1831	.....	2, 000	.....	
Atlantic	June 16	.....	.....	....	.....	Probably returned late in 1830.
Brazil.....	Aug. 10	Jan. 20, 1832	.....	.....	.....	
Pacific Ocean ..	Dec. 30	—— —, 1832	....	.....	.....	Reported with 2,300 barrels.
....do	Oct. 21	Nov. 29, 1833	....	.....	.....	
....do	Dec. 18	Sept. 11, 1833	950	.....	.....	
South Atlantic	Apr. 14	Feb. 13, 1831	....	.....	.....	Probably of Fairhaven.
....do	May 22	May 26, 1831	....	2, 300	.....	
Pacific Ocean ..	May 25	Apr. 22, 1833	.....	.....	.....	
South Atlantic	June 4	.....	....	.....	.....	
Brazil.....	July 12	May 7, 1831	.....	1, 450	.....	
Pacific Ocean ..	July 23	Jan. 7, 1833	.....	.....	.....	
South Atlantic	Aug. 16	.....	....	....	.....	Lost at Delago Bay, June, 1831.
Brazil.....	Sept. 17	June —, 1831	.....	1, 000	.....	Belonged to Rochester. Wrecked on Gay Head, homeward bound.
Pacific Ocean ..	Nov. 8	May 9, 1834	1, 400	400	.....	
....do	Dec. 23	Mar. 10, 1834	.....	....	.....	
South Atlantic.	Mar 13	Mar. 8. 1831	....	1, 900	.....	
....do	July 16	July 5, 1831	100	800	....	
South Seas.....	May 12	Nov. 21, 1831	.....	Full	....	
Guinea	July 17	May 24, 1831	240	180	1, 200	
Pacific Ocean ..	Aug. 23	Jan. 4, 1833	2, 500	.....	.....	
....do	Sept. 29	Apr. 10, 1833	3, 000	.....	.....	
....do	Jan. 7	Oct. 1, 1832	2, 100	....	.....	
Brazil	June 28	May 9, 1831	....	1, 100	.....	
....do	July 20	Feb. 24, 1832	100	2, 100	.....	
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	.....	.....	
....do	Sept. 2	Aug. 27, 1833	1, 300	.....	.....	George Adlington, second mate, killed by a whale March 6, 1833.
....do	Oct. 13	Aug. 12, 1834	2, 600	.....	.....	
....do	Feb. 5	May 14, 1833	Full	.....	.....	
South Atlantic	June 14	Feb. 17, 1831	....	2, 300	.....	
Brazil	July 22	Jan. 29, 1832	....	1, 600	.....	
South Seas	July 4	May 30, 1831	70	1, 630	.....	
South Atlantic	June 17	.....	....	.....	.....	
Pacific Ocean ..	Aug. 5	Aug. 7, 1833	1, 600	.....	.....	
South Atlantic.	July 28	Feb. 14, 1832	.....	1, 550	1, 300	Pardon Devol, first mate, died December, 1830.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1830.				
Fairhaven, Mass.—Continued.				
Pindus	Bark	19	John Bunker	
Quito	Brig	13	George H. Richmond	
Stanton	Ship	30	Isaac Daggett	Lemuel Tripp
Westport, Mass.				
Mentor	Brig	8	Samuel Lake	
President	Bark	16	Charles Downs	
Thomas Winslow	Brig	13	John A. Cornell	
Falmouth, Mass.				
Awashonks	Ship	35	Obed Swain	Elijah Swift
Rochester, Mass.				
Franklin	Bark	25	Nathaniel C. Cary	Gideon Barstow & Son
Lexington	Schooner		—— Daggett	
Sopronia	do			
Nantucket, Mass.				
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 Coffin	
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	
Loper	do	31	John Cotton	
Lydia	do	32	David Swain, 2d	
Omega	do	36	Frederick B. Chase	
Planter	do	34	Charles Fisher	
Phebe	do	37	William C. Briggs	
Pacific	do	31	William Plaskett	
Peru	do	25	Joseph Pease	
Ploughboy	do	39	Nathan Chase	
Statira	do	34	Prince Coffin, 2d	
Sarah	do	49	Benjamin Barney	
Zone	do	36	John M. Russell	
Lynn, Mass.				
Atlas	Ship	26	S. H. Gardner	
Plymouth, Mass.				
Arabella	Ship		—— Harris	
Newport, R. I.				
Frederick Augustus	Ship		William Kurn	Ruggles & Bush
George Champlin	do		Fordin Haskell	H. Ruggles & Son
Warren, R. I.				
Miles	Ship		—— Tobey	
North America	do		—— Pickels	
Providence, R. I.				
C. Burdick	Brig		—— Kelley	
Hudson, N. Y.				
America	Ship		—— Cottle	S. G. Macey
Alexander Mansfield	do		—— Bennett	do
Meteor	do		—— Clasby	
Sag Harbor, N. Y.				
Argonaut	Ship			
American	do	282	—— Jones	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	June 5	May 1, 1831	.....	.....	.....	
... do	May 22	.....	.....	.....	.....	Probably returned late in 1830.
....do	May 15	Nov. 23, 1832	2, 200	.....	.....	
Cape de Verdes	May 13	Nov. 5, 1830	33[illegible]	.....	.....	
Pacific Ocean ..	Apr. 22	May 7, 1832	.....	.....	.....	
Cape de Verdes	Oct. 21	June 29, 1831	....	.....	.....	
Pacific Ocean ..	Nov. 6	Nov. 1, 1833	2, 000	.....	.....	Built in Falmouth 1830.
Brazil.....	July 3	May 21, 1831	.....	1, 75[illegible]	.....	
Atlantic	.....	Sept. 24, 1830	70	.....	.....	
.....	.....	.....	....	.....	.....	Sailed 1830; was lost at sea Aug. 17.
Pacific Ocean ..	May 7	Apr. 25, 1833	2, 13[illegible]	.....	.....	
....do	June 13	Apr. 28, 1833	2, 824	.....	.....	
... do	Sept. 15	Oct. 29, 1833	1, 474	220	.....	Built at New York.
Brazil.....	May 27	May 9, 1831	40	1, 190	.....	
....do	Apr. 19	Apr. 18, 1831	220	1, 550	.....	
...do	June 22	Oct. 5, 1831	540	1, 365	.....	
Pacific Ocean ..	Aug. 23	Apr. 13, 1834	2, 962	.....	.....	
Brazil	July 29	Mar. 1, 1832	.....	2, 140	.....	
Pacific Ocean ..	Oct. 27	Apr. 26, 1833	2, 240	.....	.....	
Brazil	July 18	Mar. —, 1831	87	1, 185	.....	
Pacific Ocean ..	Dec. 30	Aug. 19, 1832	2, 170	.....	....	
....do	Dec. 5	Jan. 20, 1833	2, 130	100	....	
....do	June 27	Jan. 6, 1833	2, 575	27	....	
Brazil.....	Nov. 1	Feb. 8, 1832	.....	2, 600	24, 000	
Pacific Ocean ..	May 28	Nov. 5, 1833	2, 131	.....	....	Captain Briggs died on the voyage.
Brazil.....	July 11	May 27, 1831	23	1, 780	.....	
... do	July 18	Apr. 2, 1831	134	1, 42[illegible]	.....	
Pacific Ocean ..	Oct. 16	Mar. 5, 1834	1, 741	....	.....	
....do	May 7	Oct. 27, 1833	1, 104	....	.....	
....do	Aug. 11	Jan. 14, 1834	2, 093	....	.....	
....do	June 27	Sept. 29, 1833	2, 430	....	.....	
Brazil.....	June 26	'30 or early '31	.....	.....	.....	Bought from New York, 1830.
Pacific Ocean ..	Sept. 3	Apr. —, 1834	200	2, 100	.....	
Pacific Ocean ..	.....	Oct. 12, 1833	1, 600	....	....	
....do	Aug. —	July 24, 1833	1, 800	....	....	
South Atlantic	.....	Mar. 24, 1831	.....	1, 200	.....	
South Seas....	July 16	Feb. 7, 1832	.....	Full.	....	
Pacific Ocean ..	Dec. 2	.....	.....	.....	.....	
Pacific Ocean ..	Aug. 3	Apr. 23, 1833	3, 200	....	....	
South Atlantic	June —	Mar. 31, 1831	123	2, 200	1, 600	Probably sold 1830. Captain Clasby killed by a whale 1832.
.....	.....	.....	.....	.....	.....	
.....	July 24	.....	.....	.....	....	Returned in August leaky and condemned.
Patagonia.....	.....	June 16, 1831	.....	1, 800	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1830.				
Sag Harbor, N. Y.—Continued.				
Henry	Ship	333		
Hannibal	do	309	—— Parker	
Nimrod	do	..	—— Halsey	
Neptune	do	..	—— Post	
Phenix	do	..		
Potosi	do	..		
Thames	do	350	—— Cooper	
Thorn	do	299	—— Howell	
Stonington, Conn.				
Francis	Ship	230	—— Burdick	
New London, Conn.				
Ann Maria	Ship	365	—— Chester	
Connecticut	do	390	—— Smith	
Com. Perry	do	270	C. Holmes	
Electra	do	348	—— Griffing	
Flora	do	330	F. Smith	
Friends	do	405	—— Blydenburg	
Jones	do	330	—— Cararly	
John & Edward	do	310	—— Allyn	
Mentor	do	460	—— Butler	
Manchester Packet	do	170	—— Fordham	
Neptune	do	285	—— Richards	
Phenix	do	404	J. Smith	
Superior	do	405	—— Fitch	N. & W. W. Billings
Stonington	do	351	—— Pearson	
Wabash	do	250	C. Butler	
Bristol, R. I.				
America	Ship		—— Grinnell	
Ann	do		—— Wilcox	
Essex	do	200	—— Mayhew	
Leonidas	do		—— Cleaveland	
Edgartown, Mass.				
Almira	Ship		—— Eldredge	
Planter	Brig		—— Pease	
1831.				
New Bedford, Mass.				
Amanda	Ship			
Abigail	do	300	Benjamin Clark	C. W. Morgan
Averick	do		Edward Swain	
Barclay	do	240	Alex. Coffin, 2d	William R. Rotch & Co
Bramin	Bark	240	W. P. Haskins	
Brighton	Ship	350	Robert Tuckerman	W. T. Russell & Co
Brandt	do	310	Warren Howland	
Courier	do	280	Thomas Severance	
Com. Decatur	do	240	Seth D. Fisher	
Condor	do	340	Richard G. Luce	
Cicero	do	250	William Hussey	
Chili	do	290	David Collins	
Canton	do	400	Abram Gardner	Jireh Perry
Ceres	do	370	Moses Samson	Phillips & Russell
Corinthian	do	400	Timothy Upham	George Howland
Dragon	do		Isaac Thacher	
Emerald	do	350	Clement Norton	
Equator	Bark	260	Benjamin F. Riddell	L. Standish & Son
Endeavour	Ship	230	Richard Flanders	
Enterprise	do	290	Samuel Tilton, jr	Alfred Gibbs
Forrester	Bark		Charles B. Ray	
Frances	Ship	367	John Briggs	

* Vessels from Dartmouth, Westport, Rochester, Fairhaven, and

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Brazil	.....	May 14, 1831	300	1,800	.....	
South Atlantic	.....	Feb. 25, 1831	.....	1,900	.....	
Tristan	.....	Mar. 23, 1831	90	1,600	.....	
Brazil	.....	May 14, 1831	300	1,200	.....	
....do	.....	—— —, 1831	.....	2,400	.....	
....do	.....	May 14, 1831	....	1,500	.....	
... do	.....	Apr. 16, 1831	.....	1,760	.....	
Patagonia	.....	May 20, 1831	.....	1,450	.....	
Brazil	.....	May —, 1831	20	180	1,200	
South Seas	June 26	Nov. 9, 1831	200	1,980	.....	
....do	June 9	May 10, 1831	250	1,480	.....	
....do	July 9	May 21, 1831	180	93	8,000	
... do	July 15	May 9, 1831	.....	927	.....	
Tristan	June 24	Feb. 16, 1831	65	2,020	22,000	
Pacific Ocean	Aug. 25	Jan. 17, 1834	1,390	20	.....	
South Seas	June 5	Mar. 23, 1831	.....	1,700	.....	
....do	July 1	Aug. 20, 1831	120	2,060	15,000	
....do	June —	Feb. 27, 1824	240	2,600	.....	
....do	July 1	June 12, 1831	2	947	.....	
... do	June 9	Feb. 2[illegible], 1831	80	1,820	.....	
Pacific Ocean	Aug. 8	Nov. 25, 1833	2,970	.....	.....	
....do	Aug. 12	July 26, 1833	2,950	.....	.....	
South Seas	July 6	June 20, 1831	230	1,270	11,000	
....do	July 15	Apr. 25, 1831	....	1,480	....	
Tristan	.....	Mar. 25, 1831	.....	1,500	....	Anson Grinnell, first mate, lost overboard March 1830.
Brazil	.....	May —, 1831	100	80	....	
Patagonia	.....	June 20, 1831	.....	1,100	....	
Pacific Ocean	.....	Aug. 8, 1833	2,500	.....	.....	
Pacific Ocean	.....	Aug. 8, 1833	1,600	....	....	Captain Eldredge was left at Oahu, sick.
Atlantic	.....	.....	.....	.....	.....	Captured by Don Miguel's squadron, carried into Lisbon and condemned.
.....	.....	Feb. 26, 1832	.....	....	....	
Pacific Ocean	Nov. 19	June 12, 1835	2,[illegible]25	....	.....	Captain Swain died at Payta June 21, 1833.
....do	Nov. 23	.....	.....	.....	.....	Ship chartered as a freighter from Valparaiso to New York.
....do	Apr. 26	June 22, 1834	1,200	....	...	Mate taken out of boat by a foul line, 1832.
Cape Good Hope	Jan. 7	.....	.....	....	...	Bought from New York, 1831.
Pacific Ocean	Nov. 25	Mar. 20, 1835	2,500	.....	....	
South Atlantic	July 16	Feb. 25, 1832	.....	1,[illegible]00	....	
...do	Apr. 15	Mar. 8, 1832	100	1,500	....	
....do	May 2	Mar. 13, 1835	.....	.....	....	
Brazil	July 1	Apr. 22, 1835	150	2,550	....	
South Atlantic	Aug. 15	Jan. 7, 1835	.....	.....	.....	
... 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	1,200	.....	....	
Atlantic	Feb. 5	.....	...	...	.. .	
South Atlantic	June 25	Feb. 27, 1832	..	....	....	
Pacific Ocean	July 10	Apr. 23, 1833	1,500	...	....	
Tristan	Jul[illegible] 30	Mar. 31, 1832		1,200	....	
Pacific Ocean	Aug. 2	July 17, 1834	2,300	...	....	Probably of Dartmouth. * See Dartmouth
....do	Mar. 5	Aug. 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.
1831.				
New Bedford, Mass.—Continued.				
George Porter	Ship	285	Clement Hammond	
Grand Turk	do	323	Stanton Burtch	
General Pike	do	313	William Adams	
Gratitude	do	336	—— Fisher	
Gideon Howland	do	378	Jireh 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	26[illegible]	Benjamin Price	
Honqua	do	339	Valentine Pease, jr	
Isabella	do	410	Joseph Taber, jr	
Independence	do	318	Frederick A. Chase	
Isaac Howland	do	39[illegible]	William Austin	J. & J. Howland
Iris	do	311	Edward W. Coffin	
Java	do	293	Henry Colt	
John Adams	do	26[illegible]	Thomas B. Swain	
Lancaster	do	382	Obed N. Swift	Jireh Perry
Liverpool	do	305	Elihu Russell	
Mayflower	do		Isaac Swain	John C. Haskell
Mercator	do	246	Jonathan Fisher	
Magnolia	do	396	George B. Wörth	Andrew Robeson
Mentor	Brig	89	Peleg Cornell	
Minerva	Ship		Joseph B. Leonard	
Maria Theresa	do		—— Fisher	
Midas	do	32[illegible]	Alexander Waggoner	
Mentor	do	213	Edward C. Barnard	William R. Rodman
Mercury	do	33[illegible]	William Swain	I. Howland, jr., & Co
Maria	do	20[illegible]	Isaac G. Hedge	S. Rodman, jr
Nautilus	do	340	Hiram Weeks	
Nye	do		Isaiah Burgess	
Octavia	Bark	257	Granville Manter	
Phenix	Ship	323	Charles Stetson	J. A. Parker & Son
Parthian	Brig	119	Charles B. Hammond	A. & N. B. Gibbs
Pioneer	Bark		Benjamin Ellis	Coggeshall & Russell
Phocion	Ship	26[illegible]	James C. Swain	
Persia	do	240	William Handy, jr	
Parker	do	400	Charles F. Brown	John A. Parker & Son
Pocahontas	Brig	141	Step. Howland, jr	
Richmond	Ship	291	John Tucker	I. Howland, jr., & Co
Russell	Bark	301	Shubael Worth	Benjamin Rodman
Robert Edwards	Ship	357	Edward Howland	
Rajah	Bark	249	Joseph Bennett, jr	
South Carolina	Ship		James Maxfield	
Two Brothers	do	288	Clement P. Covell	
Triton	do	309	Reuben Chase, 2d	
Tobacco Plant	do	270	Henry Tracy	
Trident	do	448	Peleg H. Stetson	J. A. Parker & Sons
Timoleon	do	340	Joshua Bunker	William T. Russell
William Rotch	do	28[illegible]	Charles E. Waterman	
William & Eliza	do	321	Frederick H. Barnard	
Zephyr	do	361	David L. Adams	
Fairhaven, Mass.				
Albion	Ship	329	John E. Coggeshall	
Arab	Bark	270	Samuel Bunker	Alden D. Stoddard
Charles Drew	Ship	344	Robert F. Fosdick	Lemuel Tripp
Columbus	do	381	Gustavus A. Baylies	
Cadmus	do	329	Frederick C. Taber	Atkins Adams
Friendship	do	360	George R. Merchant	Gibbs & Jenney
Favorite	Bark	293	Bradford Hathaway	
Heroine	Ship		Benjamin R. C. Wilson	
Herald	do	262	Isaiah West	
Isabella	do	242	Ivory C. Albert	E. Sawin
Java	do	291	William Ritchie	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	Apr. 6	Feb. 28, 1832	80	1,800	.....	
....do	Apr. 8	Mar. 13, 1832	.....	.....	.....	
Tristan	Mar. 11	Mar. 7, 1832	.....	.....	.....	
Pacific Ocean ..	Aug. 30	May 28, 1835	.....	.....	.....	
...do	Nov. 9	Dec. 4, 1834	3,100	.....	.....	
South Atlantic	May 2	Feb. 25, 1832	.....	2,500	.....	
Pacific Ocean ..	May 9	Sept. 5, 1834	1,400	.....	.....	
South Atlantic	July 5	Mar. 3, 1832	...	1,000	.....	
....do	July 9	Mar. 8, 1832	.....	1,800	.....	
....do	July 12	May 17, 1832	.....	.....	.....	
Pacific Ocean ..	Dec. 13	May 11, 1835	.....	.....	.....	Lost a man overboard, and in saving him lost second and third mates, two boat-steerers, and two men.
....do	Apr. 13	Apr. 29, 1835	1,300	.....	.....	
....do	Aug. 29	Apr. 27, 1835	100	1,750	.....	
....do	Nov. 28	Jan 25, 1835	.....	.....	.....	
....do	Dec. 17	May 11, 1835	1,500	.....	.....	
South Atlantic	June 10	Mar. 14, 1832	.....	1,900	.....	
Pacific Ocean ..	Aug. 19	Apr. 6, 1835	900	.....	.....	
....do	June 18	May 27, 1834	2,200	.....	.....	
South Atlantic	Aug. 26	Feb. 10, 1833	.....	.....	.....	
Pacific Ocean ..	May 2	July 13, 1834	2,000	.....	.....	
Tristan	May 31	Feb. 26, 1832	100	1,300	.....	
Pacific Ocean ..	Jan. 1	June 15, 1834	3,400	.....	.....	
Bahamas.....	Mar. 28	.....	.....	.....	.....	Capsized in a squall in 1831; two men lost. The crew took to the boats and were picked up by a Kennebec vessel.
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	.....	.....	.....	
....do	July 20	.....	.....	.....	....	Lost on Pelew Islands May 21, 1832; first mate and ten men lost.
Pacific Ocean ..	Aug. 28	Sept. 25, 1833	2,600	.....	.....	
....do	Aug. 25	May 11, 1834	800	.....	.....	
....do	July 29	July 28, 1834	2,600	.....	.....	
.....	Nov. 12	.....	.....	.....	.....	
Pacific Ocean ..	Aug. 14	Mar. 24, 1835	1,600	.....	.....	
....do	June 17	June 19, 1834	2,000	.....	.....	
Guinea	June 28	July 27, 1832	150	.....	.....	
Atlantic	Jan. 20	Mar. 15, 1832	200	1,500	.....	
Brazil.....	Mar. 1	May 14, 1832	100	2,100	.....	Captain Swain died January 3, 1832.
Pacific Ocean ..	July 29	Oct. 8, 1834	1,700	.....	.....	
....do	Oct. 6	Feb. 24, 1835	3,150	.....	.....	Built, 1831, at Fairhaven.
Africa	Oct. 12	Aug. 3, 1832	.....	.....	.....	
Pacific Ocean ..	Aug. 13	Jan. 21, 1835	2,000	.....	.....	
....do	Nov. 9	July 20, 1834	2,300	.....	.....	
....do	Nov. 25	May 3, 1835	2,200	.....	.....	H. H. Howland, 3d mate, killed 1831.
....do	Dec. 19	May 11, 1834	.....	.....	.....	
South Atlantic	July 12	Feb. 22, 1832	.....	2,000	.....	
....do	June 15	Feb. 7, 1832	65	2,035	.....	
Pacific Ocean ..	June 17	Aug. 11, 1834	2,000	.....	.....	
South Atlantic	Feb. 5	Mar. 9, 1832	.....	Full	.....	
Pacific Ocean ..	July 23	June 12, 1834	2,400	.....	.....	
....do	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	.....	
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	.....	.....	
South Atlantic	June 1	Mar. 8, 1832	.....	2,000	.....	
Pacific Ocean ..	May 23	Apr. 1, 1834	2,313	.....	.....	
....do	Dec. 8	Apr. 29, 1835	1,889	.....	.....	Bought from Salem, 1831.
South Atlantic	July 30	Sept. 26, 1832	150	1,600	.....	
....do	June 9	Feb. 27, 1832	.....	Full	.....	
....do	July 20	Feb. 22, 1832	.....	.....	.....	
Pacific Ocean ..	Dec. 2	July 15, 1834	2,000	.....	.....	
East Cape	June 10	.....	.....	.....	.....	

Table showing returns of whaling vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1831.				
Fairhaven, Mass.—Continued.				
Leonidas	Ship	....	John H. Pease	
Oregon	do	307	Nathan F. Delano	L. Tripp
Pindus	Bark	193	John C. Daggett	
South Boston	Ship	....	Sheffel Reed	
Nantucket, Mass.				
Alexander	Ship	421	Jonathan Swain, 2d	
Barclay	do	301	William Barney, jr	Griffin Barney
Baltic	do	410	William Chadwick	P. H. Folger
Columbus	do	344	Peter Coffin	Richard Mitchell
Constitution	do	318	Frederick Arthur	C. G. & H. Coffin
Catharine	do	....	Joseph M. Chase	Jared Coffin
Eagle	do	335	Joseph Pease	David Joy
Franklin	do	309	George Prince	
Fame	do	374	Seth Worth	
John Adams	do	296	Shubael Clark	Griffin Barney
Lima	do	286	Oliver P. Winslow	
Mary	do	...	David Paddack	
Mary Mitchell	do	354	Elihu Coffin	
Peru	do	257	William Brooks, jr	David Joy, jr
Pacific	do	314	William Plasket	Paul Mitchell
Phenix	do	323	Sanford Wilber	T. & P. Macy
President	do	293	Seth Catheart	Joseph Starbuck
Rose	do	350	Obed Starbuck	do
Richard Mitchell	do	386	James Gwinn	P. Mitchell & Sons
Spartan	do	353	David U. Coffin	Daniel Jones
Swift	do	456	Barzillai Coffin	
Weymouth	do	329	Moses Harris	
Stonington, Conn.				
Charles Adams	Ship	....	—— Palmer	
Courier	Schooner	...	—— Barnard	
Francis	Ship	....	—— Brewster	
Edenton, N. C.				
Robert	Sloop	....		
Provincetown, Mass.				
Fair Play	Schooner	....		
Dartmouth, Mass.				
Forrester	Bark	...	Charles B. Ray	Sears & Howland
Westport, Mass.				
Elizabeth	Bark	....	Peter Hussey, 3d	
Industry	Brig	...	—— Soule	
Mexico	do	130	Job Davis	
Thomas Winslow	do	135	Samuel Lake	
Rochester, Mass.				
Dryade	Bark	...	Nathaniel C. Carey	
Franklin	do	251	Priam P. Brock	
Lexington	Schooner	....	—— Daggett	
Laurel	do	....	—— Taber	Gideon Barstow
Providence, R. I.				
Olive Branch	Ship	..	—— Cook	
Lynn, Mass.				
Atlas	Ship	242	S. H. Gardner	Hezekiah Chase
Louisa	do	382	I. Townsend	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	July 6	Feb. 27, 1832	.....	1,700	.....	
Pacific Ocean..	Dec. 20	July 10, 1834	2,000	.....	.....	
South Atlantic.	June 15	Mar. 28, 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	.....	1,390	.....	
Pacific Ocean.	Sept. 20	Apr. 29, 1835	2,322	.....	.....	
Atlantic	May 26	Mar. 26, 1832	15	1,896	.....	
..do	June 9	Apr. 11, 1832	131	1,492	.....	
Pacific Ocean.	July 21	Jan. 17, 1835	2,690	.....	.....	Built at Mattapoisett 1832.
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 24	Apr. 22, 1832	74	1,731	.....	Third mate, F. W. Ramsdell, drowned by a foul line, 1831.
Pacific Ocean..	June 9	Apr. 22, 1832	105	1,148	.....	
... do	May 21	May 11, 1834	1,637	.....	.....	
....do	July 20	Mar. 21, 1835	2,612	19	.....	Built, 1831, at Rochester.
....do	July 25	Jan. 22, 1835	1,897	.....	.....	Third mate died of scurvy, 1834.
Atlantic	May 26	Mar. 27, 1832	109	1,405	.....	
....do	Aug. 17	May 8, 1832	107	1,588	.....	
Pacific Ocean..	Oct. 10	Jan. —, 1834	2,205	.....	.....	
....do	Nov. 20	Apr. 14, 1834	1,630	.....	.....	
....do	.....	.....	.....	.....	.....	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. 28, 1834	1,868	.....	.....	
... do	Sept. 30	Feb. 15, 1835	1,552	.....	.....	Broken up at Nantucket, 1835.
South Atlantic.	Sept. 1	.....	.....	.....	.....	
....do	Sept. 1	.....	.....	.....	.....	Tender to C. Adams.
Brazil.....	July 6	.....	.....	.....	.....	
Atlantic	Apr. 19	—— —, 1831	.....	.....	.....	Took one large whale.
.....	.....	.....	.....	.....	.....	Reported with 130 sperm.
Pacific Ocean..	Mar. 5	Aug. 2, 1833	1,850	.....	.....	
Brazil.....	July 2	Apr. 24, 1832	.....	1,200	.....	
Cape de Verdes	.....	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	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1831.				
Falmouth, Mass.				
Brunette	Bark	200	—— Cottle	Elijah Swift
Pocahontas	Ship	350	Joseph Swift	do
Uncas	do	400	Henry C. Bunker	do
Newport, R. I.				
John Coggeshall	Ship		S. W. Macy	Bush & Clarke
Boston, Mass.				
Jasper	Ship	359	B. S. Adams	Atkins Adams
Bristol, R. I.				
America	Ship		—— Grinnell	
Ann	do		—— Lambert	
Essex	do		—— Mayhew	
Gov. Fenner	do		—— Swain	W. E. Norris
New London, Conn.				
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 Cæsar	do		—— Smith	
Jones	do	338	—— Fish	
Mentor	do		—— Flanders	
Neptune	do	285	do	
Do	Schooner		Richards	
Stonington	Ship	351		
Wabash	do	250	—— Sayer	
The Jason, Captain Coit, (E. M. Frink & Co.,) arrived May 31, 1835, from Pacific Ocean, full. Probably sailed 1831–'32.				
Sag Harbor, N. Y.				
Acasta	Ship		—— Allen	
Arabella	do	366	—— Pearson	
Argonaut	do			
Columbia	do	285	—— Hand	
Cadmus	do	310	—— Howell	
Hannibal	do	309		
Henry	do	333		
Marcus	do	283	—— Greene	
Neptune	do			
Nimrod	do			
Potosi	do		—— Griffin	
Phenix	do		—— Greene	
Thames	do		—— Hand	
Thorn	do		—— Howell	
Telegraph	do		—— Sayer	
Triad	do		N. Case	H. & N. Corwin
Xenophon	do		—— Griffin	
Warren, R. I.				
Benjamin Rush	Ship	384		Child & Driscol
Magnet	do		—— Brown	Joseph Smith
Miles	do		—— Champlin	
Rosalie	do		—— Stillwell	
Warren	do		—— Mayhew	J. Smith, jr
Salem, Mass.				
Izette	Bark		—— Hoit	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	Jan. —	Mar. 20, 1834	800	.....	.....	
....do	July 10	Apr. 23, 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	.....	.....	
.....	June 20	.....	.....	.....	.....	
Pacific Ocean..	June 20	Sept. 5, 1834	2,150	.....	.....	
....do	May —	June 16, 1835	2,800	.....	.....	
....do	.....	.....	.....	.....	.....	Captain Burgess killed while fast to a whale, September, 1831.
.....	June 20	.....	.....	.....	.....	
East Cape	Apr. —	Feb. 21, 1832	50	2,300	20,000	
South Atlantic.	.....	Feb. 6, 1832	300	2,000	.....	
.....	May 23	.....	.....	.....	.....	
South Atlantic	.....	Mar. 13, 1832	100	1,200	.....	
....do	Apr. –	Dec. —, 1832	.....	Full	.....	
.....	May 25	.....	.....	.....	.....	
Brazil.....	.....	Apr. 8, 1832	.....	2,000	.....	
.....	June 23	Mar. 26, 1832	.....	1,800	.....	
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	Feb. 24, 1832	.....	1,950	.....	
Brazil.....	July 30	Apr. 1, 1832	.....	2,300	.....	
....do	July 30	Feb. 21, 1832	.....	1,800	16,000	
Africa	.....	Apr. 1, 1832	.....	2,450	.....	
South Atlantic.	.....	Feb. 24, 1832	.....	.....	.....	
Brazil.....	Aug. 13	.....	.....	.....	.....	Belonged to Greenport; lost at Falklands, March, 1832. Had 1,400 whale; saved 800.
....do	July 30	Apr. 1, 1832	.....	2,500	.....	
South Atlantic.	.....	Mar. 3, 1832	.....	2,000	.....	
Brazil	July 9	Mar. 27, 1832	.....	1,950	.....	
Pacific Ocean	.....	June 19, 1834	2,900	.....	.....	
Brazil	July 30	June 8, 1832	.....	3,000	.....	Belonged to Greenport.
Pacific Ocean..	.....	Oct. 17, 1834	.....	.....	.....	
Tristan	.....	Jan. 3, 1833	400	2,000	.....	Formerly in Canton trade; built at Philadelphia, 1814.
Pacific Ocean .	Sept. 3	Feb. 20, 1835	1,700	.....	.....	
Tris an	June 2	Apr. 2, 1832	150	1,200	.....	
Pacific Ocean..	June 2	Sept. 6, 1834	1,750	.....	.....	
....do	.....	June 12, 1834	2,300	.....	.....	
South Atlantic	Mar. 13	Mar. 24, 1832	100	1,500	.....	Built at Newmarket, N. H.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1831.				
Hudson, N. Y.				
Alexander Mansfield	Ship		—— Neils	
Henry Astor	do		—— Rawson	
Martha	do			
Washington	do		—— Barrett	
Edgartown, Mass.				
George and Martha	Ship		—— Lawrence	
Loan	do		—— Luce	
Meridian	do		—— Fisher	
Robert	Sloop		—— Osborne	
1832.				
New Bedford, Mass.				
Amanda	Bark	217	Latham Cross, jr	
Ann Alexander	Ship	25	James Shepherd	George Howland
Amethyst	do	359	Jonathan Fisher	John A. Parker & Son
Bramin	Bark	245	Herman N. Stuart	Gideon Allen
Brandt	Ship	310	Francis Neil	
Com. Decatur	do	247	Seth D. Fisher	N. Leonard & Co
Coral	do	370	William Whitten, jr	Gideon Allen
China	do	370	Russell Maxfield	
Cambria	do	36	George Crocker	William T. Russell
Columbus	do	313	Tristram D. Pease	William R. Rodman
Ceres	do	328	Elihu Gifford	do
Courier	do	29	Thomas Severance	A. & N. B. Gibbs
Do	do	381	William B. Cash	
Chili	do	291	David Collins	
Condor	do	349	Richard G. Luce	Charles W. Morgan
Endeavour	do	234	Edward Soule	
Eagle	do	339	Jonathan Nye	T. & A. R. Nye
Emerald	do	379	Clement Norton	T. Riddell
Francis	do	397	John Briggs	
Falcon	do	27	Joseph Barker	
Frances	do	348	Obed Alley	William R. Roteh & Co.
George and Martha	Bark	275	Francis Sayer	
Grand Turk	Ship	324	Abraham T. Eddy	
Gen. Pike	do	313	William Adams	Oliver Crocker
George Porter	do	287	Clement Hammond	T. Riddell
Golconda	do	336	Joseph Covell	George Howland
George	do		Nehemiah West	
Hercules	do	290	Peter F. Chase	D. R. Greene
Hydaspe	do	31	Owen Hillman	
Hector	do	380	John C. Morse	
Hope	do	28	Benjamin Price	
Herald	do	274	Frederick Ricketson	
Hercules	do	334	Albert G. Goodwin	
Huntress	do	390	Francis Post	Alfred Gibbs & Co
Hibernia	do	327	Henry Pease, 2d	
Hope	do	310	Charles G. Smith	George Howland
Java	do	293	Henry Colt	do
John	do	305	Andrew Almy	
John Howland	do	370	Jonathan Haffards	
London Packet	do	280	Howes Norris	
Milton	do	387	John A. Howland	
Milwood	do	254	Charles H. Taber	Gideon Allen
Mercator	do	240	Anson Churchill	J. A. Parker & Son
Midas	do	320	Alexander Waggoner	
Messenger	do	277	Peter Hussey	
Mary Ann	Brig	171	Joseph Crocker	William P. Grinnell
Mercury	Ship	339	Joseph B. Leonard	
Mary	do		Richard Weeden	
Norfolk	do	275	John H. Pease	J. A. Parker & Son
Nye	do	211	Ezra Smith	T. & A. R. Nye
Ospray	Bark	169	William Calder	
Orozimbo	Ship	588	Caleb Kempton	
Pioneer	Bark	231	Benjamin Ellis	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	June 20	Feb. 26, 1832	.....	2,000	.....	
Pacific Ocean	.....	Jan. 18, 1835	2,200	.....	.....	Built at New York, 1820.
.....	Nov. 25	.....	.....	.....	.....	
Pacific Ocean	May 16	Jan. —, 1834	.....	.....	.....	
....do	.....	Apr. 28, 1835	3,100	.....	.....	
....do	Apr. 23	May 25, 1834	Full	.....	.....	
....do	....	June 18, 1834	2,800	.....	.....	
Atlantic	.....	June 16, 1831	35	.....	.....	
South Atlantic	Apr. 25	.....	.....	.....	.....	Condemned at Mahe, 1834; had 600 sperm.
Pacific Ocean	Aug. 2	Dec. 24, 1835	1,880	17	.....	
....do	Sept. 6	Dec. 24, 1835	1,835	.....	.....	Captain Fisher died 1834.
South Atlantic	Apr. 10	Feb. 4, 1834	.....	2,000	.....	
....do	May 26	Apr. 14, 1833	.....	1,450	.....	
....do	May 16	Mar. 7, 1833	.....	1,350	.....	
Pacific Ocean	May 26	May 31, 1835	2,450	.....	.....	Second mate lost overboard, 1832.
South Atlantic	May 30	Apr. 29, 1833	90	2,100	.....	
Pacific Ocean	June 2	Oct. 3, 1835	1,904	.....	.....	
South Atlantic	Apr. 18	Sept. 21, 1835	1,625	.....	.....	
....do	Aug. 3	Jan. 27, 1833	800	2,200	22,000	
....do	June 17	Apr. 7, 1833	70	1,830	.....	
Pacific Ocean	June 30	.....	.....	.....	.....	
South Atlantic	July 3	May 6, 1833	.....	1,500	.....	
....do	July 14	May 27, 1833	70	2,100	.....	
....do	May 23	Mar. 22, 1833	.....	1,200	.....	
....do	June 18	Feb. 10, 1833	.....	2,200	.....	
....do	July 5	Mar. 12, 1833	.....	1,200	.....	
....do	June 23	Apr. 22, 1833	.....	2,000	.....	
....do	July 18	Apr. 22, 1833	.....	1,800	.....	
Pacific Ocean	Dec. 2	Oct. 19, 1835	2,500	.....	.....	
South Atlantic	May 19	.....	.....	.....	.....	
....do	June 2	Jan. 19, 1834	.....	.....	.....	
....do	June 17	Mar. 14, 1834	.....	.....	.....	Davis Luce, second mate, died 1832.
....do	July 25	Mar. 13, 1833	.....	.....	.....	
Pacific Ocean	Dec. 1	Nov. 5, 1835	.....	.....	.....	
....do	Dec. 17	Dec. 28, 1835	2,300	.....	.....	Belongs to Dartmouth; brought from Providence, 1831.
South Atlantic	Apr. 26	May 6, 1833	.....	.....	.....	Second mate died, 1832.
Tristan	June 12	Apr. 14, 1833	.....	.....	.....	
Pacific Ocean	June 24	Oct. 2, 1834	2,500	.....	.....	
South Atlantic	July 2	Apr. 29, 1833	.....	1,700	.....	
....do	July 9	May 19, 1833	170	1,030	.....	
....do	July 14	May 7, 1833	.....	.....	.....	
Pacific Ocean	Aug. 13	Mar. 13, 1836	1,538	.....	.....	
South Atlantic	Aug. 14	June 17, 1833	.....	.....	.....	
Pacific Ocean	Sept. 16	July 24, 1835	2,712	.....	.....	
South Atlantic	June 21	Apr. 28, 1833	90	2,000	.....	
....do	June 26	May 9, 1833	.....	.....	.....	
Pacific Ocean	Dec. 2	July 3, 1836	1,400	.....	.....	Owen Cottle died from injuries caused by a whale, 1833.
....do	Nov. 24	Aug. 31, 1835	.....	.....	.....	
....do	May 2	July 24, 1835	1,300	100	.....	
South Atlantic	May 3	Apr. 2, 1833	20	1,180	.....	Returned with crew sick with scurvy.
....do	May 16	Mar. 18, 1833	.....	850	.....	Returned leaking 500 strokes per hour.
... do	May 26	Mar. 29, 1833	.....	2,100	.....	
Pacific Ocean	June 23	July 17, 1835	1,200	.....	.....	
South Atlantic	July 2	Aug. 6, 1833	500	.....	.....	
....do	July 16	.....	.....	.....	.....	
Pacific Ocean	Dec. 1	.....	.....	.....	.....	Lost on Juan Fernandez, 1833.
South Atlantic	July 13	May 13, 1833	.....	1,400	.....	
Pacific Ocean	Nov. 23	Mar. 7, 1836	1,250	.....	.....	
....do	May 3	Apr. 22, 1835	.....	.....	.....	
South Atlantic	July 17	Jan. 2, 1833	400	700	.....	
....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.
1832.				
New Bedford, Mass.—Continued.				
Phocion	Ship	265	Joseph Spooner	
Parthian	Brig	119	Lemuel Drew	
Pocahontas	do	141	Peter M. Coffin	
Quito	do	138	James Maxfield	
Rousseau	Ship	305	Walter Hillman	
Rebecca Sims	do	400	Barna Coffin	William R. Rodman
Sally Anne	do	312	William H. Cox	
Stephania	do	315	Elisha Dexter	
South Carolina	do	302	Edmund Maxfield	
Tobacco Plant	do	270	Henry Tracy	
Two Brothers	do	288	Clement P. Covell	
Victory	do	268	Matthew Mayhew	
Zephyr	do	361	James B. Wood	
Fairhaven, Mass.				
Amazon	Ship		Arthur Cox	Sawin & Church
Albion	do		John E. Coggeshall	E. Sawin
Charles Drew	do		—— Fosdick	
Columbus	do		David Osborn	Gibbs & Jenney
Herald	do		Isaiah West	
Heroine	do		Benj. R. C. Wilson	N. 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 Downs	E. Sawin
Pindus	Bark		Prince Russell	
Pactolus	Ship		—— Grinnell	I. F. & J. Terry
South Boston	do		—— Read	E. Sawin
Nantucket, Mass.				
Alexander Coffin	Ship	381	David Baker	
Atlantic	do	321	Elihu Fisher	P. & B. Gardner
Barclay	do	301	William Barney, jr	Griffin Barney
Congress	do	339	Charles Abrahams	
Constitution	do	318	James G. Coffin	C. G. & H. Coffin
Columbus	do	344	Reuben Russell, 2d	Paul Mitchell & Sons
Charles Carroll	do	376	Owen Chase	
Charles and Henry	do	336	George Joy	C. G. & H. Coffin
Cyrus	po	328	Benj. R. Hussey	
Eagle	do	335	Charles Smith	David Joy
Enterprise	do	413	John Stetson	
Franklin	do	246	Joshua Coffin, 2d	
Factor	Schooner		—— Macy	
Fame	Ship	374	Seth Worth	Philip H. Folger
Ganges	do	265	Russell S. Bodfish	W. H. & G. L. Gardner
George	do	359	John C. Congdon	S. & J. Mitchell
Hazard	Sloop		—— Swain	
Harvest	Ship	360	Alex'r Pollard	Samuel B. Folger
Howard	do	364	William Worth, 2d	T. Hussey & Son
John Adams	do	296	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	349	Eben Coleman	
Mount Vernon	do	384	Edwin Coffin	
Maria	do	365	Alexander Macy	
Ocean	do	349	Elijah Parker	T. & P. Macy
Orbit	do	351	John J. Gardner	
Ontario	do	354	Edwin Barnard	
Peruvian	do	334	Benj. Coggeshall	C. Mitchell & Co.
Planter	do	340	Reuben Manter	Gilbert Coffin

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	June 25	Mar. 22, 1833	.....	1,400	.....	
....do	Aug. 26	Aug. 7, 1834	.....	.....	.....	
....do	Sept. 8	May 22, 1833	180	.....	.....	
Cape de Verdes	Aug. 13	.....	.....	.....	.....	Sold part of her cargo at St. Michaels.
South Atlantic	July 3	Jan. 26, 1834	.....	.....	.....	
Pacific Ocean	Aug. 26	Dec. 9, 1835	2,300	.....	.....	
....do	May 24	May 22, 1833	.....	1,650	.....	
....do	June 28	July 18, 1835	1,500	.....	.....	
South Atlantic	July 23	Mar. 24, 1833	.....	.....	.....	
....do	June 16	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.
South Atlantic	July 12	Mar. 20, 1833	200	2,100	.....	
....do	June 20	Mar. 17, 1833	.....	1,600	.....	
Pacific Ocean ..	Apr. —	Aug. 22, 1834	2,200	.....	.....	
South Atlantic	Aug. 5	Mar. 7, 1833	360	2,000	20,000	
....do	June 4	Apr. 14, 1833	.....	1,300	.....	
....do	July 21	Mar. 14, 1833	100	900	.....	
Atlantic	June 15	Apr. 22, 1833	350	1,550	.....	
South Atlantic	July 1	.....	.....	.....	.....	
....do	June 6	Mar. 12, 1833	40	2,060	.....	
...do	May 13	Jan. 19, 1834	.....	1,050	.....	
....do	July 3	Apr. 29, 1833	75	2,000	.....	
Pacific Ocean ..	Nov. 24	Mar. 7, 1836	2,250	.....	.....	
South Atlantic	June 20	.....	.....	.....	.....	
Pacific Ocean ..	.....	Dec. 29, 1835	1,000	.....	.....	
South Atlantic	.....	Feb. 14, 1833	408	2,400	.....	
Pacific Ocean ..	Dec. 25	May 19, 1836	1,946	.....	.....	Built 1832.
....do	Oct. 9	Sept. 14, 1835	1,845	.....	.....	
... do	Sept. 3	July 21, 1835	1,006	4	.....	
....do	Jan. 13	Apr. 29, 1835	988	.....	.....	
Indian Ocean ..	June 29	Apr. 21, 1833	.....	1,230	.....	
Atlantic	July 7	May 21, 1834	.....	900	.....	
Pacific Ocean ..	Oct. 10	Mar. 3, 1836	2,610	.....	.....	Built 1832 at Nantucket.
....do	Nov. 25	July 7, 1836	2,546	.....	.....	Built 1832.
....do	Oct. 3	Apr. 21, 1836	1,810	.....	.....	
Atlantic	July 8	May 7, 1833	203	723	.....	
Pacific Ocean ..	Dec. 30	June 12, 1836	1,896	.....	.....	Captain Stetson left the ship and came home sick.
Atlantic	May 8	Apr. 12, 1834	921	.....	.....	
Nant. Shoals ...	.. ..	Sept. 29, 1832	.....	.....	.....	Schooner Factor made two cruises; returned September 12 with 9 blackfish, and again September 29 with a large (humpback ?) whale.
Atlantic	June 10	Mar. 20, 1833	.....	910	.....	
Pacific Ocean ..	June 5	Aug. 24, 1835	1,467	.....	.....	
Atlantic	July 31	May 7, 1834	.....	2,100	.....	
Gulf of Mexico	Nov. 22	July 17, 1833	90	.....	.....	
Pacific Ocean ..	June 11	Dec. 21, 1835	2,280	.....	.....	
....do	Sept. 22	May 11, 1835	2,070	.....	.....	First mate, Ammiel Joy, died on the voyage.
Atlantic	July 6	Mar. 14, 1833	224	1,456	.....	
Indian Ocean ..	June 17	May 6, 1834	632	678	.....	
Pacific Ocean ..	Oct. 19	Oct. 3, 1835	484	.....	.....	
South Atlantic	.....	Sept. 6, 1833	130	.....	.....	
Pacific Ocean ..	Nov. 25	.....	.....	.....	.....	Sunk at sea 1835, homeward bound, with 1,800 sperm.
....do	Aug. 12	—— —, 1836	2,429	.....	.....	Built 1832 at Rochester.
....do	Sept. 15	July 25, 1835	3,071	.....	.....	Built 1332 at Mattapoisett.
....do	Oct. 10	Mar. 11, 1836	1,665	.....	.....	
....do	June 16	Nov. 13, 1835	1,490	.....	.....	
....do	Aug. 3	Feb. 9, 1836	2,011	783	.....	Built 1832.
....do	Dec. 1	Aug. 4, 1836	1,345	.....	.....	
....do	June 10	Sept. 28, 1835	1,854	.....	.....	
....do	June 11	July —, 1834	909	996	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1832.				
Nantucket, Mass.—Continued.				
Pacific	Ship	314	Joseph Congdon	Paul Mitchell & Sons
Peru	Bark	257	William Brooks, jr.	David Joy
Rambler	Ship	318	Thomas Derrick	Aaron Mitchell
Reaper	do	338	Tristram P. Swain	Jared Coffin
Thule	do	285	Josiah Smith	
Washington	do	308	Thomas W. Hussey	
Young Eagle	do	377	Benj. A. Coleman	Simeon Starbuck
Zenas Coffin	do	338	John B. Coleman	C. G. & H. Coffin
Westport, Mass.				
Elizabeth	Bark		Ray G. Sanford	
Industry	Brig		—— Soule	
Mexico	do		—— Davis	
Falmouth, Mass.				
Bartholomew Gosnold	Ship	360	John C. Daggett	Ward M. Parker
Hobomok	do	412	—— Barnard	Elijah Swift
Fall River, Mass.				
Edward Quesnal	Ship		—— Barnard	John Eddy
Gold Hunter	do		—— Brock	
Wareham, Mass.				
George Washington	Ship	373	George Gibbs	Nye & Thompson
Edgartown, Mass.				
Vineyard	Ship		—— Tobey	G. Norton
Rochester, Mass.				
Dryade	Bark		George H. Richmond	
Franklin	do		Priam P. Brock	
Gideon Barstow	Ship	379	Nathaniel C. Carey	Gideon Barstow & Son
Laurel	Schooner		—— Mayhew	
Orion	Brig			
Salem, Mass.				
Bengal	Ship		—— Russell	
Catharine	do		—— Paddock	
Izette	do		—— Kempton	
Pallas	Bark		—— Archer	
Lynn, Mass.				
Atlas	Ship	260	—— Wooley	H. Chase & Co
Louisa	do	383	—— Gardner	do
Portsmouth, N. H.				
Ann Parry	Ship	348	—— Ray	James Kennard
Pocahontas	do		—— Barnard	
Bristol, R. I.				
Ann	Ship		—— Littlefield	
America	Bark		—— Chase	
Balæna	Ship	321	—— Daggett	W. H. DeWolf
Bowditch	do	398	—— Gardner	William R. Taylor
Canton Packet	do	312	—— Bradford	Fitz Henry Homer
Corinthian	do	503	—— Grinnell	W. H. DeWolf
Essex	do	200	—— Wilcox	William R. Taylor
General Jackson	do	329	—— Smith	William H. De Wolf
Ganges	do	380	—— Clark	do
Newport, R. I.				
Erie	Ship		A. W. Dennis	Engs & Bush

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	June 28	Apr. 1, 1834	.....	1,450	.....	
Atlantic	July 28	May 22, 1833	120	722	.....	
Pacific Ocean ..	June 17	Apr. 3, 1835	1,697	.....	.....	
....do	Sept. 5	Mar. 18, 1835	1,950	48	.....	
....do	Dec. 21	May 30, 1835	270	.....	.....	Added 1832; formerly a merchantman; Captain Smith left at Talcahuano.
....do	Nov. 5	Dec. 30, 1835	1,538	.....	.....	
....do	July 11	Oct. 18, 1835	2,625	.....	.....	Built 1832 at Rochester.
....do	June 24	Oct. 21, 1835	1,720	.....	.....	
Pacific Ocean ..	June 20	July 27, 1835	900	.....	.....	
Atlantic	.....	Oct. 19, 1832	130	.....	.....	
Cape de Verdes.	.....	Nov. 2, 1832	450	.....	.....	
Pacific Ocean ..	Nov. 29	Aug. 5, 1836	2,200	.....	.....	Built at Falmouth 1832.
....do	Dec. 24	July 6, 1836	1,700	.....	.....	Built 1832.
Pacific Ocean ..	.....	Nov. 13, 1835	2,000	.....	.....	
Brazil.....	June 23	—— —, 1833	.....	.....	.....	
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	.....	.....	
.....	July —	.....	....	.....	.....	
Pacific Ocean ..	Mar. 24	.....	.....	.....	.....	
... do	Mar. 24	.....	.....	.....	.....	
South Atlantic.	June 9	.....	.....	.....	.....	
Pacific Ocean .	July 21	.....	.....	.....	.....	
South Atlantic.	June 8	Apr. 12, 1833	.....	800	5,000	
....do	July —	Apr. 21, 1833	.....	1,000	.....	
Pacific Ocean ..	Dec. 31	Sept. 9, 1836	1,900	.....	.....	
....do	.....	Apr. 26, 1836	1,050	.....	.....	
South Atlantic.	.....	May 3, 1833	.....	1,000	10,000	
Pacific Ocean ..	July 25	.....	.....	.....	.....	
South Atlantic	.....	July 27, 1833	.....	2,600	.....	
Pacific Ocean ..	Aug. 2	Nov. 18, 1835	2,600	.....	.....	
... do	Nov. 16	Dec. 28, 1835	1,600	.....	.....	
....do	Dec. 14	June 9, 1836	1,200	...	.....	
South Atlantic.	June 29	Mar. —, 1833	.....	900	.....	
Pacific Ocean ..	June 29	Octr 11, 1835	1,400	.....	.....	
....do	Mar. 17	July 30, 1835	2,700	.....	.....	
New Zealand...	Apr. —	June 11, 1835	200	1,800	.....	Sailed under command of Capt. F. Spooner, who left her at New Zealand.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1832.				
Warren, R. I.				
Atlantic	Ship		—— Pickens	
Chariot	do		—— Luther	N. M. Wheaton
Miles	do		—— Champlin	
North America	do		—— Borden	
New London, Conn.				
Ann Maria	Ship			
Armata	do	414	—— Butler	Abner Bassett
Betsy	Brig			
Boston	Ship		—— Sayer	
Com. Perry	do	270	—— Hobron	
Connecticut	do	390	—— Tate	
Electra	do	348	—— Chester	
Flora	do	338	—— Allen	
Georgia	do		—— Brewster	
Jones	do		—— Fisher	
Julius Cæsar	do		—— Hebron	N. & W. W. Billings
Montgomery	Schooner		—— Cliff	E. M. Frink & Co
McDonough	Ship			
Manchester Packet	do		—— Read	
Mentor	do		—— Rice	
Neptune	do		—— Middleton	
North America	do		—— Richards	
Palladium	do		—— Wood	
Tuscarora	do		—— Smith	
Wabash	do		—— Fuller	
Sag Harbor, N. Y.				
Acasta	Ship		—— Harris	
American	do	282	—— Jones	
Ann	do		—— Howell	
Cadmus	do	310		
Columbia	do	285	—— Hand	
Franklin	do		—— Fordham	
Gov. Clinton	do		—— Rogers	
Hannibal	do	309	—— Parker	
Marcus	do	283	—— Cartwright	
Nimrod	do		—— Halsey	
Neptune	do		—— Cooper	S. & B. Huntting & Co
Phenix	do		—— Cooper	
Thorn	do	299	—— Havens	
Washington	do		—— Loper	
Greenport, N. Y.				
Delta	Ship		Isaac Sayer	H. & N. Corwin
Hudson, N. Y.				
Alexander Mansfield	Ship	320	—— Taber	Barnard, Curtis & Co
America	do	464		do
Beaver	do		—— Gardner	
Huron	do	290	B. Lawrence	Robert A. Barnard
Boston, Mass.				
Wave	Brig	124	E. Tillson	Lombard & Whitmore
Stonington, Conn.				
Acasta	Ship		—— Allen	C. B. Williams
Charles Adams	do		A. Palmer	
Frances	do		—— Pendleton	
Uxor	Brig		—— Burrows	
Mystic, Conn.				
Bingham	Ship		—— Churchill	
New York, N. Y.				
Martha	Ship		William H. Young	
Mobile	do		—— Rawson	

NOTE.—The Helvetius, Brewster, of New London, is reported, in 1835, as stranded

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	June 26	.....	.....	.....	.....	
Pacific Ocean ..	Oct. —	Oct. 19, 1835	1,400	.....	.....	
South Atlantic	June 3	Apr. 11, 1833	.....	1,450	.....	
....do	June 8	Apr. 14, 1833	.....	1,420	.....	
South Atlantic	.....	Apr. 10, 1833	.....	2,100	.....	
Pacific Ocean ..	Aug. 13	Dec. 22, 1835	2,400	.....	.....	
South Atlantic	.....	.....	.....	.....	.....	
....do	July 20	Feb. —, 1833	.....	1,900	16,000	Of Norwich, probably.
....do	.....	Mar. 31, 1833	90	1,410	.....	
....do	.....	Mar. 31, 1833	180	1,320	.....	
....do	.....	Mar. 23, 1833	.....	1,800	.....	
....do	July —	Feb. 27, 1833	.....	2,200	.....	
....do	.....	Feb. 28, 1833	400	1,900	.....	
East Cape	.....	Apr. 15, 1833	.....	1,700	.....	
South Atlantic	.....	Feb. 13, 1833	.....	2,300	.....	
....do	.....	Sept. —, ——	.....	.....	.....	
.....	Sept. 12	.....	.....	.....	.....	
South Atlantic	.....	Oct. 3, 1833	230	1,436	.....	
Pacific Ocean ..	.....	Aug. 15, 1836	.....	.....	.....	Mentor took out several missionaries.
.....	Apr. 26	Apr. 19, 1834	100	1,800	.....	
Pacific Ocean ..	.....	May 30, 1835	1,200	100	.....	
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	1,350	.....	
....do	June —	May 23, 1833	.....	1,100	.....	
....do	Nov. 28	.....	.....	.....	.....	
....do	June 12	Apr. 15, 1833	.....	1,150	.....	
....do	June —	Apr. 14, 1833	.....	2,300	.....	
....do	.....	Apr. 2, 1833	170	2,130	.....	
....do	.....	Apr. 28, 1833	.....	1,600	.....	
....do	.....	May 14, 1833	250	1,650	.....	
....do	.....	May 13, 1833	.....	1,600	.....	
....do	June 12	Apr. 27, 1833	.....	1,400	.....	
East Cape	June —	Apr. 28, 1833	60	2,100	18,500	
.....	June —	.....	.....	.....	.....	
South Atlantic	.....	May 30, 1833	110	1,640	.....	
....do	Nov. 24	.....	.....	.....	.....	
South Atlantic	June —	Apr. 15, 1833	.....	1,400	.....	
South Atlantic	June 5	Apr. 22, 1833	120	1,480	.....	
....do	.....	Apr. 23, 1833	.....	.....	.....	
Pacific Ocean ..	.....	Aug. 3, 1836	1,900	.....	.....	
....do	June 7	May 1, 1836	1,250	.....	.....	
Atlantic	Mar. 28	Jan. —, 1833	300	.....	.....	
South Atlantic	.....	Feb. 19, 1833	.....	.....	.....	Full, (200 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 Woahoo with 1,450 sperm, (900 saved.) If so, she probably sailed 1832.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1832.				
Newburgh, N. Y.				
Portland	Ship	....	—— Cook	Newburgh Whaling Co.
Plymouth, Mass.				
Levant	Ship	....	—— Russell	
Salem, Mass.				
Bengal	Ship	....	—— Russell	
Poughkeepsie, N. Y.				
Vermont	Bark	....	—— Davis	Poughkeepsie Whal. Co.
Lynn, Mass.				
Atlas	Ship	260	I. Woolley	Hezekiah Chase
Clay	...do	299	I. Townsend	...do
Louisa	...do	382	T. H. Gardner	...do
Falmouth, Mass.				
Bartholemew Gosnold	Ship	356	—— Daggett	Ward M. Parker
1833.				
New Bedford, Mass.				
Adeline	Ship	329	—— Buckley	I. Howland, jr., & Co
Brandt	...do	310	James Maxfield	Alexander Gibbs
Benezet	Bark	192	Charles Pitman, jr	C. W. Morgan
Com. Rogers	Ship	298	Asaph Taber	T. & A. R. Nye
Com. Decatur	...do	247	George Tobey	
Chili	...do	291	Lot Luce	B. B. Howard
Charles	...do	290	Barz. Morselander	Samuel Rodman
Courier	...do	293	Thomas Severance	
Condor	...do	349	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. Thornton
Columbus	Bark	313	—— Osborn	William R. Rodman
Cora	...do	220	Ebenezer M. Hinckley	I. H. Bartlett
Dartmouth	Ship	....	Thomas Brock	I. Howland, jr., & Co
Eagle	Ship	336	Joshua Grinnell	Jireh Perry
Endeavour	...do	252	Edward G. Soule	C. C. Gilbert
Euphrates	...do	365	Shubael Norton	Lawrence Grinnell
Emerald	...do	359	Clement Norton	Thomas Riddell & Sons
Emily Morgan	...do	368	George C. Ray	Charles W. Morgan
Equator	Bark	262	Peter M. Coffin	Levi Standish
Franklin	Ship	333	Elijah Davis	Abm. H. Howland
Frances, 2d	...do	368	John Briggs	Gideon Allen
Fenelon	...do	328	Jeptha Jenney, jr	David Coffin
Frances Henrietta	...do	407	Timothy Russell	
Falcon	...do	273	George A. Hatch	
Grand Turk	...do	323	—— Eddy	A. Barker
George and Susan	...do	356	Edward Gardner	George Howland
George Porter	...do	285	Alfred K. Fisher	Thomas Riddell & Sons.
Good Return	...do	376	Warren Howland	
Hydaspe	...do	313	David Randall	
Herald	...do	274	Frederick Ricketson	Tobey & Ricketson
Hibernia	...do	....	John Cole	
Hope	...do	282	Robert Brown	Sullings & Collins
Hercules	...do	334	Albert G. Goodwin	Jireh Perry
James	...do	278	Joseph B. Taber	T. & A. R. Nye
Java	...do	295	Owen Hillman, jr	George Howland
John	...do	308	Wilmot Luce	
London Packet	...do	280	George W. Bennett	
Lucas	...do	281	Caleb Kempton	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Cape G'd Hope	June 20	Apr. 29, 1833	140	1, 060	.....	Newburgh Whaling Company incorporated 1832.
Pacific Ocean	July —	Dec. —, 1834	2, 700	.....	.....	
Pacific Ocean	.....	Feb. 23, 1835	1, 200	.....	.....	
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.
South Atlantic	June 8	.....	.....	.....	.....	
....do	May 8	1832 or 1833	.....	.....	.....	
....do	July 2	.....	.....	.....	.....	
Pacific Ocean	Nov. 29	Aug. 5, 1836	2, 200	.....	.....	
Pacific Ocean	Nov. 13	June 25, 1837	1, 600	.....	.....	
South Atlantic	Aug. 25	Mar. 17, 1835	76	1, 490	13, 000	
Pacific Ocean	Sept. 5	Jan. 27, 1836	1, 400	.....	.....	
....do	Apr. 28	Mar. 5, 1836	2, 230	.....	.....	
Atlantic & Ind	May 20	Apr. 6, 1835	111	612	.....	
South Atlantic	June 28	Mar. 27, 1834	.....	1, 293	.....	
....do	Dec. 20	Feb. 20, 1837	2, 200	.....	.....	
....do	June 7	Apr. 13, 1834	60	1, 300	.....	
....do	July 16	July 27, 1834	277	1, 807	.....	
... do	July 4	Apr. 4, 1835	391	2, 542	.....	
Indian Ocean	Apr. 18	Mar. 12, 1835	275	760	.....	
....do	Apr. 13	Jan. 30, 1834	718	882	.....	The Ceres must have sailed again in 1834, for she is entered at the custom-house March 2, 1835.
Pacific Ocean	Aug. 2	Sept. 21, 1835	1, 625	.....	.....	
....do	Sept. 26	Feb. 17, 1837	1, 720	.....	.....	
....do	Sept. 1	Apr. 7, 1836	1, 100	.....	.....	Built, 1833. Captain Brock died November 22, 1835.
....do	Aug. 14	Nov. 11, 1836	1, 596	.....	.....	
South Atlantic	Oct. 9	Mar. 18, 1835	286	367	4, 000	
Pacific Ocean	Nov. 14	May 14, 1837	2, 330	.....	.....	
Atlantic	May 29	Mar. 21, 1834	77	2, 224	.....	
Pacific Ocean	July 8	July 27, 1837	1, 438	17	.....	Built at Portland, Me., 1833.
....do	July 31	Feb. 28, 1836	1, 100	.....	.....	
... do	June 12	Nov. 11, 1836	2, 425	....	.....	
S. A. and P....	June 6	Aug. 14, 1836	643	1, 443	.....	
South Atlantic	July 17	Apr. 6, 1835	.....	1, 014	.....	
Pacific Ocean	June 6	Sept. 6, 1834	2, 200	.....	.....	Returned with captain sick; sailed again June 13.
South Atlantic	June 3	Apr. 13, 1834	.....	.....	.....	
....do	.....	Jan. 20, 1834	365	2, 235	.....	
Pacific Ocean	Oct. 3	June 1, 1837	2, 402	.....	.....	
South Atlantic	May 6	May 4, 1834	.....	1, 703	.....	
Pacific Ocean	May 30	Apr. 13, 1834	140	2, 460	.....	
....do	June 3	.....	.....	.....	.....	
South Atlantic	July 1	Mar. 8, 1834	.....	.....	.....	
....do	July 8	Feb. 22, 1834	.....	.....	.....	
....do	June 11	May 7, 1834	.....	1, 700	16, 000	
....do	June 18	Mar. 8, 1834	1, 000	900	.....	
....do	July 17	Feb. 20, 1835	330	2, 000	.....	
....do	June 11	Mar. 14, 1835	50	1, 450	.....	
... do	June 17	May 1, 1834	.....	1, 300	.....	
Indian Ocean	Jan. 7	Apr. 13, 1834	500	1, 100	.....	
South Atlantic	Aug. 5	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
New Bedford, Mass.—Continued.				
Liverpool	Ship	....	Albert Daggett	.....
Midas	...do	326	Joseph Spooner	John Coggeshall
Minerva	Bark	195	Lewis Fish	.....
Milwood	...do	254	Charles H. Taber	.....
Moss	...do	334	Shubael Clark	.....
Martha	...do	....	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	339	Fordyce D. Haskell	I. Howland, jr., & Co
Nile	...do	321	James Townsend	.....
Norfolk	...do	275	Alex. Waggoner	.....
Nassau	...do	408	John D. Samson	Isaiah Burgess
Orozimbo	...do	588	Lewis Adams	William T. Russell
Pocahontas	Brig	141	Bartlett Allen	.....
Pioneer	Bark	231	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	235	George H. Richmond	.....
Roscoe	Ship	362	George B. Chase	A. Robeson
Rodman	...do	371	Henry Lewis	.....
South Carolina	...do	302	Edmund Maxfield	.....
Sally Anne	...do	312	Henry Colt	D. R. Greene & Co
Swift	...do	456	Lewis Tobey	.....
Selma	...do	268	Benjamin Price	.....
Two Brothers	...do	288	Jonathan Nye	.....
Wilmington and Liverpool Packet	...do	384	Alexander Russell	J. A. Parker & Son
William C. Nye	...do	389	Benjamin F. Riddell	.....
William Wirt	...do	386	Isaac Daggett	.....
Winslow	Bark	263	Edward C. Barnard	S. Rodmon, jr
Young Phenix	Ship	377	James Bassett	John A. Parker & Son
Fall River, Mass.				
Gold Hunter	Ship	281	—— Coffin	Henry Slade
Fairhaven, Mass.				
Addison	Ship	426	Gus. A. Bayliss	Gibbs & Jenney
Albion	...do	326	John E. Coggeshall	E. Sawin
Amazon	...do	318	Reuben Creasey	...do
Arab	...do	336	Arthur Cox	...do
Columbus	...do	382	Tristram D. Pease	Gibbs & Jenney
Favorite	Bark	293	Brad. Hathaway	E. Sawin
Heroine	Ship	....	Charles Fisher	Sawin & Church
Herald	...do	262	Isaiah West	.....
Java	...do	291	William Ritchie	Atkins Adams
Jasper	...do	....	—— Adams	...do
Joseph Maxwell	...do	301	Joseph Sampson	.....
Leonidas	...do	....	Benjamin J. Crapo	.....
Marcia	...do	....	Peter Butler	.....
Marcus	...do	286	Obed Shearman	.....
Pindus	...do	....	—— Russell	.....
South America	...do	....	—— Maxfield	.....
Stanton	...do	....	John Church	Lemuel Tripp
South Boston	...do	....	John D. Taber	.....
William Wirt	...do	387	—— Doggett	Warren Delano
Nantucket, Mass.				
Ann	Ship	361	Peter Brock	Jared Coffin
Aurora	...do	346	John Hussey, jr	T. & P. Macy
Constitution	...do	318	James G. Coffin	C. G. & H. Coffin
Eagle	...do	335	Joseph Pease	David Joy

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	Aug. 6	Mar. 15, 1835	.....	.....	.....	
Pacific Ocean..	Nov. 19	Aug. 2, 1837	2, 453	.....	.....	
....do	Apr. 14	May 25, 1836	.....	.....	.....	The Minerva, Capt. Jos. Barker, cleared June 19; whether the two clearances are the same vessel or not is uncertain.
South Atlantic.	May 15	Apr. 24, 1834	.....	1, 250	.....	
Pacific Ocean..	June 1	Sept. 21, 1836	2, 400	.....	.....	
South Atlantic	Oct. 22	.....	.....	.....	.....	
Pacific Ocean..	July 19	July 9, 1836	1, 100	.....	.....	Mate lost when three days out.
....do	Aug. 19	June 8, 1836	1, 100	.....	.....	
Indian Ocean..	Sept. 5	Apr. 6, 1835	.....	.....	.....	
Pacific Ocean..	Dec. —	Dec. 8, 1836	2, 250	.....	.....	
South Atlantic	Aug. 20	June 16, 1835	700	1, 300	18, 000	
....do	June 11	Jan. 17, 1835	.....	1, 500	.....	
Pacific Ocean..	Dec. 20	June 22, 1837	2, 533	.....	.....	
...do	Jan. 26	July 9, 1836	2, 200	.....	.....	
South Atlantic	June 18	June 3, 1834	130	.....	.....	
....do	July 8	Aug. 4, 1834	80	630	.....	
....do	July 30	Mar. 2, 1835	230	2, 370	21, 000	
Pacific Ocean..	Mar. 22	Aug. 19, 1836	2, 500	.....	.....	
Indian Ocean..	Sept. 19	Apr. 29, 1835	.....	.....	.....	Bought from New York, 1833.
Pacific Ocean..	Jan. 12	Dec. 28, 1835	.....	.....	.....	Probably of Fairhaven.
West'n Islands	Feb. 14	.....	.....	.....	.....	
South Atlantic	Aug. 7	Mar. 12, 1836	200	1, 000	.....	
Pacific Ocean..	June 11	Jan. 26, 1836	2, 200	.....	.....	
....do	July 6	.....	.....	.....	.....	
South Atlantic.	May 1	Mar. 2, 1834	80	920	.....	Returned because Captain Maxfield's shoulder was broken by a whale.
....do	June 26	Feb. 20, 1835	370	1, 950	19, 000	
Pacific Ocean..	June 18	Nov. 22, 1836	1, 200	.....	.....	
....do	Oct. 8	Nov. 12, 1836	2, 200	.....	.....	Bought from New York, 1833.
South Atlantic	May 6	Mar. 24, 1834	.....	.....	.....	
Pacific Ocean..	Nov. 14	May 13, 1837	2, 725	.....	.....	Captain Russell left the ship and came home sick.
....do	Aug. 4	May 11, 1837	1, 836	.....	.....	Added, 1833.
....do	Dec. 19	.....	.....	.....	.....	
....do	Dec. 20	July 7, 1837	1, 001	.....	.....	
....do	Aug. 17	Aug. 16, 1836	2, 700	.....	.....	
South Atlantic	July 7	.....	.....	.....	.....	
South Atlantic	Apr. 13	Mar. 4, 1834	24	2, 236	19, 100	
....do	May 6	Apr. 13, 1834	125	1, 065	.....	Captain Coggeshall left the ship; sick.
Pacific Ocean..	June 12	Jan. 9, 1837	1, 927	.....	.....	
South Atlantic	Sept. 22	Mar. 12, 1835	.....	2, 076	.....	Bought from Philadelphia, 1833.
S. A. and Ind ..	May 18	Mar. 15, 1835	783	565	.....	
Indian Ocean..	Feb. 1	Nov. 22, 1834	54	.....	.....	Sold 1,500 whale at Bahia.
South Atlantic.	May 17	Mar. 16, 1834	200	2, 200	20, 000	
....do	July 10	May 9, 1834	.....	1, 300	11, 000	
....do	June 24	Mar. 12, 1835	130	1, 300	.....	
....do	.....	Mar. 12, 1834	600	1, 800	.....	
Indian Ocean..	Aug. 28	Feb. 18, 1836	200	1, 200	.....	
South Atlantic	June 3	Apr. 12, 1834	.....	1, 400	.....	
....do	June 6	Mar. 12, 1835	.....	.....	.....	
Pacific Ocean..	Sept. 20	.....	.....	.....	.....	
South Atlantic	.....	Feb. 3, 1834	50	50	.....	
....do	Apr. 27	.....	.....	.....	.....	
Pacific Ocean..	June 1	Mar. 12, 1836	Full.	.....	.....	
South Atlantic.	July 2	Feb. 25, 1835	.....	.....	.....	
Pacific Ocean..	Dec. 20	Sept. 5, 1837	2, 582	.....	.....	Built, 1833, at Fairhaven. Third mate killed by a whale, 1834.
Pacific Ocean..	Aug. 6	Oct. 15, 1837	1, 845	.....	.....	
....do	Oct. 18	May 13, 1837	1, 713	.....	.....	
Atlantic	July 13	Apr. 22, 1835	140	775	.....	
....do	Aug. 18	Apr. 7, 1835	604	580	.....	James Gibson, first mate, died, 1835.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
Nantucket, Mass.—Continued.				
Fame	Ship	376	Isaac Gardner	
Fame	Sloop		Peter C. Myrick	
Foster	Ship	317	Josiah C. Long	
Fabius	do	432	Benjamin C. Chase	Val. Hussey & Bro
Hazard	Sloop		—— Swain	
Harmony	Schooner		—— Chadwick —— Burdick	
Hero	Ship	313	Peter Smith	Joseph Starbuck
Independence	do	311	Isaac Brayton	
John Adams	do	296	Obed Luce, jr	Griffin Barney
Levi Starbuck	do	376	Shadrach Freeman	Levi Starbuck
Lexington	Schooner		—— Cash	
Lydia	Ship	325	Edward C. Joy	
Montano	do	365	David N. Edwards	Samuel B. Folger
Martha	do	273	Tristram Pinkham	do
Orion	do	354	Moses Brown	F. W. Hussey
Omega	do	363	Henry Phelon	Joseph Starbuck
Ohio	do	381	Charles W. Coffin	Jared Coffin
Peru	Bark	257	William Brooks, jr	David Joy
Pilot	Schooner		—— Pinkham	
Rose	do	350	James Davis	Joseph Starbuck
Robert	Sloop		—— Luce	
Susan	Ship	349	Frederick Swain	Aaron Mitchell
Three Brothers	do	384	George Alley	Joseph Starbuck
Dartmouth, Mass.				
By Chance	Brig		Hiram Covell	
Wade	Bark	261	Charles B. Ray	
Edgartown, Mass.				
Almira	Ship	362	—— Merchant	Abraham Osborn
Champion	do	396	—— Worth	Grafton Norton
Rochester, Mass.				
Dryade	Bark		Joseph R. Taber	
Franklin	do		Calvin C. Adams	Gideon Barstow & Son
Laurel	Schooner		—— Mayhew	
Shylock	Ship	277	Clement Hammond	
Westport, Mass.				
Industry	Brig		George Soule	
Mexico	do	130	Alden Wilkey	
Thomas Winslow	do	136	Benjamin Seabury	
Plymouth, Mass.				
Fortune	Bark	278	—— Upham	Isaac L. Hedge
Triton	Ship		—— Tilton	
Marblehead, Mass.				
Atlas	Ship		—— Gardner	
Gloucester, Mass.				
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 consternation 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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage: Sperm-oil.	Result of voyage: Whale-oil.	Result of voyage: Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	May 23	Mar. 3, 1835	280	1,040	.....	Came home leaky; broken up at Nantucket, 1835.
....do	July 27	.....	.....	.....	.....	Sailed in search of whales, *sea-serpents*, &c.; was armed with a patent harpoon charged with poison.*
Pacific Ocean	June 27	Nov. 16, 1836	1,408	.....	.....	
....do	Aug. 31	July 31, 1837	863	.....	.....	
Mexico	May —	.....	.....	.....	.....	The Hazard probably arrived in September; sailed again in October; returned again September 9, 1834, with 225 sperm.
Atlantic	June 12 / Nov. 14	..... / Sept. 17, 1833	.....	.....	.....	15 whale.
Pacific Ocean	Oct. 4	Aug. 15, 1836	1,177	.....	.....	
....do	Nov. 17	.....	.....	.....	.....	Lost on Starbuck's Island, with 1,800 sperm.
Atlantic	July 20	Mar. 13, 1835	149	1,335	.....	
Pacific Ocean	July 27	Oct. 13, 1836	1,885	.....	.....	Built at Mattapoisett, 1833.
West Indies	Oct. 6	Sept. 14, 1834	100	.....	.....	Second mate died.
Pacific Ocean	Nov. 18	.....	.....	.....	.....	Burned at sea January 31, 1835; supposed to have been fired by one of the crew.
....do	June 1	Apr. 10, 1836	3,097	.....	.....	First mate, E. Burditt, taken down by a foul line November, 1833.
....do	Nov. 24	Apr. 19, 1837	666	.....	.....	
....do	Jan. 15	Mar. 3, 1836	980	.....	.....	Captain Brown came home sick.
....do	June 11	June 8, 1836	2,904	.....	.....	
....do	Aug. 15	Jan. 8, 1837	2,615	176	.....	Built at Mattapoisett, 1833.
Atlantic	July 4	—— —, 1835	43	696	.....	
South Coast	Aug. 10	Aug. 29, 1833	.....	20	.....	
Pacific Ocean	Aug. 21	Jan. 26, 1837	1,180	.....	.....	
South Coast	May 17	July 20, 1833	20	.....	.....	Sailed again July 26; returned September 1, clean.
Pacific Ocean	Nov. 17	May 14, 1837	1,406	.....	.....	
....do	Aug. 25	Nov. 2, 1836	2,212	.....	.....	
Pacific Ocean	Sept. 5	.....	.....	.....	.....	Condemned and sold at Bayta, August, 1835.
....do	Dec. 27	Dec. 18, 1836	1,850	250	.....	Took 50 barrels ambergris; third mate killed by a whale, 1834; bought from New York, 1833.
Pacific Ocean	Dec. 12	Feb. 2, 1837	.....	.....	.....	
....do	Dec. 22	Sept. 13, 1837	2,100	.....	.....	Built at Mattapoisett, 1833.
South Atlantic	May 29	Apr. 21, 1834	350	850	.....	
....do	June 27	Apr. —, 1835	200	1,300	.....	
West'n Islands	Apr. 2	Nov. 12, 1833	275	.....	.....	
Indian Ocean	.....	June 11, 1834	.....	650	.....	
West'n Islands	Apr. 19	Oct. 10, 1833	250	.....	.....	
South Atlantic	May 9	Nov. 12, 1833	90	.....	.....	
West'n Islands	Apr. 19	Oct. 10, 1833	250	.....	.....	
Pacific Ocean	July 19	Dec. 14, 1836	1,000	.....	.....	
South Atlantic	.....	Apr. —, 1835	.....	700	.....	Sailed under Captain Taber, who came home sick, 1834; added from Boston, 1833.
South Atlantic	June —	.....	.....	.....	.....	
Brazil	Jan. 26	.....	.....	.....	.....	
South Atlantic	Jan. 11	May 14, 1834	.....	1,500	.....	

poison into them from the barb of the harpoon, with such an effect as, it is said, filled the men with
invented in Nantucket is somewhat uncertain. The islanders have claimed that it was prior to the
leads by two years.
1733 (vol. ii, p. 70).

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
Salem, Mass.				
Charles Doggett	Brig		—— Goodwin	
Catharine	Ship			
Clay	do		—— Church	
Emerald	Bark	271	—— Eggleston	John B. Pierce
Eliza	do	262		James W. Cheever
James Maury	Ship	355	—— Bigelow	John B. Osgood
Reaper	Bark	230	J. T. Worth	
Samuel Wright	Ship	372	—— Pitman	J. B. Osgood
Newburyport, Mass.				
Adeline	Ship		—— Buckley	
Merrimac	do	414	—— Pease	Lunt & Titcomb
Dorchester, Mass.				
Charles Carroll	Ship	386	R. Weeks	
Boston, Mass.				
Wave	Bark	124	G. L. Nickerson	Lombard & Whitmore
Falmouth, Mass.				
Awashonks	Ship	355	Prince Coffin	Elijah Swift
William Penn	do	370	John C. Lincoln	Stephen Dillingham
Warren, R. I.				
Atlantic	Ship		—— Pickens	
Benjamin Rush	do	374	—— Coffin	Driscol & Child
Boy	do	251	—— Champlin	William Collins
Galen	do	365	—— Borden	Driscol & Child
Luminary	do		—— Gardner	
Miles	do		—— Luce	
North America	do	288	—— Grinnell	Driscol & Child
Philip Tabb	do	405		do
Rose	do		—— Coffin	
Providence, R. I.				
Envoy	Ship	392	J. C. Clark	Amherst Everett
Bristol, R. I.				
Anne	Ship	222	—— Swain	William H. De Wolf
Balance	do	321	—— Davis	do
Fama	do	362	—— Littlefield	Fitzhenry Homer
Leonidas	do	353	—— Cleveland	William H. De Wolf
Roger Williams	do	285	—— Mayhew	Robert Rogers
Newport, R. I.				
Audley Clarke	Ship		Joseph Paddack	Bush & Clarke
Constitution	do		E. Gifford	N. Ruggles
George Champlin	do		J. A. Brown	Ruggles & Lee
Martha	do		Oliver Potter	Lee, Norton & Stevens
New London, Conn.				
Aeronaut	Ship		—— Mallory	
Ann Maria	do		—— Chester	
Boston	do	291	—— Fitch	I. Lawrence
Com. Perry	do		—— Hobron	
Connecticut	do	398		
Flora	do		—— McLane	
Georgia	do	343	—— Brewster	Thomas W. Williams
Halcyon	do		—— Thompson	
Manchester Packet	do		—— Reed	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Jan. 11	.....	.....	.....	.....	
....do	.....	.....	.....	.....	.....	Burned off Oahu, 1834.
South Atlantic.	June 19	.....	.....	.....	.....	
Pacific Ocean..	Nov. 23	.....	.....	.....	.....	
....do	May 26	.....	.....	.....	.....	
....do	May 15	.....	.....	.....	.....	Bought from Boston, 1833.
Indian Ocean ..	Sept. 7	July 5, 1835	.....	900	.....	
Pacific Ocean .	June 15	Aug. 27, 1836	2,000	.....	.....	
Pacific Ocean..	Nov. 13	.....	.....	.....	.....	
....do	Sept. 24	Apr. 20, 1837	1,800	1,900	.....	Built, 1833, at Newburyport.
Pacific Ocean..	Oct. 31	Aug. 29, 1857	2,000	.....	.....	Sold 1837.
South Atlantic.	Feb. 25	Oct. 27, 1833	20	2	.....	
Pacific Ocean..	Dec. 28	May 20, 1836	600	.....	.....	Was attacked in October, 1835, by the natives of Namarik; Captain Coffin, first and second mates, and four men killed.
....do	Jan. —	Apr. 29, 1836	1,200	.....	.....	Built at Falmouth, 1832; Mr. Eldredge, first mate, killed, and two boats' crews captured by the natives of Navigator Islands; Captain Lincoln came home sick.
South Atlantic.	.....	Apr. 12, 1834	350	1,650	.....	
Pacific Ocean..	May 25	Feb. 11, 1837	1,820	120	.....	
....do	July 28	Mar. 4, 1836	1,700	.....	.....	
....do	July 30	May 23, 1834	.....	1,050	.....	
....do	.....	Sept. 19, 1836	1,380	.....	.....	
South Atlantic	.....	May 10, 1834	130	1,050	.....	
....do	July 12	.....	.....	.....	.....	
....do	.....	May 10, 1834	400	800	.....	
Pacific Ocean..	.....	.....	.....	.....	.....	
Pacific Ocean ..	Dec. 26	Jan. 1, 1838	2,100	.....	.....	
Pacific Ocean ..	July 16	Dec. 9, 1836	800	.....	.....	
....do	Dec. 3	June 4, 1837	1,200	.....	.....	Sold to Providence, 1837.
Indian Ocean ..	Dec. 3	Mar. 11, 1836	450	1,450	.....	
Pacific Ocean ..	Nov. 19	Sept. 11, 1837	1,400	.....	.....	Sold to Salem 1837 and withdrawn.
....do	Aug. 2	.....	.....	.....	.....	Condemned at Pernambuco 1837; had 1,200 sperm, 500 whale.
Pacific Ocean ..	Dec. 4	June 19, 1837	1,700	.....	.....	Built 1833.
.....	June 11	May 23, 1836	1,900	.....	.....	
.....	Dec. —	Aug. 2, 1837	.....	.....	.....	
South Atlantic	.....	May 29, 1835	220	1,100	9,000	
South Atlantic	.....	May 20, 1834	150	1,650	.....	
Indian Ocean ..	June 4	.....	.....	.....	.....	
....do	Nov. 25	Mar. 12, 1835	150	1,750	11,000	
South Atlantic	.....	Apr. 9, 1834	200	1,200	.....	
....do	May 19	.....	.....	.....	.....	
....do	.....	Mar. 19, 1834	.....	2,200	.....	
...do	Apr. —	Feb. 21, 1835	600	1,100	.....	
Indian Ocean .	Nov. —	.....	.....	.....	.....	
South Atlantic.	Nov. —	.....	.....	.....	.....	Wrecked and condemned at Gambia 183\, had 500 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1833.				
New London, Conn.—Continued.				
Montgomery	Schooner	....	—— Cliff	E. M. Frink & Co
Ospray	Brig	....	—— Sleight	
Ruth and Mary	Ship	290	—— Chester	
Stonington	do	351	—— Lawton	Williams & Barns
Sun	Schooner	....	—— Trott	
Superior	Ship	406	—— Fitch	N. & W. W. Billings
Tuscarora	do	379	—— Smith	do
Wabash	do	....	—— Fuller	E. M. Frink
Stonington, Conn.				
Acasta	Ship	330		
Charles Adams	do	....		
Thomas Williams	do	340	—— Allen	C. P. Williams
Uxor	Brig	....		
Bridgeport, Conn.				
Atlantic	Ship	291	Samuel H. Ford	
Sag Harbor, N. Y.				
Ann	Ship	....	—— Howell	
Arabella	do	367	—— Pierson	N. & G. Howell
Acasta	do	....	—— Hand	
Columbia	do	285	—— Hedges	Luther D. Cook
Cadmus	do	307	—— Hand	Mulford & Sleight
Daniel Webster	do	397	—— Pierson	E. Mulford
Franklin	do	391	C. Griffin	C. T. Dering
Gov. Clinton	do	....	—— Ludlow	
Hannibal	do	311	—— Cooper	S. & B. Huntting & Co.
Henry	do	....	E. D. Topping	C. T. Dering & Co.
Hudson	do	368	—— Greene	Luther D. Cook
Marcus	do	283	—— Cartwright	S. & N. Howell
Nimrod	do	280	—— Barns	C. T. Dering & Co.
Neptune	do	338	—— Parker	S. & B. Huntting & Co.
Phenix	do	....	—— Cooper	
Thames	do	....		
Washington	do	....		
Greenport, N. Y.				
Delta	Ship	314	—— Sayre	H. & N. Corwin
Triad	do	....	—— Case	
Hudson, N. Y.				
America	Ship	464	—— Folger	Barnard, Curtis & Co
Alexander Mansfield	do	320	—— Starbuck	do
Beaver	do	427	—— Gardner	do
Edward	do	274	—— Ray	Seth G. Macy
Helvetia	do	333	—— Cottle	Robert A. Barnard
James Munroe	do	....	—— Coffin	
Martha	do	369	—— Riddell	Alexander Jenkins
Poughkeepsie, N. Y.				
Elbe	Ship	333	—— Whippey	David S. Sherman
Siroc	do	....	—— Swain	
Newburgh, N. Y.				
Illinois	Ship	414	—— Leonard	Charles Ludlow
Portland	do	....	—— Cook	
Russell	do	387		Charles Ludlow
New York, N. Y.				
Com. Barry	Ship	....	—— Braddock	
Cornelia	Schooner	....	—— Storer	
Desdemona	Ship	....	—— Smith	
Hamilton	do	....	—— Pendleton	S. Hicks & Sons

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	.....	Sept. 1, 1834	.....	400	3,200	Brought also 700 seal-skins.
Indian Ocean ..	May 19	May 10, 1834	.....	500	.....	
....do	May 18	.....	.....	.....	.....	Bought from New York 1833; lost on Block Island going out, May 18, 1833.
Pacific Ocean ..	Sept. 2	May 11, 1837	1,200	.....	.....	
Falkland.....	.....	Sept. 27, 1833	.....	.....	.....	Brought oil and skins.
Pacific Ocean ..	Oct. 15	Apr. 23, 1837	2,650	.....	.....	Captain Fitch and third mate accidentally killed March —, 1835.
South Atlantic	June 4	Mar. 12, 1834	80	2,800	.....	
....do	June 16	.....	.....	.....	.....	Lost on Montauk Point April 19, 1834, with 1,100 whale.
.....	.....	.....	97	1,797	13,960	
Falkland.....	.....	Dec. 22, 1834	.....	.....	.....	
Pacific Ocean ..	July 6	.....	.....	.....	.....	
Patagonia.....	.....	Dec. —, 1834	.....	650	.....	
South Atlantic	Nov. 2	—— —, 18	.....	.....	.....	Bought from New York 1833.
South Atlantic	.....	Apr. 15, 1834	.....	1,050	.....	
Pacific Ocean ..	Aug. 19	Apr. 18, 1837	1,900	100	.....	
South Atlantic	.....	June 12, 1834	250	1,400	12,000	
....do	June 10	May 22, 1834	75	1,685	15,000	
Indian Ocean ..	June 6	Mar. 18, 1834	.....	1,850	.....	
Pacific Ocean ..	Aug. 20	May 12, 1837	2,500	.....	.....	Built 1833.
....do	Aug. 7	May 18, 1837	2,550	.....	.....	
....do	Aug. 9	.....	.....	.....	.....	Lost in a typhoon 1834.
South Atlantic	July 10	May 21, 1834	23	1,350	9,000	
....do	.....	Jan. 18, 1834	400	2,100	.....	
....do	July 12	.....	.....	.....	.....	Formerly a London packet; added 1833.
....do	June 19	.....	....	.....	.....	
....do	June 19	June 12, 1834	130	1,220	11,500	
....do	June 4	May 21, 1834	.....	1,800	15,000	
....do	.....	May 20, 1834	15	1,850	.....	
....do	.....	Mar. —, 1834	400	2,000	18,000	
East Cape	.....	Apr. 19, 1834	.....	1,900	.....	
South Atlantic	June 4	May 11, 1834	....	1,600	.....	
.....	.....	Feb. 3, 1834	500	2,200	1,800	
Pacific Ocean .	Sept. 11	Jan. 27, 1837	800	.....	.....	
Chili	July 5	July 21, 1835	.....	1,500	.....	
Pacific Ocean .	June 8	Aug. 3, 1836	1,900	.....	.....	
South Atlantic	Jan. 10	Mar. 12, 1835	900	120	.....	Added 1832.
Pacific Ocean ..	Sept. 28	Mar. 18, 1837	2,400	150	.....	
Africa	June —	Sept. 1, 1834	150	1,000	.....	Added 1832.
Pacific Ocean ..	Sept. 25	Apr. 17, 1837	1,400	.....	.....	Built 1833.
Pacific Ocean ..	Aug. 14	Mar. 31, 1837	900	400	3,000	Added 1833.
....do	Apr. 11	.....	....	.....	.....	Sold at Simons Town, Cape Good Hope, 1833.
South Atlantic	Aug. 15	Feb. 22, 1835	30	500	11,000	
Indian Ocean ..	.....	Mar. 24, 1835	.....	1,600	.....	
.....	.....	.....	.....	.....	.....	
Falkland.....	Aug. 19	.....	.....	.....	.....	
.....	Jan. 9	.....	.....	.....	.....	
South Atlantic	.....	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.
1833.				
New York, N. Y.—Continued.				
Meteor	Ship	....	—— Coffin	
White Oak	Bark	291	—— Lawrence	Pell, Zabieskie & Pell
Portsmouth, N. H.				
Ann Parry	Ship	....	—— Ray	Portsmouth Pier Company.
Triton	do	....	—— Flanders	
Lynn, Mass.				
Atlas	Ship	242	—— Gardner	Hezekiah Chase
Clay	do	299	C. Church	do
Louisa	do	382	I. Woolley	do
Gloucester, Mass.				
Lewis	Ship	...	—— Wood	
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.				
1834.				
New Bedford, Mass.				
Averick	Ship	385	Humphrey Shearman	John A. Parker & Son
Augusta	do	344	Charles Lawrence	W. R. Rodman
Balaena	do	301	Thomas D. Lucas	J. & J. Howland
Barclay	do	281	Henry Cottle	William R. Rotch & Co.
Braganza	do	469	Michael Baker	William T. Russell
Cortes	do	382	Alexander Bunker	George Howland
Canton	do	409	Abraham Gardner	Jireh Perry
Chili	do	291	Lot Luce	B. B. Howard
Condor	do	349	George H. Dexter	Charles W. Morgan
Enterprize	do	291	Oliver P. Winslow	Alfred Gibbs & Co
Emerald	do	359	Clement Norton	Thomas Riddell & Sons.
Falcon	do	273	Charles D. Harding	Briggs & Bartlett
George Howland	do	374	Joseph Taber, jr	George Howland
Grand Turk	do	....	David H. Bartlett	A. Barker & Co
George Porter	do	285	Alfred K. Fisher	Thomas Riddell & Sons.
Gen. Pike	do	....	William Adams	
Good Return	do	376	Warren Howland	Henry Taber
George and Martha	Bark	275	Abraham T. Eddy	George Randall
Hercules, 2d	Ship	290	Peter F. Chase	D. R. Greene
Herald, 2d	do	303	Nathaniel H. Nye	T. & A. R. Nye
Hector	do	380	Thomas A. Norton	Charles W. Morgan
Hope	do	....	Robert Brown	Sullings & Collins
India	do	366	Joshua Coffin	William T. Russell
John	do	....	Andrew Almy	
Lancaster	do	383	Rudolphus N. Swift	T. & A. R. Nye
Logan	do	302	Benjamin Ray	I. Howland, jr., & Co
Maria	do	202	Isaac G. Hedge	C. W. Morgan
Mayflower	do	350	Joseph T. Chase	Randall & Haskell
Martha	do	....	Charles Fisher	
Magnolia	do	396	Cornelius Howland, jr	C. W. Morgan
Nautilus	do	340	Obed N. Swift	Jireh Perry
Pocahontas	Brig	....	Bartlett Allen	
Persia	Bark	240	Holder Almy	Lawrence Grinnell
Pioneer	do	231	Reuben Russell, 2d	C. W. Morgan
Russell	do	301	Henry B. Gifford	J. & J. Howland
Rousseau	Ship	306	Edward A. Luce	George Howland
Triton	do	300	Obed S. Carr	I. Howland, jr., & Co
Trident	do	449	Charles Stetson	J. A. Parker & Son
Two Brothers	do	288	Henry Pease, 2d	
Tobacco Plant	do	271	Silvanus Swain	William R. Rodman

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Cape G'd Hope	.....	Mar. 30, 1834	300	1, 800	.....	
Indian Ocean ..	Apr. 18	Apr. 27, 1834	140	600	.....	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	May 11, 1834	.....	1, 400	.....	
Indian Ocean ..	.....	Dec. 11, 1834	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, 295	.....	
Pacific Ocean .	Nov. 23	June 7, 1838	1, 484	.....	.....	
South Atlantic	June 22	Apr. 21, 1835	149	2, 248	.....	
....do	June 14	Mar. 9, 1836	133	1, 061	.....	
Pacific Ocean .	Dec. 5	Jan. 13, 1838	2, 833	.....	.....	Built 1834.
South Atlantic	May 13	Jan. 23, 1836	150	2, 400	.....	
....do	July 3	June 7, 1835	52	963	.....	
....do	June 17	Apr. 6, 1835	.....	.....	.....	
....do	June 17	Mar. 8, 1836	395	2, 954	.....	
....do	July 24	Mar. 11, 1836	500	1, 400	.....	The George and Martha came home in charge of —— Allen. Captain Eddy died from injuries received from a whale, July, 1835.
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. 23, 1837	2, 650	.....	.....	
South Atlantic	June 27	Mar. 13, 1836	500	1, 350	.....	
....do.	Oct. 25	Apr. 30, 1836	2, 241	.....	.....	
....do	July 14	Apr. 18, 1836	360	1, 240	.....	
Pacific Ocean..	Nov. 1	May 20, 1838	2, 385	.....	.....	
....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	937	896	.....	
....do	Oct. 8	Dec. 8, 1836	2, 200	.....	.....	
....do	May 1	May 13, 1837	1, 820	.....	.....	
....do	Nov. 17	Apr. 8, 1838	1, 447	40	.....	
....do	Dec. 4	Jan 21, 1838	2, 932	7	.....	
South Atlantic	May 9	May 11, 1835	230	1, 400	15, 000	
Pacific Ocean..	Aug. 21	Sept. 27, 1837	1, 594	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
New Bedford, Mass.—Continued.				
William Hamilton	Ship	463	William Swain	I. Howland, jr., & Co.
Zephyr	do	361	Thomas Severance	Alexander Gibbs
Fairhaven, Mass.				
Addison	Ship	426	Avory Parker	Gibbs & Jenney
Albion	do	326	Sheffel Read	E. Sawin
Charles Drew	do	344	Robert F. Fosdick	Lemuel Tripp
Cadmus	do	329	William Crowell	Atkins Adams
Herald	do	262	Isaiah West	
Heroine	do		Daniel Borden	
Hesper	Bark	261	Obed Fosdick	Charles W. Morgan
Isabella	Ship	410	Frederick C. Taber	James H. Howland
Jasper	do	359	Elihu Gifford	
Leonidas	do		Benjamin J. Crapo	
London Packet	do	280	Gilbert Jenney	Gibbs & Jenney
Maine	do	294	Jared Worth	
Oregon	do		Edward Harding	
Pindus	Bark	193	George W. Nye	Lemuel Tripp
Rochester, Mass.				
Dryade	Bark	263	Joseph R. Taber	G. Barstow & Son
Laurel	Schooner		—— Mayhew	do
Shylock	Ship		Clement Hammond	
Edgartown, Mass.				
Loan	Ship	262	—— Luce	Abraham Osborne
Meridian	do	381	—— Fisher	G. Norton
Newburgh, N. Y.				
Russell	Ship	387	—— Brock	Charles Ludlow
Falmouth, Mass.				
Brunette	Bark		—— Fisher	Elijah Swift
Dartmouth, Mass.				
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
Westport, Mass.				
Industry	Brig	94	George Soule	
Thos. Winslow	do		Benjamin Seabury, jr	
Nantucket, Mass.				
American	Ship	340	Aaron Coffin	Matthew Crosby
Alpha	do	345	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	381	Obed Cathcart	Levi Starbuck
Franklin	do	240	Edward H. Morton	James Athearn
George	do	359	John C. Congdon	
Harmony	Schooner		{—— Chadwick / —— Swain}	Rand & Coffin
Jones Hale	Sloop		—— Kuhn	
Japan	Ship	332	Edwin Hiller	James Athearn
Lima	do	286	William Wyer	William B. 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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	May 28	Aug. 23, 1837	4, 008	.....	....	
South Atlantic.	June 6	Mar. 15, 1836	40	1, 960	.....	
Pacific Ocean..	June 10	Dec. 21, 1837	2, 090	.....	.....	Sold to New Bedford, 1838.
South Atlantic	May 30	Mar. 11, 1835	375	2, 119	.....	
Pacific Ocean..	Nov. 24	Apr. 28, 1838	2, 422	.....	.....	
....do	Oct. 16	Nov. 21, 1837	2, 063	.....	.....	
South Atlantic	June 26	June 12, 1835	70	950	8, 000	
....do	May 22	Apr. 21, 1835	.....	1, 780	.....	
Pacific Ocean..	Dec. 5	Sept. 13, 1838	1, 063	20	.....	
... do	Nov. 2	Aug. 30, 1838	2, 546	.....	.....	Sold to New Bedford.
Indian Ocean ..	May 22	July 25, 1835	350	1, 80	21, 000	
South Atlantic	June 11	Apr. 15, 1836	.....	1, 000	.....	
Indian Ocean ..	May 17	Mar. 18, 1836	200	2, 000	.....	
South Atlantic.	May 25	Jan. 2, 1836	160	1, 950	.....	
Pacific Ocean..	Oct. 14	.....	.....	.....	.....	Oregon lost May, 1837, on a reef near Tahiti; had 2,300 sperm; saved 1,400.
....do	Oct. 14	Apr. 28, 1836	454	104	.....	
Atlantic	July 3	Dec. 14, 1835	140	1, 630	.....	
....do	...., ...	Nov. 5, 1834	200	.....	.....	
....do	July 15	May 24, 1835	200	900	6, 000	
Pacific Ocean..	Aug. 10	Nov. 26, 1837	1, 000	.....	.....	
....do	Nov. 4	.....	.....	.....	.....	Lost in the Pacific, 1836, with all on board had about 2,300 sperm.
....do	Aug. —	Jan. 7, 1838	1, 400	.....	.....	Sold to Dartmouth, 1838.
.....	May 3	Nov. 4, 1834	60	.....	.....	
Pacific Ocean ..	Mar. 13	Apr. 28, 1837	520	.....	.....	
South Atlantic	July 14	Mar. 19, 1835	40	1, 400	.....	
Pacific Ocean ..	Feb. 2	Mar. —, 1836	200	2, 100	.....	
Atlantic	Apr. 4	Nov. 14, 1834	210	.....	.....	
Cape de Verdes	Apr. 4	Dec. 15, 1834	170	.....	.....	
Pacific Ocean ..	June 3	Nov. 21, 1837	1, 28	.....	.....	
....do	July 25	Dec. 31, 1837	1, 660	.....	.....	Built, 1834, at Mattapoisett.
Atlantic	Aug. 13	A g. 15, 1834	.....	.....	.....	Returned with boat stove.
	Aug. 15	Aug. 19, 1834	.....	.....	.....	No report.
	Sept. 23	Oct. 7, 1834	.....	35	.....	
	Oct. —	May 7, 1835	.....	.....	.....	
Pacific Ocean..	July 15	Aug. 21, 1837	2, 843	.....	.....	Built at Mattapoisett, 1834.
....do	Aug. 9	Dec. 20, 1837	2, 523	.....	.....	
....do	July 27	May 5, 1837	2, 708	.....	.....	Do.
....do	June 15	June 12, 1837	160	45	.....	
Atlantic Ocean	Aug. 4	May 12, 1836	396	1, 255	.....	Sold to New Bedford, 1836.
Gulf Mexico .	... .	Sept. 25, 1834	360	.....	.....	
	Dec. 5	July 20, 1835	150	.....	.....	
Atlantic	Aug. 11	Aug. 14, 1834	.....	.....	.....	Lost mainsail.
	Aug. —	Aug. 19, 1834	.....	.....	.....	No report.
Indian Ocean ..	Sept. 3	Nov. 22, 1837	2, 115	.....	.....	
Pacific Ocean ..	Dec. 9	Apr. 7, 1838	1, 173	.....	.....	
Gulf Mexico ...	Nov. 10	Sept. 22, 1835	130	.....	.....	
Atlantic	Aug. 23	Aug. 30, 1834	.....	.....	.....	Do.
	Sept. 11	Sept. 26, 1834	.....	Clean	.....	
Pacific Ocean ..	May 25	Nov. 21, 1837	1, 009	.....	.....	Sent home 115 sperm.
....do	July 6	Feb. 3, 1837	2, 345	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
Nantucket, Mass.—Continued.				
Ploughboy	Ship	391	Moses Brown	Philip H. Folger
Pacific	do	314	Joseph Congdon	Paul Mitchell & Sons
Planter	do	340	Reuben Manter	William B. Coffin
Primrose	Schooner	....	—— Fisher	David Joy
Reliance	Schooner	....	P. C. Myrick —— Farris P. C. Myrick	.....
Statira	Ship	346	George Cannon, jr	Samuel B. Tuck
Sarah	do	495	Joseph Holley	Jared Coffin
Warren	Sloop	....	—— Baker	.....
Zone	Ship	365	John M. Russell	S & J. Mitchell
Salem, Mass.				
Izette	Ship	275	—— Sistare	John B. Osgood
Lynn, Mass.				
Clay	Ship	299	C. Church	H. Chase & Co
Com. Preble	do	323	—— Loper	S. H. Gardner
Louisa	do	383	I. Woolley	H. Chase & Co
Dorchester, Mass.				
Courier	Ship	293	W. Luce	Josiah Stickney
Herald	do	242	J. C. Lincoln	do
Gloucester, Mass.				
Mt. Wallaston	Ship	....	—— Adams	.....
Newburyport, Mass.				
Newburyport	Ship	341	—— Starbuck	Hunt & Titcomb
Navy	do	356	F. Neil	.....
Plymouth, Mass.				
Arabella	Ship	404	—— Eldridge	James Bartlett, jr
Bristol, R. I.				
Essex	Ship	200	—— Coleman	William R. Taylor
Fame	do	....	—— Littlefield	.....
Gov. Fenner	do	375	—— Swain	William H. DeWolf
Gov. Hopkins	Brig	141	—— Bly	William R. Taylor
Lemuel C. Richmond	Ship	....	Joseph Sherman	.....
Warren, R. I.				
Atlantic	Ship	323	—— Mason	Driscol & Child
Galen	do	365	—— Borden	do
Miles	do	....	—— Luce	.....
North America	do	....	—— Grinnell	Driscol & Child
Philip Tabb	do	405	—— Bowen	do
William Baker	do	224	—— Wilcox	do
Warren	do	382	—— Mayhew	Joseph Smith, jr., & Co
Providence, R. I.				
Brunswick	Ship	295	—— Stuart	Amherst & Everett
Newport, R. I.				
Harvest	Bark	....	Andrew Pickens	Devins & Clark
Mechanic	Ship	....	Edward Harding	Bush & Lee
New London, Conn.				
Ann Maria	Ship	....	—— Chester	.....
Bingham	do	375	—— Smith	Benjamin Brown
Com. Perry	do	270	—— Hobron	C. Chew & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil,	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean.	July 22	Apr. 9, 1838	1,811	471	.....	
....do	July 29	Nov. 13, 1837	2,035	.....	.....	
....do	Oct. 31	Aug. 6, 1837	1,054	828	.....	
Mexico	.....	Aug. 25, 1834	70	.....	.....	Returned leaky.
Guinea	Sept. 25	Sept. 21, 1835	30	.....	.....	
Atlantic	Aug. 15	.....	.....	.....	.....	No report.
	Sept. 30	Sept. 30, 1834	.....	...	....	Do.
	Oct, 4	Oct. 9, 1834	.....	Clean	.....	
Pacific Ocean..	Aug. 14	June 14, 1838	1,201	333	.....	
....do	Dec. 31	Nov. 3, 1837	2,326	.....	.....	Went to New York, freighting, 1837; returned 1839.
Atlantic	Aug. 7	Aug. 10, 1834	.....	18	.....	
	Aug. 10	Aug. 19, 1834	.....	.....	.....	No report.
	Aug. 23	Aug. 30, 1834	....	.....	.....	Returned with one small whale.
Pacific Ocean.	Apr. 12	Sept. 7, 1837	1,475	.....	.....	Captain Russell and one man lost overboard in a gale off New Zealand.
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 9	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, 1838	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	460	.....	
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	Aug. 19	.....	.....	.....	.....	
Pacific Ocean..	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	350	1,650	.....	
....do	July 1	Mar. 12, 1836	370	1,470	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
New London, Conn.—Continued.				
Connecticut	Ship	398	—— Middleton	Thomas W. Williams
Chelsea	do	396	—— Butler	Havens & Smith
Emily	Schooner			
Electra	Ship	347	—— Payne	William Williams, jr
Flora	do		—— McLean	
Friends	do	403	—— Butler	Benjamin Brown
George	do	290	—— Tate	L. Allen
Indian Chief	do	401	—— Douglass	E. M. Frink & Co
Julius Cæsar	do		—— Hobron	
John and Edward	do		—— Bailey	
Jones	do		—— Fish	
Neptune	do	285	—— Andrews	Thomas W. Williams
Ospray	Brig		—— Fordham	
Phenix	Ship	404	—— Allen	N. & W. W. Billings
Tuscarora	do		—— Smith	
Stonington, Conn.				
Acasta	Ship	330	—— Peabody	Charles P. Williams
Eveline	Schooner			
Mystic, Conn.				
Aeronaut	Ship	265	—— Mallory	Charles Mallory
Bingham	do	375	—— Smith	do
Blackstone	Bark		—— Andrews	
Meteor	Ship		—— Bailey	
Norwich, Conn.				
Atlas	Ship	261	—— Fuller	
Sag Harbor, N. Y.				
Ann	Ship	299	—— Howell	Marcus B. Osborn
American	do		—— Jones	
Acasta	do	286	—— Howell	Mulford & Sleight
Cadmus	do	307	—— Hand	do
Columbia	do	28	—— Hedges	Luther D. Cook
Gem	do		—— Rogers	
Henry	do	333	—— Carewright	Charles T. Dering
Hudson	do		—— Greene	L. D. Cook
Hannibal	do	311	—— Harris	S. & B. Huntting & Co.
Marcus	do	2[illegible]3	—— Eldridge	S. & N. Howell
Neptune	do	338	—— Sayre	S. & B. Huntting & Co.
Nimrod	do	280	—— Barns	C. T. Dering & Co
Ontario	do	36[illegible]	—— Parker	S. & B. Huntting & Co.
Phenix	do	314	—— Cooper	Luther D. Cook
Thames	do		—— Green	
Telegraph	do		—— Howett	
Thorn	do	299	—— Havens	Mulford & Sleight
Washington	do		—— Topping	
Greenport, N. Y.				
Delta	Ship	314	—— Payne	H. & N. Corwin
Triad	do	33[illegible]	—— Case	do
Hudson, N. Y.				
George Clinton	Ship	427	—— Barrett	Robert A. Barnard
James Munroe	do	42[illegible]	—— Plaskett	Barnard, Curtis & Co
New York, N. Y.				
Desdemona	Ship	29[illegible]	—— Smith	Pell, Zabieski & Pell
Elizabeth Jane	Schooner		—— Alberton	
Washington	Ship		—— Clark	
White Oak	Bark		—— Fordham	
Poughkeepsie, N. Y.				
New England	Ship	375	—— Terry	David S. Shearman

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	June 2	Jan. 19, 1836	150	2, 050	.....	
Pacific Ocean..	Nov 5	Mar. 25, 1838	1, 800	.....	.....	
South Atlantic	Aug. 15	.....	.....	.....	.....	On a whaling and sealing voyage.
....do	June 10	May 16, 1835	150	1, 600	.....	
....do	.....	Apr. 14, 1835	250	1, 600	14, 000	
....do	May 4	Mar. 11, 1836	200	2, 800	.....	
....do	June 2	Feb. 22, 1836	100	2, 000	.....	Bought from Dartmouth, 1834.
Indian Ocean..	Feb. 18	Mar. 1, 1836	700	700	.....	Added 1833.
South Atlantic	.....	Apr. 21, 1835	.....	2, 000	16, 000	
East Cape.....	.....	Jan. 31, 1835	160	2, 300	.....	R. J. Bailey, first mate John and Edward, died, 1834.
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	2, 900	.....	.....	
South Atlantic	.....	Apr. 21, 1835	.....	2, 700	25, 000	
South Atlantic	June 2	Apr. 10, 1835	100	1, 600	.....	
....do	.....	May 3, 1835	.....	.....	.....	Returned with skins, oil, and bone.
South Atlantic.	June 2	Mar. 19, 1836	180	2, 200	.....	
....do	May 24	Feb. 17, 1836	.....	.....	.....	
....do	.....	Jan. —, 1835	170	130	.....	
....do	.....	Feb. 7, 1836	300	2, 600	.....	
South Atlantic	July 27	Oct. 4, 1835	270	700	.....	Returned leaky.
South Atlantic	June 4	May 11, 1835	65	977	.....	
....do	.....	May 8, 1835	300	2, 000	18, 000	
....do	July 10	May 11, 1835	140	1, 550	.....	
....do	June 4	May 3, 1835	.....	1, 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	.....	
....do	July 14	June —, 1835	70	1, 000	.....	
....do	June 26	May 7, 1835	200	1, 950	15, 000	
....do	July 25	May 16, 1835	130	220	.....	Also reported with 1,400 whale, 150 sperm.
....do	July 17	May 11, 1836	.....	1, 700	.....	Built at Wareham 1834.
....do	July 25	May 16, 1835	500	1, 900	.....	
....do	June 4	May 24, 1835	.....	1, 300	.....	
Pacific Ocean..	.....	.....	.....	.....	.....	Lost at the Marquesas, 1835; had 2,000 barrels.
South Atlantic	July 26	Apr. —, 1835	.....	1, 200	.....	
Tristan	.....	May 12, 1835	30	1, 820	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, 1838; saved 1,459 sperm.
....do	Nov. 19	July 3, 1838	1, 650	.....	.....	
South Atlantic	May 20	Apr. 28, 1835	.....	1, 550	.....	
South Pacific ..	.....	Nov. 5, 1834	.....	120	1, 400	Also 800 seal-skins.
Pacific Ocean..	May 25	.....	.....	.....	.....	
South Atlantic	.....	Apr. —, 1835	57	940	.....	
South Atlantic	June 7	Aug. 3, 1836	800	2, 000	.....	Built 1834.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1834.				
Newburgh, N. Y.				
Russell	Ship	387	—— Brock	Charles Ludlow
Portland, Me.				
Science	Ship	388	—— Whippey	Chadwick & Davis
Wiscasset, Me.				
Wiscasset	Ship	380	Richard Macy	Jothan Parsons
Portsmouth, N. H.				
Plato	Ship		—— Manter	
Triton	do		—— Flanders	
Provincetown, Mass.				
Imogene	Brig		—— Smalley	
Fall River, Mass.				
Gold Hunter	Ship		—— Coffin	
Bridgeport, Conn.				
Atlantic	Ship		—— Young	
Wilmington, Del.				
Ceres	Ship	32[illegible]	—— Weeden	William Wheeler
1835.				
New Bedford, Mass.				
Abigail	Ship	310	William H. Reynard	C. W. Morgan
Alexander	do	42[illegible]	Simeon Price	J. A. Parker & Son
America	do	418	Elihu Gifford	I. Howland, jr., & Co
Brandt	do	310	James Maxfield	Alexander Gibbs
Brighton	do	35[illegible]	Ebenezer Smith, jr	Charles R. Tucker
Corinthian	do	401	Leonard Crowell	George Howland
Com. Decatur	do	24	Joseph H. Trapp	Jireh Perry
Condor	do	34	George H. Dexter	C. W. Morgan
Clarice	Bark	23[illegible]	Edward Merrill	do
China	do	370	William E. Tower	William H. Stowell
Coral	do	370	Hervey Sherman	Gideon Allen
Cicero	do	25	Owen Hillman, jr	Kollock & Grinnell
Ceres	do	37[illegible]	John S. Barker	G. R. Thornton
Charleston Packet	Brig	18	Ebenezer Ellis, jr	Crane & French
Delight	do	10	Ray G. Sanford	Jona. Mosher
Endeavor	Ship	25[illegible]	Ebenezer I. Stetson	C. C. Gilbert
Eliza Adams	do	40	John O. Morse	
Elizabeth	Bark	20[illegible]	Elisha Dexter	
Emerald	Ship	35[illegible]	Clement Norton	Thomas Riddell & Sons
Frances Henrietta	do	40	Richard G. Luce	Charles W. Morgan
Fenelon	do	3[illegible]	John R. L. Smith	David Coffin
Friendship	do	30[illegible]	Isaiah West	
George Porter	do	28[illegible]	Ephraim Poole	Thomas Riddell & Sons
Gratitude	do	33[illegible]	Alfred H. Fisher	do
General Pike	do	31[illegible]	Thomas Dexter	Oliver Crocker
Gideon Howland	do	37[illegible]	Jireh Shearman, jr	I. Howland, jr., & Co
Hercules	do	33[illegible]	Albert G. Goodwin	Jireh Perry
Herald	do	27[illegible]	Frederick Ricketson	Tobey & Ricketson
Hibernia	do	32[illegible]	John Cole	Alfred Gibbs & Co
Honqua	do	33[illegible]	Edward P. Mosher	Alexander Gibbs
Iris	do	31[illegible]	Edward W. Coffin	E. Dunbar & Co
Independence	do	3[illegible]	London Fisher	Thomas S. Hathaway
Isaac Howland	do	39[illegible]	Tristram P. Swain	I. Howland, jr., & Co
Julian	do	35[illegible]	—— Trapp	Thomas Riddell & Sons
Java	do	29[illegible]	Otis Smith	George Howland
John Adams	do	26[illegible]	Abraham Russell, 2d	Jireh Perry
Janus	do	27[illegible]	Ellery T. Taber	T. & A. R. Nye
Lucas	do	281	Richard Flanders	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	Aug. —	Jan. 7, 1837	1,400	.....	.....	
Pacific Ocean ..	Jan. 25	May 4, 1838	2,100	.....	.....	
Pacific Ocean ..	May 13	Sept. 10, 1837	2,800	.....	.....	
South Atlantic	Jan. 1	Feb. —, 1835	250	700	7,000	
....do	May —	Apr. —, 1835	.....	1,40[illegible]	.....	
Cape G'd Hope	.....	Dec. 16, 1834	400	.....	.....	
South Atlantic	.....	Mar. 6, 1835	.....	1,850	.....	
South Atlantic	.....	Mar. —, 1835	.....	80[illegible]	.....	
Pacific Ocean..	May 5	Oct. 5, 1837	1,000	.....	.....	
Pacific Ocean ..	Oct. 24	Oct. 26, 1838	2,400	[illegible]	.....	
....do	Apr. 27	July 25, 1838	1,200	.....	.....	
Indian Ocean .	Oct. 25	Apr. 19, 1838	911	2,20[illegible]	.....	Bought from Boston 1835.
South Atlantic	May 24	Dec. 18, 1836	265	85[illegible]	.....	
Pacific Ocean ..	June 14	Oct. 26, 1838	1,580	.....	.....	
....do	Nov. 8	Feb. 20, 1839	3,025	3[illegible]	.....	
South Atlantic	June 14	Apr. 10, 1836	.....	71[illegible]	7,000	
Brazil	Oct. 29	Feb. 25, 1837	29	2,24[illegible]	.....	
Atlantic	May 13	Aug. 4, 1836	474	61[illegible]	.....	
South Atlantic	July 2	Apr. 10, 1837	.....	2,98[illegible]	28,800	
Pacific Ocean ..	Aug. 24	Nov. 13, 1838	2,400	1[illegible]	.....	
South Atlantic	June 2	Mar. 11, 1837	325	1,16[illegible]	8,808	
South Atlantic and Ind.	May 28	Apr. 15, 1837	341	2,17[illegible]	21,100	
South Atlantic	Nov. 21	Mar. 15, 1837	40	87[illegible]	8,000	
Atlantic	Nov. 1	Aug. 30, 1836	143	11	.....	
Pacific Ocean ..	May 13	.....	.....	.....	.....	
....do	Nov. 1	Apr. 29, 1837	261	1,53[illegible]	....	
South Atlantic	Sept. 7	.....	.....	.....	.....	Wrecked at Pico September, 1836.
....do	July 15	Apr. 13, 1837	.....	2,890	26,100	
Brazil Banks .	Apr. 23	June 19, 1836	148	2,19[illegible]	.....	Took off Brazil a 200-barrel whale.
South Atlantic	June 21	Feb. 25, 1837	270	2,760	.....	
New Zealand ..	July 9	.....	.....	.....	.....	
South Atlantic	July 26	May 1, 1836	.....	70[illegible]	.....	
New Zealand ..	Sept. 11	Aug. 19, 1837	300	3,10[illegible]	.....	
South Atlantic	May 21	Mar. 9, 1837	565	1,97[illegible]	20,800	
Pacific Ocean ..	May 27	Sept. 13, 1838	1,746	....	.....	
South Atlantic	July 12	Mar. 29, 1837	457	1,87[illegible]	15,600	
Indian Ocean ..	Aug. 5	Sept. 15, 1837	1,400	350	.....	
South Atlantic and Ind.	May 13	Mar. 16, 1836	.....	2,397	25,000	
South Atlantic	Aug. 9	Apr. 9, 1837	176	1,72[illegible]	15,400	
Pacific Ocean .	Oct. 14	May 4, 1839	1,305	230	.....	
....do	Sept. 1	.....	.....	.....	.....	Lost at Vauvoo, 1837.
....do	July 1	Oct. 4, 1838	2,620	.....	.....	
South Atlantic	July 1	July 25, 1838	.....	3,21[illegible]	.....	
....do	July 11	Apr. 26, 1837	270	1,553	.....	
Coast Chili ...	June 28	Apr. 19, 1837	272	1,515	.....	
South Atlantic	May 21	Apr. 15, 1837	148	1,941	16,475	
New Zealand ..	July 9	Apr. 15, 1836	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
New Bedford, Mass.—Continued.				
Lalla Rookh	Ship	323	Edward W. Howland	J. A. Parker & Son
Liverpool	do	305	Francis Fisher	Abraham Barker
Leader	Bark	169	Alexander P. Weeks	David Coffin
Mary Ann	do	171	William Handy, jr	
Milo	Ship	398	Shubael Worth	Andrew Robeson
Maria Theresa	do	330	Joseph B. Taber	
Messenger	do	277	John G. Chase	
Nile	do	371	James Townsend	
Ospray	Bark	169	Cornelius Noyes	T. & A. R. Nye
Octavia	do	257	James Alley	
Phenix	Ship	423	Squire Sandford	J. A. Parker & Son
Pocahontas	Brig	141	Isaac J. Sanford	Alexander Gibbs
Pacific, 2d	Ship	331	David Collins	Andrew Robeson
Parachute	do	330	Edmund Maxfield	
Pnocion	do	265	Warren N. Bourne	Palmer & Coggeshall
Parker	do	406	William Austin	J. A. Parker & Son
Parthian	Brig	119	John Adams	Crane & French
Roman	Ship	375	Robert M. Joy	E. Dunbar & Co
Richmond	do	291	John Tucker	I. Howland, jr., & Co
Robert Edwards	do	356	Edward Howland	J. & J. Howland
Rajah	Bark	250	George W. Bennett	Isaiah Burgess
Stephania	Ship	315	Stephen H. Hathaway	Palmer & Coggeshall
Sally Anne	do	311	David Flanders	
Samuel Robertson	do	421	Daniel McKenzie	Andrew Robeson
—— Swift	do	456	Alexander M. Chase	
St. George	do	40	Jared Fisher	Abraham Barker
Tuscaloosa	do	284	William Hussey	Howland & Hussey
Timoleon	do	346	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	290	David B. Delano	John Coggeshall
William Thompson	do	495	Hiram Weeks	Jireh Perry
Waverly	do	327	Reuben Russel, 2d	I. Howland, jr., & Co
Fairhaven, Mass.				
Ansell Gibbs	Ship	319	Tristram D. Pease	Gibbs & Jenney
Arab	Bark	275	Charles C. Russell	
Arao	Ship	336	Arthur Cox	E. Sawin
Columbus	do	382	B njamin Ellis	Gibbs & Jenney
Eliza Adams	do	403	John O. Morse	Atkins Adams
Friendship	do	366	Isaiah West	Gibbs & Jenney
Favorite	Bark	293	John Bunting	E. Sawin
Herald	do	262	Zenas Dillingham	Samuel Borden
Heroine	do	337	Daniel Borden	E. Sawin
Isabella	Bark	243	John D. Taber	do
Java	Ship	292	Randall Kelley	A. Adams
Jasper	do	360	Stephen Raymond	do
Marcia	do	314	Benjamin Cushman	E. Sawin & Co
South Boston	do	339	Peter Butler	E. Sawin
Edgartown, Mass.				
George and Mary	Ship	356	—— Coffin	Abraham Osborne
Gold Hunter	Brig	202	—— Allen	Coffin & Darrow
Splendid	Ship	392	—— Luce	Abraham Osborne
Holmes s Hole, Mass.				
Delphos	Ship	338	Merry	Thomas Bradley

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	Dec. 13	Apr. 26, 1837	276	1,038	.....	Captain Howland and boat's crew lost.
South Atlantic.	May 26	May 3, 1836	150	1,350	.....	
Pacific Ocean ..	May 28	Apr. 9, 1838	480	138	.....	Sold to Westport 1838.
Atlantic	July 2	.....	.....	.....	.....	Returned September 15 with Captain Handy, sick; sailed again September 23; upset and abandoned September 29, 1835.
Pacific Ocean ..	Mar. 12	Oct. 26, 1838	2,586	.....	.....	Sailed January 22; returned, leaking 1,800 strokes per hour, and sailed again.
South Atlantic.	July 30	June 12, 1836	100	1,900	.....	
....do	Aug. 19	.....	.....	.....	.....	
....do	Aug. 14	.....	.....	.....	.....	
Pacific Ocean ..	June 20	.....	.....	.....	.....	Condemned at Tahiti April 7, 1837; had 800 barrels oil; sold at Tahiti.
South Atlantic.	June 7	.....	.....	.....	.....	
Pacific Ocean ..	Jan. 18	Oct. 26, 1838	2,901	.....	.....	
West'n Islands.	July 12	Jan. 1, 1836	80	.....	.....	Sailed first March 5, 1835, Allen Wilkey, captain.
Atlantic	July 14	Apr. 9, 1837	52	2,533	.....	
South Atlantic.	July 8	.....	.....	.....	.....	
....do	Aug. 14	Apr. 16, 1837	437	1,760	.....	
Pacific Ocean ..	May 30	May 3, 1839	1,523	1,53	15,200	
Atlantic	Aug. 27	.....	.....	.....	.....	Condemned and sold at Rio Janeiro August, 1836.
Pacific Ocean ..	Nov. 28	Apr. 7, 1839	2,993	.....	.....	
....do	May 27	.....	1,400	.....	.....	Lost 2d and 3d mates and 9 men. Condemned at Bay of Islands August, 1839. Oil sold.
....do	Sept. 4	May 21, 1838	2,530	.....	.....	
South Atlantic	June 30	Apr. 10, 1837	108	1,389	.....	Captain Bennett came home sick 1836.
South Atlantic and Ind.	Oct. 16	May 18, 1837	318	939	.....	
South Atlantic	May 13	Apr. 15, 1836	190	1,750	.....	
South Atlantic and Ind.	Aug. 23	June 24, 1837	185	3,351	.....	Bought from New York 1835.
Pacific Ocean ..	Nov. 6	.....	.....	.....	.....	
....do	Nov. 6	June 19, 1839	2,485	.....	.....	Bought from New York 1835.
South Atlantic	July 12	Dec. 16, 1837	132	1,86[illegible]	.....	Bought from New York 1835.
Pacific Ocean ..	Nov. 13	June 24, 1839	1,209	244	.....	
Indian Ocean ..	Oct. 9	Apr. 10, 1837	99	1,487	.....	
Pacific Ocean ..	Dec. 7	.....	1,600	.....	.....	Condemned at Otaheite July 12, 1838.
....do	Aug. 2[illegible]	May 3, 1839	1,641	75	.....	
....do	Nov. 17	Mar. 1, 1839	1,925	.....	.....	
....do	June 18	Aug. 31, 1838	1,352	2,854	.....	
....do	July 8	Oct. 4, 1838	1,450	62[illegible]	.....	
Indian & Pacific	Dec. 10	Aug. 1, 1839	1,840	.....	.....	Built 1835.
Pacific Ocean ..	June 23	Mar. 11, 1836	360	2,400	.....	
South Atlantic	June 14	Aug. 5, 1836	225	2,252	.....	
Indian & Pacific	June 7	Feb. 26, 1837	605	2,047	.....	
Pacific Ocean ..	Nov. 21	July 15, 1838	3,230	.....	.....	
New Zealand ..	July 9	Apr. 15, 1837	706	2,164	.....	
S. A. and Indian	Jan. 27	Mar. 16, 1837	158	595	5,500	
South Atlantic	July 30	Apr. 12, 1836	.....	599	.....	
....do	July 7	Apr. 17, 1836	146	689	.....	
Pacific Ocean ..	Aug. 22	Sept. 25, 1837	1,803	.....	.....	
New Zealand ..	Oct. 31	Feb. 11, 1838	1,165	778	.....	
....do	Sept. 13	June 24, 1837	232	1,755	.....	
Pacific Ocean ..	June 17	Nov. 22, 1836	180	2,120	.....	
South Atlantic	July 13	Aug. 9, 1837	378	2,594	.....	
Pacific Ocean ..	Aug. 2	May 10, 1839	3,000	.....	.....	
Atlantic	Apr. 19	May 14, 1836	430	60	.....	
Pacific Ocean ..	Aug. 14	Sept. 19, 1839	1,600	500	.....	Built at Mattapoisett 1835.
Brazil	Nov. 1	July 11, 1837	180	1,920	.....	Bought from Boston 1835.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
Nantucket, Mass.				
Barclay	Ship	30	Reuben Barney	Griffin Barney
Baltic	do	410	William Keene	P. H. Folger
Columbus	do	344	Peter Coffin	Paul Mitchell's Sons
Congress	do	339	William Upham	P. H. Folger
Catharine	do	384	Joseph M. Chase	Jared Coffin
Constitution	do	31[illegible]	Edward C. Joy	C. G. & H. Coffin
Eagle	do	335	Isaac Gardner	David Joy
Ganges	do	26[illegible]	Barzillai T. Folger	William H. Gardner
Harmony	Schooner	..	A. Swain	Thomas Coffin
Howard	Ship	365	William Worth, 2d	S. & T. Hussey
John Adams	do	290	Obed Luce, jr	Griffin Barney
Mary Mitchell	do	354	Samuel Joy	S. B. Tuck
Mary	do	36[illegible]	Thomas Coffin, 2d	Daniel Jones
Mount Vernon	do	3[illegible]4	Lewis B. Imbert	William Folger
President	do	293	Seth Cathcart	Joseph Starbuck
Peru	do	257	William Brown, jr	David Joy
Richard Mitchell	do	385	Henry C. Cleveland	P. Mitchell & Sons
Rambler	do	31[illegible]	Robert M. McCleave	Aaron Mitchell
Reaper	do	338	Timothy R. Coffin	P. H. Folger
Spartan	do	333	David W. Coffin	Daniel Jones
Lynn, Mass.				
Atlas	Ship	260	——Gardner	H. Chase & Co
Clay	do	..	——Church	
Ninus	do	260	——Fordham	S. H. Gardner
Plymouth, Mass.				
Mary and Martha	Ship	317	John B. Coffin	James Bartlett, jr.
Triton	do	315	——Ritchie ——Abrams	do do
Salem, Mass.				
Bengal	Ship	304	George Netcher	John B. Osgood
Cavalier	Bark	295	—— Russell	James King
Lydia	Ship	293	—— Ramsdell	John B. Osgood
Izette	do	..	—— Sistare	
Palestine	Bark	249	—— Cartwright	Nathaniel Weston
Reaper	do	230	—— Jackson	John B. Osgood
Richard	do	252	—— Dewing	Joseph Hodges
Westport, Mass.				
Elizabeth	Brig	107	George Sowle	Abner B. Coffin
Industry	do	94	Hiram Francis	
Mexico	do	..	—— Davis	
Dartmouth, Mass.				
South Carolina	Ship	30[illegible]	William B. Perry	James Rider
Sag Harbor, N. Y.				
Ann	Ship	29[illegible]	—— Howell	Marcus B. Osborne
American	do	283	—— Jones	S. & B. Huntting & Co.
Acasta	do	286	—— Glover	Mulford & Sleight
Camillus	do	345	—— Topping	Charles T. Dering
Columbia	do	2[illegible]5	—— Hedges	Luther D. Cork
Cadmus	do	307	—— Hand	Mulford & Sleight
Gem	do	326	—— Halsey	Huntting Cooper
Hudson	do	..	—— Green	Luther D. Cook
Henry	do	333	—— Cartwright	Charles T. Dering
Hannibal	do	311	—— Harris	S. & B. Huntting & Co.
Marcus	do	283	—— Eldridge	S. & N. Howell
Neptune	do	33[illegible]	—— Sayre	S. & B. Huntting & Co.
Nimrod	do	28[illegible]	—— Barns	C. T. Dering & Co
Panama	do	464	—— Howell	N. G. Howell

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Nov. 13	—— —, 1839	1,550	.....	.....	
....do	Sept. 8	Mar. 18, 1839	1,420	1,694	.....	
....do	June 29	Nov. 12, 1838	1,398	16	.....	
....do	July 23	Nov. 20, 1838	1,902	.....	.....	
....do	July 29	Oct. 26, 1838	3,016	.....	.....	
....do	Oct. 25	Apr. 7, 1839	1,630	.....	.....	
Atlantic	July 29	Apr. 17, 1837	625	1,293	.....	Broken up at Nantucket 1837.
Pacific Ocean ..	Oct. 26	May 10, 1839	1,644	.....	.....	
Gulf of Mexico	Aug. 2	Aug. 20, 1836	260	150	.....	
Pacific Ocean ..	Sept. 21	Apr. 21, 1838	2,312	.....	.....	
Atlantic & Ind	July 15	July 9, 1837	302	1,570	.....	
Pacific Ocean ..	July 14	May 17, 1838	596	1,974	.....	
....do	July 30	May 12, 1839	1,866	515	.....	
....do	Oct. 5	July 17, 1839	2,456	.....	.....	
... do	June 24	June 1, 1838	1,670	.....	.....	
....do	Oct. 4	Apr. 13, 1839	676	149	.....	
....do	July 20	Dec. 27, 1838	1,172	937	.....	
....do	Sept. 8	Aug. 23, 1838	2,246	.....	.....	
....do	Oct. 12	.....	.....	.....	.....	Supposed to have foundered in a gale off New Zealand, and all on board lost.
....do	Oct. 4	May 4, 1839	1,790	.....	.....	
South Atlantic.	July 19	.....	.....	.....	.....	Condemned at Isle of France, September, 1836.
S. A. and Indian	June —	Apr. 29, 1836	.....	1,100	.....	
South Atlantic.	Sept. 2	Apr. 18, 1837	120	600	.....	Bought from New York, 1835.
South Atlantic.	Sept. 17	Sept. 26, 1837	150	2,250	.....	
....do	July 23	—— —, 1834	.....	.....	.....	Returned leaky.
....do	Nov. 29	Dec. 31, 1835	.....	.....	.....	Arrived at Holmes' Hole leaky.
South Atlantic	July 11	Mar. 28, 1837	140	1,600	.....	
....do	Oct. 25	May 22, 1737	75	.....	.....	Sold 980 whale at Rio Janeiro.
....do	Sept. 22	Nov. 5, 1837	1,500	300	.....	Bought from Portsmouth 1835.
....do	May 31	.....	.....	.....	.....	
Pacific Ocean ..	Nov. 8	Apr. 10, 1839	1,600	.....	.....	Bought from Boston 1835.
S. A. and Indian	Aug. 5	July 12, 1837	1,100	.....	.....	
South Atlantic.	Oct. 12	—— —, 1837	.....	.....	.....	
Atlantic	June 14	June 17, 1836	330	7	.....	
....do	Apr. 17	.....	.....	.....	.....	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.
{South Atlantic	Apr. —	Nov. 22, 1835	370	.....	.....	
{Cape de Verde	.....	Nov. 3, 1835	300	....	.....	
South Atlantic	Aug. 14	Apr. 23, 1837	30	1,670	.....	
South Atlantic	July 13	May 3, 1836	.....	1,850	.....	
....do	June 29	July 1, 1836	.....	1,000	.....	
....do	June 17	Apr. 23, 1836	150	1,650	.....	Captain Glover was killed by a whale.
....do	Aug. 2	May 10, 1836	160	1,100	.....	Bought from New York 1835.
....do	July 16	May 11, 1836	400	1,000	.....	
....do	July 17	May 19, 1836	380	800	.....	
....do	June 9	Mar. 6, 1836	100	900	.....	
....do	.....	July 1, 1836	520	1,400	.....	
... do	July 20	Apr. 18, 1836	.....	2,500	.....	
....do	May 16	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	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
Sag Harbor, N. Y.—Continued.				
Thames	Ship		—— Green	
Thorn	do	299	—— Havens	Mulford & Sleight
Washington	do	340	—— Topping	Josiah Douglass
Xenophon	do	38	—— Hand	Mulford & Sleight
Wilmington, Del.				
Lucy Anne	Ship	30	John J. Parker	William Wheeler
Bristol, R. I.				
Golconda	Ship	35	—— Chase	Fitzhenry Homer
Sarah Lee	do	23	—— Weeks	W. H. De Wolf
Troy	Brig	15	—— Lake	Thomas Church
William Baker	Ship			
New London, Conn.				
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 Cæsar	do		—— McLean	
Jones	do	33		Thomas W. Williams
North America	do	38	—— Richards	do
Ospray	Brig		—— Clift	
Palladium	Ship	34	—— Prentiss	E. M. Frink & Co
Philetus	Bark		—— Brewster	
Tuscarora	Ship	37	—— Smith	N. & W. W. Billings
Warren, R. I.				
Atlas	Brig	12	—— Smith	William Carr, jr
Hoogley	Ship	29	—— Luce	William Collins & Co
Magnet	do	35	—— Brown	Joseph Smith, jr., & Co.
Miles	do		—— Adams	
North America	do	28	—— Grinnell	Driscoll & Child
Rosalie	do	32	—— Stillwell	Joseph Smith, jr., & Co.
Hudson, N. Y.				
Alexander Mansfield	Ship	33	B. E. Starbuck	Barnard, Curtis & Co
Edward	do	27	—— Coffin	Seth G. Macy
Henry Astor	do	37	—— Rawson	Robert A. Barnard
Poughkeepsie, N. Y.				
Newark	Ship	32	—— Whitfield	David S. Shearman
Vermont	Bark	29	—— Topham	do
Newburgh, N. Y.				
Illinois	Ship	41	Henry H. Merchant	Charles Ludlow
New York, N. Y.				
Desdemona	Ship	29	—— Smith	Pell, Zabieskie & Pell
Hesper	Bark		—— Heyer	S. E. Burrows
Julia	Brig		—— Nash	
Medina	do		—— Albertson	S. E. Burrows
Portland	Ship		—— Cook	
White Oak	Bark	291	—— Post	Pell, Zabieskie & Pell
Fall River, Mass.				
Gold Hunter	Ship	281	—— Coffin	Henry Slade
Pantheon	do	284	Jabez J. Pell	John Eddy

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic.	July 20	.....	.....	.....	.....	
....do	July 20	May 12, 1836	190	1, 210	.....	
...do	July 11	.....	.....	.....	.....	
....do	May 25	Apr. 12, 1837	400	2, 400	.....	
South Atlantic.	Sept. 12	Apr. 27, 1837	300	1, 400	.....	
Indian Ocean ..	Dec. 7	Mar. 25, 1838	200	1, 400	.....	Bought from Boston 1835; sold to New Beoford 1838.
....do	Feb. 2	Apr. 26, 1837	.....	1, 700	.....	
West. Islands..	May 14	.....	.....	.....	.....	
.....	.....	Mar. 8, 1836	220	900	.....	
Indian Ocean ..	May 17	.....	.....	....	.....	
South Atlantic.	June 26	Apr. 10, 1837	100	2, 150	.....	2d mate lost.
....do	June 9	Mar. 18, 1837	140	2, 000	.....	
Indian Ocean ..	May 18	Mar. 12, 1836	370	1, 470	.....	
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 Atiantic	Aug. 11	Aug. 4, 1836	.....	900	.....	
....do	June 30	.....	.....	.....	.....	
....do	Nov. 10	.....	.....	.....	.....	
Indian Ocean ..	May 15	Mar. 28, 1836	.....	2, 825	.....	
West. Islands ..	July 27	June 10, 1836	50	.....	.....	
Indian Ocean ..	Nov. 10	Apr. 18, 1837	150	1, 000	.....	Bought from Boston 1835.
Pacific Ocean ..	Nov. 21	Mar. 3, 1839	1, 600	.....	.....	
South Atlantic.	.....	Apr. 18, 1836	170	350	.....	
...do	June 14	May 5, 1837	.....	2, 000	.....	
Pacific Ocean ..	June 29	.....	.....	.....	.....	Crew mutinied; ship carried into Rio by an English schooner.
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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1835.				
Dorchester, Mass.				
Lewis	Bark	280	W. Reed	C. O. Whitmore
Rochester, Mass.				
Laurel	Schooner		—— Mayhew	
Orion	Brig		—— Snow	
Shylock	Ship	277	Hallett Swift	
Newburyport, Mass.				
Navy	Ship	356	—— Neil	Lunt & Titcomb
Stonington, Conn.				
Acasta	Ship	330	—— Pendleton	C. P. Williams
Charles Adams	do	268	—— Beck	B. & F. Pendleton
George	Bark	251	—— Brewster	C. P. Williams
Henry	Brig			
Mercury	Ship		—— Stanton	
Philetus	do	278	—— Brewster	E. Faxon, jr., & Co
Greenport, N. Y.				
Bayard	Ship	339	—— Miller	H. & N. Corwin
Delta	do	314	—— Payne	do
Falmouth, Mass.				
Brunette	Bark	200	—— Cottle	Elijah Swift
George Washington	do	180	Consider Fisher	Sanford Herendeen
Pocahontas	Ship	350	Joseph Swift	Elijah Swift
Uncas	do	400	Uriah Clark	do
Newport, R. I.				
Erie	Ship		A. W. Dennis	Engs & Bush
Frederick	Bark		J. D. Dornin	N. Ruggles
John Coggeshall	Ship		S. W. Macy	Bush, Macy & Clark
Martha	do		Oliver Potter	Lee, Newton & Stevens
Bridgeport, Conn.				
Atlantic	Ship	291	—— Cooper	Samuel H. Ford
Hamilton	do		—— Harris	do
Provincetown, Mass.				
Imogene	Brig			
Imogene	do		—— Atkins	
Newark, N. J.				
John Wells	Ship			
Mystic, Conn.				
Blackstone	Ship	258	—— Chester	Silas Beebe
Portsmouth, N. H.				
Triton	Ship		—— Ritchie	
1836.				
New Bedford, Mass.				
Ann Alexander	Ship	253	—— Bailey	George Howland
Amethyst	do	359	—— Howland	John A. Parker & Son
Averick	do	385	—— Lawrence	do
America	Brig	150	—— Hawes —— Hutchins	Lawrence Grinnell
Agate	do		A. H. Seabury —— Cornell	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	July 7	.....	.....	.....	.....	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	.....	.....	.....	....	
S. A. and Pacific	July 2	July 15, 1837	200	2, 600	....	
Falkland	.....	Feb. 3, 1837	50	2, 000	....	
Pat. and Falk..	.....	June 15, 1836	....	1, 800	.....	Tender brought home 500 whale besides.
Brazil	.....	Apr. 28, 1837	120	1, 900	....	
Falkland	.....	Aug. 27, 1836	.....	600	.....	
....do	.....	Sept. 2, 1836	.....	2, 400	24, 000	
South Atlantic	Nov. 10	—— —, 1837	300	700	.....	About.
South Atlantic	.....	May 7, 1837	.....	1, 950	.....	Bought from New York 1835.
....do	July 23	May 3, 1836	150	1, 650	.....	
.....	May 10	Feb. 25, 1837	700	...	.....	
South Atlantic	Nov. 24	Apr. 15, 1837	60	400	.....	Bought from New York 1835.
Pacific Ocean ..	Oct. 31	Jan. —, 1838	1, 200	....	....	Sold to Holmes's Hole 1838.
....do	Aug. 2	Apr. 9, 1839	1, 800	1, 000	....	
PScific Ocean ..	Sept. 6	July 23, 1838	300	2, 600	....	
....do	Aug. 2	Mar. 26, 1838	1, 400	600	.....	Sold to Boston, 1838, for a merchantman.
....do	Oct. 2	Apr. 13 1839	1, 500	850	11, 000	
....do	Sept. 8	June 1, 1837	250	1, 700	....	Lost second mate.
South Atlantic	May 27	Apr. 28, 1837	250	1, 500	....	
Brazil	.....	June 4, 1836	.....	1, 800	...	
Cape de Verde	Apr. —	Nov. 9, 1835	470	.....	....	
Atlantic	Apr. —	.....	.....	.....	....	Reported, middle of July, 200 sperm.
.....	.....	No report ...	.....	.....	.....	Bought from Philadelphia 1834.
South Atlantic	July —	Mar. 17, 1837	400	1, 200	.....	
South Atlantic	July 25	Apr. 21, 1837	170	1, 830	.....	
South Atlantic	May 19	Apr. 7, 1837	131	1, 406	12, 230	
....do	Aug. 15	Mar. 24, 1838	733	1, 482	.....	
Pacific Ocean ..	July 31	Apr. 10, 1840	2, 350	.....	.....	
Atlantic	.....	Nov. 5, 1836	.....	.....	.....	Crew sick. Withdrawn for freighting.
	Dec. 15	Oct. 20, 1837	50	.....	.....	Condemned at Rio Janeiro 1838. Bought from Boston 1836.
.....	Apr. 7	Nov. 13, 1837	175	.....	.....	
	Dec. 22	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
New Bedford, Mass.—Continued.				
Bramin	Bark	245	—— Russell	Gideon Allen
Com. Rogers	Ship	298	—— Howland	T. & A. R. Nye
Com. Decatur	do	247	—— Luce	
Chili	do	291	Elihu Russell	B. B. Howard
Courier	do	381	Jared Worth	Randall & Haskell
Clarice	Bark	237	Benjamin Clark	Charles W. Morgan
Cambria	Ship	362	—— Cary	William T. Russell
Charles Frederick	do	317	Charles F. Brown	J. A. Parker & Son
Cherokee	Bark	261	Caleb Howland	David Coffin
Columbus	do	313	—— Cary	William R. Rodman
Delight	Brig	102	—— Sanford	Jona. Mosher
Equator	Bark	268	—— Coffin	—— Standish
Frances	Ship	347	—— Christian	Wm. R. Rotch & Co
Frances, 2d	do	368	—— Briggs	Gideon Allen
Falcon	do	273	—— Taber	Briggs & Bartlett
Florida	do	330	Russell Maxfield	E. Dunbar & Co
Golconda	do	330	—— Adams	George Howland
George Porter	do	285	Jos. B. Leonard	Thomas Riddell & Sons.
Good Return	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
Huntress	do	391	John Cole	do
John	do	308	—— Howland	Frederick Parker
John Howland	do	376	William Whitton	J. & J. Howland
Jasper	Bark	223	William Flanders	Alexander Gibbs
Juno	Brig	123	P. G. Macomber	A. H. Seabury & Bro.
Liverpool	Ship	306	—— Fisher	Abm. Barker
London Packet	do	280	—— Jenney	A. H. Howland
Lucas	do	281	George Tobey	Tobey & Ricketson
Mercator	do	246	—— Mayhew	J. A. Parker & Son
Maria Theresa	do	330	—— Taber	T. & A. R. Nye
Maria	do	202	—— Prince	C. W. Morgan
Minerva Smyth	do	33[illegible]	—— Brownell	I. Howland, jr., & Co
Mary	do	287	—— Luce	do
Minerva	do	407	Moses Samson	William Gifford
Milton	do	387	—— Tuckerman	Henry Taber & Co
Mobile	do	263	—— Rawson	William R. Rodman
Mount Vernon	do	352	C. P. Covell	D. R. Greene & Co
Massachusetts	do	364	—— Brown	O. Crocker & Co
Marcella	Bark	210	—— Derrick	David Coffin
Milwood	do	254	—— Russell	Gideon Allen
Minerva	do	195	—— Starbuck	Charles R. Tucker
Nye	Ship	211	—— 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	
Parachute	Ship	331	—— Maxfield	A. H. Seabury & Bro.
Roman, 2d	do	350	—— Bartlett	Abm. Barker
Roscoe	do	362	—— Pitman	And. Robeson
Rebecca Sims	do	400	—— Ray	William R. Rodman
Roscoe	Bark	235	—— Brown	Jona. Bourne, jr
Rising States	Brig	134	—— Pompey	Richard Johnson
Sally Anne	Ship	313	Henry Colt	D. R. Greene & Co
Sarah Louisa	Brig	144	Ray G. Sanford	William R. Rodman
Virginia	Ship	346	R. Luce	William H. Stowell
Young Phenix	do	377	—— Shearman	J. A. Parker & Son
Zephyr	do	361	—— Perry	Alexander Gibbs
Fairhaven, Mass.				
Alto	Bark	197	—— Calder	Alden D. Stoddard

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Mar. 15	Sept. 29, 1839	1,443	.....	.....	
....do	June 1	.....	.....	.....	.....	Lost at Monterey, Cal. Had 800 sperm, mostly saved.
Atlantic	May 13	Nov. 22, 1836	259	7	.....	
South Atlantic	July 29	May 3, 1837	110	1,366	.....	
....do	July 1	Jan. 12, 1838	.....	2,550	26,000	Captain Worth died at sea Oct. 14, 1837.
Brazil Banks ..	Sept. 14	July 23, 1838	72	934	.....	
South Atlantic	June 2	Mar. 24, 1838	500	2,094	.....	
Pacific Ocean ..	Jan. 7	Mar. 4, 1838	2,630	.....	.....	Built 1836. Bought 466 barrels sperm from wreck of Swift.
South Atlantic	July 14	Apr. 28, 1837	50	1,233	.....	Captain Howland and two men were lost 1836.
Pacific Ocean ..	May 20	July 15, 1839	556	.....	.....	Moses Morse, second mate, died June 23, 1837.
Atlantic	Nov. 26	Oct. 7, 1837	221	.....	.....	Sailed September 30; returned October 15; lost both masts and boats in a gale Oct. 4.
Pacific Ocean ..	May 13	June 20, 1839	1,137	.....	.....	
....do	May 19	June 14, 1839	2,837	9	.....	
....do	Dec. 6	June 26, 1840	1,071	409	.....	
South Atlantic	May 21	Apr. 26, 1838	604	1,583	.....	
....do	July 13	June 9, 1838	219	1,830	.....	Bought from New York 1836.
Pacific Ocean ..	May 9	Mar. 27, 1839	1,509	4	.....	
South Atlantic	May 30	May 18, 1838	42	633	.....	
....do	May 21	Apr. 12, 1838	367	2,168	.....	
Pacific Ocean ..	June 4	Oct. 3, 1839	1,500	.....	.....	
South Atlantic	May 10	Apr. 30, 1838	154	1,745	.....	
Pacific Ocean ..	July 27	Dec. 11, 1839	1,940	50	.....	
South Atlantic	June 15	Apr. 20, 1838	158	1,835	.....	
Indian Ocean ..	May 5	Apr. 9, 1837	.....	1,776	20,458	
....do	May 14	Nov. 5, 1837	100	1,450	.....	Sold 50 sperm, 1,700 whale, at Bahia.
South Atlantic	June 16	Mar. 25, 1838	184	2,066	.....	
Pacific Ocean ..	Aug. 16	July 30, 1839	2,550	160	....	
South Atlantic	July 31	Apr. 27, 1837	170	490	.....	
Atlantic	Dec. 28	Mar. 10, 1838	120	10	.....	Bought from Providence 1836.
South Atlantic	July 6	Mar. 15, 1838	275	1,092	.....	Captain Fisher left ship and came home sick.
....do	June 5	Mar. 10, 1838	363	1,987	19,500	
....do	June 9	May 7, 1838	166	2,166	.....	
Pacific Ocean ..	Dec. 28	Feb. 21, 1840	1,235	.....	.....	
South Atlantic	July 31	Mar. 30, 1838	539	1,600	.....	
....do	July 17	Oct. 21, 1837	343	87	.....	Sailed once and returned, having been struck by lightning.
Pacific Ocean ..	Oct. 7	July 7, 1839	1,386	213	.....	
Brazil Banks ..	Sept. 14	Mar. 6, 1838	162	2,066	.....	
South Atlantic	July 4	Apr. 9, 1837	116	1,865	14,500	
Chili	Nov. 16	Apr. 9, 1839	542	2,076	16,411	
Pacific Ocean ..	Aug. 15	Sept. 18, 1839	1,427	4	....	
Indian Ocean ..	June 10	July 10, 1837	244	1,938	20,271	
Pacific Ocean ..	Dec. 7	July 29, 1840	1,924	....	.....	Built 1836.
....do	May 26	Feb. 29, 1840	837	43	.....	
South Atlantic	June 29	Mar. 24, 1838	175	550	.....	
Pacific Ocean ..	July 21	Mar. 26, 1839	233	207	.....	
....do	May 19	Oct. 2, 1839	1,076	....	.....	
South Atlantic	May 21	Apr. 20, 1838	130	2,445	.....	
....do	Sept. 29	Oct. 3, 1838	305	3,297	.....	
Pacific Ocean ..	Nov. 2	May 25, 1840	1,378	.....	.....	
Cape de Verdes	Apr. 11	Nov. 5, 1836	100	....	.....	Returned, the crew having mutinied.
South Atlantic	June 5	Apr. 21, 1837	83	1,890	.....	
Indian Ocean ..	June 10	May 8, 1838	238	2,972	.....	Bought from New York 1836.
Pacific Ocean ..	July 27	Nov. 7, 1839	2,481	26	.....	
....do	July 11	Sept. 19, 1839	2,490	93	....	
South Atlantic	May 26	Apr. 9, 1837	92	1,03[illegible]	11,674	
Atlantic	Nov. 6	June 29, 1837	78	9	.....	
Indian Ocean ..	June 1	Apr. 3, 1838	106	2,18[illegible]	.....	
Atlantic	Nov. 25	June 10, 1838	287	40	.....	
Brazil Banks...	Dec. 1	Mar. 24, 1838	240	2,260	.....	Built at Mattapoisett 1836.
Pacific Ocean ..	Dec. 11	Mar. 28, 1840	2,397	...	.....	
South Atlantic	May 19	Mar. 26, 1838	422	1,461	.....	
Atl'c & Ind'n ..	June 9	Nov. 21, 1837	530	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
Fairhaven, Mass.—Continued.				
Albion	Ship	326	—— Hathaway	E. Sawin
Arab	do	336	—— Jenney	do
Clifford Wayne	do	305	—— Downs	E. Sawin & Co
George	do	360	—— Chase	Fish & Huttlestone
Herald	do	262	—— Dillingham	Samuel Borden
Heroine	do	337	—— Harding	E. Sawin
Joseph Maxwell	do	302	—— Hathaway	F. R. Whitwell
Leonidas	do	243	—— Mayhew	Jenney & Tripp
London Packet	do	335	—— Norris	Gibbs & Jenney
Martha	do	298	—— Fisher	Nathan Church
Martha, 2d	do	301	—— Borden	Atkins Adams
Maine	do	294	—— Magee	E. Sawin
Pactolus	do	288	—— Grinnell	I. F. Terry
Staunton	do	304	John Delano	Lemuel Tripp
Rochester, Mass.				
Annawan	Brig	148	—— Snow / —— Hammond	G. Barstow & Son
Caduceus	do	109	—— Southworth	Joseph Meigs
Dryade	Bark	263	—— Smalley	G. Barstow & Son
Gideon Barstow	Ship	379	—— Severance	do
Laurel	Schooner	..	—— Luce	
Mattapoisett	Ship	...	—— Southworth	
Orion	Brig	...	—— Daggett	
Sarah	Ship	..	—— Mayhew	
Nantucket, Mass.				
Atlantic	Ship	321	Thomas Russell	James Athearn
Alexander Coffin	do	381	John C. Congdon	Richard Mitchell
Catawba	do	335	John B. Coleman	Charles G. Coffin
Charles Carroll	do	376	Owen Chase	David Joy
Cyrus	do	328	Benj. R. Hussey	George Myrick, jr.
Charles and Henry	do	336	George Joy	Charles G. Coffin
Dromo	Brig	..	—— Chadwick	
Enterprise	Ship	413	George Haggarty	Gilbert Coffin
Harvest	do	360	William B. Cash	Samuel B. Folger
Henry	do	346	George G. Chase	Daniel Jones
Harmony	Schooner	....	—— Gifford	
Jefferson	Ship	377	Obed. Swain	William Folger
Kingston	do	312	Thaddeus Coffin	Timothy Hussey
Lexington	do	399	Alexander Pollard	Franklin Macy
Lexington	Schooner	..	—— Hamblin	
Mariner	Ship	349	Geo. W. Gardner, jr	Matthew Crosby
Maria	do	365	Elisha H. Fisher	Gorham Coffin
Orbit	do	351	Benj. B. Raymond	Thomas Macy
Ocean	do	349	Elijah Parker	Peter Macy
Orion	do	354	Elihu Coffin	Timothy Hussey
Omega	do	363	Albert C. Gardner	Joseph Starbuck
Ontario	do	354	George G. Cathcart	Samuel Mitchell
Panama	do	253	Alexander D. Bunker	George B. Upton
Primrose	Schooner	...	—— Fisher	
Peruvian	Ship	334	David Osborne	Gorham Coffin
Thule	do	285	James Coleman	Samuel B. Tuck
Washington	do	308	Charles F. Coffin	Matthew Crosby
Walter Scott	do	339	Benj. Coggeshall	Gorham Coffin
Young Eagle	do	377	George Crocker	Simon Starbuck
Zenas Coffin	do	338	Hiram Bailey	Charles G. Coffin
Edgartown, Mass.				
Gold Hunter	Brig	202	—— Allen	Coffin & Darrow
Mary	Ship	348	Henry Pease	do
Vineyard	do	381	—— Tilton	G. Norton

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic.	Aug. 20	Apr. 6, 1838	180	1, 438	.....	
Falklands.....	Sept. 20	Apr. 29, 1838	162	1, 372	.....	Captain Jenney left the ship and came home sick.
Pacific Ocean ..	Dec. 28	Sept. 10, 1837	50	.....	.....	Bought from Boston 1836. Returned on account of mutiny with crew.
South Atlantic.	Oct. 3	May 15, 1838	158	1, 126	.....	
....do	Aug. 12	Apr. 11, 1838	180	426	.....	
....do	Sept. 14	June 22, 1837	150	1, 650	.....	
. do	June 5	May 5, 1837	115	1, 334	....	
.. do	July 17	June 5, 1837	67	1, 426	.....	
Indian Ocean ..	June 5	Aug. 16, 1869	2, 325	.....	.....	
South Atlantic	July 6	Mar. 24, 1838	276	2, 074	.....	
....do	Sept. 15	Apr. 28, 1838	656	586	.....	
....do	July 3	May 16, 1838	96	1, 517	.....	
Pacific Ocean ..	May 18	.....	.....	.....	.....	Burned at sea November 3, 1838, in Pacific. Had 700 sperm, 700 whale.
....do	Aug. 15	.....	1, 900	.....	.....	Condemned at Talcahuano September 5, 1840; oil shipped home.
Atlantic	Apr. 8	Nov. 20, 1836	250	50	.....	
	Dec. 16	June 19, 1837	178	20	.....	
....do	Apr. 30	.....	.....	.....	.....	Supposed to have foundered at sea and all hands lost.
South Atlantic	July 1	Mar. 6, 1838	28	1, 813	.....	
Cape de Verdes	June 15	Mar. 25, 1838	158	2, 527	.....	
....do	Apr. 24	Dec. 5, 1836	60	.....	.....	
....do	Apr. 23	.....	.....	.....	.....	Spoken, with 140 sperm.
....do	Apr. 8	Oct. 14, 1836	400	.....	.....	
....do	May 4	.....	.....	.....	.....	Spoken, with 250 sperm in September.
Pacific Ocean ..	Jan. 27	Dec. 4, 1838	1, 701	.....	.....	
....do	Aug. 25	July 10, 1840	1, 884	.....	.....	
....do	Jan. 14	Sept. 20, 1839	1, 698	139	.....	Built at Mattapoisett 1836.
....do	Aug. 30	Feb. 14, 1840	2, 678	.....	.....	
....do	Sept. 9	May 1, 1840	1, 697	.....	.....	
....do	Dec. 1	Oct. 12, 1840	1, 920	.....	.....	
Mexico	.....	July 1, 1836	.....	.....	.....	
Pacific Ocean ..	Nov. 22	June 29, 1840	1, 395	.....	.....	
....do	July 21	Apr. 6, 1840	2, 299	.....	.....	
....do	Oct. 23	Jan. 16, 1840	2, 436	.....	.....	Built, 1836, at Rochester.
Gulf Mexico ...	Oct. 8	July 2, 1837	200	200	.....	Fell in with wreck of Industry and got about 200 barrels.
Pacific Oeean ..	Aug. 11	Mar. 14, 1840	2, 309	.....	.....	Built 1838.
....do	July 22	Oct. 27, 1839	753	.....	.....	
....do	Nov. 27	June 10, 1840	2, 185	.....	.....	Built at Nantucket 1836. Captain Pollard died on the voyage.
Mexico	Apr. 18	.....	.....	.....	.....	
Pacific Ocean ..	Sept. 14	June 20, 1840	1, 925	.....	.....	
....do	Oct. 22	Oct. 14, 1839	2, 069	47	.....	
....do	May 1	May 12, 1839	395	2, 146	.....	
....do	Sept. 5	July 8, 1840	1, 847	.....	.....	
....do	Oct. 2	Feb. 21, 1840	1, 652	.....	.....	
....do	Nov. 5	Apr. 22, 1840	2, 452	13	.....	Captain Gardner died on the voyage.
....do	Dec. 19	Nov. 19, 1839	1, 480	30	.....	
....do	Jan. 3	Aug. 4, 1839	1, 330	.....	.....	Formerly a merchantman; bought 1836; sold to Sag Harbor, 1839.
Atlantic	Apr. 28	Nov. 6, 1836	Clean	.....	.....	
Pacific Ocean ..	July 31	Apr. 24, 1840	1, 590	....	.....	
Atlantic	July 19	July 19, 1839	68	2, 085	.....	
Pacific Ocean ..	July 14	Dec. —, 1839	1, 780	.....	.....	
....do	Aug. 11	Sept. 2, 1840	2, 227	.....	.....	Built 1836.
....do	July 8	May 1, 1840	2, 440	.....	.....	
....do	Sept. 3	Jan. 14, 1840	2, 259	.....	.....	
South Atlantic.	Aug. 10	Aug. 31, 1837	400	.....	.....	Sold to Rochester.
....do	June 30	May 16, 1838	.....	2, 200	.....	Bought from New York, 1836.
Pacific Ocean ..	July 31	July 7, 1840	2, 200	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
Portsmouth, N. H.				
Pocahontas	Ship	300	—— Manter	
Stonington, Conn.				
Charles Adams	Ship	268	—— Carew	B. & F. Pendleton
Corvo	do	349	—— Beck	C. P. Williams
Mercury	do	303	—— Smith	C. T. Stanton
New London, Conn.				
Armata	Ship	414	—— Butler	Abner Bassett
Bingham	do	375	—— Smith	Benjamin Brown
Com. Perry	do	270	—— Hobron	C. Chew & Co
Connecticut	do	398	—— Stetson	Thomas W. Williams
Clematis	do	311	—— Bailey	Williams & Barns
Columbia	do	492	—— Smith	Havens & Smith
Candace	do	310	—— Reed	do
Columbus	Brig	153	—— White	Williams & Barns
Electra	Ship	347	—— Lax	William Williams, jr
Friends	do	403	—— Brown	Benjamin Brown
Flora	do	338	—— Keeney	N. & W. W. Billings
George	do	290	—— Baker	L. Allen
Gen. Williams	do	446	—— Holdridge	Williams & Barns
Indian Chief	do	401	—— Smith	E. M. Frink & Co.
Iris	do	247	—— Cleft	Frink, Chew & Co
Julius Cæsar	do	347	—— Hobron	N. & W. W. Billings
Jason	do	333	—— Fuller	E. M. Frink & Co.
John and Elizabeth	do	290	—— Halsey	Havens & Smith
Mentor	do	460	—— Butler	Benjamin Brown
Neptune	do	285	—— Andrews	Thomas W. Williams
Tuscarora	do	379	—— Smith	N. & W. W. Billings
Sag Harbor, N. Y.				
Ann	Ship	299	—— Bishop	Marcus B. Osborn
American	do	283	—— Jennings	S. & B. Huntting & Co.
Acasta	do	289	—— Dennison	Mulford & Sleight
Camillus	do	343	—— Topping	Charles T. Dering
Columbia	do	285	—— Hedges	Luther D. Cook
Cadmus	do	307	—— Hand	Mulford & Sleight
Fanny	do	391	—— Payne	N. & G. Howell
Gem	do	320	—— Halsey	Huntting Cooper
Henry	do	333	—— Cartwright	Charles T. Dering
Hudson	do	368	—— Green	Luther D. Cook
Hannibal	do	311	—— Douglass	S. & B. Huntting & Co.
Hamilton	do	32	—— Jones	Charles T. Dering
Marcus	do	283	—— Sweeney	S. & N. Howell
Monmouth	do	273	—— Topping	
Neptune	do	338	—— Slate	S. & B. Huntting & Co.
Nimrod	do	280	—— Parker	C. T. Dering & Co
Ontario	do	368	—— Green	S. & B. Huntting & Co.
Pheniz	do	314	—— Cooper	Luther D. Cook
Romulus	do	233	—— Rodgers	Mulford & Howell
Thorn	do	299	—— Havens	Mulford & Sleight
Thames	do		—— Nickerson	
Washington	do	340	—— Topping	Josiah Douglass
Salem, Mass.				
Elizabeth	Ship	397	—— Hedge	Stephen C. Phillips
Emerald	Bark	271	—— Dexter	do
Emeline	Brig	98	—— Lombard	John B. Pierce
Franklin	Schooner	89	—— Newcomb	James King
Mount Wollaston	Ship	327	—— Jewett	John B. Osgood
Mac	Schooner	80	—— Winslow	do
Samuel Wright	Ship	373	—— Coffin	do
Sapphire	do	360	—— Mayhew	S. C. Phillips
Statesman	Bark	258	—— Coffin	Timothy Bryant, jr

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic.	Aug. 13	May 4, 1838	250	.....	.....	Withdrawn for merchant-service, 1838.
Falkland Islds.	Oct. 15	.....	.....	.....	.....	Burned at Falkland Islands, 1837.
....do	Oct. —	Nov. 13, 1837	.....	2,700	.....	Had for tenders schooners La Grange and Bolton.
....do	.....	Aug. —, 1838	.....	2,100	21,000	
Indian Ocean...	July —	Apr. 30, 1838	300	1,200	.....	Mate and boat's crew taken down by a whale, 1837.
South Atlantic.	Aug. 2	Apr. 20, 1838	.....	1,700	.....	
....do	May 18	Apr. 6, 1838	85	1,600	.....	
....do	May 9	Apr. 5, 1837	300	1,500	.....	
....do	May 24	Apr. 27, 1837	140	1,4 0	.....	
... do	July 5	May 9, 1838	150	3,350	.....	
... do	June 14	Mar. 10, 1838	200	1,800	.....	
Falkland Islds	Aug. 20	Jan. 23, 1839	.....	600	.....	Tender to Gen. Williams.
South Atlantic	June 7	Apr. 11, 1838	300	1,500	.....	
Falkland Islds	Aug. 31	Apr. 9, 1839	100	2,100	.....	
South Atlantic.	June 21	—— —, 1837	160	1,300	.....	
....do	Apr. 23	June 2, 1837	230	1,770	.....	
Falkland Islds.	Sept. 7	Aug. 5, 1838	200	3,300	.....	
South Atlantic	June 7	Apr. 3, 1838	200	2,500	.....	
Falkland Islds	Nov. 9	.....	.....	.....	.....	
South Atlantic	June —	Apr. 7, 1837	200	2,000	.....	
....do	May 14	Apr. 23, 1837	30	2,150	.....	
....do	Oct. 1	Mar. 29, 1838	200	2,300	.....	
Falkland Islds	Dec. 12	May 19, 1839	70	2,600	.....	
South Atlantic.	June 6	May 11, 1837	250	1,300	.....	
....do	May 16	May 6, 1837	200	2,500	.....	Sold to Cold Spring, 1837.
South Atlantic.	July 6	May 18, 1837	.....	1,350	.....	
....do	July 29	Apr. 8, 1838	250	2,150	.....	
....do	June 9	Apr. 28, 1837	.....	.....	.....	
....do	July 18	Apr. 19, 1837	.....	2,000	.....	
....do	July 7	Apr. 27, 1837	100	2,100	.....	
....do	July 18	Mar. 15, 1837	90	1,800	.....	
....do	July 28	May 3, 1837	100	2,100	.....	
....do	July 20	May 18, 1837	....	.....	.....	
... do	June 16	Apr. 27, 1837	85	1,800	.....	
....do	Aug. 27	Apr. 9, 1837	100	2,300	.....	
....do	July 8	Apr. 15, 1837	.....	1,500	.....	
....do	Sept. 26	May 7, 1838	.....	1,300	.....	
....do	July 18	May 4, 1837	.....	1,350	.....	
....do	July 18	Apr. 10, 1837	.....	1,700	.....	
....do	July 1	May 3, 1837	.....	2,300	.....	
....do	Sept. 26	May 9, 1837	.....	1,300	.....	Returned once with 60 sperm.
....do	June 29	Apr. 30, 1838	.....	3,500	.....	
....do	Aug. 10	June 10, 1838	170	1,600	.....	
....do	June 15	May 5, 1837	100	1,250	.....	
....do	June 29	Apr. 10, 1837	.....	1,950	.....	
....do	July 7	Apr. 18, 1837	50	1,350	.....	
....do	July 18	Apr. 28, 1838	.....	1,500	.....	
Pacific Ocean ..	Nov. 5	May 1, 1840	2,400	.....	.....	Bought from Boston 1836.
S. A. and Ind ..	July 10	Apr. 5, 1838	300	1,450	.....	Built 1824.
Atlantic	Mar. 28	June 8, 1837	75	20	.....	Built 1832.
... do	Apr. 6	May 9, 1837	40	....	.....	Built 1828.
South Atlantic.	June 28	Apr. 12, 1838	450	1,250	.....	Built 1822.
Atlantic	Apr. 21	Apr. 23, 1837	.....	Clean	.....	Built 1831.
Pacific Ocean ..	Nov. 24	Mar. 1, 1839	300	2,200	.....	Built 1831.
....do	June 19	Sept. 9, 1839	1,000	500	.....	Built 1828.
....do	Dec. 22	Sept. 23, 1838	2,100	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
Bristol, R. I.				
America	Bark	257	—— Browning	Robert Rodgers
Bowditch	Ship	398	—— Ramsdell	W. R. Taylor
Canton Packet	do	312	—— Downs	Fitzhenry Homer
Fama	do	362	—— Littlefield	do
Gov. Hopkins	Brig	....	—— King	
Gen. Jackson	Ship	392	—— Crocker	William H. De Wolf
Ganges	do	380	—— Harris	do
Falmouth, Mass.				
Awashonks	Ship	355	Rufus Pease	Elijah Swift
Bartholemew Gosnold	do	360	Elihu Fish	Ward M. Parker
Hobomok	do	412	Henry C. Bunker	Elijah Swift
Popmunnett	Bark	200	Stanton Fish	John Robinson
William Penn	Ship	370	Russell Bodfish	Stephen Dillingham
Dartmouth, Mass.				
Grand Turk	Ship	324	Luther Little	James Rider
Washington	do	344	—— Whelden	B. & J. W. Howland
Plymouth, Mass.				
Arabella	Ship	404	—— Eldridge	James Bartlett, jr.
Triton	do	315	—— Abrams	do
Warren, R. I.				
Atlantic	Ship	323	—— Howland	Driscol & Child
Atlas	Brig	126	—— Smith	William Carr, jr
Boy	Ship	251	—— Barton	William Collins & Co
Chariot	do	355	—— Champlin	do
Crawford	Brig	126	—— Luther	J. & D. K. Luther
Franklin	Bark	219	—— Worth	do
Miles	Ship	240	—— Davoll	William Collins & Co
Philip Tabb	do	405	—— Bowen	Driscol & Child
Rosalie	do	323	—— Pickens	Joseph Smith, jr., & Co.
William Baker	do	224	—— Sanford	Driscol & Child
Mystic, Conn.				
Aeronaut	Ship	265	—— Mallory	Charles Mallory
Meteor	do	325	—— Lester	I. & W. P. Randall
Fall River, Mass.				
Ann Maria	Brig	196	—— Swain	John Eddy
Edward Quesnal	Ship	388	—— Wood	do
William	Brig	107	—— Brownell	J. S. Barnard
Lynn, Mass.				
Commodore Preble	Ship	323	—— Eldridge	S. H. Gardner
Louisa	do	383	—— Woolley	H. Chase & Co
Nahant	do	303	Charles Church	do
New York, N. Y.				
Athenian	Brig	....	—— Hallett	
G. Browne	Bark	200	—— Spencer	Silas E. Barnard
Shibboleth	do	219	—— Dickins	S. E. Burrows
Bridgeport, Conn.				
Hamilton	Ship	359	—— Rose	Samuel F. Hurd
Wareham, Mass.				
George Washington	Ship	374	—— Gibbs	E. Thompson

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Atlantic	July 20	May 20, 1838	.....	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	May 5	.....	.....	.....	.....	
Pacific Ocean ..	July 31	Dec. 1, 1839	2, 000	.....	.....	
....do	Feb. 29	May 10, 1839	750	1, 750	.....	Captain Harris and boat's crew lost fast to 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, 1839	2, 000	1, 200	.....	
Atlantic	July 6	Nov. 29, 1836	90	.....	.....	Built 1836; returned with Captain Fish, sick.
Pacific Ocean ..	Oct. 8	May 28, 1841	1, 300	370	.....	
South Atlantic.	June 15	Apr. 20, 1838	160	2, 365	.....	
...do	June 22	June 4, 1837	.....	1, 700	.....	Sold to New Bedford 1837.
South Atlantic	Aug. 25	May 12, 1838	80	2, 220	.....	Withdrawn for freighting 1838.
Indian Ocean ..	July 13	Apr. 13, 1838	.....	500	.....	
South Atlantic.	June 21	Apr. 16, 1838	80	1, 920	.....	
West'n Islands.	July 16	Apr. 9, 1837	150	.....	.....	
Pacific Ocean ..	Sept. 10	Nov. 6, 1839	800	.....	.....	
....do	Aug. 20	Sept. 20, 1838	Full	.....	.....	About 3,000 barrels sperm.
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	.....	
South Atlantic	July 16	May 2, 1839	120	.....	10, 000	Sold 2,000 whale at Rio Janeiro and loaded 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	.....	.....	
Pacific Ocean ..	May 2	.....	.....	.....	.....	Lost on Long Island May 15, 1839; had 1,400 sperm, 800 whale; saved 870 sperm, 570 whale.
West Islands..	July 23	June 18, 1837	230	.....	.....	Sailed once and returned, having a rotten mainmast.
South Atlantic.	July 28	Apr. 28, 1837	150	2, 000	.....	
....do	July 8	May 8, 1837	200	1, 200	.....	
....do	Oct. 8	Mar. 17, 1838	230	2, 100	.....	Built at Portland 1836.
South Atlantic.	.....	.....	.....	.....	.....	Arrived July, 1839, under the Brazilian flag and renamed Flaminense; lost on Crozettes 1841.
Falk. Islands ..	Feb. 26	.....	.....	.....	.....	Returned to Rio Janeiro, full, and was sold there.
....do	Jan. —	Nov. 20, 1837	.....	.....	.....	Sold cargo at Rio Janeiro and returned in ballast.
South Atlantic.	July 18	May 10, 1837	.....	2, 300	.....	
Pacific Ocean ..	Jan. 20	Sept. 27, 1839	2, 400	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1836.				
Poughkeepsie, N. Y.				
Nath'l P. Tallmadge	Ship	370	—— Post	David S. Shearman
New England	do	375	Job Terry	do
Providence, R. I.				
Brunswick	Ship	295	—— Stuart	Amherst & Everett
Newark, N. J.				
Columbia	Ship	390	—— Hussey	J. H. Stephens
Wilmington, Del.				
North America	Ship	270	William H. Cox	William Wheeler
Superior	Bark	275	—— Crocker	do
East Haddam, Conn.				
Bruce	Bark	148	—— Purrington	
Greenport, N. Y.				
Delta	Ship	314	—— Griffin	H. & N. Corwin
Roanoke	do	251	—— Harris	Wiggins & Parsons
Triad	do	336	—— Loper	H. & N. Corwin
Hudson, N. Y.				
Beaver	Ship	427	—— Rogers	Barnard, Curtis & Co
Edward	do	274	—— Daggett	Seth G. Macy
Huron	do	290	—— Nye	Robert A. Barnard
Dorchester, Mass.				
Courier	Ship	293	—— Crapo	Josiah Stickney
Julia	Bark		—— Nash	
Westport, Mass.				
Elizabeth	Brig	107	—— Francis	Abner B. Coffin
Dr. Franklin	Bark	171	Job Davis	
Mexico	Brig		—— Davis	Job Davis
President	Bark		—— Sowle	Andrew Hicks
Thomas Winslow	do		—— Cary	
Newport, R. I.				
Constitution	Ship		E. Gifford	N. Ruggles
Geneva	Schooner	112	—— Paddock	do
Harvest	Bark		John H. Stackpole	Devins & Clarke
Margaret	Ship	375	A. Wilcox	
William Lee	do		F. W. Hussey	R. P. Lee
Provincetown, Mass.				
Flora	Schooner			
Imogene	Brig		—— Atkins	
Louisa	Schooner		—— Tilson	
Mystic, Conn.				
Meteor (see p. 330)	Ship		—— Lester	
Norwich, Conn.				
Atlas	Ship	261	—— Barnum	
1837.				
New Bedford, Mass.				
Adeline	Ship	329	—— Brown	I. Howland, jr., & Co
Ann Alexander	do	253	—— Bailey	George Howland
Alexander Barclay	do	465	—— Norton	J. A. Parker & Son
Balaena	do	301	—— Lucas	I. & I. Howland
Brandt	do	310	Seth D. Fisher	Alexander Gibbs
Com. Decatur	do	247	—— Luce	
Chili	do	291	Elihu Russell	B. B. Howard

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Aug. 16	Apr. 14, 1840	.....	.....	.....	
....do	Dec. 3	Apr. 11, 1839	280	1, 120	.....	Captain Terry left the ship and came home sick.
Brazil Banks...	July 6	July 4, 1837	200	1, 200	.....	
Pacific Ocean ..	Sept. 15	.....	.....	.....	.....	Bought from Boston 1836; lost on coast of Chili December 5, 1835.
South Atlantic.	Aug. 12	Apr. 12, 1838	300	2, 100	.....	
Pacific Ocean ..	Jan. 9	May 3, 1839	1, 500	.....	.....	
Atlantic	June 17	June 24, 1837	450	.....	.....	
South Atlantic.	July —	Apr. 20, 1838	.....	1, 950	.....	
....do	Aug. —	May 3, 1837	100	700	.....	
....do	July —	Apr. 28, 1837	.....	1, 800	.....	
Pacific Ocean ..	Nov. 15	May 1, 1840	1, 100	1. 400	.....	
South Atlantic.	Sept. 21	Apr. 10, 1838	100	1, 600	....	
....do	July 2	Jan. 21, 1838	.....	800	.....	
Indian Ocean ..	June 11	Apr. 13, 1838	150	1, 850	.....	Sold 1838.
South Atlantic	May 18	.....	.....	.....	.....	
Atlantic	Aug. 1	May 7, 1837	212	13	.....	
....do	June 28	June 5, 1837	661	24	.....	
Cape de Verdes.	.....	Nov. 7, 1836	450	.....	.....	
South Atlantic	May 14	Apr. 16, 1837	644	6	.....	
Cape de Verdes.	Mar. 25	Nov. —, 1836	.....	.....	.....	
South Seas....	Oct. 15	May 6, 1839	800	1, 000	.....	
Falkland Isls	June 25	Oct. 2, 1837	.....	900	.....	
Indian Ocean ..	July 20	Mar. 4, 1837	82	812	.....	Sold to Fairhaven 1839.
East Cape	.....	Apr. 4, 1838	.....	.....	.....	
Pacific Ocean ..	Sept. 29	Apr. 28, 1840	1, 000	.....	.....	
Cape de Verdes.	.....	.....	.....	.....	.....	
....do	July 5	Oct. 25, 1836	560	.....	.....	
....do	.....	Nov. 5, 1836	175	.....	.....	
Indian Ocean ..	.....	Mar. 12, 1838	60	2, 400	.....	
South Atlantic.	May 17	Apr. 9, 1837	.....	1, 650	.....	Sailed from New London; mostly elephant-oil.
Ind. and N. Z...	Nov. 27	May 16, 1840	100	2, 400	.....	
Indian Ocean ..	July 1	Apr. 22, 1838	69	1, 446	.....	
...do	Dec. 16	Nov. 26, 1839	.....	4, 500	.....	Unloaded at Bremen July 25, 1839.
Pacific Ocean ..	Nov. 2	Aug. 4, 1841	1, 581	9	.....	
Indian Ocean ..	Mar. 14	Apr. 19, 1838	131	1, 460	.....	
Atlantic	Apr. 10	Apr. 1, 1838	51	565	.....	
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.
1837.				
New Bedford, Mass.—Continued.				
Charles	Ship	290	—— Morselander	Samuel Rodman
Condor	do	349	—— Harding	Charles W. Morgan
China	do	370	—— Tower	William H. Stowell
Cicero	do	252	—— Snow	Kollock & Grinnell
Cherokee	Bark	261	—— Cook	David Coffin
Cora	do	220	—— Shearman	I. H. Bartlett
Charleston Packet	Brig	184	—— Ellis	Crane & French
Cornelia	Bark	216	—— Flanders	L. Kollock
Delight	Brig	102	—— Sanford	Jonathan Mosher
Eagle	Ship	336	—— Coffin	Jireh Perry
Endeavour	do	252	—— Stetson	W. H. Stowel (?)
Euphrates	do	365	—— Lewis	Lawrence Grinnell
Emily Morgan	do	368	—— Clark	Charles W. Morgan
Frances Henrietta	do	407	—— Hawes	do
Franklin	do	333	William H. Mosher	Abm. H. Howland
Francis, 2d	do			
Fenelon	do	328	—— Smith	David Coffin
George and Susan	do	356	—— Cushman	George Howland
Gratitude	do	337	—— Fisher	Thomas Riddell & Sons
Gen. Pike	do	313	—— Townsend	Oliver Crocker
Hope	do	295	—— Grinnell	William T. Russell
Hercules	do	335	—— Phinney	Jireh Perry
Hercules, 2d	do	290	Peter F. Chase	D. R. Greene
Herald	do	274	—— Ricketson	Tobey & Ricketson
Hydaspe	do	313	—— Price	Randall & Haskell
Hibernia	do	327	—— Dexter	Alfred Gibbs & Co
Honqua	do	339	Edward Mosher	Alexander Gibbs
Java	do	295	—— Taber	George Howland
John Adams	do	268	—— Baker	Jireh Perry
Janus	do	278	—— Taber	T. & A. R. Nye
Jasper	Bark	223	Joseph Shockley	Alexander Gibbs
Lalla Rookh	Ship	323	—— Bassett	J. A. Parker & Son
L. C. Richmond	do	341	James B. Wood	Daniel Wood
Laurel	Schooner	119	—— Manter	I. H. Bartlett
Messenger	Ship	277	—— Kendrick	J. R. Thornton
Mercury	do	340	—— Haskell	I. Howland, jr., & Co
Midas	do	326	S. B. Coggeshall	John Coggeshall
Minerva	do	407	Moses Samson	William Gifford
Moss	do	334	—— Gibbs	William R. Rodman
Mount Vernon	do	352	E. T. Shearman	D. R. Greene & Co
Nile	do	322	—— Hall	David Coffin
Nassau	do	408	—— Chase	Isaiah Burgess
Octavia	do	257	—— Gifford	Gideon Allen
Pacific, 2d	do	331	—— Collins	Andrew Robeson
Parachute	do	331	—— Durfee	A. H. Seabury & Bro
Pioneer	Bark	231	—— Adams	C. W. Morgan
Rousseau	Ship	306	—— Luce	Abm. Barker
Rodman	do	371	—— Dexter	Charles W. Morgan
Russell	do	302	—— Long	J. & J. Howland
Rajah	Bark	250	—— Nickerson	Isaiah Burgess
Roscoe	do	235	—— Brown	Jonathan Bourne, jr
Rising States	Brig	134	—— Caff	Richard Johnson
Swift	Ship	321	Lewis Tobey	Thomas S. Hathaway
Stephania	do	315	Warren N. Bourne	Palmer & Coggeshall
Selma	do	269	—— Howland	A. H. Seabury & Bro
Samuel Robertson	do	421	Daniel McKenzie	Andrew Robeson
St. Peter	do	267	—— Hussey	Frederick Bryant
Seine	Bark	281	D. Flanders	Crane & French
Two Brothers	Ship	288	H. F. Eastham	D. R. Greene & Co
W. & L. Packet	do	384	—— Foster	J. A. Parker & Son
Winslow	do	263	—— Gifford	S. Rodman, jr
Fairhaven, Mass.				
Amazon	Ship	318	—— Macomber	E. Sawin
Arab	Bark	276	—— Russell	do
Columbus	Ship	382	—— Ellis	Gibbs & Jenney

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	Nov. 30	Dec. 26, 1840	1, 972	21	.....	Captain Morselander died Sept. 2, 1839.
....do	July 14	Apr. 7, 1839	50	2, 037	.....	
S. A. and Ind...	June 28	Aug. 29, 1838	90	1, 461	.....	
South Atlantic	June 4	Apr. 30, 1838	20	430	.....	
....do	June 7	Sept. 2, 1838	158	1, 490	.....	
....do	May 4	Mar. 20, 1839	251	1, 036	6, 400	
Atlantic	May 7	May 29, 1839	185	47	.....	
South Atlantic.	Sept. 21	Feb. 23, 1838	.....	200	.....	
Atlantic	Dec. 25	July 19, 1838	301	1	.....	
Pacific Ocean ..	Apr. 19	Apr. 14, 1840	2, 214	.....	.....	
....do	Aug. 10	Apr. 10, 1841	390	1, 090	.....	Lost fourteen men by African fever.
....do	Dec. 20	Oct. 17, 1841	1, 661	46	.....	
....do	Dec. 11	Sept. 26, 1841	2, 882	109	.....	
Brazil Banks ..	Apr. 23	Apr. 8, 1839	860	1, 852	16, 000	
South Atlantic.	May 7	Mar. 1, 1839	500	1, 600	.....	
Pacific Ocean ..	Mar. —	June —, 1840	950	360	.....	
South Atlantic.	July 11	June 28, 1838	40	2, 300	.....	
Pacific Ocean ..	Nov. 8	May 28, 1841	2, 906	.....	.....	
Ind. and N. Z...	Dec. 31	Oct. 27, 1839	260	2, 490	.....	Second mate killed by a whale December, 1838. Sold 950 whale at Pernambuco.
Indian Ocean ..	June 27	Jan. 10, 1839	164	546	.....	Captain died at sea 1838.
South Atlantic	May 5	May 4, 1839	982	295	.....	
....do	July 2	June 18, 1839	555	1, 921	.....	
Indian Ocean ..	Apr. 11	Apr. 28, 1840	796	1, 022	.....	
....do	Dec. 22	Sept. 29, 1840	1, 788	.....	.....	
New Zealand ..	June 15	Feb. 25, 1839	.....	1, 825	.....	
South Atlantic.	July 2	Apr. 28, 1838	308	1, 085	.....	
....do	July 23	May 8, 1839	.....	2, 741	25, 000	
Ind. and N. Z ..	July 6	Mar. 22, 1839	431	2, 019	.....	
New Zealand ..	June 19	Mar. 19, 1839	702	1, 147	.....	
S. A. and Ind ..	June 28	Mar. 27, 1839	108	1, 278	.....	
South Atlantic.	June 8	Apr. 12, 1838	77	671	.....	
New Zealand ..	June 15	Mar. 27, 1840	1, 538	996	.....	
Pacific Ocean.	Nov. 26	Feb. 1, 1841	2, 618	102	.... .	
Atlantic	Apr. 19	Mar. 24, 1838	417	.....	.....	
South Atlantic.	May 21	Mar. 18, 1839	500	1, 527	.....	
Pacific Ocean ..	June 11	Oct. 12, 1840	2, 538	.....	.....	
....do	Dec. 7	Jan. 1, 1842	1, 389	210	.....	
South Atlantic.	July 23	Mar. 22, 1839	372	1, 474	.....	Captain Samson left ship and came home sick.
Pacific Ocean ..	Apr. 7	July 3, 1840	1, 227	523	.....	Captain Gibbs died September 13, 1837.
P. O. and N. Z..	Nov. 1	Mar. 17, 1840	909	2, 285	31, 586	
Ind. and P. O...	Aug. 24	Jan. 6, 1841	1, 619	.....	.....	
Pacific Ocean ..	Nov. 6	May 13, 1841	2, 470	.....	.....	
Indian Ocean ..	Aug. 6	Apr. 11, 1839	104	441	.....	Captain Gifford left ship and came home sick.
Chili	Aug. 7	July 10, 1839	704	622	.....	
South Atlantic.	July 5	Oct. 14, 1838	240	1, 715	.....	
Chili	Aug. 15	Apr. 9, 1839	510	528	.....	
Pacific Ocean ..	Nov. 8	Dec. 10, 1840	2, 010	.....	.....	
Chili	Aug. 6	Apr. 13, 1840	1, 445	1, 204	.....	
South Atlantic.	July 2	Oct. 27, 1840	1, 818	.....	.....	
Indian Ocean ..	June 11	Jan. 28, 1839	310	1, 649	.....	Captain Nickerson died at Bay of Islands, March, 1838.
South Atlantic	June 4	June 21, 1839	315	1, 271	.....	Sold 150 sperm at Swan River.
Atlantic	July 20	.....	143	.....	.....	Condemned at Cape de Verdes Dec., 1837.
Pacific Ocean ..	Feb. 22	Aug. 31, 1841	1, 610	735	.....	
Indian Ocean ..	July 19	Mar. 24, 1839	270	1, 895	.....	
....do	Mar. 26	May 15, 1839	338	1, 438	.....	
New Zealand ..	Nov. 8	Jan. 24, 1840	306	2, 441	.....	
Indian Ocean ..	Mar. 19	Apr. 1, 1839	.....	1, 660	.....	Bought from New York, 1836.
South Atlantic.	Aug. 10	Sept. 1, 1838	226	1, 084	.....	
....do	June 6	Aug. 30, 1838	78	933	.....	
Pacific Ocean ..	Nov. 19	Aug. 21, 1841	2, 300	.....	.....	
Atlantic	Aug. 7	July 8, 1838	1, 207	.....	.....	
South Atlantic	June 26	Mar. 7, 1839	256	2, 245	.....	
Chili	Sept. 3	Sept. 27, 1839	417	1, 773	.....	
New Zealand ..	July 30	Feb. 21, 1839	135	3, 065	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1837.				
Fairhaven, Mass.—Continued.				
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	302	—— Stewart	F. R. Whitwell
Jasper	do	360	—— Adams	Atkins Adams
Leonidas	do	243	—— Stewart	Jenney & Tripp
Marcia	do	315	—— Cushman	E. Sawin
Marcus	do	280	—— Shearman	Lemuel Tripp
Sharon	do	354	—— Church	Gibbs & Jenney
Sarah Frances	do	301	—— Cox	E. Sawin
Rochester, Mass.				
Annawan	Brig	148	—— Snow	G. Barstow & Son
Lagrange	do	170	—— Daggett	Elijah Willis
Le Barron	do	170	—— Rogers	G. Barstow & Son
Mattapoisett	do	150	—— Southworth	Jos. Meigs
Orion	do	99	—— Wing / —— Purrington	Elijah Willis
Shylock	Ship	278	—— Taber	S. C. Luce
Sarah	Brig	171	—— Mayhew	G. Barstow & Son
Nantucket, Mass.				
Ann	Ship	361	Peter C. Brock	Jared Coffin
Aurora	do	346	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		—— Coleman	
Hero	Ship	313	Reuben Joy, jr	Joseph Starbuck
John Adams	do	296	Asa Coleman	Griffin Barney
Levi Starbuck	do	376	John C. Lincoln	Levi Starbuck
Montano	do	365	Renjamin C. Sayer	Samuel B. Folger
Maria	Sloop		—— Hiller	
Martha	Ship	273	James Alley	James N. Bassett
Nantucket	do	350	David N. Edwards	H. G. O. Dunham
Ohio	do	383	Charles W. Coffin	Jared Coffin
Obed Mitchell	do	354	Reuben Ray, jr	Joseph Mitchell
Phœnix	do	323	Isaac B. Hussey	Thomas Macy
Primrose	Schooner	90	—— Swain	William Bartlett
Planter	Ship	340	Eben M. Hinckley	William B. Coffin
Rose	do	356	Benjamin A. Coleman	Simeon Starbuck
Susan	do	348	Reuben Russell	Aaron Mitchell
Three Brothers	do	384	Henry Phelon	Matthew Starbuck
Edgartown, Mass.				
Almira	Ship	362	Richard Flanders	Abraham Osborn
Holmes's Hole, Mass.				
Delphos	Ship	338	—— Merry	Thomas Bradley
William and Joseph	Brig	143	—— Cleveland	John Holmes
Falmouth, Mass.				
Brunette	Bark	200	—— Pool	Elijah Swift
George Washington	do	180	Consider Fisher	Sanford Herendeen
Popmunnett	do	200	—— Nickerson	John Robinson
Dartmouth, Mass.				
Elizabeth	Ship	329		
Westport, Mass.				
Champion	Bark	209		Andrew Hicks
Dr. Franklin	do	171	Job Davis	Job Davis
Elizabeth	Brig	107	—— Sowle	Abner B. Coffin
Juno	do	165	do	Abner B. Gifford
President	Bark	187	—— Hathaway	Andrew Hicks
Thomas Winslow	Brig	136	—— Seabury	P. W. Peckham

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Ind. and Pacific	Nov. 26	Oct. 18, 1840	2,060	.....	.....	
New Zealand ..	Aug. 12	Jan. 22, 1838	119	2,615	.....	
South Atlantic	July 12	Aug. 25, 1838	.....	2,412	.....	
....do	Aug. 15	Apr. 19, 1839	450	1,700	.....	
... do	July 2	Aug. 2, 1838	138	1,504	.....	
New Zealand ..	Oct. 3	July 2, 1839	740	1,890	.....	
South Atlantic	July 25	June 2, 1839	381	1,411	.....	
Indian Ocean ..	Feb. 3	Apr. 20, 1838	57	2,534	.....	
Pacific Ocean ..	Aug. 1	Sept. 5, 1840	2,366	.....	.....	
... do	June 14	Dec. 10, 1840	2,640	48	.....	
Falkland Il'ds	July 16	Oct. 3, 1839	150	2,036	.....	
Atlantic	July 20	June 27, 1838	308	35	.....	
....do	Apr. —	Mar. 17, 1838	240	660	.....	
....do	July 29	Sept. 5, 1838	601	.....	.....	
....do	Mar. 25	Mar. 22, 1838	483	25	.....	
....do	Apr. 21	Oct. 5, 1837	80	15	.....	
	.....	June 26, 1836	60	.....	.....	
South Atlantic	July 2	Dec. 6, 1838	41	2,444	.....	
Atlantic	Mar. 25	June 7, 1838	416	25	.....	
Pacific Ocean ..	July 5	June 22, 1841	2,427	.....	.....	Sold to New Bedford 1841
....do	Nov. 5	Dec. 2, 1840	2,036	.....	.....	
....do	Nov. 16	May 2, 1841	1,359	7	.....	
....do	Sept. 1	Apr. 28, 1841	2,101	.....	.....	
.. .do	Oct. 12	Feb. 13, 1841	1,711	37	.....	
Atlantic	Aug. 30	Aug. 9, 1838	130	.....	.....	
Pacific Ocean ..	Aug. 16	May 18, 1841	1,992	.....	.....	
....do	Nov. 27	Oct. 4, 1840	1,050	650	.....	
....do	Aug. 27	Nov. 29, 1840	2,375	25	.....	
... do	Aug. 4	May 30, 1839	53	2,710	.....	
Atlantic	Aug. 2	—— —, 1837	Clean	.....	.....	
Pacific Ocean ..	Sept. 6	Mar. 31, 1840	308	1,112	.....	
....do	June 12	Feb. 1, 1841	2,036	465	.....	Built at Nantucket 1837.
....do	July 12	Apr. 19, 1841	2,520	.....	.....	
....do	Sept. 22	June 27, 1841	870	.....	.....	Built 1837.
....do	Nov. 4	Feb. 14, 1840	2,419	.....	.....	
Mexico	Feb. 27	Aug. 9, 1837	100	50	.....	The Primrose sailed again Oct. 23, 1837, and June 13, 1838, with 25 sperm, 75 whale.
Pacific Ocean ..	Nov. 14	May 28, 1841	1,460	21	.....	
....do	Oct. 3	May 29, 1841	1,987	.....	.....	
....do	Dec. —	May 28, 1841	1,892	477	.....	
... do	June 12	Apr. 28, 1841	2,719	.....	.....	
New Zealand ..	June 2	Apr. 4, 1839	200	1,100	.....	Sold 1,100 whale at Bahia.
Ind. and Pacific	Aug. 26	May 30, 1839	250	2,250	.....	
Atlantic	Dec. 12	—— —, 1838	.....	.....	.....	
Atlantic	May 4	May 23, 1838	400	.....	.....	
....do	.....	Apr. —, 1838	80	300	.....	
....do	Jan. 13	—— —, 1838	300	.....	.....	
Pacific Ocean..	Dec. —	Mar. —, 1840	2,200	.....	.....	
Atlantic	Sept. 20	Apr. 6, 1839	335	.....	.....	
....do	Sept. 1	July 23, 1838	595	5	.....	
....do	Aug. 22	June 9, 1838	188	6	.....	
....do	May 10	July 21, 1838	254	8	.....	
....do	June 28	June 23, 1838	617	.....	.....	
....do	June 5	Mar. 26, 1838	370	10	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1837.				
Fall River, Mass.				
Ann Maria	Brig	196	—— Browning	John Eddy
Gold Hunter	Ship	231	—— Estes	Henry Slade
Taunton	Brig	103	—— Collins	William Coggeshall
William	do	107	—— Cudworth	J. S. Barnard
Lynn, Mass.				
Com. Prebble	Ship	32[illegible]	—— Eldridge	S. H. Gardner
Louisa	do	383	—— Woolley	H. Chase & Co
Ninus	do	260	—— Smith	S. H. Gardner
Newburyport, Mass.				
Merrimac	Ship	414	—— Starbuck	Lunt & Titcomb
Navy	do	356	—— Brock	do
Salem, Mass.				
Bengal	Ship	304	—— Jackson	John B. Osgood
Cavalier	Bark	295	—— Francis	James King
Derby	do		—— Radcliff	
Emeline	Brig	98	—— Lombard	John B. Pierce
Franklin	Schooner	89	—— Tracy	James King
Izette	Ship	275	—— Hall	J. B. Osgood
James Maury	do	325	—— Bigelow	do
Lydia	do	293	—— Ramsdell	do
Malay	Bark	268	—— Barnard	Stephen G. Phillips
Mac	Schooner	80	—— Emmons	J. B. Osgood
Reaper	Bark	230	—— Neal	do
Richard	do	252	—— Dewing	Joseph Hodges
Warren, R. I.				
Atlas	Brig	126	—— Russell	Jos. Smith, jr., & Co
Benjamin Rush	Ship	374	—— Coffin	Driscol & Child
Crawford	Brig	126	—— Sowle	J. & D. K. Luther
Hoogley	Ship	292	—— Luce	William Collins & Co
Jane	do	371	—— Eddy	S. P. Child
Luminary	do	432	—— Mayhew	J. Smith, jr., & Co
Miles	do	240	—— Davol	William Collins & Co
North America	do	288	—— Grinnell	Driscoll & Child
Warren	do	382	—— Lewis	J. Smith, jr., & Co
Providence, R. I.				
Brunswick	Ship	295	—— Gardner	Amherst & Everett
Bristol, R. I.				
Anne	Ship	22[illegible]	—— Richmond	William H. De Wolf
Corinthian	do	503	—— Gardner	do
Essex	do	200		William R. Taylor
Gov. Hopkins	Brig	111	—— King —— Simmons	do
Metacom	Ship	360	—— Grinnell	William H. De Wolf
Sarah Lee	do	23[illegible]		do
Troy	Brig	156	—— Hart	Thomas Church
Newport, R. I.				
Audley Clarke	Ship		Joseph Sherman	Bush & Clarke
Martha	do		Oliver Potter	Charles Devans & Lee
Pocahontas	Schooner		Alden Wilkey	George Knowles
New London, Conn.				
Ann Maria	Ship	368	—— Middleton	Thomas W. Williams
Boston	do	291	—— Pendleton	J. Lawrence

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing	Date— Of arriva..	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Dec. 7	July 25, 1838	110	.....	.....	
South Atlantic	Aug. 4	Apr. 10, 1839	.....	2, 200	.....	
Atlantic	May 20	Feb. 16, 1838	.....	Clean	.....	
....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. 11, 1839	200	2, 500	.....	
S. A. and Ind...	Nov. 6	May 29, 1840	1, 800	.....	.....	Built 1816.
....do	July 8	Mar. 24, 1839	180	820	8, 000	Sold out, 1839; built 1828.
Indian Ocean..	July 15	.....	.....	.....	.....	Lost at Falkland Islands April 15, 1838; shipped oil 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.
S. A. and P. O..	July 5	Dec. 11, 1840	400	2, 600	.....	Built 1832.
S. A. and Ind...	Dec. 20	Mar. 25, 1840	380	1, 450	.....	Built 1822.
Indian Ocean..	May 21	May 5, 1839	500	1, 000	.....	
Atlantic	May 24	Nov. 17, 1837	70	.....	.....	
S. A. and P.....	Aug. 21	May 28, 1839	500	100	.....	Built 1825.
South Atlantic	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.
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, 1839	130	1, 170	.....	
....do	Aug. 20	May 14, 1839	500	800	.....	
New Zealand ..	July 9	Jan. 16, 1840	235	3, 065	.....	
South Atlantic	Aug. 10	Apr. 10, 1839	80	1, 320	.....	
Pacific Ocean..	Dec. 2	June 5, 1840	1, 300	.....	.....	
....do	Jan. 7	Mar. 23, 1839	300	3, 000	.....	
.....	.....	.....	.....	.....	.....	
Mexico	Feb. 16	July 25, 1837	250	20	.....	
Atlantic	Aug. 13	June 11, 1838	100	.....	.....	
Pacific Ocean..	Dec. 21	May 28, 1841	1, 700	100	.....	Built at Bristol, 1836; sold at New Bedford, 1841.
.....	.....	.....	.....	.....	.....	
Mexico	Feb. 23	Nov. 25, 1837	3	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	190	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.
1837.				
New London, Conn.—Continued.				
Connecticut	Ship	398	—— Crocker	T. W. Williams
Clematis	do	311	—— Bailey	Williams & Barns
Flora	do	338	—— Fitch	N. & W. W. Billings
Georgia	do	343	—— Peabody	T. W. Williams
George	do	290	—— Baker	L. Allen
John and Edward	do	318	—— Bailey	N. & W. W. Billings
Julius Cæsar	do	347	—— McLean	do
Jones	do	336	—— Hobron	T. W. Williams
Jason	do	335	—— Fuller	E. M. Frink & Co
Neptune	do	285	—— Andrews	T. W. Williams
Palladium	do	342	—— Prentiss	E. M. Frink & Co
Phenix	do	404	—— Allen	N. & W. W. Billings
Pembroke	do	199	—— Chester	Jos. Lawrence
Superior	do	406	—— Allen	N. & W. W. Billings
Stonington	do	351	—— Rice	Williams & Barns
Stonington, Conn.				
Acasta	Ship	330	—— Pendleton	C. P. Williams
Bolton	Schooner			
Corvo	Ship	349	—— Beck	C. P. Williams
Caledonia	do	446	—— Pendleton	do
Philetus	do	278	—— Brewster	E. Faxon, jr., & Co
Mystic, Conn.				
Atlas	Ship	261	—— Bailey	
Blackstone	do	258	—— Chester	Silas Beebe
Sag Harbor, N. Y.				
Ann	Ship	299	—— Bishop	Marcus B. Osborn
Acasta	do	286	—— Hand	Mulford & Sleight
Arabella	do	367	—— Pearson	N. & G. Howell
Camillus	do	345	A. Rogers	Charles T. Dering
Columbia	do	285	—— Hedges	Luther D. Cook
Concordia	Bark	265	—— Woodward	Thomas Brown
Cadmus	Ship	307	—— Hand	Mulford & Sleight
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
Gem	do	326	—— Ludlow	Huntting Cooper
Henry	do	333	—— Cartwright	C. T. Dering
Hudson	do	368	—— Green	Luther D. Cook
Marcus	do	283	—— Payne	S. & N. Howell
Monmouth	do	273	—— Smith	
Neptune	do	338	—— Slate	S. & B. Huntting & Co
Noble	do	274	—— Sayer	Ira B. Tuthill
Nimrod	do	280	—— Parker	C. T. Dering & Co
Romulus	do	233	—— Rodgers	Mulford & Howell
Thorn	do	299	—— Topping	Mulford & Sleight
Thomas Dickason	do	454	—— Havens	do
Thames	do		—— Nickerson	
Xenophon	do	384	—— Halsey	Mulford & Sleight
Greenport, N. Y.				
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 Tuthill
Dartmouth, Mass.				
Elizabeth	Ship	329	—— Wood	James Rider
Forester	Bark	243	—— Ray	Prince Sears
South Carolina	Ship	302	—— Smith	James Rider

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic.	June 6	Mar. 17, 1839	220	1, 880	.....	
....do	June 14	Mar. 7, 1839	50	2, 750	.....	
Patagonia	Dec. 8	Apr. 21, 1839	300	1, 200	.....	
South Atlantic.	Apr. 19	Apr. 7, 1838	200	1, 600	.....	
....do	July 20	Mar. 2, 1839	.....	2, 000	.....	
... do	May 28	Aug 29, 1838	.....	1, 500	.....	Crew mutinied.
....do	June 6	June 1, 1838	200	1, 600	.....	
Falk. Islands ..	Apr. 2	Dec. 29, 1838	130	2, 300	.....	
South Atlantic.	July 1	Apr. 9, 1839	120	2, 100	.....	
....do	June 21	Mar. 28, 1839	200	1, 650	.....	
... do	Aug. 4	Apr. 24, 1839	120	1, 580	16, 000	
Pacific Ocean..	Nov. 12	Feb. 5, 1841	1, 900	600	.....	
....	Oct. 14	Apr. 4, 1840	500	1, 000	.....	
South Atlantic.	Nov. 21	Aug. 4, 1840	120	2, 880	.....	
.....	July 1	Feb. 28, 1839	340	1, 760	.....	
Patagonia	....	Dec. 6, 1838	50	2, 200	.....	
Falk. Islands ..	.....	Sept. 1, 1838	.....	Full.	.....	
Falk. Islands .	Dec. 27	Oct. 13, 1839	.....	3, 600	....	Bought from Boston, 1836.
.....	June —	Mar. 8, 1839	250	1, 650	.....	
South Atlantic.	.....	Apr. 21, 1839	70	1, 430	.....	Lost third mate and boat's crew by a whale, 1838.
South Atlantic.	June 14	.....	.....	.....	.....	Belonged to Norwich; lost on Crozettes, with her tender, (Colossus,) 1837 or 1838.
....do	July 8	Mar. 16, 1839	100	1, 800	.....	
Sou th Atlantic.	Aug. 3	May 20, 1838	.....	1, 350	.....	
....do	July 11	May 19, 1838	130	570	.....	
... do	July 22	May 20, 1839	60	740	.....	
....do	July 8	Apr. 28, 1838	130	1, 620	.....	
... do	July 14	May 7, 1838	.....	1, 750	.....	
....do	May 20	May 10, 1838	.....	1, 100	.....	
....do	.....	May 19, 1838	90	1, 800	.....	
....do	Aug. 17	Apr. 13, 1839	280	2, 020	.....	Captain Harlow was killed by a whale, November 6, 1838.
... do	Aug. 17	May 4, 1839	220	1, 100	.....	
....do	July 8	May 7, 1838	60	1, 450	.....	Captain Payne was killed by a whale, January 2, 1838.
....do	June 21	May 7, 1838	.....	2, 300	.....	
....do	July 18	May 8, 1838	180	1, 350	.....	
....do	June 27	Apr. 27, 1838	130	1, 620	.....	
....do	Aug. 3	May 26, 1839	700	2, 000	.....	
....do	July 8	Apr. 30, 1838	.....	750	.....	
.. .do	July —	May 8, 1838	.....	1, 300	.....	
....do	June 27	Apr. 24, 1839	180	2, 000	.....	
....do	July 22	May 8, 1838	.....	1, 100	.....	
....do	July 25	May 20, 1838	.....	500	.....	
....do	July 8	Mar. 18, 1839	.....	1, 500	.....	
....do	July 10	Apr. 7, 1838	.....	1, 000	.....	
....do	July 18	Apr. 27, 1839	120	3, 880	40, 000	
....do	June 27	May 10, 1838	.....	1, 100	.....	Condemned at Sag Harbor, 1838.
.....	June 27	June 23, 1838	.....	1, 475	.....	
South Atlantic.	July —	Apr. 22, 1839	300	1, 600	.....	
... do	June —	Apr. —, 1838	.....	1, 650	.....	
Atlantic.	July —	May 21, 1838	140	100	.....	Hailed from Greenport; probably owned in Southold.
South Atlantic.	June —	Apr. 24, 1839	165	1, 700	.....	
....do	June —	Apr. 19, 1838	150	1, 300	.....	
Pacific Ocean ..	Nov. 30	Mar. 26, 1841	2, 240	.....	.....	Sold to New Bedford, 1841.
...do	Dec. 5	....	.....	.....	.....	Lost on Montauk Point, April 17, 1841.
South Atlantic.	June 28	May 20, 1838	50	1, 150	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1837.				
Westport, Mass.				
Champion	Bark...	209	.....	Andrew Hicks.....
Juno	Brig	165	—— Sowle	Abner B. Gifford.....
Mexico	....do ...	130	—— Davis	Gideon Davis .....
Boston, Mass.				
Margaret	Brig	125	—— Dwight	S. J. Bridge.....
Dorchester, Mass.				
Herald	Ship ...	242	—— Reynolds.....	Josiah Stickney .....
Lewis	Bark...	281	—— Cunningham...	C. O. Whitmore & Co...
Hudson, N. Y.				
Alexander Mansfield	Ship ...	320	—— Douglass.....	Barnard Curtis & Co...
America	. do	464	—— Topham.....	.....do .....
Helvetia	.. do ...	333	—— Cottle.....	Robert A. Barnard.....
New York, N. Y.				
Ocollo	Schooner	....	—— Hallett.....	.....
Scituate	.. do ...	..	—— Thaine.....	R. A. Barnard .....
White Oak	Bark...	291	—— Barney.....	Pell, Zabieskie & Pell...
Bridgeport, Conn.				
Atlantic	Ship ...	291	—— Post	Samuel F. Hurd .....
Hamilton	...do	359	—— Rose	.....do .....
Harvest	Bark...	263	—— Halsey.....	.....do .....
Cold Spring, N. Y.				
Tuscarora	Ship	379	—— Dennison	.....
East Haddam, Conn.				
Bruce	Ship	148	—— Bradford.....	.....
Newark, N. J.				
John Wells	Ship	366	Uriah Russell.....	J. H. Stephens.....
Newburgh, N. Y.				
Portland	Ship	292	—— Cook	Charles Ludlow.....
Plymouth, Mass.				
Fortune	Bark....	278	—— Goodwin.....	Isaac L. Hedge.....
James Munroe	Brig	115	—— Chase.....	Northam & Fearing ...
Mary and Martha	....do ...	347	John B. Coffin	James Bartlett, jr .....
Portsmouth, N. H.				
Ann Parry	Ship	348	—— Swain.....	James Kennard.....
Poughkeepsie, N. Y.				
Vermont	Bark....	292	—— Howland.....	David S. Shearman.....
Wilmington, Del.				
Ceres	Ship ...	328	—— Ayres.....	William Wheeler. ....
Lucy Anne	.. do	309	John J. Parker	.....do .....
Provincetown, Mass.				
Imogene	Brig	172	—— Smalley.....	James Smalley.....
Louisa	Schooner	....	—— Tillson.....	.....
1838.				
New Bedford, Mass.				
Ann Alexander	Ship	253	—— Dornin	George Howland.....
Amethyst	...do	359	—— Reynard	John A. Parker & Son ..

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Sept. 20	Apr. 6, 1839	335	.....	.....	
....do	May 10	July 21, 1838	254	8	.....	
....do	Apr. 21	Apr. 26, 1838	555	20	.....	
N. & S. Atlantic	Sept. 20	.....	.....	.. ..	.....	Dropped out of the lists 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	900	.....	Sailed in 1839, and was condemned at Tahiti, 1840; oil (1,000 sperm) shipped home.
Indian Ocean	Aug. 14	May 2, 1839	200	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 8	May 1, 1838	.....	1, 900	.....	
.....	June —	June 21, 1838	150	.....	.....	Sold the whale-oil on the voyage.
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, 900	.....	
Indian Ocean	June 10	Apr. 10, 1839	230	2, 160	20, 000	Sold to Sag Harbor, 1839.
South Atlantic	June 30	Oct. 31, 1839	.....	2, 300	.....	
Atlantic	Aug. 6	Nov. 1, 1839	55	4	.....	
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	18	2, 734	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
New Bedford, Mass.—Continued.				
Alexander	Ship	421	Charles Stetson	John A. Parker & Son
Augusta	do	344	—— Lawrence	W. R. Rodman
Averick	do	470	—— Stetson	John A. Parker & Son
America	do	418	John Cole	I. Howland, jr. & Co
Agate	Brig	81	—— Landry	
Addison	Ship	426	—— Tower	A. H. Seabury
Barclay	do	281	—— Swain	Wm. R. Rotch & Co
Brandt	do	310	—— Delano	Alexander Gibbs
Cortes	do	382	Edward Gardner	George Howland
Canton	do	409	—— Leary	Jireh Perry
Com. Decatur	do	247	Elihu Wood	
Courier	do	381	—— Harding	Randall & Haskell
Clarice	Bark	237	Benjamin Clark	C. W. Morgan
China	Ship	370	—— Potter	William H. Stowell
Cicero	do	252	—— Hillman	
Ceres	do	373	George Tobey	Alexander Gibbs
Charles Frederick	do	317	—— Brown	J. A. Parker & Son
Cherokee	Bark	261	—— Cook	
Charleston Packet	Brig	184	—— Daggett	Crane & French
Cornelia	Bark	216	—— Netchen	L. Kollock
Delight	Brig	102	—— Howland	Jona. Mosher
Enterprize	Ship	291	—— Downs	Alfred Gibbs & Co
Falcon	do	273	Abm. Russell	Briggs & Bartlett
Fenelon	do	328	—— Smith	David Coffin
Florida	do	330	Edward Maxfield	E. Dunbar & Co
George Howland	do	374	—— Weeks	George Howland
Gideon Howland	do	379	—— Baker	I. Howland, jr., & Co
George and Martha	Bark	275	—— Willcox	Haskell & Randall
Garland	do	234	Elihu Gifford	Jas. D. Thompson
Herald, 2d	Ship	303	Nathaniel H. Nye	T. & A. R. Nye
Hector	do	380	Thomas A. Norton	Charles W. Morgan
Hibernia	do	327	—— Gray	Alfred Gibbs & Co
Huntress	do	391	—— Hull	do
India	do	366	—— Luce	William T. Russell
John	do	308	Isaac Thatcher	Frederick Parker
Jasper	Bark	223	Jos. Shockley	Alexander Gibbs
Juno	Brig	123	—— Brownell	A. H. Seabury & Bro
Lancaster	Ship	383	R. N. Swift	T. & A. R. Nye
Logan	do	302	Luther J. Briggs	I. Howland, jr., & Co
Liverpool	do	306	—— Thomas	Abm. B rker
London Packet	do	280	John Samson	A. H. Howland
Lucas	do	281	—— Taber	Tobey & Ricketson
Laurel	Schooner	119	—— Manter —— Worth	I. H. Bartlett
Maria Theresa	Ship	330	—— Turner	T. & A. R. Nye
Maria	do	202	—— Raymond	C. W. Morgan
Mary	do	287	—— Black	I. Howland, jr., & Co
Milo	do	398	—— Gardner	Andrew Robeson
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	Isaiah 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	356	—— Howland	J. & J. Howland
Sally Anne	do	312	Robert E. Borden	D. R. Greene & Co
Seine	Bark	281	—— Adams	Crane & French
Sarah Louisa	Brig	144	Ray G. Sanford	William R. Rodman
Tuscaloosa	Ship	284	William Hussey	Howland & Hussey
Triton	do	300	Avery F. Parker	I. Howland, jr., & Co
Trident	do	449	John H. Ricketson	J. A. Parker & Co
Two Brothers	do	288	I. C. Howland	D. R. Greene & Co
Tobacco Plant	do	271	—— Swain	W. R. Rodman
Virginia	do	346	—— Luce	William H. Stowell
William Hamilton	do	463	William Swain	I. Howland, jr., & Co
Waverly	ds	327	William Monroe	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Dec. 30	June 11, 1842	2,200	.....	.....	Mate killed by natives at the Marquesas Islands.
....do	June 26	Jan. 6, 1842	2,071	67	.....	
New Zealand ..	Feb. 2	Oct. 3, 1839	.....	4,200	.....	Arrived at Bremen.
Indian Ocean ..	July 9	May 27, 1840	530	3,879	.....	
Atlantic	Dec. —	July —, 1840	90	210	.....	
New Zealand ..	Dec. 19	Apr. 1, 1841	392	2,450	.....	
Indian Ocean ..	Apr. 29	Apr. 24, 1840	165	1,939	.....	
South Atlantic.	June 19	June 28, 1839	189	847	.....	
Pacific Ocean ..	Apr. 24	Apr. 22, 1842	2,230	.....	.....	
....do	Nov. 22	Aug. 26, 1842	2,634	40	.....	
South Atlantic	May 25	.....	.....	.....	.....	Condemned at Bermudas, January 4, 1840. Had 500 whale.
Pacific Ocean ..	June 8	July 18, 1842	2,283	.....	.....	
....do	Nov. 15	Aug. 12, 1841	1,206	.....	.....	
New Zealand ..	Oct. 2	May 2, 1840	751	1,934	.....	
South Atlantic.	June 12	June 1, 1840	310	1,012	.....	
Indian Ocean ..	Oct. 13	....	.....	.....	.....	Condemned at Isle of France, April, 1839.
Pacific Ocean ..	Dec. 1	Nov. 22, 1841	2,656	.....	.....	
New Zealand ..	Nov. 7	Oct. 14, 1840	532	1,922	.....	
South Atlantic.	June 19	May 31, 1839	256	8	.....	
S. A. and Ind ..	Apr. 3	July 9, 1840	583	230	.....	
Atlantic	Aug. 20	May 18, 1839	65	.....	.....	Voyage spoiled by mutiny of crew.
Pacific Ocean ..	Sept. 2	June 19, 1844	407	2,001	.....	
P. O. and N. Z ..	Aug. 2	June 3, 1840	265	1,895	.....	
South Atlantic	Aug. 29	June 22, 1840	782	1,750	.....	
....do	July 24	Feb. 22, 1840	539	2,250	.....	
Pacific Ocean ..	Apr. 24	Oct. 21, 1841	1,994	27	.....	
... do	Dec. 6	June 23, 1842	2,765	.....	.....	
S. A. and Ind ..	June 18	May 15, 1840	287	2,006	.....	
Indian Ocean ..	Sept. 15	May 25, 1840	212	1,000	.....	
Pacific Ocean ..	Nov. 20	Nov. 27, 1842	1,550	.....	.....	
....do	May 27	Aug. 16, 1840	2,675	7	.....	
Indian Ocean ..	June 30	Nov. 7, 1839	706	1,445	.....	
....do	Apr. 9	June 10, 1839	141	2,898	27,000	Sold 114 sperm at Hobart Town.
....do	Aug. 12	Mar. 14, 1840	750	1,975	.....	
....do	June 4	Feb. 21, 1840	233	2,025	.....	
... do	June 3	May 13, 1839	111	574	.....	
Atlantic	Apr. 14	May 29, 1839	404	14	.....	
Pacific Ocean ..	Nov. 15	Mar. 26, 1842	2,744	.....	.....	
....do	May 1	Dec. 13, 1841	1,339	946	.....	
South Atlantic	June 8	Apr. 7, 1840	224	1,916	.....	
Indian Ocean .	May 12	May 18, 1840	330	1,470	.....	
....do	July 1	Aug. 9, 1839	.....	2,608	.....	
Atlantic	Apr. 28	June 25, 1838	71	3	.....	
	July 19	June 27, 1839	200	.....	.....	
Indian Ocean ..	July 6	Mar. 21, 1840	800	1,912	.....	
....do	May 18	Sept. 7, 1840	750	.....	.....	
....do	June 3	Oct. 27, 18 9	910	1,318	.....	
Pacific Ocean ..	Dec. 24	Aug. 10, 1842	2,693	89	.....	First mate and boat's crew reported lost, October, 1841.
...do	Dec. 2	Aug. 4, 1842	1,944	1,065	.....	
South Atlantic.	May 25	Mar. 31, 1840	86	1,324	.....	
Pacific Ocean ..	Nov. 20	Mar. 3, 1842	2,688	.....	.....	
New Zealand ..	Dec. 31	Mar. 9, 1841	586	2,033	.....	
....do	Nov. 15	Sept. 8, 1840	485	2,285	.....	
Pacific Ocean ..	Sept. 30	Dec. 12, 1842	1,593	.....	.....	
Indian Ocean ..	July 11	July 9, 1840	278	3,115	.....	
Pacific Ocean ..	Aug. 24	Mar. 26, 1841	2,663	.....	.....	
South Atlantic.	June 6	May 6, 1840	292	1,976	.....	
....do	Oct. 3	Aug. 9, 1840	600	600	.....	
Atlantic	Aug. 8	June 26, 1840	396	3	.....	
Indian Ocean ..	May 2	Apr. 3, 1840	253	1,852	.....	Ordered away from Two People's Bay by Her Britannic Majesty's ship Harold.
Pacific Ocean ..	Sept. 3	Nov. 3, 1841	1,459	453	.....	
....do	Aug. 8	Nov. 9, 1842	1,590	40	.....	
S. A. and Ind ..	Oct. 16	May 6, 1840	600	212	.....	
Pacific Ocean ..	May 12	Nov. 5, 1841	1,085	99	.....	
Chili	May 21	Mar. 31, 1840	575	2,090	.....	
Pacific Ocean ..	May 1	May 31, 1842	2,156	.....	.....	
....do	Dec. 7	May 25, 1842	1,921	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
New Bedford, Mass.—Continued.				
Winslow	Ship	263	—— Pease	S. Rodman, jr
Washington	do	344	C. P. Covell	Jona. Bourne, jr
Fairhaven, Mass.				
Alto	Bark	197	—— Caldwell	Alden D. Stoddard
Albion	Ship	328	—— Smith	E. Sawin
Arab	do	336	—— Cushman	do
Benezett	Bark	192	—— Stetson	Jabez Delano, jr
Charles Drew	Ship	344	—— Bonney	Lemuel Tripp
Cadmus	do	320	—— Mayhew	Atkins Adams
Eliza Adams	do	403	—— Holley	do
Favorite	do	293	—— Swift	E. Sawin
George	do	360	—— Chase	Fish & Huttlestone
Hesper	Bark	263	Holder Almy	I. Hitch
Herald	Ship	262	—— Devoll	Samuel Borden
Isabella	Bark	243	—— Davis	E. Sawin
Joseph Maxwell	Ship	302	—— Stewart	F. R. Whitwell
Java	do	292	—— Crowell	Atkins Adams
Martha	do	298	John D. Taber	Nathan Church
Martha, 2d	do	301	—— Kelley	Atkins Adams
Maine	do	294	—— Magee	E. Sawin
Marcia	do	315	Edward Mosher	do
Mary Ann	do	335	—— Chase	L. Tripp, jr
Pindus	Bark	193	—— Perry	Lemuel Tripp
Pacific	Ship	314	—— Butler	Asa Swift
Quito	Brig	138	—— Webb	E. Sawin
South Boston	Ship	338	—— Butler	do
William Wirt	do	387	—— Daggett	Warren Delano
Rochester, Mass.				
Annawan	Brig	148	Charles Bates	G. Barstow & Son
Dryade	Bark	263	—— 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	—— Purrington	Elijah Willis
Sarah	do	171	—— Purrington	G. Barstow & Son
Solon	do	129	—— Hammond	Noble E. Bates
Nantucket, Mass.				
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	380	Joseph C. Chase	James Athearn
Daniel Webster	do	330	Joseph N. Plasket	Jared Coffin
Harmony	Schooner		—— Tracy	
Howard	Ship	364	William Worth, 2d	Timothy Hussey
Iris	Sloop		—— Weeks	
Japan	Ship	332	John Tobey	James Athearn
James Loper	do	348	Obed Cathcart	Levi Starbuck
Joseph Starbuck	do	410	Sanford Wilbur	George Starbuck
Lima	do	280	Obed Luce, jr	William B. Coffin
Mary Mitchell	do	354	Joseph McCleave	Samuel B. Tuck
Napoleon	do	360	William Plasket	George B. Upton
Phebe	do	379	George Allen, 2d	Gorham Coffin
Primrose	Schooner		—— Coleman	
President	Ship	293	Reuben Starbuck	Joseph Starbuck
Robert	Sloop		—— Meader	
Rambler	Ship	319	Robert McCleave	Frederick C. Sanford
Thule	do	287	James Coleman	S. B. Tuck
Young Hero	do	339	George Alley	Joseph Starbuck
Edgartown, Mass.				
Champion	Ship	398	—— Lawrence	Grafton Norton
Loan	do	263	—— Merchant	Abm. Osborne
Mary	do	348	—— Fisher	Coffin & Darrow

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Aug. 1	June 20, 1839	280	.....	.....	
New Zealand	Dec. 15	July 1, 1840	457	2,030	.....	Bought from Dartmouth, 1838.
S. A. and Ind	Mar. 3	May 15, 1840	602	.....	.....	
Indian Ocean	July 9	Feb. 24, 1840	600	2,241	.....	
....do	July 26	Mar. 19, 1840	26	2,374	.....	
Pacific Ocean	June 8	Oct. 12, 1840	1,045	.....	.....	
....do	Aug. 9	Apr. 15, 1842	1,960	.....	.....	Sold to New Bedford, 1842.
....do	June 3	Mar. 16, 1841	2,002	.....	.....	
....do	Oct. 22	Jan. 23, 1842	2,771	.....	.....	
New Zealand	Dec. 2	Aug. 7, 1840	240	2,293	.....	
Indian Ocean	July 17	Aug. 6, 1840	48	2,070	.....	
Ind. and P. O	Nov. 25	May 9, 1841	1,822	.....	.....	Bought from New Bedford, 1838.
South Atlantic	July 19	Apr. 2, 1840	112	1,360	.....	
Pacific Ocean	Jan. 9	June 14, 1841	991	694	.....	
Indian Ocean	Sept. 19	July 10, 1840	491	1,353	.....	
Pacific Ocean	May 27	May 30, 1841	590	800	.....	
Indian Ocean	June 25	July 6, 1841	625	1,330	.....	
....do	July 21	June 4, 1840	670	1,555	.....	
....do	Aug. 12	Mar. 31, 1840	188	1,982	.....	
....do	Feb. 3	Nov. 4, 1841	657	1,435	.....	
Pacific Ocean	Sept. 13	May 31, 1842	2,306	.....	.....	
South Atlantic	Aug. 4	May 29, 1840	375	725	.....	
...do	Aug. 28	Feb. 13, 1840	114	1,971	.....	Bought from Nantucket 1838.
Indian Ocean	July 26	Nov. 7, 1839	45	597	.....	Tender to ship Arab.
South Atlantic	Apr. 30	Sept. 19, 1839	.....	2,960	.....	
Indian Ocean	June 23	June 4, 1842	2,760	.....	.....	
Atlantic	July —	.....	.....	.....	.....	Lost at sea, in a gale, March, 1839. Captain, 1st and 2d mates, and 12 men lost.
Indian Ocean	July 3	Oct. 23, 1839	242	1,350	.....	
....do	June 20	.....	.....	.....	.....	Lost at Cocos Islands March, 1839.
Atlantic	Apr. 30	May 10, 1839	431	5	.....	
South Atlantic	Oct. 20	Nov. 7, 1839	646	.....	.....	
Atlantic	Apr. 3	June 4, 1839	220	.....	.....	
....do	Sept. 13	May 27, 1839	120	.....	.....	
....do	July 22	May 16, 1839	563	.....	.....	
....do	June 6	Apr. 16, 1839	440	.....	.....	
Pacific Ocean	July 4	Oct. 21, 1841	2,181	9	.....	Sent home 90 barrels sperm.
....do	June 3	Dec. 2, 1841	2,265	.....	.....	
....do	Apr. 28	Apr. 5, 1841	2,714	52	.....	
....do	July 16	Apr. 17, 1841	1,580	310	.....	
...do	Dec. 16	Oct. 15, 1842	1,832	.....	.....	Built at Mattapoisett 1838.
Indian Ocean	Sept. 22	.....	.....	.....	.....	Lost in the Indian Ocean February 8, 1839.
Pacific Ocean	Oct. 19	Jan. 1, 1841	2,209	.....	.....	
Shoals	.....	.....	.....	.....	.....	Made three trips; took one small whale.
Pacific Ocean	June 10	Dec. 12, 1841	2,176	27	.....	
....do	June 26	May 11, 1842	1,842	.....	.....	Built 1837, at Rochester.
....do	Nov. 15	Apr. 3, 1842	3,321	.....	.....	Built 1838, at Nantucket.
....do	Aug. 29	Feb. 7, 1842	1,660	.....	.....	
....do	Aug. 26	Apr. 27, 1842	1,370	96	.....	David O. Bearse, 2d mate, died Sept. 13, 1841.
....do	Sept. 9	Sept. 13, 1842	1,676	512	.....	Built 1838, at Rochester.
....do	July 18	Apr. 2, 1842	1,387	.....	.....	
Atlantic	.....	Nov. 14, 1838	Clean	.....	.....	
Pacific Ocean	Nov. 15	July 18, 1842	1,840	.....	.....	
Shoals	.....	.....	.....	.....	.....	Made several voyages; took 60 bbls. humpback.
Pacific Ocean	Dec. 12	Nov. 10, 1842	1,548	.....	.....	
....do	Oct. 19	Dec. 29, 1841	1,520	52	.....	
....do	June 27	Oct. 21, 1841	2,504	.....	.....	Built 1838, at Rochester.
New Zealand	May 12	May 12, 1841	3,100	.....	.....	
Pacific Ocean	May 30	.....	.....	.....	.....	Sent home 900 sperm; lost at Talcahuano August 19, 1841.
New Zealand	Aug. 8	Sept. 20, 1840	700	2,200	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1838.				
Stonington, Conn.				
George	Ship	251	—— Brewster	Charles P. Williams
Mercury	do	305	—— Smith	C. T. Stanton
Thomas Williams	do	340	—— Hall	C. P. Williams
Wareham, Mass.				
Pleiades	Bark	261	—— Allen	M. S. F. Tobey
Holmes's Hole, Mass.				
Pocahontas	Ship	341	—— Dillingham	Thomas Bradley
William and Joseph	Brig		—— Cleveland	
Provincetown, Mass.				
Imogene	Brig		—— Smalley	James Smalley
Fall River, Mass.				
Ann Maria	Brig	196	—— Snell	J. S. Barnard
Taunton	do	103	—— Cummings	William Coggeshall
William	do	107	—— Cudworth	J. S. Barnard
Lynn, Mass.				
Com. Preble	Ship	323	—— Eldridge	Andrew Breed
Louisa	do	383	—— Wooley	Hezekiah Chase & Co.
Ninus	do	260	—— Ludlow	Isaiah Breed
Falmouth, Mass.				
Brunette	Bark	200	—— Pool	Elijah Swift
Geo. Washington	Brig	180	—— Whitehouse	Sanford Herendeen
Popmunnett	Bark	200	—— Nickerson	John Robinson
New London, Conn.				
Armata	Ship	414	—— Peabody	Abner Bassett
Bingham	do	375	—— Barnum	Benjamin Brown
Com. Perry	do	270	—— Hobron	C. Chew & Co
Columbia	do	492	—— Smith	Havens & Smith
Candace	do	310	—— Reed	do
Chelsea	do	396	—— Smith	do
Electra	do	347	—— Lax	William Williams, jr.
Georgia	do	343	—— Hall	Thomas W. Williams
Gen. Williams	do	446	—— Holdridge	Williams & Barns
Hand	Schooner	86	—— Randall	Havens & Smith
Indian Chief	Ship	401	—— Skinner	Frink, Chew & Co
John and Elizabeth	do	296	—— Halsey	Havens & Smith
John and Edward	do	318	—— Bailey	N. & W. W. Billings
Julius Cæsar	do	347	—— McLean	do
McDonough	Schooner	125	—— Lawton	Benjamin Brown
Phenix	Ship			
Superior	do			
Sag Harbor, N. Y.				
Ann	Ship	299	—— Bishop	Marcus B. Osborn
American	do	283	—— Jennings	S. & B. Huntting & Co.
Acasta	do	286	—— Smith	Mulford & Sleight
Camillus	do	345	—— Rogers	Charles T. Dering
Concordia	Bark	265	—— Woodward	Thomas Brown
Columbian	Ship	285	—— Pierson	Luther D. Cook
Cadmus	do	307	—— Babcock	Mulford & Sleight
France	do	411	—— Howell	N. & G. Howell
Fanny	do	391	—— Payne	do
Gem	do	326	—— Ludlow	Huntting Cooper
Henry	do	33	—— Sweeney	S. L. Hommedieu
Hannibal	do	311	—— Bennett	S. & B. Huntting & Co.
Hamilton	do	32	—— Jones	C. T. Dering
Marcus	do	283	—— Glover	S. & N. Howell
Monmouth	do	273	—— Smith	

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	Oct. 24	Feb. 28, 1841	900	1,200	.....	Sold 600 whale at Pernambuco.
....do	Nov. 1	Sept. 6, 1840	600	2,000	.....	
South Atlantic	May 19	June 27, 1840	600	2,450	.....	
South Atlantic	Oct. 2	June 18, 1840	303	1,42[illegible]	.....	
Indian Ocean	June 16	.....	.....	.....	.....	
Atlantic	.....	Sept. 22, 1838	60	.....	.....	
Bay of Mexico	Jan. 10	July 24, 1838	400	200	.....	
South Atlantic	Aug. 20	Oct. 24, 1839	250	.....	.....	
Atlantic	Mar. 23	Aug. 30, 1838	65	.....	.....	Sailed again October 30, 1838; arrived August 19, 1839.
....do	June 25	Dec. 19, 1838	400	.....	.....	
Indian Ocean	July 14	May 26, 1840	380	1,900	.....	
....do	July 11	.....	.....	.....	.....	Condemned at Mauritius December, 1839; had 1,100 whale.
....do	July 14	Aug. 7, 1840	.....	1,650	10,000	
Atlanti	July 12	Dec. 11, 1839	400	.....	.....	
....do	June 20	Mar. 6, 1840	200	.....	.....	
....do	.....	—— —, 1838	200	.....	.....	
South Atlantic	July 6	Mar. 31, 1840	200	1,900	.....	
....do	June 18	May 13, 1839	80	1,720	.....	Sold to Mystic.
....do	June 1	—— —, 1839	470	530	.....	
....do	July 25	May 1, 1839	.....	3,700	.....	
....do	May 22	Feb. 14, 1839	300	1,900	.....	
....do	June 26	Oct. 10, 1839	30	2,800	.....	
....do	July 6	Apr. 10, 1840	100	1,800	.....	
....do	Oct. 28	July 1, 1839	.....	90	.....	Had schooner Amazon for tender; crew mutinied.
Falk. Islands	Nov. 28	Oct. 14, 1840	400	2,300	.....	Had Brig Magellan, Lax, for tender.
Indian Ocean	July 28	May 23, 1840	.....	300	7,000	
...do	Oct. 1	Apr. 5, 1841	150	2,600	.....	
South Atlantic	July 6	May 14, 1840	650	800	.....	
....do	Nov. 28	Jan. 11, 1840	100	2,300	.....	Sold to New Bedford.
....do	Nov. 14	—— —, 1839	.....	.....	.....	Probably arrived in June or July, full.
Indian Ocean	Aug. 1	.....	.....	.....	.....	
Pacific Ocean	Nov. —	Feb. —, 1841	1,900	600	.....	
South Atlantic	Oct. —	July —, 1840	120	2,880	.....	
South Atlantic	July 11	May 9, 1839	30	970	.....	
....do	May 28	July 10, 1840	400	1,100	.....	
... do	July 6	Aug. 31, 1840	200	1,700	.....	
....do	Aug. 1	June 13, 1839	.....	1,600	.....	
....do	July 11	Oct. —, 1840	300	1,800	.....	
....do	June 14	May 15, 1839	.....	300	.....	
....do	June 14	May 15, 1839	.....	500	.....	
....do	July 16	Aug. 17, 1841	700	3,500	26,730	
...do	July —	May 9, 1839	.....	1,000	.....	
....do	July 11	July 30, 1839	600	1,000	.....	
... do	June 23	May 29, 1839	.....	900	.....	
....do	July 26	July 8, 1840	100	1,550	.....	
... do	Aug. 9	May 7, 1840	160	2,200	.....	
....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.
1838.				
Sag Harbor, N. Y.—Continued.				
Nimrod	Ship	280	—— Parker	C. T. Dering & Co
Ontario	do	368	—— Green	S. & B. Huntting & Co
Phenix	do	314	—— Topping	L. D. Cook
Panama	do	464	Thomas E. Crowell	N. & G. Howell
Thorn	do	299	—— Tuttle.	Mulford & Sleight
Washington	do	340	—— Sayer	Josiah Douglass
Xenophon	do	384	—— Halsey	Mulford & Sleight
Westport, Mass.				
Dr. Franklin	Bark	171	—— Francis	Job Davis
Elizabeth	Brig	107	—— Sowle	Abner B. Coffin
Juno	do	165	—— Sowle	Abner B. Gifford
Mexico	do	130	—— Macomber	Gideon Davis
President	Bark	187	—— Sowle	Andrew Hicks
Mystic, Conn.				
Aeronaut	Ship	265	—— Mallory	Charles Mallory
Gov. Endicott	do	298	—— Holmes	J. & W. P. Randall
Meteor	do	325	—— Lester	do
Tampico	Brig	99	—— Bailey	C. Mallory
Uxor	do	96	—— McKinstry	do
Bridgeport, Conn.				
Hamilton	Ship	359	—— Brown	Samuel F. Hurd
Harvest	Bark		—— Godbee	do
East Haddam, Conn.				
Bruce	Bark	148	—— Bradford	
Dartmouth, Mass.				
Grand Turk	Ship	324	—— Dexter	James Rider
South Carolina	do	302	—— Bailey	do
Wade	Bark	261	—— Swift	
Wilmington, Del.				
North America	Ship	270	—— Simmons	William Wheeler
Greenport, N. Y.				
Delta	Ship	314	—— Griffin	H. & N. Corwin
Roanoke	do	251	—— Case	Wiggins & Parsons
Seraph	Brig	174	—— Barns	Samuel Lamson
Washington	Ship	236	—— Wilbur	James Tuthill
Hudson, N. Y.				
Edward	Ship	274	—— Daggett	Seth G. Macy
Huron	do	290	—— Barrett	Robert A. Barnard
Martha	do	369	—— Whelden	Alexander Jenkins
New York, N. Y.				
Elizabeth	Brig		—— Nash	S. E. Burrows
Shibboleth	Bark	219	—— Smith	do
Providence, R. I.				
Envoy	Ship	392	—— Pease	Amherst & Everett
Salem, Mass.				
Eliza	Bark	362	—— Radcliffe	James W. Cheever
Emerald	Ship	271	—— Dexter	S. C. Phillips
Mt. Wollaston	do	325	—— Jewett	John B. Osgood
Statesman	Bark	258	—— Coffin	do

sailing from American ports—Continued

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	July 11	May 9, 1839	.....	1,400	.....	
....do	July —	July 18, 1839	.....	.....	.....	
....do	July 25	May 8, 1840	120	2,380	.....	Captain Topping left the ship and came home sick.
....do	June 12	Apr. 11, 1841	400	3,300	29,000	
Pacific Ocean ..	Oct. 18	.....	.....	.....	.....	Condemned at Bay of Islands, July, 1840; had 50 sperm, 1,600 whale.
South Atlantic	July 26	Apr. 24, 1839	58	350	.....	
....do	July 26	July 10, 1840	240	2,710	.....	
Atlantic	Sept. 5	May 13, 1839	401	.....	.....	
....do	Aug. 28	May 27, 1839	212	.....	.....	
....do	Aug. 24	June 24, 1839	433	2	.....	
....do	June —	June 12, 1839	360	.....	.....	
....do	Aug. 26	Sept. 19, 1839	383	.....	.....	
South Seas.....	June 18	Mar. 31, 1840	80	2,200	.....	
....do	July 11	Sept. 5, 1839	.....	1,300	.....	Had for tender schooner Plutarch, 81 tons Captain Stevens.
....do	June 1	—— —, 1839	150	1,800	.....	
Crozettes	June —	Apr. 8, 1839	.....	100	.....	Elephant-oil.
South Atlantic.	May 15	Mar. 9, 1839	.....	300	.....	Do.
South Atlantic.	July 6	May 30, 1839	.....	1,350	.....	
....do	July 28	June 6, 1840	140	1,860	.....	
Atlantic	Sept. 13	Sept. 20, 1838	.....	.....	.....	Put into Newport badly damaged by a gale; sold to Fairhaven 1839.
Indian Ocean..	July 11	Dec. 10, 1839	130	2,470	.....	
Pacific Ocean ..	Dec. 15	Apr. 15, 1842	1,150	800	.....	
South Seas.....	Apr. 18	May 7, 1840	708	1,280	.....	
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.
South Atlantic	July —	—— —, 1839	.....	.....	.....	
....do	July —	May 4, 1839	200	1,250	.....	
....do	July —	Feb. 26, 1839	190	720	.....	
....do	July —	May 2, 1839	200	1,000	.....	
South Atlantic	July 10	Sept. 1, 1840	200	1,300	.....	
... do	Sept. 26	May 28, 1840	.....	900	.....	Sold to Sag Harbor.
Indian Ocean..	.....	Apr. 23, 1839	150	1,150	13,000	
Falk. Islands ..	Feb. 14	Aug. 18, 1839	.....	1,450	.....	
South Atlantic	Jan. 26	.....	.....	.....	.....	Sold at Rio Janeiro.
Pacific Ocean ..	June 18	Mar. 18, 1841	1,000	2,500	.....	
Indian Ocean ..	Nov. 21	May 9, 1841	275	1,300	.....	
....do	May 24	Feb. 27, 1840	250	1,750	.....	Sold 100 sperm at Hobart Town.
....do	June 2	Apr. 17, 1840	600	1,100	.....	
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.
1838.				
Portland, Me.				
Science	Ship	388	—— Whippey	Caleb Adams
Wiscasset, Me.				
Wiscasset	Ship	380	S. B. Horton	John Brooks
Newport, R. I.				
Erie	Ship	375	A. W. Dennis	Samuel Whitehorne
Margaret	do	375	T. Wimpenny	John Stevens & Co
Mechanic	do	335	Spencer Pratt	Thomas Bush
Pocahontas	Brig		William Barker	Samuel Barker
Sailor's Return	Schooner		—— Smiley	N. S. Ruggles
Bristol, R I.				
America	Bark	257	—— Simmons	Robert Rogers
America	Ship			
Gov. Hopkins	Brig	111	—— Simmons	William R. Taylor
Troy	do	156	—— King	Thomas Church
Warren, R. I.				
Brilliant	Brig		—— Smith	
Chariot	Ship	355	—— Littlefield	N. M. Wheaton & Co
Crawford	Brig	121	—— Luther	J. & D. K. Luther
Franklin	Bark	219	—— Barton	do
Galen	Ship	365	—— Borden	Driscol & Child
Philip Tabb	do	405	—— Jenney	do
William Baker	do	224	Sanford	do
Poughkeepsie, N. Y.				
Elbe	Ship	333	Charles Waterman	David S. Shearman
Vermont	do	292	—— Kendrick	do
Plymouth, Mass.				
James Munroe	Brig	115	—— Randall	Northam & Fearing
New Suffolk, N. Y.				
Noble	Bark	274	—— Sayer	Ira B. Tuthill
Portsmouth, N. H.				
Ann Parry	Ship	348	—— Youngs	James Kennard
1839.				
New Bedford, Mass.				
Abigail	Ship	310	James V. Cox	C. W. Morgan
Alexander Barclay	do	462	—— Norton	J. A. Parker & Son
Benjamin Tucker	do	349	—— Worth	Charles R. Tucker
Brandt	do	310	Hezekiah Adams	N. Leonard & Co
Brighton	do	354	—— Sherman	William T. Russell
Cambria	do	362	—— Ray	James Arnold
Chili	do	291	D. B. Delano	N. Leonard & Co
Coral	do	370	James H. Shearman	Gideon Allen
Corinthian	do	401	—— Paddock	George Howland
Condor	do	349	—— Harding	C. W. Morgan
Copia	do	317	John Worth	Lemuel Kollock
Cora	Bark	220	—— Shearman	I. H. Bartlett
Charleston Packet	Brig	184	—— Tripp	Crane & French
Delight	do	102	—— West	Jona. Mosher
Draper	Ship	291	—— Howland	Jos. Dunbar & Co
Desdemonia	Bark	295	—— Phinney	T. & A. R. Nye
Emerald	Ship	359	—— Merchant	Riddell & Dix

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Sept. 8	June 4, 1841	300	2, 800	.....	
Pacific Ocean ..	Jan. 27	July 22, 1841	900	1, 200	.....	Sold 600 whale at Bahia; sold to Sag Harbor.
South Atlantic.	May 20	.....	.....	.....	.....	Lost at Chatham Island, 1841; oil saved, (1,100 whale.)
Pacific Ocean ..	June 13	Oct. 17, 1840	1, 600	200	.....	
....do	July 21	Jan. 4, 1842	2, 400	.....	.....	
North Atlantic.	.....	July 10, 1840	80	18	.....	
.....	Aug. —	.....	.....	.....	.....	Lost October 11, 1838, on Cape Saint Roque.
South Atlantic.	Aug. 26	Apr. 26, 1840	75	1, 225	.....	
Indian Ocean...	Jan. —	June —, 1840	1, 300	.....	.....	
Atlantic	July 14	July 1, 1839	60	.....	.....	
....do	Apr. 6	July 2, 1839	680	.....	.....	
New Zealand ..	Oct. 16	.....	.....	.....	.....	Lost in Poverty Bay, New Zealand.
....do	Dec. 6	Oct. 12, 1840	180	1, 920	.....	Sailed first, March 10; struck by lightning; returned the second time in July, damaged in a gale.
Atlantic	Apr. 4	Dec. 11, 1839	350	.....	.....	
Indian Ocean ..	July 24	Aug. 7, 1840	750	250	.....	
Pacific Ocean ..	Oct. 5	June 24, 1842	1, 700	.....	.....	
....do	July 10	Apr. 14, 1840	200	2, 450	.....	
South Atlantic.	July 11	Apr. 19, 1839	180	620	.....	
South Atlantic.	June—	May 20, 1840	850	1, 850	.....	
....do	Dec. 5	Oct. 12, 1840	450	2, 100	.....	
Atlantic	Dec. 2	Dec. 29, 1839	313	.....	.....	
South Atlantic.	.....	May 9, 1839	195	450	.....	
Indian Ocean ..	Aug. 3	June 1, 1842	472	2, 030	15, 000	
Pacific Ocean ..	Apr. 2	Apr. 6, 1843	1, 640	.....	.....	Returned July 6, 1839, leaky, having landed 60 sperm at Western Islands. Sailed again July 28.
New Zealand ..	Oct. 8	Sept. 27, 1841	.....	4, 500	.....	Unloaded at Bremen.
Pacific Ocean ..	Nov. 16	Sept. —, 1843	2, 035	35	.....	
....do	Dec. 20	Feb. 12, 1843	500	110	800	
Indian Ocean ..	May 18	Nov. 24, 1841	1, 260	1, 141	.....	
New Zealand ..	May 4	Oct. 1, 1842	2, 021	.....	.....	
Pacific Ocean ..	Oct. 14	Apr. 21, 1843	2, 000	.....	.....	
....do	June 15	Sept. 11, 1842	3, 118	.....	.....	
....do	Aug. 11	Aug. 7, 1843	2, 600	100	.....	
Indian Ocean...	July 11	June 27, 1841	910	1, 764	.....	
New Zealand ..	Oct. 9	July 17, 1840	500	.....	.....	Returned in consequence of a mutiny.
....do	May 10	May 12, 1841	351	1, 514	.....	
Atlantic	July 12	June 14, 1840	122	8	.....	
....do	June 12	May 26, 1840	281	.....	.....	
Indian Ocean ..	Aug. 13	Jan. 23, 1842	789	1, 304	.....	
Pacific Ocean ..	Oct. 7	May —, 1843	800	400	2, 400	
....do	Dec. 25	May —, 1843	1, 746	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
New Bedford, Mass.—Continued.				
Emma	Bark	246	—— Davis	Lawrence Grinnell
Equator	do	263	—— Fisher	John A. Standish
Frs. Henrietta	Ship	407	William H. Reynard	C. W. Morgan
Frances	do	348	Stephen C. Christian	James Arnold
Franklin	Bark	218	William E. Butler	John A. Parker & Son
Franklin	Ship	333	—— Howland	Abm. H. Howland
Golconda	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
Golconda, 2d	do	359	—— Smith	William H. Stowell
Hope	do	295	—— Robinson	William T. Russell
Hope, 2d	Bark	186	—— Davis	E. Dunbar & Co
Hercules	Ship	335	H. H. Ricketson	Jireh Perry
Hydaspe	do	313	—— Hathaway	Randall & Haskell
Huntress	do	391	—— Hull	Alfred Gibbs & Co
Honqua	do	339	—— West	Alexander Gibbs
Iris	do	311	Gideon B. Spooner	Edward C. Jones
Isaac Howland	do	399	—— Swain	I. Howland, jr., & Co
Julian	do	356	—— Hawes	Hathaway & Luce
Java	do	295	—— Holt	George Howland
John Howland	do	377	—— Whitfield	J. & J. Howland
John Adams	do	268	—— Baker	Jireh Perry
James	do	278	—— Taber	T. & A. R. Nye
Jasper	Bark	223	—— Sanford	Alexander Gibbs
Juno	Brig	123	—— Pease	A. H. Seabury & Bro
Lucas	Ship	281	—— Severance	Tobey & Ricketson
Laurel	Brig	119	—— Smith	I. H. Bartlett
Messenger	Ship	277	—— Kendrick	J. R. Thornton
Mary	do	287	Hiram Nickerson	I. Howland, jr., & Co
Minerva	do	408	Moses Samson	William Gifford
Mayflower	do	350	Henry Colt	Randall & Haskell
Milton	do	388	Robert Tuckerman	Henry Taber & Co
Minerva	Bark	195	Warren Howland	Charles R Tucker
Montpelier	Ship	320	—— Cary	Walter Spooner
Nye	do	211	Ezra Smith	T. & A. R. Nye
Octavia	do	257	—— Manchester	Gideon Allen
Phenix	do	423	Squire Sanford	J. A. Parker
Pacific, 2d	do	332	—— Collins	Andrew Robeson
Parker	do	406	Prince Sherman	J. A. Parker & Son
Pioneer	Bark	231	—— Hillman	C. W. Morgan
Phocion	Ship	265	—— Smith	Palmer & Coggeshall
Roman	do	375	—— Smith	Edward C. Jones
Rajah	Bark	250	—— West	Isaiah Burgess
Roscoe	do	235	George H. Clark	Jona. Bourne, jr.
Stephania	Ship	315	Warren N. Bourne	Richard A. Palmer
Selma	do	269	—— Willcox	A. H. Seabury & Bro
St. George	do	408	—— Fisher	George O. Crocker & Co
St. Peter	do	267	William H. Mosher	Bryant & Perry
Timoleon	do	346	—— Baylies	J. Dunbar & Co
William and Eliza	do	321	Samuel F. Rogers	James Arnold
William Thompson	do	495	—— Doane	Jireh Perry
William Botch	do	290	Rudolphus Toby	John Coggeshall
Winslow	do	263	—— Grinnell	S. Rodman, jr
Zoroaster	Brig	159	—— King	A. H. Seabury
Zephyr	Ship	361	Abraham Gardner	Alexander Gibbs
Fairhaven, Mass.				
Ansell Gibbs	Ship	319	—— West	Gibbs & Jenney
Amazon	do	318	—— Smith	Nathan Church
Bruce	Bark	148	—— Reynolds	M. O. Bradford
Columbus	Ship	382	—— Fish	Gibbs & Jenney

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Aug. 18	Oct. 18, 1840	334	.....	.....	
Pacific Ocean	Nov. 2	Apr. —, 1840	871	.....	.....	
do	Aug. 4	Feb. 16, 1843	1,700	1,420	11,500	
do	Dec. 22	Aug. 2, 1843	1,771	15	.....	
do	July 9	May 13, 1843	779	.....	.....	
New Zealand	Apr. 16	Feb. 28, 1841	427	1,860	.....	
Pacific Ocean	Dec. 5	June 17, 1843	1,288	.....	.....	
do	Dec. 26	May 2, 1843	1,387	.....	.....	First mate, Samuel Waggoner, died November, 1841.
do	Nov. 8	July 3, 1843	1,408	.....	.....	
New Zealand	May 30	Aug. 16, 1841	215	3,130	.....	
do	May 4	Mar. 1, 1841	653	2,156	.....	
do	May 4	Apr. 9, 1841	180	3,120	.....	Bought from Bristol.
Indian Ocean	July 11	May 28, 1841	800	1,300	.....	
Atlantic	July 11	Nov. 29, 1840	910	16	.....	
New Zealand	Aug. 14	Dec. 15, 1841	805	1,813	8,400	
South Atlantic	Mar. 24	Sept. 18, 1840	444	.....	.....	
Indian Ocean	Oct. 25	June 26, 1841	551	2,804	.....	
do	July 8	Apr. 6, 1841	689	2,293	.....	
Pacific Ocean	Aug. 15	May 27, 1843	1,595	55	.....	
do	May 30	Apr. 23, 1843	2,481	19	.....	
Indian Ocean	Sept. 28	Oct. 21, 1841	635	2,295	.....	
New Zealand	May 31	Mar. 28, 1841	330	2,172	.....	
Pacific Ocean	Oct. 31	May 7, 1843	2,761	.....	.....	
New Zealand	June 2	Apr. 27, 1841	1,221	603	.....	
do	May 15	Apr. 21, 1841	332	1,602	.....	
New Holland	June 17	June 3, 1840	191	1,123	.....	
Atlantic	June 22	June 24, 1840	40	20	.....	
New Zealand	Sept. 17	Apr. 15, 1842	250	1,550	16,000	
Atlantic	Aug. 3	Aug. 31, 1840	215	10	.....	
South Atlantic	Sept. 17	May 1, 1841	425	65	.....	Captain, mate, and four men died on voyage.
Indian Ocean	Dec. 24	Apr. 5, 1842	530	1,840	18,000	
do	Oct. —	Sept. 10, 1842	150	1,050	.....	
New Zealand	July 10	May 23, 1841	965	1,460	.....	
Pacific Ocean	Dec. 11	Mar. 26, 1842	804	1,740	.....	
Atlantic	May 11	May 5, 1840	607	2	.....	
New Zealand	Sept. 21	Oct. 19, 1841	750	1,550	.....	
Pacific Ocean	Dec. 18	May 14, 1844	30	983	.....	
South Atlantic	May 30	May 23, 1841	49	2,126	.....	
Pacific Ocean	Apr. 29	May 29, 1842	3,039	31	.....	
do	Nov. 3	May 31, 1842	897	934	.....	
do	Aug. 26	.....	.....	.....	.....	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.
Indian Ocean	June 6	May 26, 1842	491	827	8,000	
South Atlantic and Ind.	June 13	June 27, 1841	295	1,300	.....	Returned August 10, 1839, leaky. Sailed again September 8, Collins, master.
Pacific Ocean	July 2	Dec. 22, 1842	2,702	.....	.....	
New Zealand	June 8	May 28, 1841	502	1,672	.....	
Indian Ocean	Sept. 6	Mar. 28, 1842	426	830	7,500	
do	July 18	Oct. 9, 1841	916	1,390	.....	
New Zealand	June 4	Apr. 19, 1841	196	1,376	.....	
Pacific Ocean	Sept. 3	Mar. 31, 1843	2,322	.....	.....	
Indian Ocean	May 19	May 27, 1842	341	1,634	.....	
Pacific Ocean	Dec. 17	July 29, 1843	1,902	.....	.....	Marshall B. Caldwell, third mate, died November, 1842.
do	Oct. 21	June 24, 1844	800	682	31,643	Shipped home about 2,300 whale.
do	Apr. 21	Feb. 25, 1842	1,685	2,060	.....	
do	June 30	Nov. 27, 1842	1,185	.....	.....	
Indian Ocean	July 14	May 5, 1840	420	3	.....	
Atlantic	Oct. 10	Oct. 28, 1840	378	6	.....	
Pacific Ocean	June 29	Mar. 19, 1843	2,200	.....	.....	
Pacific Ocean	Sept. 17	Sept. 10, 1842	2,530	.....	.....	
Indian Ocean	June 10	May 28, 1841	343	1,876	.....	
Atlantic	Apr. 7	Aug. 6, 1840	302	16	.....	Bought from East Haddam, 1839.
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.
1839.				
Fairhaven, Mass.—Continued.				
Draco	Bark	257	—— Ray	A. D. Stoddard
Friendship	Ship	366	—— Taber	Gibbs & Jenney
Gen. Scott	do	333	—— Fosdick	L. C. Tripp
Heroine	do	337	—— Smith	Nathan Church
Harvest	Bark	314	—— Fisher	Jabez Delano, jr.
Jasper	Ship	360	—— Leavitt	Atkins Adams
Leonidas	do	243	—— Stewart	Jenney & Tripp
London Packet	do	335	Moses Howland	Gibbs & Jenney
Lagrange	Bark	280	—— Taber	Atkins Adams
Marcia	Ship	315	Edward P. Mosher	E. Sawin
Sarah Francis	do	301	—— Daggett	do
Rochester, Mass.				
Chase	Brig	153	—— Mayhew	G. Barstow & Son
Lagrange	do	170	—— Riddell	Elijah Willis
Mattapoisett	do	150	—— Southworth	Jos. Meigs
Orion	do	99	—— Snow	Elijah Willis
Pearl	do	157	—— Purrington	J. S. Bates
Richard Henry	Bark	173	—— Ellis	G. Barstow & Son
Shylock	Ship	278	—— Taber	S. C. Luce
Sarah	Brig	171	—— Purrington	G. Barstow & Son
Solon	do	129	—— Wing	Noble E. Bates
Two Sisters	do	122	—— Hammond	do
Volant	Bark	210	—— Hammond	J. S. Bates
Willis	Brig	164	—— Boodry	R. L. Barstow
Nantucket, Mass.				
Atlantic	Ship	321	George C. Hoeg	Daniel Jones
Baltic	do	410	John J. Gardner	John H. Shaw
Barclay	do	301	Reuben Barney	Griffin Barney
Catharine	do	384	John Brown	Chris. Wyer
Comet	Schooner		—— Coffin	
Columbus	Ship	344	William B. Gardner	R. Mitchell & Sons
Constitution	do	318	Obed Ramsdell	C. G. & H. Coffin
Congress	do	339	John Pitman	Philip H. Folger
Dromo	Brig		—— Lawrence	
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	—— Carr	
Peru	Ship	257	Joshua Coffin	David Joy
Richard Mitchell	do	385	William H. Gardner	R. Mitchell & Sons
Sarah	do	495	William Upham	George B. 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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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	2,483	.....	
... do	June 23	July 2, 1841	811	1,330	.....	Bought from Newport.
....do	Sept. 17	.....	.....	.....	.....	Condemned at Talcahuano May, 1841. 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	1,845	.....	
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	52	.....	.....	
....do	July 14	Dec. 14, 1840	300	.....	.....	
....do	June 23	.....	.....	.....	.....	Lost at Porto Rico, March 22, 1840.
....do	July 4	June 24, 1840	130	30	.....	
....do	Aug. 17	Aug. 18, 1840	300	.....	.....	Captain Ellis was killed by a whale July 24, 1840.
New Zealand ..	May 26	.....	.....	.....	.....	Lost at Feejee Islands, 1840.
Atlantic	July 7	July 13, 1840	500	.....	.....	
....do	May 17	June 2, 1840	200	.....	.....	
....do	July 30	Mar. 27, 1840	500	.....	.....	Bought from Boston 1839.
South Atlantic	Oct. 18	.....	120	200	.....	Condemned at St. Helena February, 1841.
Atlantic	June 16	Aug. 28, 1840	475	.....	.....	
Pacific Ocean.	May 12	May 11, 1843	1,255	95	.....	
....do	Aug. 17	Apr. 6, 1843	2,007	323	.....	Sold to Fairhaven, 1843.
....do	Dec. 10	Aug. 12, 1843	818	2	.....	
....do	May 8	June 23, 1843	650	270	.....	Captain Brown died in his boat, fast to a whale. Sold to New London.
Atlantic	Aug. 3	Aug. 29, 1839	Clean	.....	.....	
Pacific Ocean..	May 25	Apr. 28, 1843	1,180	.....	.....	Sold to New London.
....do	July 21	May 31, 1842	2,167	20	.....	
....do	Aug. 27	June 18, 1843	1,298	50	.....	Sold to New Bedford.
Atlantic	.....	Dec. 29, 1839	.....	.....	.....	Reported late in 1839 with 200 sperm; condemned, 1840.
Pacific Ocean..	Dec. 17	Feb. 27, 1844	1,946	5	.....	Built 1839, at Rochester.
....do	July 20	July 7, 1841	236	2,156	.....	
....do	Sept. 10	July 14, 1843	1,443	.....	.....	Second mate, Thomas M. Gardner, lost April, 1843.
... do	Oct. 31	June 23, 1844	2,877	.....	.....	
....do	Aug. 10	.....	.....	.....	.....	Lost near Payta; had 1,200 sperm; saved 600 sperm, and sold it for $3,900.
....do	June 27	May 15, 1843	747	700	.....	Sold to New Bedford 1843.
Atlantic	Apr. 17	June 4, 1840	200	25	.....	
Pacific Ocean..	July 11	Oct. 13, 1842	1,340	.....	.....	The first ship brought over the bar by the "camels."* Bells were rung, guns fired, and a great concourse of citizens greeted her arrival.
....do	July 17	May 11, 1843	1,078	.....	.....	
....do	July 14	July 15, 1843	2,646	.....	.....	The Sarah arrived at New York and sailed from there in 1843.
....do	Oct. 17	Mar. 23, 1843	1,903	.....	.....	
....do	Nov. 10	May 29, 1843	2,703	.....	.....	Sold to New Bedford 1843.
Atlantic	May 9	June 7, 1839	.....	18	.....	Tyleston built at Nobleborough, Me., 1836; sailed again July 24, 1839; arrived June 10, 1840, with 200 sperm.
....do	June 6	Sept. 4, 1839	.....	100	.....	Telescope sailed again December 10, 1839; arrived June 17, 1840, with 90 whale.
Pacific Ocean..	May 19	May 8, 1843	2,061	.....	.....	

were made in two sections, which opened and were sunk by means of chambers which were flooded space of this dock, 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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
Edgartown, Mass.				
Athalia	Ship	162	—— Sprague	Joseph Mayhew
Almira	do	362	—— Tobey	Abraham Osborne
George and Mary	do	356	—— Coffin	do
Splendid	do	392	—— Coffin	do
Plymouth, Mass.				
Triton	Ship	315	—— Russell	James Bartlett
Fall River, Mass.				
Gold Hunter	Ship	281	—— Estes	Nathan Durfee
Ganges	do	380	—— Wood	John Eddy
Pantheon	Bark	284	—— Pell	do
Panama	Ship	253	—— Cummings	J. S. Barnard
William	Brig	107	—— Sanford	Hiram Bliss
Salem, Mass.				
Malay	Bark	268	—— Barnard	S. C. Phillips
Palestine	do	249	—— Crimblish	Nathaniel Weston
Reaper	do	230	—— Neal	John B. Osgood
Samuel Wright	Ship	372	—— Coffin	do
Sapphire	do	366	—— Cartwright	S. C. Phillips
Warren, R. I.				
Canova	Ship	343	—— Saunders	Child & Mauran
Magnet	do	355	—— Champlin	Joseph Smith
Miles	do	242	—— Downes	John R. Wheaton
North America	do	288	—— Mosher	Driscol & Child
Rosalie	do	323	—— Eddy	Joseph Smith, jr., & Co
Triton	do	345	—— Bowen	S. P. Child
Wm. Baker	do	224	—— Bowen	Driscol & Child
Bristol, R. I.				
Corinthian	Ship	503	—— Heath	William H. D'Wolf
Gov. Hopkins	do	111	—— Davis	W. R. Taylor
Troy	Brig	156	—— Lake	Thomas Church
New London, Conn.				
Ann Maria	Ship	368	—— Middleton	Thomas W. Williams
Amazon	Schooner	71	—— Beebe	Havens & Smith
Boston	Ship	291	—— Pendleton	I. Lawrence
Connecticut	do	398	—— Crocker	T. W. Williams
Com. Perry	do			
Columbus	Brig	153	—— Holt	Williams & Barns
Clematis	Ship	311	—— Bailey	do
Chelsea	do	396	—— Smith	Havens & Smith
Flora	do	338	—— Fitch	N. & W. W. Billings
Friends	do	403	—— Brown	Benjamin Brown
Georgia	do	343	—— Peabody	T. W. Williams
George	do	290	—— Dustan	L. Allen
Jones	do	336	—— Green	T. W. Williams
Jason	do	335	—— Chester	E. M. Frink & Co
Julius Cæsar	do	347		
Mentor	do	460	—— Baker	Benjamin Brown
North America	do	388	—— Richards	T. W. Williams
Neptune	do	285	—— Green	do
Pacific	Schooner	96	—— Havens	Havens & Smith
Palladium	Ship	342	—— Prentiss	E. M. Frink & Co
Stonington	do	351	—— Rice	Williams & Barns
Stonington, Conn.				
Acasta	Ship	330	—— Swain	C. P. Williams
Corvo	do	349	—— Pendleton	do

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	May 8	Mar. 11, 1840	450	.....	.....	
Pacific Ocean	Nov. 9	Jan. 1, 1843	2,200	.....	.....	
do	Aug. 31	Apr. —, 1843	1,900	60	.....	Sold to New London.
do	Dec. 24	July 24, 1843	2,300	.....	.....	
Pacific Ocean	Aug. 27	Nov. 12, 1842	2,100	.....	.....	
New Zealand	June 5	Sept. 11, 1843	340	1,560	.....	
Pacific Ocean	Nov. 9	.....	.....	.....	.....	Burned at Talcahuano April, 1840.
do	Aug. 7	July 12, 1842	1,450	1,100	.....	
South Atlantic	Dec. 19	Sept. 11, 1841	450	190	.....	Bought from Nantucket.
Atlantic	Jan. 28	.....	.....	.....	.....	Sold 150 sperm; condemned at St. Thomas January 15, 1840.
Indian Ocean	July 3	Jan. 20, 1842	1,300	.....	.....	
do	May 18	Oct. 16, 1842	1,700	.....	.....	Captain and first mate (George Coffin) died 1841; wrecked after this voyage; built 1835.
do	Aug. 17	Sept. 13, 1842	1,000	.....	.....	
do	May 4	.....	.....	.....	.....	Lost on New Holland July 8, 1840.
Pacific Ocean	Nov. 28	Dec. 17, 1842	800	1,200	.....	Foundered at sea after this voyage; bound to Mobile.
New Zealand	Oct. 20	.....	.....	.....	.....	Condemned at Rio September, 1841; had 2,650 whale.
Pacific Ocean	Dec. 27	Mar. —, 1843	1,200	1,160	12,800	Returned in December, damaged by a gale.
Indian Ocean	June 1	.....	.....	.....	.....	Condemned at Mozambique September, 1841.
South Atlantic	July 22	June 17, 1841	700	300	.....	Lost several of the crew by scurvy.
Pacific Ocean	Sept. 6	Apr. 1, 1841	300	1,700	.....	
do	Nov. 5	Nov. 2, 1841	200	2,000	.....	
South Atlantic	July 5	May 28, 1841	450	800	.....	
Indian Ocean	Sept. 23	May 13, 1842	300	2,400	22,000	
Atlantic	Aug. 26	Sept. 1, 1830	160	.....	.....	
do	Nov. 12	June 22, 1840	600	.....	.....	
South Atlantic	May 29	Mar. 5, 1841	70	2,130	.....	
Indian Ocean	Oct. 31	.....	.....	.....	.....	Captain Beebe and boat's crew lost at the Aucklands 1840; tender to the Chelsea; no report of return.
South Seas	May 22	May 23, 1840	160	1,600	.....	
do	June 10	May 5, 1840	175	1,750	.....	
Indian Ocean	June —	June —, 1840	500	2,000	.....	
South Atlantic	Apr. 16	May 26, 1840	450	.....	.....	
Indian Ocean	June 26	July 6, 1840	150	2,450	.....	
South Atlantic	Nov. 28	Aug. 21, 1840	.....	2,700	.....	Returned once; sailed again December 10.
Patagonia	May 19	July 9, 1840	1,250	2,000	14,000	
New Zealand	July 22	Feb. 14, 1841	50	2,800	.....	
do	Aug. 25	May 12, 1841	240	700	.....	
South Atlantic	May 11	.....	.....	.....	.....	Lost on Amsterdam Island August, 1839.
Patagonia	Mar. 4	Jan. 10, 1841	.....	1,200	.....	
South Pacific	Aug. 10	May 28, 1841	200	2,300	.....	
South Atlantic	Sept. —	June 22, 1840	400	2,000	.....	
Indian Ocean	Aug. 19	Mar. 28, 1841	140	3,160	.....	
Pacific Ocean	Oct. 20	June 20, 1842	.....	.....	.....	
South Seas	May 29	July 9, 1840	130	2,000	.....	
do	Nov. 8	Feb. 4, 1841	25	550	.....	
do	July 13	Apr. 19, 1841	600	1,600	.....	
Indian Ocean	May 4	July 9, 1840	130	2,000	18,000	
South Seas	May 10	.....	.....	.....	.....	Foundered at sea September, 1840; crew picked up by the Java, F. H.; had 700 sperm and 1,600 whale on board.
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.
1839.				
Stonington, Conn.—Continued.				
Caledonia	Ship	446	—— Hancox	C. P. Williams
Henry	Brig	98	—— Pendleton	C. T. Stanton
Philetus	Ship	278	—— Brewster	E. Faxon, jr., & Co
Rebecca Groves	Brig	129	—— Barnum	C. P. Williams
Wilmington, Del.				
Jefferson	Ship	396	—— Baker	William Wheeler
Lucy Ann	do	309	—— Cox	do
Superior	do	275	—— Crocker	do
Hudson, N. Y.				
America	Ship	464	—— Topham	Barnard, Curtis & Co.
Alex. Mansfield	do	320	—— Douglass	do
Helvetia	do	333	—— Gardner	do
Martha	do	369	—— Whelden	Alexander Jenkins
Sag Harbor, N. Y.				
Ann	Ship	299	E. H. Curry	Marcus B. Osborn
Arabella	do	367	John Bishop, jr	N. & G. Howell
Camillus	do	345	—— Howes	Charles T. Dering
Columbia	do	285	L. B. Edwards	Luther D. Cook
Cadmus	do	307	Henry Nickerson, jr	Mulford & Sleight
Daniel Webster	do	397	Edw'd M. Baker	E. Mulford
Franklin	do	391	David Youngs	C. T. Dering
Fanny	do	391	S. W. Edwards	N. & G. Howell
Gem	do	326	—— Worth	Huntting Cooper
Hamilton, 2d	do	455	D. Hand	Mulford & Sleight
Hudson	do	358	Samuel Dennison	L. D. Cook
Marcus	do	283	—— Glover	S. & N. Howell
Monmouth	do	273	—— Bennett	
Neptune	do	338	S. H. Sleight	S. & B. Huntting & Co
Nimrod	do	280	—— Parker	C. T. Dering & Co
Ontario	do	368	—— Green	S. & B. Huntting & Co
Portland	do	292	William H. Payne	do
Romulus	do	233	—— Fordham	Mulford & Howell
Thos. Dickason	do	454	W. S. Havens	Mulford & Sleight
Thames	do	414	Jere. W. Hedges	Thomas Brown
Washington	do	340	William Osborn	Josiah Douglass
New Suffolk, N. Y.				
Noble	Bark	274	—— Sayer	Ira B. Tuthill
Wareham, Mass.				
Inga	Brig	169	—— Cudworth	M. S. F. Tobey
Meridian	do	73	—— Ricketson	do
Somerset, Mass.				
Pilgrim	do	137	—— Collins	Wheaton Luther
Bridgeport, Conn.				
Atlantic	Ship	291	—— Rose	Samuel H. Ford
Hamilton	do	359	—— Brown	Samuel F. Hurd
Harvest	do			
Mystic, Conn.				
Bingham	Ship	375	—— Bailey	Charles Mallory
Blackstone	do	258	—— Baker	Silas Beebe
Gov. Endicott	do	298	—— McKinstry	J. & W. P. Randall
Meteor	do	325	—— Lester	do
Tampico	Brig	99	—— Pendleton	C. Mallory
Uxor	do	96	—— Mitchell	do
Greenport, N. Y.				
Bayard	Ship	339		H. & N. Corwin
Delta	do	314	—— Payne	H. & N. Corwin
Roanoke	Bark	251	—— Case	Wiggins & Parsons

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls	*Bbls.*	*Lbs.*	
Indian Ocean ..	July 6	Mar. 23, 1841	300	2, 900	.....	
Atlantic	July 6	May 8, 1840	.....	300	.....	Elephant-oil.
South Atlantic.	July 10	Feb. 28, 1841	.....	1, 800	.....	
Indian Ocean ..	July 15	June 7, 1840	.....	650	.....	Do.
New Zealand ..	Sept. 17	Oct. 23, 1841	1, 700	1, 100	.....	Bought from Baltimore, 1839.
....do	July 20	June 24, 1841	400	1, 200	.....	
Pacific Ocean ..	Oct. 7	Dec. 21, 1841	600	.....	.....	Captain died at Cocus Island September 4, 1841; sold to Sag Harbor.
Pacific Ocean ..	Sept. 19	Jan. 5, 1842	1, 000	2, 600	.....	Sold to Stonington, 1842.
....do	July 24	.....	.....	.....	.....	Condemned at Tahita, August, 1840. Sent oil home; had about 75 sperm, 800 whale.
....do	Oct. 4	Apr. 26, 1842	460	2, 000	.....	Sold to New London, 1842.
Indian Ocean ..	July 30	Mar. 5, 1841	300	2, 800	.....	
South Seas....	Aug. 25	May 12, 1841	450	1, 750	14, 640	
....do	July 30	June 14, 1841	200	2, 200	16, 200	
....do	Aug. 7	July 9, 1840	200	1, 450	.....	
....do	July 14	Apr. 2, 1841	60	2, 350	25, 207	
Pacific Ocean ..	June 24	Sept. 24, 1841	553	1, 473	12, 000	
South Seas.....	May 30	Apr. 19, 1841	400	2, 700	26, 271	
....do	July 17	Apr. 14, 1841	250	2, 800	20, 246	
Pacific Ocean ..	July 14	Mar. 8, 1841	100	3, 100	25, 500	
South Seas.....	Sept. 9	July 15, 1840	280	1, 970	.....	
....do	June 17	Oct. 11, 1840	300	2, 600	.....	
South Atlantic.	Aug. 1	July 23, 1841	330	.....	15, 858	Sold 1,750 whale.
....do	July 1	May 3, 1840	370	850	.....	
....do	July 27	May 3, 1840	90	1, 200	.....	
....do	Aug. 1	Apr. 6, 1841	.....	2, 700	22, 206	
....do	Aug. 7	May 29, 1840	200	1, 200	.....	
....do	Sept. 17	May 15, 1840	.....	2, 350	.....	
New Zealand ..	June 13	May 14, 1841	350	2, 100	16, 200	Bought from Newburgh.
South Atlantic.	May 30	May 26, 1840	130	1, 170	.....	
....do	July 26	Mar. 26, 1841	360	4, 000	38, 000	
South Seas.....	May 30	Apr. 3, 1841	150	3, 140	26, 884	Bought from Newport.
....do	July 6	Mar. 5, 1841	85	2, 500	22, 214	
South Atlantic.	June 12	May 14, 1840	70	530	.....	
Atlantic	June 17	Jan. 9, 1840	720	.....	.....	
....do	Oct. 1	July 27, 1840	60	40	.....	
Atlantic	.....	Dec. 11, 1839	.....	.....	.....	Returned, having lost her boats.
	Dec. 19	Oct. 24, 1840	300	20	.....	
South Seas.....	June 19	July 2, 1840	450	1, 050	.....	
South Atlantic.	Sept. 26	May 28, 1841	300	2, 000	.....	
.....	July —	June —, 1840	140	1, 860	.....	
South Atlantic.	June 26	May 14, 1840	488	1, 075	.....	
....do	May 21	Jan. 3, 1841	200	1, 600	.....	
....do	Dec. 1	.....	.....	.....	.....	Lost on New Holland, July 8, 1840.
....do	Aug. 7	June 22, 1840	200	1, 500	.....	
....do	June 22	Mar. 6, 1840	.....	550	.....	Elephant-oil.
....do	July 10	—— —, 1840	.....	600	.....	Do.
South Atlantic	July —	June —, 1840	.....	1, 100	.....	
....do	July 15	May 29, 1841	375	1, 650	12, 484	
....do	July 12	June 15, 1840	140	960	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1839.				
Greenport, N. Y.—Continued.				
Seraph	Brig	174	—— Barns	Samuel Lawson
Triad	Ship	336	Isaac M. Case	H. & N. Corwin
Washington	do	236	—— Wilbur	James Tuthill
Holmes' Hole, Mass.				
Delphos	Ship	338	—— Lambert	Thomas Bradley
Macon	do	358	—— Merry	do
William and Joseph	Brig	143	—— Dexter	John Holmes
Falmouth, Mass.				
Popmunnett	Bark	200	—— Nickerson	John Robinson
Uncas	Ship	400	Ephraim Eldridge	Elijah Swift
Newport, R. I.				
Benjamin D'Wolf	Schooner	66	—— Smiley	William Varo
George Champlain	Bark	361	J. A. Brown	Ruggles & Lee
John Coggeshall	Ship	338	S. W. Macy	Macy & Clarke
Pocahontas	Brig	113	—— Barker	Samuel Barker
Poughkeepsie, N. Y.				
Factor	Ship	333	—— Howland	David S. Shearman
New England	do	375	do	do
Newark	do	223	—— Winslow	do
New York, N. Y.				
Desdemona	Ship	295	—— Phinney	Pell, Zabiescke & Pell
Westport, Mass.				
Champion	Bark	209	Edward G. Sowle	Andrew Hicks
Dr. Franklin	Bark	171	—— Francis	Job Davis
Elizabeth	Brig	107	—— Cook	Abner B. Coffin
Juno	Brig	165	—— Simmons	Abner B. Gifford
Mexico	Brig	130	—— Baker	Gideon Davis
President	Bark	187	—— Sowle	Andrew Hicks
Thomas Winslow	Brig	136	—— Seabury	P. W. Peckham
Cold Spring, N. Y.				
Barclay	Bark	167	—— Macomber	T. Macomber
Tuscarora	Ship	379	—— Halsey	
Providence, R. I.				
Bowditch	Ship	399	—— Sowle	Thomas Fletcher
Brunswick	do	295	—— Manchester	Amherst & Everett
Newark, N. J.				
John Wells	Ship	366	—— Russell	J. H. Stephens
Provincetown, Mass.				
Imogene	Brig	172	—— Smalley	James Smalley
1840.				
New Bedford, Mass.				
Amethyst	Ship	359	—— Black	John A. Parker & Son
America	do	418	—— Fisher	I. Howland, jr., & Co
Agate	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	281	—— Briggs	James Arnold
Braganza	do	470	Chas. C. Waterman	Pope & Morgan
Bramin	Bark	245	Joseph H. Allen	Gideon Allen
Bogota	Brig	155	—— Manter	I. H. Bartlett
China	Ship	370	William R Potter	William H. Stowell

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	June 11	May 12, 1840	100	300	.....	
....do	July 15	Apr. 18, 1841	275	1, 525	11, 291	
....do	July 8	May 3, 1840	200	1, 200	.....	
Indian Ocean ..	Aug. 1	Mar. 22, 1841	500	1, 200	.....	
....do	Oct. 25	May 15, 1842	800	2, 200	.....	
Atlantic Ocean.	June 4	June 17, 1840	100	.....	.....	
Atlantic Ocean	July 11	.....	.....	.....	.....	Sold to Newport.
Pacific Ocean ..	Aug. 10	May 11, 1843	2, 200	300	2, 400	Sold to New Bedford, 1843.
South Atlantic.	Mar. 30	.....	.....	.....	.....	Went sealing; no report of return.
Pacific Ocean ..	Oct. 1	May 5, 1843	1, 700	.....	.....	
....do	Oct. 20	Oct. 11, 1842	1, 500	600	.....	
South Atlantic.	Aug. 21	July —, 1840	80	.....	.....	
New Zealand ..	June 1	Sept. 8, 1840	250	2, 950	30, 000	Bought from Boston, 1839.
Pacific Ocean ..	Dec. 27	May —, 1843	1, 300	700	700	Sold to New London.
....do	July 29	June 22, 1841	600	2, 000	.....	Sold to Stonington.
Pacific Ocean ..	Oct. 5	May 15, 1843	776	400	.....	
Atlantic	July 8	Oct. 11, 1840	640	.....	.....	
....do	July 20	June 29, 1840	663	.....	.....	
....do	July 17	June 6, 1840	220	.....	.....	
....do	July 2	July 6, 1840	370	9	.....	
....do	Aug. 27	Nov. 4, 1840	400	.....	.....	
....do	Dec. 14	July 6, 1841	350	.....	.....	
....do	June 5	June 8, 1840	80	20	.....	
Atlantic	.....	May 18, 1841	664	10	.....	
South Atlantic.	July 27	May 25, 1841	.....	2, 400	.....	
New Zealand ..	July 13	Apr. 5, 1841	250	3, 100	27, 000	Bought from Bristol.
South Atlantic.	Aug. 1	Apr. 29, 1841	280	2, 500	.....	Including 340 whale bought of condemned brig Volant.
New Zealand ..	July 23	Mar. 18, 1841	40	2, 460	.....	
Atlantic	.....	Sept. 27, 1839	350	250	.....	Probably broken up at home, 1839.
Indian Ocean...	May 19	Apr. 22, 1842	769	2, 185	15, 000	
... do	July 19	Sept. 17, 1842	330	4, 484	45, 000	
Atlantic	Oct. 31	Mar. 25, 1841	Clean	.....	.....	Returned in consequence of losing men and boats by desertion.
Indian Ocean...	Oct. 13	Nov. 3, 1842	1, 000	2, 000	.....	
Pacific Ocean...	Aug. 1	May 5, 1844	2, 350	250	2, 000	James Winslow, first mate, died January 2, 1842.
Indian Ocean...	July 12	Mar. —, 1843	191	1, 685	13, 200	
Pacific Ocean...	Dec. 1	Feb. 25, 1843	400	3, 600	42, 000	
South Atlantic.	Apr. 21	Aug. 16, 1841	542	122	.....	
Atlantic	Sept. 10	Feb. 21, 1842	356	.....	.....	Bought from Boston.
New Zealand ..	Oct. 6	Nov. 26, 1842	1, 575	1, 300	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
New Bedford, Mass.—Continued.				
Cicero	Ship	252	—— Simmons	Lemuel Kollock
Copia	do	315	John A. Macomber	do
Cherokee	Bark	261	—— Adams	Hathaway & Luce
Columbus	Bark	313	Pease	William R. Rodman
Cornelia	Bark	216	—— Grinnell	L. Kollock
Charleston Packet	Brig	184	—— Flanders	Levi L. Crane
Dragon	Bark	190	—— Taber	Tobey & Ricketson
Delight	Brig	102	—— Swain	Jonathan Mosher
Eagle	Ship	336	—— Coffin	Jireh Perry
Falcon	do	273	Freeman Richmond	Wilcox & Richmond
Fenelon	do	328	—— Hathaway	William H. Stowell
Frances, 2d	do	368	—— Hussey	Gideon Allen
Florida	do	330	—— Jenney	E. Dunbar & Co
Garland	Bark	234	—— Day	J. D. Thompson
Grand Turk	do	324	—— Taylor	Barton Ricketson
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
Hector	do	380	James Gray	Charles W. Morgan
Hibernia	do	327	—— Cook	Alfred Gibbs
India	do	366	—— Gelett	Abraham H. Howland
John	do	308	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	I. H. Bartlett
Lafayette	Ship	260	Cornelius Howland	Charles R. Tucker
Lalla Rookh	do	323	Owen Raymond	J. A. Parker & Son
London Packet	Bark	280	—— Sampson	A. H. Howland
Maria Theresa	Ship	330	—— Turner	T. & A. R. Nye
Massachusetts	do	364	—— Barnard	G. O. Crocker & Co
Mercator	do	246	—— Delano	John A. Parker
Minerva Smyth	do	335	—— 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	254	Charles Church	Gideon Allen
Minerva	Bark	195	—— Gifford	Charles R. Tucker
New Bedford	Ship	351	Leonard Crowell	I. Howland, jr., & Co
Orozimbo	do	588	—— Bartlett	Barton Ricketson
Peri	Brig	191	Joseph Shockley, jr	Rodney French
Pacific	Ship	385	—— Taber	Jireh Perry
Parachute	do	331	Joseph Willcox, jr	Walter S. Spooner
Plato	Bark	240	—— Butler	Daniel Perry
Parker	Ship	406	Prince Shearman	J. A. Parker & Son
Roman, 2	do	350	Alex. R. Barker	Abraham Barker
Roscoe	do	362	—— 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. Borden	D. R. Greene & Co
Seine	Bark	281	—— Adams	Rodney French
Sarah Louisa	Brig	144	Ray G. Sanford	William R. Rodman
Two Brothers	Ship	288	—— 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	261	John Swift	A. H. Howland
Washington	Ship	344	James G. Coffin	Jonathan Bourne, jr
Young Phenix	do	377	—— Sherman	J. A. Parker & Son

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean...	July 20	July 9, 1842	908	.....	.....	Sold 50 sperm 860 whale oil at Bahia.
....do	Aug. 2	Sept. 12, 1842	442	2,460	.....	
Pacific Ocean ..	Dec. 14	May 9, 1843	500	1,900	22,800	
....do	May 21	Dec. 11, 1843	1,350	.....	.....	
South Atlantic.	Sept. 1	Apr. 12, 1842	330	281	.....	Sailed July 14, 1840, and returned leaky.
Atlantic	Sept. 12	Nov. 8, 1841	.....	.....	.....	
Indian Ocean..	Apr. 19	Apr. 28, 1842	750	870	.....	
Atlantic	June 24	June 28, 1841	130	.....	.....	Broken up at New Bedford 1841.
Pacific Ocean..	Sept. 3	Sept. 6, 1844	1,700	.....	.....	Bought from Boston.
Indian Ocean ..	July 22	Oct. 25, 1842	800	1,100	.....	
... do	Aug. 6	June 26, 1842	205	2,765	.....	
Pacific Ocean...	Sept. 1	Feb. 24, 1845	300	1,200	28,036	
South Atlantic.	Apr. 19	Aug. 3, 1841	259	2,621	.....	
Indian Ocean ..	July 12	Apr. 21, 1842	421	642	.....	
Atlantic	Apr. 13	Dec. 16, 1841	612	68	.....	Sailed again, under Captain Taylor, April 23, 1842, for the South Seas; returned September 10, 1842. Condemned 1843 and broken up.
....do	Aug. 8	Oct. 4, 1842	430	1,757	.....	
Pacific Ocean ..	Apr. 24	Oct. 30, 1843	1,786	30	.....	
Indian Ocean ..	July 19	June 17, 1843	735	1,126	.....	
Pacific Ocean ..	Dec. 14	Nov. 27, 1844	1,381	70	.....	
... do	Nov. 21	Sept. 6, 1843	2,717	.....	.....	
Indian Ocean ..	Jan. 6	Apr. 6, 1842	1,010	765	.....	H. H. Maxfield, first mate, lost 1840.
Pacific Ocean ..	July 19	Feb. 14, 1843	679	2,541	30,000	
....do	Sept. 29	Feb. 20, 184	483	1,003	9,500	
Indian Ocean ..	July 21	Jan. 2, 1842	173	1,253	.....	
Atlantic	Sept. 15	Oct. 29, 1841	254	.....	.....	
Indian Ocean ..	June 15	May 25, 1842	263	2,265	.....	
Atlantic	Oct. 7	Mar. 1, 1841	.....	Clean	.....	Returned on account of mutiny of crew.
Pacific Ocean ..	Oct. 22	June 17, 1844	1,800	.....	.....	Henry Loveland, second mate, died January, 1843.
....do	Oct. 22	Aug. 8, 1844	2,000	.....	.....	
....do	Nov. 23	June 27, 1844	2,150	.....	.....	
Indian Ocean ..	July 31	May 25, 1842	576	2,119	.....	
Pacific Ocean ..	Oct. 6	June 23, 1844	1,600	.....	.....	
....do	May 22	Mar. 20, 1843	655	640	.....	
....do	Jan. 10	Dec. 5, 1843	1,743	17	.....	
Atlantic	July 5	Dec. 5, 1842	1,217	.....	.....	
Pacific Ocean ..	Dec. 24	.....	.....	.....	.....	Sold 600 sperm at Talcahuano; condemned at Valparaiso, March, 1845.
Indian Ocean ..	Dec. 18	Aug. —, 1843	305	2,947	24,000	
Atlantic	Apr. 27	Oct. 12, 1841	869	5	.....	
....do	May 2	May 16, 1842	274	1,500	.....	
....do	June 2	Nov. 1, 1841	373	53	.....	
Pacific Ocean ..	Apr. 3	June 2, 1844	1,673	4	.....	
....do	Dec. 8	Apr. —, 1843	528	3,346	34,223	Sold 1 500 whale at Bahia.
Atlantic	May 16	Sept. 25, 1841	390	58	.....	
Pacific Ocean ..	Aug. 15	May 1, 1844	2,441	.....	.....	Sailed once, was out three months, and returned with 280 sperm.
New Zealand ..	Nov. 3	Mar. 15, 1843	541	2,644	29,228	
Indian Ocean ..	Sept. 14	.....	.....	.....	.....	Bought from New York; last reported March 12, 1842, off New Holland, 1,400 whale.
Pacific Ocean ..	Aug. 26	.....	.....	.....	.....	Lost on Ocean Island, September 23, 1842; December 4, 1841; Captain Shearman taken out of his boat by a line.
New Zealand ..	Aug. 15	Feb. 16, 1842	210	2,959	29,864	
Pacific Ocean ..	Apr. 18	May 13, 1843	2,447	.....	.....	
....do	Aug. 17	Apr. 30, 1843	3,018	16	.....	
....do	June 6	Oct. 30, 1844	1,156	240	1,500	Sold 700 barrels; sent home 700 more.
Indian Ocean ..	June 24	July 9, 1842	276	1,461	.....	
South Atlantic	Oct. 6	July 30, 1842	812	.....	.....	
Atlantic	Sept. 29	Apr. 29, 1842	141	20	.....	Captain Sanford died November, 1841.
Indian Ocean .	June 13	Sept. 25, 1841	268	1,664	.....	
Pacific Ocean ..	July 15	July 21, 1844	1,590	127	.....	
....do.	Aug. 23	Sept. 4, 1843	2,200	.....	.....	
Indian Ocean ..	Aug. 26	Oct. 23, 1844	1,208	125	1,500	
Pacific Ocean ..	July 19	Apr. 9, 1844	890	1,400	11,500	Sent home 230 whale.
Indian Ocean ..	Aug. 18	May 17, 1842	94	1,718	.....	
Pacific Ocean ..	Dec. 11	Aug. 4, 1844	2,750	.....	.....	F. W. Gardner, second mate, died at Timor July 26, 1841.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
Fairhaven, Mass.				
Arab	Bark	276	—— Writhington	I. F. Terry
Alto	do	197	—— Coffin	A. D. Stoddard
Amazon	Ship	318	—— Smith	E. Sawin
Albion	do	326	—— Smith	do
Arab	do	336	—— Cox	do
Bruce	Bark	148	—— Alden	Bradford, Fuller & Co
Benezett	do	192	—— Parker	Jabez Delano, jr
Erie	Ship	451	—— Luce	Nathan Church
Eagle	do	283	—— Perry	H. H. Stackpole
Favorite	Bark	293	—— Adams	F. R. Whitwell
Herald	Ship	262	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	Atkins Adams
Marcus	do	286	—— Wood	Lemuel Tripp
Omega	do	365	Henry D. Gardner	Nathan Church
Pindus	Bark	193	—— Wady	Jenney & Tripp
Pacific	do	314	—— Webb	I. F. Terry
South Boston	Ship	339	—— Crowell	E. Sawin
Rochester, Mass.				
Cossack	Bark	256	—— Delano	Stephen C. Luce
Dryade	do	263	—— Rogers	G. Barstow & Co
Lagrange	Brig	170	—— Daggett	Elijah Willis
Le Barron	do	170	—— Cushing	G. Barstow & Son
Pearl	do	157	—— Blankenship	J. S. Bates
Richard Henry	do	134	—— Dexter	G. Barstow & Son
Sarah	do	171	—— Parrington	do
Solon	do	129	—— Wing	Noble E. Bates
Two Sisters	do	122	—— Bolles	do
Willis	do	164	—— Boodry	R. L. Barstow
Nantucket, Mass.				
Alexander Coffin	Ship	381	Samual C. Wyer	R. Mitchell & Sons
Catawba	do	335	Henry Pease	C. G. & H. Coffin
Charles Carroll	do	376	Thomas S. Andrews	W. C. Swain
Cyrus	do	328	Daniel Emmons	George Myrick, jr
Charles and Henry	do	336	John B. Coleman	C. G. & H. Coffin
Enterprise	do	413	George Cannon	Gilbert Coffin
Fabius	do	432	Frederick B. Chase	G. & M. Starbuck & Co
Henry Astor	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 Hussey
Lexington	do	399	Henry W. Davis	F. C. Sanford
Lydia	do	351	George G. Cathcart	James Athearn
Maria	do	365	Elisha H. Fisher	Barrett & Upton
Mariner	do	348	George Palmer	Matthew Crosby
Ontario	do	354	Stephen B. Gibbs	Barrett & Upton
Omega	do	36	George Haggerty	Joseph Starbuck
Ocean	do	349	Elijah Parker	T. & P. Macy
Phenix	do	323	Josiah Hamblen	do
Peruvian	do	334	Frederick Arthur	W. B. Coffin
Washington	do	308	Stephen Bailey	Matthew Crosby
Walter Scott	do	339	Cromwell Bunker	Barrett & Upton
Young Eagle	do	377	Edward C. Austin	Simeon Starbuck
Zenas Coffin	do	323	Hiram Bailey	C. G. & H. Coffin
Falmouth, Mass.				
Awashonks	Ship	355	Rufus Pease	Elijah Swift
Brunette	do	200	—— Luce	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	Apr. 30	June 2, 1843	428	1, 755	13, 600	
Pacific Ocean ..	Aug. 2	Apr. 7, 1843	482	.....	.....	Sold to New Bedford 1844.
South Atlantic.	June 10	May 28, 1841	343	1, 876	.....	
Indian Ocean ..	May 28	May 16, 1842	569	2, 043	18, 000	
....do	June 10	Apr. 22, 1842	.....	1, 120	.....	
....do	Sept. 10	May 26, 1842	430	.....	.....	
Pacific Ocean ..	Dec. 1	.....	.....	.....	.....	Lost August 9, 1842, on Feejee Islands, with 700 sperm.
....do	Dec. 14	Feb. —, 1844	1, 125	1, 719	18, 000	Bought from New York.
....do	Dec. 18	Apr. 22, 1843	291	1, 618	18, 000	
....do	Nov. 4	June 10, 1843	848	1, 000	8, 000	
Indian Ocean ..	July 16	May 21, 1842	200	1, 400	.....	
Pacific Ocean ..	Aug. 21	Oct. 18, 1843	1, 600	.....	.....	
....do	Dec. 4	Nov. 25, 1843	1, 624	1, 206	14, 000	Bought from Hudson 1840.
Indian Ocean ..	July 6	June 18, 1842	266	1, 456	.....	
Pacific Ocean ..	Aug. 16	Mar. 18, 1844	1, 050	1, 250	12, 000	
....do	Nov. 22	July 13, 1844	1, 517	130	.....	Samuel Pitman, first mate, died 1843.
....do	Jan. 6	Oct. 20, 1843	2, 591	96	.....	
Indian Ocean ..	Sept. 3	July 17, 1842	519	744	.....	Condemned and broken up 1842.
....do	Aug. 11	Dec. 4, 1842	21	1, 720	.....	Sailed May 17, 1840; returned August 3, with 300 sperm; first and third mates sick; sailed again as given.
New Zealand...	Mar. 8	Aug. 24, 1842	543	1, 989	.....	
Indian Ocean ..	July 9	May 10, 1843	350	1, 356	11, 600	
....do	Apr. 13	June 17, 1842	725	95	.....	
Atlantic	Sept. —	May 9, 1841	600	.....	.....	
South Atlantic.	Apr. 2	Nov. 2, 1841	350	.....	.....	
Atlantic	Aug. 20	Oct. 15, 1841	200	.....	.....	Lost a boat's crew by a whale, 1841.
....do	Sept. 15	Sept. 29, 1841	70	.....	.....	
....do	Oct. 10	Apr. 17, 1842	624	.....	.....	
....do	July 30	Oct. 17, 1841	220	.....	.....	
....do	May 11	June 7, 1841	30	.....	.....	
....do	Oct. 4	Jan. 1, 1842	260	.....	.....	
Pacific Ocean ..	Sept. 8	June 23, 1844	1, 953	.....	.....	Sold to New Bedford.
....do	Feb. 2	Oct. 21, 1843	2, 009	40	.....	
....do	May 29	Dec. 6, 1843	1, 926	.....	.....	Sent home 250 bbls. sperm.
....do	Nov. 1	Oct. 14, 1844	1, 458	.....	.....	
... do	Dec. 20	Mar. 8, 1845	689	146	.....	
....do	Dec. 18	June 17, 1844	1, 094	1, 014	.....	
....do	July 12	Apr. 6, 1844	2, 140	.....	.....	Sold to New Bedford.
....do	Jan. 24	May 23, 1844	1, 277	980	.....	Bought from Hudson, 1839; mate, Alexander Swain, killed by a whale; Capt. Pinkham died at Pernambuco, April 17, 1844.
....do	June 1	Apr. 16, 1844	1, 641	60	.....	
... do	Sept. 17	Aug. 5, 1844	1, 636	.....	.....	
....do	July 28	.....	.....	.....	.....	Lost on Atooi, Sandwich Islands, June 22, 1842, with 2,480 bbls. sperm, 80 bbls. whale.
....do	June 12	May 14, 1844	1, 067	342	.....	Sold to Fairhaven, 1844.
....do	Aug. 29	Mar. 14, 1844	1, 336	1, 334	.....	Sent home 125 bbls. sperm; Capt. Davis left the ship at Rio Janeiro, sick.
....do	Sept. 2	Feb. 17, 1845	1, 225	.....	.....	Built in 1840; sold to Fairhaven 1845.
....do	Apr. 22	Feb. 20, 1842	2, 413	.....	.....	
....do	Oct. 6	May 13, 1844	1, 632	7	.....	
....do	May 28	Nov. 20, 1842	2, 073	.....	.....	Sent home 40 bbls. sperm.
....do	Sept. 8	Aug. 9, 1844	1, 397	.....	.....	
....do	Oct. 18	Oct. 3, 1844	1, 662	.....	.....	Sold to New Bedford 1844.
....do	June 21	Feb. 17, 1844	2, 241	24	.....	
....do	July 31	June 23, 1844	1, 212	508	.....	Sent home 300 bbls. sperm.
....do	May 14	Sept. 24, 1843	1, 095	58	.....	
....do	Oct. 31	July 8, 1844	1, 296	.....	.....	
....do	Sept. 1	July 19, 1843	2, 544	.....	.....	Sailed Aug. 20, but returned with mate sick.
....do	July 12	May 25, 1843	3, 049	177	.....	
....do	July —	—— —, 1843	1, 800	.....	.....	
Atlantic	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.
1840.				
Falmouth, Mass.—Continued.				
Bartholomew Gosnold	Ship	360	Abraham Russell	Ward M. Parker
George Washington	Bark	180	Lemuel Eldredge	Sanford Herendeen
Hobomok	Ship	412	Silas Jones	Oliver C. Swift
Lynn, Mass.				
Com. Preble	Ship	323	—— Eldridge	F. S. Newhall
Ninus	...do	260	—— Ludlow	Isaiah Breed
Newport, R. I.				
Audley Clarke	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
Edgartown, Mass.				
Athalia	Bark	162	—— Sprague	Joseph Mayhew
Deborah	Brig	145	—— Worth	...do
Vineyard	Ship	381	—— Crocker	Grafton Norton
Holmes' Hole, Mass.				
Pocahontas	Ship	341	—— Smith	Thomas Bradley
William and Joseph	Brig	143	—— Dexter	John Holmes
Newburyport, Mass.				
Merrimac	Ship	414	—— Starbuck	Micajah Lunt
Navy	...do	356	—— Brock	Thomas Buntin
Boston, Mass.				
Creole	Bark	222	—— Cook	Charles A. Brown
Cambrian	Brig	197	—— Holmes	P. & S. Sprague & Co
Hudson, N. Y.				
Beaver	Ship	320	—— Rogers	Barnard, Curtis & Co
Edward	...do	274	—— Daggett	...do
New London, Conn.				
Armata	Ship	414	—— Hull	Abner Bassett
Betsey	Schooner	113	—— Noyes	Joseph Lawrence
Boston	Ship	291	—— Pendleton	...do
Com. 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	....		
Gen. Williams	Ship	446	—— Bailey	Williams & Barns
Hand	Schooner	86	—— Long	Havens & Smith
Julius Cæsar	Ship	347	—— Gibson	N. & W. W. Billings
John and Elizabeth	...do	296	—— Miller	Havens & Smith
Neptune	...do	285	—— Green	T. W. Williams
Pembroke	...do	199	—— Peabody	Joseph Lawrence
Shaw Perkins	Sloop	55	—— Stroud	Havens & Smith
Superior	Ship	406	—— McLane	N. & W. W. Billings
Stonington	...do	351	—— Rice	Williams & Barns
Tenedos	Bark	245	—— Chester	Joseph Lawrence

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	Jan. 1	—— —, 1843	1,800	600	.....	Sold to New Bedford, 1843.
Atlantic.....	.....	—— —, 1840	.....	.....	.....	Gone two months; returned clean, leaky and was sold to New Bedford, 1840.
Pacific Ocean..	May 29	Mar. 14, 1844	2,200	.....	.....	
Indian Ocean ..	July 20	June 2, 1842	260	2,600	.....	
....do	Sept. 23	June 9, 1842	150	1,300	8,000	
Pacific Ocean..	Nov. 16	Aug. 30, 1844	1,400	.....	.....	Captain Griswold died, 1843.
North Atlantic	Aug. 22	Nov. 15, 1841	210	15	.....	
....do	July 30	July 23, 1841	137	.....	.....	
Pacific Ocean..	July 12	Feb. 23, 1844	600	1,100	11,000	
Atlantic	May 18	Apr. 2, 1841	190	.....	.....	Came home leaky.
....do	Oct. 17	Dec. 8, 1841	65	20	.....	Bought from Salem.
Pacific Ocean ..	Oct. 24	June 23, 1844	1,000	.....	.....	
....do	Sept. 23	Dec. —, 1843	1,400	.....	.....	
Atlantic	Aug. 18	....	.....	.....	.....	Lost at sea Oct. 21, 1841; four men lost.
Pacific Ocean ..	July 28	Apr. 15, 1844	260	2,750	22,000	Captain Starbuck died, 1841.
... do	May 20	June 12, 1843	600	1,300	10,400	Sold to New Bedford.
South Seas.....	Dec. 10	Sept. 21, 1841	550	.....	.....	
South Atlantic	Dec. 1	Apr. 23, 1842	420	.....	.....	
Pacific Ocean ..	Jan. 31	May 16, 1842	270	1,930	.....	
....do	Dec. 4	Apr. 3, 1845	800	800	8,000	Sold to New Bedford, 1845.
Indian Ocean ..	July 31	July 12, 1842	260	2,000	28,000	
Pacific Ocean .	Aug. 14	June 8, 1842	.....	115	1,100	Also a large number of fur-skins.
Indian Ocean ..	June 22	May 28, 1841	.....	1,700	.....	
South Seas.....	June 8	May 24, 1842	200	1,000	.....	
....do	June 29	May 23, 1841	.....	1,600	.....	
Indian Ocean ..	Aug.—	July 4, 1841	.....	2,800	.....	
South Atlantic	July 9	May 6, 1842	100	4,000	.....	
....do	Apr. 20	Apr. 30, 1842	.....	2,200	.....	S cond mate, William Lacky, killed by a whale June, 1843.
Atlantic	.....	May 23, 1841	650	.....	.....	
South Atlantic	Aug. 8	May 25, 1842	350	650	.....	
....do	Oct. 12	July 2, 1842	80	1,220	.....	
....do	June 1	June 1, 1841	240	1,460	.....	Sent home 60 sperm.
....do	Mar. —	Feb. —, 1841	.....	500	.....	
... do	Dec. 7	Mar. 16, 1843	100	4,200	46,200	Encountered a heavy gale off Black Point L. I.; cut away masts and anchored Captain Bailey and five men drowned going ashore in a boat for help.
Indian Ocean ..	June 6	Apr. 30, 1842	150	.....	.....	Tender to the Columbia.
....do	July 25	June 21, 1841	40	1,900	.....	
....do	June 22	Apr. 27, 1842	75	2,550	.....	
South Atlantic	Oct. 13	Apr. 15, 1842	650	1,450	.....	
....do	May 23	June 26, 1841	.....	400	.....	Captain Peabody left the ship at Madagascar.
Indian Ocean ..	June 6	Apr. 16, 1842	120	.....	.....	Tender to Columbia.
South Atlantic	Sept. 29	July 3, 1842	150	2,750	.....	
....do	Sept. 1	May 5, 1842	250	2,000	20,000	
....do	Oct. 12	Aug. 9, 1842	200	1,300	.....	Bought from Boston.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
Sag Harbor, N. Y.				
Acasta	Ship	286	Sylvester P. Smith	Mulford & Sleight
American	do	28	—— Cooper	S. & B. Huntting & Co
Camillus	Bark	345	Ezekiel H. Howes	Charles T. Dering
Concordia	do	267	—— Woodward	Thomas Brown
Gem	Ship	320	T. B. Worth	Huntting Cooper
Huron	do	290	—— Greene	Luther D. Cook
Henry	do	333	John Sweeney	Samuel L'Hommedieu
Hannibal	do	310	Lewis L. Bennett	S. & B. Huntting & Co.
Hamilton	do	322	—— Ludlow	Charles T. Dering
Hamilton, 2d	do	455	D. Hand	Mulford & Sleight
Monmouth	do	273	—— Sayre	
Marcus	do	283	David Loper	N. & G. Howell
Nimrod	do	280	—— Barnes	C. T. Dering
Ontario	do	368	—— Green	S. & B. Huntting & Co.
Phenix	do	314	—— Briggs	L. D. Cook
Romulus	do	233	—— Rogers	Mulford & Howell
Xenophon	do	384	—— Halsey	Mulford & Sleight
New Suffolk, N. Y.				
Noble	Bark	274	James Sayer	Ira B. Tuthill
Warren, R. I.				
Boy	Ship	252	—— Barton	N. M. Wheaton
Crawford	Brig	136	—— Huttlestone	J. & D. K. Luther
Franklin	Bark	240	—— Barton	Samuel Barton
Hoogley	Ship	29	—— Nye	John R. Wheaton
Jane	do	371	—— Eddy	S. P. Child
Luminary	do	432	—— Price	Joseph Smith, jr., & Co.
Magnet	do	355	—— Champlin	do
Philip Tabb	do	405	—— Jenney	Driscol & Child
Warren	do	382	—— Cleaveland	J. Smith, jr., & Co.
Salem, Mass.				
Bengal	Ship	304	—— Jackson	John B. Osgood
Emerald	Bark	271	—— Brown	S. C. Phillips
Izette	Ship	275	—— Hall	J. B. Osgood
Mount Wollaston	do	325	—— Rose	do
Stonington, Conn.				
Bolton	Bark	220	—— Pendleton	Charles P. Williams
Enterprize	Brig	93	—— Greene	do
Henry	do	98	—— Pendleton	William Pendleton
Mercury	do	305	—— Gray	C. T. Stanton
Rebecca Groves	Brig	129	—— Hubbard	G. Trumbull
Thomas Williams	Ship	340	—— Manwaring	C. P. Williams
Bridgeport, Conn.				
Atlantic	Ship	291	—— Jennings	Samuel H. Ford
Harvest	Bark	263	—— Godbee	do
Westport, Mass.				
Dr. Franklin	Bark	171	—— Francis	Job Davis
Emma	do	240	—— Davis	Abner Tripp
Elizabeth	Brig	107	—— Cook	David Coffin
Juno	do	166	—— Sowle	A. B. Gifford
Leader	Bark	170	—— Ball	Job Davis
Thos. Winslow	Brig	136	Elihu Russell, jr	Thomas W. Mayhew
United States	Bark	217	—— Hicks	Andrew Hicks
Bristol, R. I.				
America	Bark	257	—— Richmond	Henry Wardwell
Essex	do	200	—— Devol	Lemuel C. Richmond
Gov. Hopkins	Brig	111	—— Waldron	William R. Taylor
Sarah Lee	Ship	235	—— Bly	W. H. D'Wolf
Troy	Brig	156	—— Morris	Thomas Church

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Seas	Oct. 11	Aug. 13, 1841	.....	2,000	14,900	
New Zealand	Aug. 11	May 16, 1842	200	2,250	.....	
Atlantic	Oct. 15	Dec. 6, 1841	201	1,400	11,377	
Indian Ocean	Nov. 28	Apr. 9, 1842	250	1,100	800	
South Atlantic	Aug. 28	July 19, 1841	50	2,250	14,690	
....do	Sept. 1	June 11, 1842	550	450	.....	Bought from Hudson.
....do	[illegible]	.....	154	1,900	14,358	
Indian Ocean	Aug. 25	June 26, 1841	60	1,65	9,459	
Pacific Ocean	July 2	July —, 1843	700	1,000	.....	
South Seas	Dec. 3	July 14, 1843	340	3,700	.....	Returned once; damaged in a gale.
South Atlantic	Aug. 4	June 19, 1841	.....	1,850	.....	
....do	June 15	Sept. 24, 1841	83	904	4,070	
....do	July 9	July 19, 1841	110	1,550	13,419	
....do	Sept. 1	May 22, 1842	500	2,200	.....	
New Zealand	July 10	May 26, 1842	500	2,100	17,000	
South Atlantic	July 8	May 9, 1842	500	1,200	8,000	
....do	Aug. 12	Nov. 24, 1842	100	2,000	.....	Broken up after this voyage.
South Atlantic	Mar. 15	June 2, 1841	260	1,200	6,945	
Pacific Ocean	Apr. 28	Aug. 12, 1843	1,450	.....	.....	
Western Isl'ds	Apr. 13	May 28, 1841	Clean	.....	.....	
Indian Ocean	Oct. 25	May 10, 1843	800	.....	.....	
....do	Nov. 13	Oct. —, 1843	1,300	60	.....	Captain Nye died November 24, 1841.
Pacific Ocean	Mar. 8	May —, 1843	400	1,600	12,800	
....do	Jan. 7	June —, 1843	300	2,200	20,000	
....do	Jan. 1	Mar. 1, 1843	1,200	1,600	.....	
....do	July 23	Apr. 30, 1843	500	1,100	16,000	Sold 100 sperm, 800 whale, at Valparaiso.
....do	Aug. 26	Apr. 6, 1843	600	2,050	33,000	Sold 1,350 whale at Rio Janeiro.
Indian Ocean	July 24	Mar. 26, 1844	1,800	.....	.....	Sold to New London, 1844.
....do	May 2	Feb. 26, 1843	400	1,100	8,800	
....do	May 2	June 19, 1842	900	1,100	.....	
....do	June 24	June 11, 1843	400	700	5,600	Sold 1,200 whale at Rio Janeiro. Sold to ——, 1843.
Pacific Ocean	June 8	May 10, 1843	1,000	450	3,600	
....do	Sept. 3	.....	.....	.....	.....	
South Atlantic	July 6	.....	.....	.....	.....	Probably sold at Rio Janeiro in 1841.
... do	Dec. 3	Apr. 13, 1842	300	1,900	17,000	
....do	Aug. 21	.....	.....	.....	.....	
South Seas	Aug. 25	Mar. 19, 1842	280	2,720	.....	
South Seas	Sept. —	July 23, 1841	.....	1,700	.....	
....do	Aug. 4	May 25, 1842	150	2,050	.....	
Atlantic	Sept. 6	June 19, 1841	732	.....	.....	
....do	Dec. 23	May 13, 1842	568	53	.....	
....do	June —	Nov. 1, 1840	150	.....	.....	
....do	Aug. 9	Nov. 5, 1841	390	14	.....	
....do	May 2	Nov. 25, 1841	500	.....	.....	
....do	Aug. 7	July 30, 1841	585	7	.....	
Pacific Ocean	Oct. 10	June —, 1843	700	.....	.....	
Pacific Ocean	Oct. 7	July 2, 1844	500	900	9,000	Sold to New Bedford, 1844.
Atlantic	July 4	Nov. 5, 1841	450	15	.....	Returned once, having lost her mainmast; Captain Daggett left the ship, sick, and Devol took charge.
... do	Sept. 23	May 28, 1841	240	.....	.....	
....do	Oct. 31	Oct. 21, 1841	80	40	.....	
....do	July 25	Sept. —, 1841	420	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1840.				
Poughkeepsie, N. Y.				
Elbe	Ship	333	—— Merrihew	David S. Sherman
N. P. Tallmadge	do	370	—— Coffin	do
New England	do	375	—— Howland	do
Vermont	Bark	292	—— Almy	do
Mystic, Conn.				
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
Sippican, Mass.				
Popmunnett	do	184	—— Flanders	do
Quito	do	140	do	do
Solon	do	129	—— Wing	N. E. Bates
Fall River, Mass.				
Ann Maria	do	196	—— Carr	John Eddy
Montezuma	do	196	—— Randall	M. S. F. Tobey
Pleiades	Bark	261	—— Allen	do
Taunton	Brig	103	—— Cummings	William Coggeshall
Wareham, Mass.				
George Washington	Ship	374		E. Thompson
Inga	Brig	169	—— Cudworth	M. S. F. Tobey
Meridian	do	73	—— Derrick	do
Plymouth, Mass.				
Exchange	Schooner	99	—— Dexter	R. W. Holmes
Fortune	Bark	278		Isaac L. Hedge
James Munroe	Brig	115	—— Dyke	Northam & Fearing
Mercury	Schooner	74	—— Luce	Isaac Barnes, jr
Maria	do			
Greenport, N. Y.				
Bayard	Ship	339	Francis Sayre	H. & N. Corwin
Magellan	Brig	91	—— Lax	
Roanoke	Ship	251	Benjamin Glover, jr	Wiggins & Parsons
Seraph	Brig	174	George W. Corwin	Samuel Lamson
Washington	Ship	236	Robert N. Wilbur	Wiggins & Parsons
Provincetown, Mass.				
Fairy	Brig	186	—— Ginn	Abraham Small
Franklin	do	172	—— Soper	Robert Soper
Phenix	do	150	—— Small	Leonard Small
1841.				
New Bedford, Mass.				
Addison	Ship	426	Thomas West	Isaac B. Richmond
Ann	do	361	—— Almy	Howland & Hussey
Alex. Barclay	do	463	—— Fish	J. A. Parker & Son
Archer	Ship	322	—— Ricketson	Tobey & Ricketson
Agate	Brig	81	—— Landre	Pope & Morgan
Ann Alexander	Ship	253	—— Taber	George Howland
Balæna	do	301	Richmond Manchester	J. & J. Howland
Bramin	Bark	243	—— 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
Canton	Ship	409	—— Lucas	Charles R. Tucker
Canton Packet	Bark	274	—— Shearman	I. H. Bartlett

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	July 10	.....	.....	.....	.....	Lost in Cook's Straits, December 13, 1841.
....do	Oct. 22	Mar. 22, 1843	120	2, 500	25, 000	
....do	Jan. 1	May —, 1843	1, 300	700	700	
Indian Ocean ..	Dec. 10	July —, 1843	350	2, 500	20, 000	Sold to Mystic.
South Atlantic	June 6	Mar. 5, 1842	225	2, 075	.....	
....do	July 10	June —, 1842	450	1, 550	.....	Sold 400 whale at Pernambuco.
... do	Aug. 10	May 9, 1842	100	2, 300	.....	
....do	June 22	.....	.....	.....	.....	Condemned at Saint Catharines, March, 1841. Sent home 100 sperm.
....do	July 22	Jan. 1, 1841	.....	400	.....	Elephant-oil.
....do	May 11	Oct. 20, 1841	400	.....	.....	
....do	July 8	Nov. 3, 1841	350	.....	.....	
....do	July 30	Sept. —, 1842	40	20	.....	
Indian Ocean ..	May 11	June 9, 1841	500	700	.....	Returned once leaky.
.....	June 1	Oct. 3, 1840	413	224	.....	
Indian Ocean ..	Aug. 15	Sept. 11, 1842	.....	2, 032	.....	Belongs to Wareham.
Atlantic	Nov. 30	.....	.....	.....	.....	Condemned 1840.
Pacific Ocean ..	Apr. 21	—— —, 1844	.....	.....	.....	Probably full.
Atlantic	Apr. —	Apr. 7, 1841	669	12	.....	
....do	Aug. 27	June 22, 1841	60	.....	.....	
Atlantic Ocean	.....	June 7, 1841	19	150	.....	
.....	Sept. 22	—— —, 1844	.....	.....	.....	
Atlantic.....	Feb. 21	June 27, 1841	160	.....	.....	
....do	Apr. 30	Nov. 25, 1840	Clean	.....	.....	
....do	Apr. 28	.....	.....	.....	.....	
South Atlantic	Aug. 5	Aug. 6, 1841	200	1, 400	7, 432	
....do	June 5	.....	.....	.....	.....	Condemned at Pernambuco.
... 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. —	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	
Pacific Ocean ..	Sept. 29	.....	.....	.....	.....	Built 1829. Lost on Timor 1842.
....do	.....	—— —, 1845	.....	4, 200	.....	A. Barclay landed her oil at Bremen. Sold to Bremen 1845.
....do	July 26	Feb. 17, 1845	1, 400	1, 100	11, 000	Bought from Philadelphia 1841.
Atlantic	May 1	Jan. 30, 1842	150	.....	.....	
Pacific Ocean ..	Oct. 25	June 12, 1845	1, 700	.....	.....	
....do	Nov. 12	May 20, 1845	1, 700	68	500	
....do	Dec. 25	Aug. 9, 1845	200	800	3, 000	Captain Taber left the ship in 1842, sick. Sent home 650 pounds bone.
....do	May 21	Nov. 16, 1844	1, 900	.....	.....	
....do	Sept. 4	Jan. 1, 1845	1, 600	800	10, 000	
Atlantic	June 12	Oct. 12, 1842	492	6	.....	Formerly a brig. Altered 1841.
Pacific Ocean ..	Sept. 2	Nov. 29, 1845	500	500	4, 000	Withdrawn from the service 1845.
....do	Nov. 9	Aug. 26, 1842	2, 500	.....	.....	
....do	Dec. 12	Feb. 17, 1845	2, 100	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
New Bedford, Mass—Continued.				
Clarice	Bark	237	—— Dexter	C. W. Morgan
Condor	Ship	349	—— Norton	....do
Dartmouth	...do	336	—— Whimpeney	I. Howland, jr., & Co
Elizabeth	...do	339	H. F. Eastham	T. & A. R. Nye
Emeline	Brig	98	—— Wood	Barton Ricketson
Endeavour	Bark	252	—— Weeks	William H. Stowell
Franklin	Ship	333	Washington Walker	Ab'm H. Howland
Florida	...do	330	—— Cunningham	Edw. C. Jones
General Pike	...do	313	—— Tobey	William Gifford
George and Susan	...do	336	—— Howland	George Howland
George Washington	Bark	230	Alex. Hathaway	Levi L. Crane
Golconda, 2d	Ship	359	—— Smith	William H. Stowell
Gratitude	...do	337	—— Stetson	Ireneus Gooding
Good Return	...do	376	—— Taber	H. Taber & Co
Gov. Troup	...do	430	G. H. Jenney	E. C. Jones
Harrison	...do	371	J. R. L. Smith	William H. Stowell
Honqua	...do	339	—— Holley	Alexander Gibbs
Hydaspe	...do	313	Francis Post	Daniel Wood
Huntress	...do	391	—— Taber	Alfred Gibbs
Hope 2d	...do	295	—— Robinson	Wilcox & Richmond
Hope	Bark	186	—— Brownell	William Watkins
Isabella	Ship	411	—— Howland	Jas. H. Howland
Israel	...do	357	—— Little	Walter S. Spooner
Java	...do	295	William Shockley	George Howland
John Adams	...do	268	—— Bradford	Jireh Perry
John and Edward	...do	318	Barz. N. Hudson	Wilcox & Richmond
Junior	...do	378	—— Hathaway	D. R. Greene & Co
Julian	...do	356	—— Mayhew	Hathaway & Luce
Kutusoff	...do	415		
Lagoda	...do	341	—— Maxfield	Jona. Bourne, jr
Lewis	Bark	231	—— Tallman	J. D. Thompson
L. C. Richmond	Ship	341	—— Luce	Daniel Wood
Laurel	Brig	119	—— Smith	I. H. Bartlett
Margaret Scott	Ship	357	—— 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	291	Peter Butler	John R. Thornton
Montezuma	...do	436	—— Tower	West & Paine
Maria	Bark	202	—— Raymond	Samuel W. Rodman
Metacom	Ship	360	—— Reynolds	J. B. Wood & Co
Nassau	...do	408	—— Weeks	Jireh Perry
Nile	...do	332	Edwin F. Cook	Hathaway & Luce
Newton	Bark	283	—— Sawyer	Isaiah Burgess
Octavia	...do	257	Isaac C. Howland	Gideon Allen
Pantheon	...do	271	—— Taber	Jona. Bourne, jr
Peri	...do	191	—— Russell	Rodney French
Phocion	Ship	266	—— Corey	Richard A. Palmer
Robert Edwards	...do	356	—— Burgess	J. & J. Howland
Rousseau	...do	306	John E. Brayton	George Howland
Rajah	Bark	250	—— West	Isaiah Burgess
Russell	...do	304	Frederick A. Stall	Howland & Hussey
Selma	Ship	269	—— Luce	George O. Crocker & Co.
Susan	...do	261	Weston Howland	Ab'm H. Howland
Sam. Robertson	...do	421	—— Warner	Andrew Robeson
Swift	...do	321	—— Fisher	Thomas S. Hathaway
Smyrna	Bark	219	—— Miller	Barton Ricketson
Stephania	Ship	315	—— Collins	R. A. Palmer
Two Brothers	...do	288	—— Tinkham	D. R. Greene & Co
Wilmington and Liverpool Packet	...do	384	Gilbert Place	J. A. Parker, & Co
Zoroaster	Brig	159	—— Seabury	Pardon G. Seabury

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	Dec. 7	Aug. 13, 1845	....	633	....	Sold 220 sperm.
New Holland ..	Oct. 9	Mar. 10, 1844	150	2, 450	14, 000	
Pacific Ocean ..	Feb. 20	June 17, 1844	1, 30	600	6, 000	
Indian Ocean...	June 7	May 6, 1844	60	500	12, 000	Sold 1,000 barrels whale at Bahia.
Atlantic	July 12	Sept. 28, 1843	10	5	.....	Captain Wood's boat was stove by a whale, and he died from exhaustion before help reached them. Brig Emeline withdrawn from the service 1843.
Indian Ocean...	June 22	June —, 1843	1, 300	600	4, 800	
Pacific Ocean ..	June 23	Nov. 23, 1842	22	2, 314	.....	
Indian Ocean ..	Sept. 14	July —, 1843	60	2, 300	18, 400	
....do	July 1	Feb. 26, 1843	60	900	7, 000	
Pacific Ocean ..	Oct. 17	July 12, 1845	1, 60	.....	.....	
Atlantic	Mar. 25	Dec. 8, 1842	35	.....	.....	
Pacific Ocean ..	June 30	July 21, 1844	750	2, 300	17, 000	
....do	Apr. 25	Apr. 7, 1845	1, 15	1, 030	9, 000	Bought from Boston 1841.
New Holland .	Oct. 21	May 3, 1844	10	3, 00	.....	
....do	Nov. 4	Apr. 25, 1844	170	3, 250	30, 000	First mate, Edward Harris, died April, 1843, from effects of a fall down after-hatchway.
Pacific Ocean .	July 28	Feb. 23, 1845	.....	.....	.....	Built at Mattapoisett, 1841.
....do	July 12	June 29, 1843	450	2, 40	28, 800	
....do	Apr. 24	Apr. 14, 1845	850	850	8, 000	
Indian Ocean ..	Aug. 20	Mar. 6, 1844	400	2, 500	20, 000	First mate, Eben. Peck, taken out of his boat by a line and lost. Sold 100 barrels whale at Hobart Town.
... do	Sept. 14	Mar. 5, 1844	300	1, 500	15, 000	
Atlantic	Mar. 16	Nov. 14, 1842	5	.....	.....	
Pacific Ocean ..	July 22	May 19, 1845	2, 700	6	.....	
Atlantic	June 29	Sept. 9, 1843	300	1, 900	22, 000	Bought from Boston 1841.
Indian Ocean .	June 10	Apr. 22, 1843	18	2, 250	22, 500	
....do	July 1	May —, 1844	1, 000	300	2, 500	
... do	May 19	July 19, 1844	400	830	6, 000	
Pacific Ocean ..	Sept. 18	Mar. 11, 1844	1, 15	1, 600	16, 000	
New Holland ..	Dec. 12	May 31, 1844	3, 00	250	27, 000	
.....	Nov. 11	.....	.....	.....	.....	Sent home 10,000 pounds bone.
New Holland ..	Oct. 9	Sept. —, 1843	600	2, 100	17, 000	
Indian Ocean ..	Nov. 6	July 9, 1844	450	350	3, 200	
Pacific Ocean ..	June 6	Oct. 31, 1844	2, 200	.....	.....	Samuel Pent, second mate, died on passage home.
Atlantic	Mar. 12	Nov. 8, 1841	17	7	.....	Withdrawn, 1843.
Pacific Ocean ..	Jan. 9	Apr. 15, 1844	850	1, 350	18, 000	Bought from Portsmouth.
....do	June 6	Aug. 12, 1845	1, 500	340	.....	Formerly a brig; bought from New York, 1841.
Atlantic	July 11	Apr. 11, 1844	50	2, 400	18, 000	Second mate, Thomas Dunham, fell overboard and was drowned November 4, as the ship was leaving Lahaina.
Pacific Ocean ..	May 25	Aug. 1, 1844	1, 600	.....	.....	
Indian Ocean ..	June 2	May 10, 1843	350	1, 650	13, 200	
Pacific Ocean ..	Aug. 29	May 5, 1844	450	3, 150	.....	
Atlantic	Jan. 1	Oct. —, 1843	500	.....	.....	
Pacific Ocean ..	Nov. 6	Sept. 20, 1845	2, 000	.....	.....	
....do	Sept. 6	Sept. 16, 1845	1, 100	1, 700	20, 000	
....do	May 30	June 23, 1844	1, 500	60	6, 000	
Indian Ocean ..	June 20	Oct. 10, 1843	300	1, 500	12, 000	
....do	June 25	June 30, 1843	300	1, 000	8, 000	
Pacific Ocean ..	June 9	Feb. 25, 1845	80	600	6, 000	Bought from New York 1841.
....do	Dec. 12	July 19, 1843	850	.....	.....	
Indian Ocean ..	Aug. 4	July 24, 1843	80	1, 120	8, 960	
Pacific Ocean ..	July 2	Dec. 14, 1844	2, 250	.....	.....	
....do	Apr. 24	Feb. 17, 1845	1, 300	1, 000	10, 000	
....do	Aug. 8	July 7, 1844	750	800	8, 000	Sold to Westport 1844.
....do	May 19	May 19, 1845	800	700	7, 000	
....do	July 31	.....	.....	.....	.....	Burned at sea, September 9, 1841.
....do	May 6	Apr. 3, 1845	900	1, 000	10, 000	Bought from Boston 1841.
....do	Oct. 22	Mar. 13, 1846	1, 200	.....	.....	Sold to Fairhaven 1846.
....do	Dec. 22	May 11, 1845	1, 000	1, 300	13, 000	
....do	Dec. 29	June 23, 1845	1, 00	.....	.....	Captain Miller fell overboard and died from exhaustion after his rescue.
Indian Ocean ..	Nov. 18	Mar. —, 1844	200	2, 100	21, 000	
....do	Nov. 18	Feb. 27, 1844	1, 250	800	6, 400	
Pacific Ocean ..	Dec. 22	.....	300	1, 500	.....	Condemned at Sandwich Islands, 1845; oil shipped home. Sent home 5,850.
Atlantic	Mar. 4	Nov. 12, 1841	380	14	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
Nantucket, Mass.				
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	352	John Hussey, jr	Daniel Jones
Edward Cary	do	353	John Tobey	Jas. Athearn
Elizabeth Starbuck	do	381	Henry Bigelow	Levi Starbuck
Foster	do	317	John C. Congdon	R. Mitchell & Sons
Franklin	do	246	Shubael Ray	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	376	Jos. P. Nye	Levi Starbuck
Martha	do	273	William Baxter	William R. Easton
Monticello	do	358	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	Elihu Fisher	Matthew Crosby
Narraganset	do	398	Charles W Coffin	Christopher Wyer
Orion	do	354	James Nichols	Frederick Hussey
Ohio	do	381	Varamus Smith	Chris. Wyer
Obed. Mitchell	do	354	Elihu Coffin	Aaron Mitchell
Primrose	Schooner		—— Narbeth	William Bartlett
Potomac	Ship	356	Isaac B. Hussey	T. & P. Macy
Penobscot	Brig	138	—— Carr	A. W. Starbuck
Susan	Ship	348	Reuben Russell	Aaron Mitchell
Three Brothers	do	384	Jos. Mitchell, 2d	G. & M. Starbuck & Co.
Tyleston	Brig	111	—— Brown	David Thain
United States	Ship	372	Calvin B. Worth	Barrett & Upton
Fairhaven, Mass.				
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	382	—— Fish	Gibbs & Jenny
Friendship	do	366	—— Taber	do
George	do	360	—— Swift	Fish & Huttlestone
Harvest	Bark	314	—— Hale	Jabez Delano, jr
Heroine	Ship	337	—— Smith	Nathan Church
Hesper	Bark	262	—— Handy	L. Jenny and J. Tripp
Isabella	do	243	—— Netcher	E. Sawin
Java	Ship	294	—— Lane	Atkins Adams
Lagrange	Bark	280	—— Stetson	do
Marcia	Ship	315	—— Mosher	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
New London, Conn.				
Ann Maria	Ship	368	—— Middletown	Havens & Smith
Atlas	do	299	—— P ndleton	Joseph Lawrence

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	May 13	Dec. 9, 1844	1,801	.....	.....	
....do	Dec. 1	July 10, 1845	1,890	.....	.....	
....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	882	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	1,109	.....	.....	Sent home 116 sperm.
....do	July 28	Sept. 1, 1845	1,430	.....	.....	
....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	830	.....	.....	
....do	Nov. 1	June 8, 1845	1,963	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	850	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	Aug. 2	July 15, 1845	2,430	.....	.....	New this voyage; built at Mattapoisett.
....do	Aug. 26	Mar. 24, 1845	1,252	1,388	12,000	Do.
....do	Dec. 25	Apr. 10, 1845	1,488	442	.....	
....do	June 16	May 12, 1845	1,279	1,326	.....	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	2,040	169	1,000	
....do	July 18	May 3, 1845	2,804	80	.....	Sold to New Bedford.
....do	Sept. 4	May 10, 1845	1,183	2	.....	
Atlantic	July 8	.....	.....	.....	.....	Lost near Trinidad, May, 1842; had 280 sperm.
Pacific Ocean ..	Nov. 12	May 4, 1845	2,354	.....	.....	Built at Mattapoisett; new this voyage.
Atlantic	Sept. 26	May 17, 1843	100	.....	.....	
Pacific Ocean ..	Dec. 9	May 27, 1846	637	1,405	12,000	
....do	July 12	Nov. 6, 1845	2,150	22	.....	
Atlantic	June 17	Sept. 5, 1842	230	....	.....	
Pacific Ocean ..	Nov. 12	Oct. 16, 1845	1,422	10	.....	
Pacific Ocean ..	Jan. 3	May 13, 1845	850	1,350	13,500	Built 1840.
....do	Sept. 6	July 29, 1845	2,100	.....	.....	
....do	Sept. 21	June 17, 1845	600	1,300	8,000	
Indian Ocean ..	Mar. 25	July 23, 1845	1,400	.....	.....	
Pacific Ocean ..	Nov. 11	.....	.....	.....	.....	Lost on Cadmus Island August 3, 1842.
Indian Ocean ..	Aug. 16	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	.....	.....	
....do	Sept. 1	Aug. 15, 1843	50	1,750	.....	Sold 210 sperm on voyage.
New Holland ..	May 30	Mar. 23, 1843	350	2,200	17,600	
New Zealand ..	July 15	June 16, 1844	1,900	.....	.....	
Pacific Ocean ..	Nov. 7	Aug. —, 1845	1,150	.....	.....	Withdrawn 1847.
....do	Aug. 14	May 8, 1845	2,100	.....	.....	
Indian Ocean ..	June 12	Apr. 16, 1845	500	.....	.....	
....do	Dec. 22	Apr. 19, 1844	100	2,800	26,000	Sold to New Bedford 1844.
Pacific Ocean ..	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	9,600	Put into Sydney December 22, 1842, the crew having mutinied and killed Captain Norris.
	Apr. 14	Oct. 29, 1841	52	2	.....	Returned in consequence of sickness among the officers.
....do	Nov. 15	—— —, 1845	....	.....	.....	Bought from Salem.
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.
1841.				
New London, Conn.—Continued.				
Avis	Ship	299	—— 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	232	—— Brown	Benjamin Brown
Connecticut	do	398	—— Crocker	Frink, Chew & Co
Columbus	Brig	159	—— Holt	Williams & Barnes
Electra	Ship	348	—— Ward	do
Flora	do	33	—— Mayhew	N. & W. W. Billings
Friends	do	403	—— Brown	Benjamin Brown
Francis	Brig	98	—— Holland	Havens & Smith
Georgia	Ship	344	—— Hull	Lyman Allyn
Iris	Bark	245	—— Douglass	Frink, Chew & Co
Jones	do	336	—— Sisson	Havens & Smith
Julius Cæsar	Ship	347	—— Gibson	N. & W. W. Billings
Jason	do	335	—— Skinner	Frink, Chew & Co
Mentor	do	460	—— Chester	Benjamin Brown
Montezuma	do	424	—— Baker	Williams & Barnes
Phœnix	do	404	—— Slate	N. & W. W. Billings
Palladium	do	342	—— Prentiss	Frink, Chew & Co
Pembroke	Bark	199	—— Church	Jos. Lawrence
Peruvian	Ship	388	—— Brown	Fitch & Leonard
Pacific	Schooner	96	—— 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
Westport, Mass.				
Barclay	Bark	167	—— Macomber	Davis & Corey
Champion	do	209	—— Sowle	Andrew Hicks
Dr. Franklin	do	171	—— Francis	Job Davis
Elizabeth	Brig	107	—— Cook	A. B. Gifford
Mexico	do	130	—— Smith	Davis & Corey
President	Bark	167	—— Southworth	Andrew Hicks
Theophilus Chase	do	168	—— Baker	Henry Wilcox
Thos. Winslow	Brig	136	—— Manchester	Thos. W. Mayhew
Provincetown, Mass.				
Belle Isle	Schooner	104	—— Cook	Eben Cook
Fairy	Brig	186	—— Ginn	Abraham Small
Franklin	do	172	—— Soper	Robert Soper
Gem	do	162	—— Fluker	Timothy P. Johnson
John B. Dods	do	163	—— Prior	E. S. Smith
Phœnix	do	150	—— Small	Leonard Small
Spartan	Bark	188	James Small	Step. Nickerson
Samuel and Thomas	Brig	191	—— Soper	Samuel Soper
William Henry	do	111	—— Ryder	G. Ryder
Mattapoisett, Mass.				
Annawana	Brig	159	—— Pool	Seth Freeman
Edward	do	133	—— Mayhew	Wilson Barstow
Elizabeth	Bark	219	—— Bates	R. L. Barstow
Lagrange	Brig	170	—— Dexter	E. Willis
Le Baron	do	170	—— Parker	G. Barstow & Son
Mattapoisett	do	150	—— Brightman	Leonard Hammond
Richard Henry	Bark	173	—— Snow	G. Barstow & Son
Solon	Brig	129	—— Wing	N. E. Bates
Two Sisters	do	122	—— Bolles	do

NOTE.—Brig Chase, Lumbert, sailed April 5; was abandoned at sea April 12.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	Aug. 21	.....	.....	.....	.....	Wrecked in King George's Sound, New Holland, with 800 barrels whale-oil.
New Zealand ..	June 28	.....	.....	.....	.....	Condemned at Bay of Islands; oil (1,400 whale) shipped home.
Indian Ocean ..	Sept. 14	July 1, 1843	100	2,200	17,600	
....do	Aug. 7	Feb. 28, 1843	500	2,200	17,600	
....do	May 8	July —, 1843	300	1,800	6,000	
South Seas.....	June 12	May —, 1843	300	700	5,600	
.. do	Aug. 18	June 16, 1843	200	1,600	12,800	
South Atlantic	June 25	Oct. 16, 1842	600	.....	.....	
Indian Ocean ..	July 21	May 9, 1843	400	2,000	16,000	Sold 470 whale at Rio.
New Zealand ..	Jan. 19	Apr. 7, 1843	500	2,200	17,600	
Indian Ocean ..	July 12	Mar. 11, 1843	300	2,800	22,400	
South Atlantic	Mar. 6	.....	.....	.....	.....	Lost at the Falklands 1842.
Indian Ocean ..	July 17	June 1, 1843	50	2,000	16,000	
South Seas.....	Nov. 8	May 9, 1844	180	2,120	17,000	
Indian Ocean ..	Feb. 18	Aug. 30, 1842	140	1,200	.....	Sold 250 sperm; broken up at home after this voyage.
....do	Aug. 2	Mar. 15, 1843	.....	2,200	17,600	
....do	July 10	June 17, 1842	150	1,950	.....	
....do	Aug. 12	Apr. 7, 1843	100	2,900	23,200	
....do	Sept. 22	Apr. 6, 1844	.....	3,300	26,400	
South Atlantic	June 10	June 10, 1842	130	2,570	23,000	
Crozette Island	July 30	May 15, 1843	.....	1,300	10,400	
South Atlantic	July 13	May 24, 1842	40	1,000	.....	
Crozette Island	Oct. 15	July —, 1843	100	2,400	19,200	
South Atlantic	Mar. 19	Apr. 29, 1842	.....	500	.....	Condemned at Cape Town 1844.
South Seas.....	Apr. 10	.....	.....	.....	.....	Sold with her cargo at Rio Janeiro.
....do	Apr. 10	Mar. 15, 1843	100	.....	22,000	Bought from New York. Sold whale-oil at Rio; brought 500 seal-skins.
Pacific Ocean ..	Oct. 19	Sept. —, 1843	800	2,400	30,000	
Atlantic	July 8	Nov. 10, 1842	457	.....	.....	
....do	May 18	Oct. 7, 1842	314	30	.....	
....do	July 27	Jan. 28, 1842	273	.....	.....	
....do	May 18	May 6, 1842	260	120	.....	Broken up at Westport 1842.
....do	May 13	July 19, 1842	230	.....	.....	
....do	Sept. 10	Apr. 17, 1843	270	35	.....	
....do	May 18	Oct. 11, 1842	370	.....	.....	
....do	Nov. 12	Sept. 30, 1842	130	7	.....	
Atlantic	Mar. 10	Nov. 2, 1841	120	40	.....	
....do	Feb. 11	Nov. 1, 1841	220	.....	.....	
....do	Jan. 30	Nov. 1, 1841	220	.....	.....	
....do	Feb. —	June 18, 1841	33	.....	.....	Bought from Boston 1841.
....do	July 3	Sept. 14, 1842	240	.....	.....	Bought from Boston 1841.
....do	Feb. 6	Nov. 9, 1841	150	30	.....	
....do	Jan. 18	Oct. 14, 1841	340	.....	.....	
....do	Mar. 31	May 22, 1842	350	.....	.....	
....do	Mar. 19	Jan. 2[illegible], 1842	300	.....	.....	Built 1841.
....do	Mar. —	Sept. 21, 1841	160	.....	.....	
Atlantic	July 8	Nov. 23, 1842	200	.....	.....	Built at Mattapoisett 1841.
....do	Apr. 10	Feb. 7, 1842	260	.....	.....	Edward bought from Boston 1841.
Indian Ocean ..	May 29	Apr. 4, 1844	400	750	7,000	
Atlantic	June 12	Oct. 12, 1842	450	.....	.....	
....do	Dec. 22	.....	.....	.....	.....	Sold to Newport 1844.
....do	Mar. 26	Sept. 5, 1842	439	.....	.....	
....do	Nov. 18	Apr. —, 1843	300	.....	.....	Sold to Stonington.
....do	Dec. 25	Sept. 7, 1841	40	20	.....	
....do	July 24	Oct. 11, 1842	200	.....	.....	Sold to New Bedford.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
Wareham, Mass.				
America	Brig	148	—— Lumbard	M. S. F. Tobey
Inga	do	169	—— Cudworth	do
Montezuma	do	195	—— Shiverick	do
Meridian	do	73	—— Russell	do
Plymouth, Mass.				
Exchange	Schooner	99	—— King	Richard W. Holmes
Maracaibo	Brig	93	—— Pope	Atwood L. Drew
James Munroe	do	114	—— Dike	Isaac L. Hedge
Mary and Martha	Ship	317	—— Coffin	James Bartlett
Mercury	Schooner	74	—— Nickerson	Isaac Barnes, jr.
Vesper	do	95	—— Ellis	Bradford Barner, jr.
Somerset, Mass.				
Jane	Bark	231	—— Manchester	Wheaton Luther
Pilgrim	Brig	137	—— Collins	do
Duxbury, Mass.				
Sophia and Eliza	Bark	206	—— Coffin	George Frazier
Fall River, Mass.				
Ann Maria	Bark	196	—— Carr	J. S. Barnard
Gold Hunter	Ship	281	—— Wood	Nathan Durfee
Leonidas	Brig	128	—— Baker	Noah Hathaway
Otranto	Bark	156	—— Cook	Cranston Wilcox
Panama	Ship	253	—— Cummings	J. S. Barnard
Rowena	do	404	—— Estes	Nathan Durfee
Freetown, Mass.				
Elizabeth	Bark	349	—— Winslow	
Providence, R. I.				
Balance	Ship	322	—— Reed	W. Humphrey
Bowditch	do	399	—— Sowle	Thomas Fletcher
Brunswick	do	295	—— Champlin	Amherst Everett
Cassander	do	299	—— Dennis	Nathaniel Potter
Envoy	do	393	—— Fisher	Amherst Everett
Lexington	do	201	—— Jayne	William Earle
Lion	do	298	—— Howland	Edward Carrington, jr.
Bristol, R. I.				
Anna	Bark	228	—— Moores	Bryon Diman
Emigrant	do	180	—— Lake	Samuel Church
Gov. Hopkins	Brig	111	—— Wilcox	William R. Taylor
Leonidas	Ship	353	—— King	do
Troy	Brig	156	—— Sherman	Samuel Church
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.				
Newport, R. I.				
Margaret	Ship	373	T. Wimpenney	J. Stevens and J. S. Munroe.
Martha	do	271	—— Davenport	Devins & Tisdale
Menkar	do	350	Joseph Shearman	R. Coggeshall
Ohio	Schooner	120	—— Smyley	Gilbert Chase
Pocahontas	Brig	....	William Barker	Samuel Barker
Sea Bird	do	143	—— Tripp	Gilbert Chase

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	July 13	Oct. 1, 1842	450	30	.....	Bought from New York 1841. Took 18 pounds ambergris.
....do	June 1	Apr. 11, 1842	816	.....	.....	
....do	Nov. 27	July —, 1843	400	.....	.....	
... do	July 23	July 4, 1842	40	.....	.....	Withdrawn.
Atlantic	Aug. 5	Oct. 17, 1842	100	60	.....	
....do	Sept. 25	May —, 1843	100	.....	.....	
....do	July 28	June 18, 1842	170	.....	.....	
Indian Ocean	June 16	Dec. 25, 1845	.....	.....	.....	Sold to New Bedford 1846.
Atlantic	Jan. 12	Sept. 12, 1841	150	.....	.....	
	Sept. 12	Oct. 10, 1841	.....	13	.....	
....do	July 31	July 28, 1842	26	8	.....	
Indian Ocean	Sept. 16	Apr. 22, 1843	162	567	4,330	
Atlantic	May 27	June 1, 1842	230	.....	.....	
Indian Ocean	Aug. 1	Apr. 26, 1844	200	1,300	7,000	Sold to Stonington 1844.
South Atlantic	Aug. 9	Dec. 10, 1842	550	.....	.....	
Indian Ocean	May 22	July —, 1843	200	1,300	10,400	
Atlantic	May 4	May 3, 1842	350	.....	.....	Bought from New York 1841.
....do	Sept. 16	June 10, 1842	110	20	.....	Lost part of her officers and crew by African fever.
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	
Pacific Ocean	July 20	Mar. —, 1843	190	2,410	36,000	Sold 600 whale at Bahia.
Indian Ocean	Aug. 2	July 4, 1843	150	850	.....	Sold to New Bedford.
Pacific Ocean	Nov. 15	July 9, 1844	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	2,200	.....	.....	
Indian Ocean	Aug. 14	Aug. 8, 1844	600	300	3,000	
Atlantic	Aug. 20	June 7, 1842	130	15	.....	Sailed in June, 1842, and returned in January, 1843; clean.
....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. 28	Feb. 25, 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	.....	.....	.....	.....	
....do	Sept. —	Oct. 4, 1842	280	20	.....	
....do	June 24	.....	.....	.....	.....	Returned in August, 1842, with 30 sperm; sailed in August, 1842, and was condemned in Patagonia, September 8, 1843.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
Mystic, Conn.				
Blackstone	Bark	258	—— Baker	Charles Mallory
Leander	do	213	—— Bailey	do
Uxor	Brig	96	—— Stephens	do
New Suffolk, Conn.				
Noble	Bark	274	—— Brown	Ira B. Tuthill
Bridgeport, Conn.				
Atlantic	Ship	291	—— Howell	Samuel H. Ford
Hamilton	do	359	—— Bishop	Sherwood Sterling
Cold Spring, N. Y.				
Monmouth	Bark	255?	—— Hedges	
Tuscarora	Ship	379	—— White	
Greenport, N. Y.				
Bayard	Ship	339	—— Fordham	H. & N. Corwin
Delta	do	314	—— Glover	do
Roanoke	Bark	251	—— Case	Wiggins & Parsons
Seraph	Brig	174	—— Corwin	Samuel Landon
Triad	Ship	336	—— Case	H. & N. Corwin
Washington	do	236	—— Griffin	do
Sag Harbor, N. Y.				
Acasta	Bark	286	—— Havens	Mulford & Sleight
Ann	Ship	299	—— Curry	Mulford & Howell
Arabella	do	367	—— Babcock	N. & G. Howell
Cadmus	do	307	—— Smith	Mulford & Sleight
Camillus	do	345	—— Jennings	Charles T. Dering
Columbia	do	385	—— Edwards	Luther D. Cook
Crescent	do	340	—— Royce	Post & Sherry
Daniel Webster	do	397	—— Baker	Mulford & Howell
Fanny	do	391	—— Fordham	N. & G. Howell
France	do	411	—— Edwards	do
Franklin	Bark	391	—— Halsey	Hunting Cooper
Gem	do	326	—— Worth	do
Henry	Ship	333	—— Young	S. L'Hommidieu
Hannibal	do	311	—— Bennett	S. & B. Hunting & Co
Marcus	do	203	—— Loper	N. & G. Howell
Monmouth	do	273	—— Hedges	
Neptune	do	338	—— Ludlow	S. & B. Hunting & Co
Nimrod	do	280	—— Rogers	C. T. Dering & Co
O. C. Raymond	do		—— Dennison	
Panama	do	465	—— Crowell	N. & G. Howell
Portland	do	292	—— Payne	S. & B. Hunting & Co
S. Richards	do	454	—— Dering	Mulford & Sleight
Thames	do	414	—— Hedges	Thomas Brown
Thomas Dickinson	do	454	—— Havens	Mulford & Sleight
Washington	do	340	—— Osborn	Hunting Cooper
Wickford	Brig	115	Davis Miller	D. T. Vail
Wiscasset	Ship	380	—— Smith	
Warren, R. I.				
Benj. Rush	Ship	385	—— Gifford	S. Child and Jas. Coffin
Crawford	Brig	126	—— Pickens	Charles Luther
Chariot	Ship	360	—— Littlefield	N. M. Wheaton
Exchange	Bark	180	—— Luce	John R. Wheaton
Rosalia	Ship	323	—— Eddy	Joseph Smith
Vermont	Brig	154	—— Martin	Stephen Martin
Wm. Baker	Ship	225	—— Gifford	Child & Fessenden
Salem, Mass.				
Eliza	Bark	262	—— Chase	James W. Cheever
Elizabeth	Ship	398	—— Hedge	S. C. Phillips

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	May 17	Apr. 25, 1843	300	1, 600	12, 800	
Crozette Island	Aug. 16	May 23, 1843	.....	1, 600	13, 000	
South Atlantic	July 12	.....	.....	.....	.....	Lost on the Crozettes, October 28, 1841.
New Zealand ..	July 19	May 1, 1843	200	2, 000	16, 000	
Crozette Island	Sept. —	July 2, 1842	100	1, 400	10, 000	
....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 —, 1843	75	1, 775	11, 000	
Crozette Island	Sept. 26	May 7, 1843	250	1, 900	15, 200	
South Seas.....	Dec. 4	June —, 1843	300	1, 400	11, 200	Returned once damaged in a collision.
South Atlantic	June 2	July 23, 1842	580	600	.....	
Atlantic	July 8	.....	.....	.....	.....	Had 150 sperm, 75 whale; condemned and sold at Rio Janeiro, January, 1842.
New Zealand ..	July 7	May —, 1843	110	2, 100	16, 800	
South Atlantic	Sept. 30	May 22, 1843	.....	1, 700	13, 600	
South Atlantic	Sept. 12	July 31, 1842	50	1, 750	13, 000	
New Zealand ..	July 19	May 10, 1843	60	2, 340	18, 720	
Crozette Island	Sept. 26	Mar. 17, 1844	500	2, 200	22, 000	
South Atlantic	Oct. 19	June 28, 1843	70	2, 080	.....	
... do	Dec. 9	Aug. —, 1843	300	1, 000	.....	
New Zealand ..	June 26	Mar. 16, 1843	400	2, 200	21, 000	
Crozette Island	Sept. 27	Aug. —, 1843	300	1, 200	18, 000	Sold 1,500 whale, at Rio Janeiro.
N. W. Coast	July 8	June 1, 1843	.....	3, 300	33, 000	
New Zealand ..	May 21	Oct. —, 1843	350	2, 550	22, 000	
Indian Ocean ..	Oct. 1	June 10, 1843	220	2, 450	19, 600	
New Zealand ..	July 12	Apr. 9, 1844	200	2, 800	28, 000	
South Atlantic	Sept. 26	Aug. 5, 1843	.....	2, 200	18, 000	
New Zealand ..	June 16	May 10, 1843	100	2, 250	18, 000	
Indian Ocean ..	Aug. 4	June 7, 1842	.....	1, 900	.....	
South Atlantic	Nov. 17	July —, 1843	700	700	5, 000	
....do	Sept. 11	June 25, 1842	.....	1, 850	.....	Belongs to Cold Spring.
New Zealand ..	June 1	May 7, 1843	40	2, 650	21, 200	
South Atlantic	Oct. —	July 11, 1842	300	1, 200	.....	
New Holland ..	Sept. 21	.....	.....	.....	.....	Sold at Valparaiso, 1843.
New Zealand ..	July 6	Oct. —, 1842	130	3, 570	30, 000	
Indian Ocean ..	June 28	June 23, 1842	80	2, 270	.....	
New Zealand ..	July 10	Nov. —, 1843	220	3, 600	30, 000	
....do	July 6	Apr. 4, 1843	80	3, 220	38, 600	
....do	July 14	June 18, 1844	50	2, 950	12, 000	
... do	June 2	Apr. 22, 1843	.....	2, 300	18, 240	Captain Osborne died July, 1842.
Atlantic	....	—— —, 1841	100	.....	.....	Withdrawn, 1843.
	Dec. 22	Apr. —, 1843	50	.....	.....	
New Zealand ..	Dec. 6	June 7, 1844	250	2, 600	27, 000	
Pacific Ocean ..	July 31	May 13, 1845	1, 000	600	6, 000	
South Atlantic	July 17	Oct. 17, 1842	100	.....	.....	Condemned, 1843.
Pacific Ocean ..	May 7	Jan. —, 1844	400	2, 600	26, 000	Lost first and second mate; 7 months out.
Indian Ocean ..	Sept. 17	Nov. —, 1843	1, 050	.....	.....	
New Zealand ..	July 16	Apr. 15, 1842	.....	250	.....	Returned leaking.
South Atlantic	Apr. 30	Jan. 4, 1842	50	.....	.....	
Indian Ocean ..	Aug. 24	Aug. —, 1843	100	1, 300	12, 000	
Indian Ocean ..	July 3	.....	200	.....	.....	Condemned at Tahiti, July, 1843; had 200 sperm.
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.
1841.				
Salem, Mass.—Continued.				
Henry	Bark	..	—— Manchester	
James Maury	Ship	395	Benjamin R. Hussey	John B. Osgood
Edgartown, Mass.				
Athalia	Bark	162	—— Mayhew	Jos. Mayhew
Champion	Ship	399	—— Pease	Grafton Norton
Mary	do	348	—— Atkins	Benjamin Worth
Pavillion	Brig	150	—— Adams	Calvin C. Adams
Rhine	Bark	174	—— Morse	John O. Morse
Vesta	Brig	156	—— Smith	Benjamin Worth
York	Ship	434	—— Pease	John O. Morse
Stonington, Conn.				
Caledonia	Ship	446	—— Hancox	Charles P. Williams
Eugene	do	297	—— Pendleton	do
George	do	251	—— Forsyth	do
Herald	do	241	—— Brewster	do
Newark	do	323	—— Pendleton	John F. Trumbull
Philetus	Bark	278	—— Brewster	do
Rebecca Groves	Brig	129	—— Barnum	C. P. Williams
Tybee	Ship	299	—— Swan	John F. Trumbull
Falmouth, Mass.				
Commodore Morris	Ship	350	Charles Downs	Oliver C. Swift
Wm. Penn	do	364	John C. Lincoln	Obed Goodspeed
Holmes's Hole, Mass.				
Delphos	Ship	338	—— West	Thomas Bradley
Sippican, Mass.				
Drymo	Bark	262	—— Hammond	Elisha Luce
Hecla	do	207	—— Crapo	J. S. Bates
Two Sisters	Brig	122	—— Bolles	N. E. Bates
Hudson, N. Y.				
Martha	Ship	369	—— Whelden	Barnard Curtis & Co.
Poughkeepsie, N. Y.				
Factor	Ship	343	—— Howland	David S. Shearman
New York, N. Y.				
Autumn	Bark	181	—— Lansing	D. & A. Kingsland
Caledonia	Schooner	100	—— Davis	do
Sabina	Ship	416	—— Slate	Slate, Gardner & Howell
Newark, N. J.				
John Wells	Ship	366	—— Russell	J. H. Stephens
Wilmington, Del.				
Ceres	Ship	328	—— Ayres	Stephen Bonsal
Jefferson	do	336	—— Howland	do
Lucy Ann	do	309	—— Cox —— King	do
Boston, Mass.				
Creole	Bark	222	—— Cook	Charles A. Brown
Carib	Brig	162	—— Woolley	William V. Kent
Fama	Bark	....		

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	Oct. 14	Apr. 15, 1845	140	300	2, 400	
....do	Mar. 11	Feb. 19, 1845	1, 400	500	3, 600	Sold to New Bedford, 1845. Captain Hussey died June 15, 1844; Charles F. Pinkham, first mate, died September, 1844.
Atlantic	June 3	Dec. 6, 1842	420	.....	.....	Withdrawn for merchant service.
Pacific Ocean ..	Aug. 19	Apr. 3, 1845	1, 300	1, 400	14, 000	
....do	Jan. 5	July 24, 1844	700	1, 500	15, 000	
Atlantic	May 8	Dec. 16, 1842	350	.....	.....	Bought from New York 1841.
....do	Apr. 6	Sept. 2, 1842	175	.....	.....	Do.
....do	May 17	Oct. 2, 1842	400	.....	.....	Bought from Woods Hole 1841.
N. W. Coast....	Sept. 15	Jan. —, 1844	400	4, 200	30, 000	
New Zealand ..	June 16	Apr. 25, 1843	80	3, 120	24, 900	
... do	Nov. —	Mar. 18, 1844	150	2, 200	18, 000	
Pacific Ocean ..	June 1	Mar. 15, 1843	500	1, 500	12, 000	
Crozette Island	Oct. —	May 4, 1843	250	1, 700	13, 600	Bought from Dorchester.
....do	Nov. —	Mar. 14, 1844	100	2, 200	22, 000	
New Zealand ..	July 1	May —, 1844	125	1, 875	15, 000	
Atlantic	July —	.....	.....	.....	.....	Condemned at Madeira 1841.
New Zealand ..	July 15	Oct. —, 1844	400	1, 700	16, 000	
Pacific Ocean ..	Nov. 30	May 3, 1845	1, 450	40	.....	Built 1841.
....do	Oct. 25	Apr. 2, 1845	1, 300	100	22, 000	21,000 pounds bone on freight from ship Stonington, of New London.
New Holland ..	June 30	Aug. —, 1843	400	1, 700	13, 600	
Pacific Ocean ..	Aug. 5	May 21, 1844	600	.....	.....	Bought from Boston 1841; sold to Fairhaven, 1844.
Indian Ocean ..	Aug. 16	Mar. —, 1845	900	.....	.....	Bought from New York 1841.
Atlantic	July 24	.....	.....	.....	.....	
Indian Ocean ..	July 30	Apr. 5, 1844	400	2, 400	24, 000	Sold, in 1845, to Sag Harbor; Hudson's last whaler.
Indian Ocean ..	July 30	June 24, 1844	700	1, 600	13, 000	Sold to New Bedford 1844.
Atlantic	Jan. 17	Oct. 14, 1842	150	150	.....	
....do	Jan. 6	.....	.....	.....	.....	Condemned and sold at Saint Thomas, March, 1842.
Crozette Island	Sept. 6	Dec. 10, 1843	100	2, 900	30, 000	Sold to Sag Harbor 1844.
N. W. Coast ...	July 20	May 9, 1844	.....	.....	.....	
Pacific Ocean ..	Aug. 1	—— —, 1845	.....	.....	.....	Sold; Wilmington's last whaler.
Indian Ocean .	Dec. 18	June 4, 1844	1, 300	900	31, 000	
....do	Oct. 6 / Nov. 28	Oct. 25, 1841 / June 14, 1844	400	1, 600	12, 800	Returned once, small-pox having broken out among the crew. Sold to Greenport 1844.
South Atlantic.	Dec. 7	Dec. 8, 1842	250	.....	.....	Withdrawn 1843.
Atlantic	Apr. 19	May 19, 1842	200	20	.....	
Pacific Ocean ..	.....	.....	.....	.....	.....	Fama sold on the voyage; had 600 sperm and 1,000 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1841.				
Boston, Mass.—Continued.				
Imogene	Brig	179	—— Atkins	G. & N. Sturtevant & Co.
Maine	do		S. Genn, jr	do
Dartmouth, Mass.				
Russell	Ship	387	—— Ray	Prince Sears
Bucksport, Me.				
Warwick	Schooner		—— Grogin	
Gloucester, Mass.				
Thorn	Schooner	114	—— Jewett	
1842.				
New Bedford, Mass.				
Agate	Brig	81	—— Cornell	Pope & Morgan
Alexander	Ship	421	—— Dornin	J. A. Parker
Amethyst	do	359	—— Reynard	J. A. Parker & Son
Augusta	do	344	—— Davis	William R. Rodman
Bogota	Brig	155	L. N. Fuller	I. H. Bartlett
Brighton	Ship	354	—— Cox	C. R. Tucker
Callao	do	324	—— Norton	Henry Tabor & Co.
Cambria	do	362	—— Harding	James Arnold
California	do	398	George Lawrence, jr	I. Howland, jr., & Co
Caroline	do	364	—— McKenzie	Pardon G. Seabury
Charles Drew	do	344	—— Carey	William Gifford
Canton	do	409	—— Leary	J. Perry & Tillinghast
Chase	Bark	153	—— West	Barton Ricketson
Chas. Frederick	Ship	317	—— Allen	J. A. Parker & Son
Cicero	do	252	—— Taber	Lemuel Kollock
Copia	do	315	—— Taber	do
Cortes	do	382	—— Hammond	George Howland
Courier	do	381	—— Marchant	Randall & Haskell
Cornelia	Bark	216	—— Devoll	Lemuel Kollock
Charlestown Packet	do	184	—— Randall	Levi L. Crane
Coral	Ship	370	—— Seabury	Gideon Allen
Draper	do	291	—— Lawton	Joseph Dunbar & Co.
Dragon	Bark	190	—— Clark	Tobey & Ricketson
Emily Morgan	Ship	368	P. W. Ewer	C. W. Morgan
Emma	Bark	246	—— Ball	Daniel Tripp
Enterprise	Ship	291	—— Bailey	Alfred Gibbs
Euphrates	do	365	—— Post	Lawrence Grinnell
Fenelon	do	328	—— Hathaway	B. B. Howard
Garland	Bark	234	—— Scranton	J. D. Thompson
Geo. Howland	Ship	374	—— Cushman	George Howland
Grand Turk	do	325	—— Taylor	Barton Ricketson
George and Martha	Bark	275	—— Smalley	Randall & Haskell
Hercules	Ship	335	—— Ricketson	Jireh Perry
Hibernia	do	327	—— Sanford	Alfred Gibbs
James	do	321	J. K. Turner	T. & A. R. Nye
Junius	Bark	198	Charles Church	Andrew Robeson
Jasper	do	223	—— Bennett	Alexander Gibbs
Jeannette	Ship	340	—— Mayhew	I. B. Richmond
Juno	Brig	123	—— Spooner	Barton Ricketson
Lancaster	Ship	383	—— Barker	T. & A. R. Nye
Leonidas	do	231	—— Nye	F. S. Hathaway

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Jan. 25	May 3, 1842	400	80	.....	
....do	Jan. 25	Apr. 26, 1842	400	.....	.....	
Pacific Ocean	Nov. 27	.....	.....	.....	.....	Bought from Newburgh.
West'n Islands	June 18	Sept. 10, 1842	110	.....	.....	Withdrawn.
Atlantic	Mar. 4	.....	.....	.....	.....	Bought from Boston; last reported December 28, 1841, at Havana.
Atlantic	Mar. 27	June —, 1843	300	50	.....	
Pacific Ocean	Aug. 22	Jan. 26, 1846	2,250	.....	.....	
Indian Ocean	Oct. 20	Feb. 18, 1844	55	2,800	34,000	
Pacific Ocean	July 11	.....	.....	.....	.....	Put into Rio Janeiro October, 1845, leaky. Condemned; oil (1,600 sperm) sent home.
Atlantic	June 7	.....	120	.....	.....	Wrecked April 14, 1842, off the coast of Africa, and condemned at Zanzibar; oil sent home.
Indian Ocean	Aug. 2	July 28, 1844	115	2,285	24,000	
Pacific Ocean	Nov. 1	June 14, 1845	730	1,750	.....	Built at Mattapoisett 1842; sent home about 20,000 pounds bone.
....do	Dec. 23	June 26, 1846	2,100	600	4,000	
....do	May 21	Mar. 13, 1846	3,000	.....	.....	Built 1842.
North W. Coast	Dec. 17	June 2, 1846	660	1,340	12,000	Built at Dartmouth 1842.
Pacific Ocean	July 14	Mar. 11, 1844	265	2,885	28,000	
Pacific Ocean	Nov. 23	Apr. 27, 1846	750	2,000	6,000	Captain Ripley died September, 1844.
Atlantic	Dec. 31	July 7, 1844	650	30	.....	
Pacific Ocean	June 20	Apr. 18, 1846	2,150	.....	.....	Sailed under Captain Smith April 12; returned May 28, and left him sick.
Indian Ocean	Aug. 20	May 18, 1844	.....	1,800	14,500	
North W. Coast	Nov. 1	Feb. 25, 1845	200	3,100	15,000	Sent home 22,000 pounds bone
Pacific Ocean	June 30	July 21, 1846	1,500	.....	.....	
....do	Oct. 4	June 20, 1846	700	800	.....	
South Atlantic	May 17	Oct. 25, 1843	450	.....	.....	
Atlantic	Feb. 8	Apr. 15, 1844	300	500	4,000	
Pacific Ocean	Nov. 16	Mar. 9, 1846	1,900	1,000	11,000	
Indian Ocean	May 1	June 13, 1844	190	2,050	20,000	
....do	June 23	Apr. 25, 1844	140	1,300	9,000	
Pacific Ocean	Apr. 12	Apr. 27, 1846	1,600	300	3,000	
Atlantic	July 4	Apr. 4, 1844	50	1,000	8,000	
Pacific Ocean	Oct. 20	June 19, 1844	400	1,950	16,000	
....do	May 20	May 1, 1846	500	500	1,400	Captain Post left ship at Valparaiso and returned home sick.
Indian Ocean	Sept. 1	Oct. 1, 1844	150	2,550	19,000	
Pacific Ocean	June 21	July 6, 1845	350	750	7,000	
...do	May 20	Nov. 29, 1845	2,500	.....	.....	
South Atlantic	Apr. 23	Sept. 10, 1842	.....	80	.....	Condemned and broken up at home, 1843.
Indian Ocean	Dec. 14	Apr. 3, 1845	200	1,900	12,000	
....do	Apr. 21	May 10, 1845	450	900	16,000	
....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.
....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.
Pacific Ocean	Dec. 6	May 19, 1845	750	.....	.....	Captain Church died at Callao January 30, 1845; formerly a brig; bought from Fall River and rerigged 1842.
Indian Ocean	June 1	Apr. 9, 1844	260	1,000	10,000	
....do	Apr. 29	May 19, 1845	1,600	60	.....	Bought from New York 1842.
Atlantic	Jan. 5	June 10, 1843	300	.....	.....	
Indian Ocean	July 7	Jan. 22, 1845	700	2,000	20,000	
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.
1842.				
New Bedford, Mass.—Continued.				
Laurel	Brig	119	—— Smith	I. H. Bartlett
Liverpool	Ship	306	—— Slocum	Abraham Barker
Logan	do	302	—— Stott	I. Howland, jr., & Co
Lucas	do	281	—— Shockley	Tobey & Ricketson
Majestic	do	297	—— Hawes	Eddy & Thomas
Maria Theresa	do	330	—— Taber	T. & A. R. Nye
Mary Frazier	Bark	288	—— Smith	Abraham H. Howland
Mary	Ship	287	—— Nickerson	I. Howland, jr., & Co
Milton	do	388	—— Lewis	H. Taber & Co
Marcella	Bark	210	—— Ellis	C. R. Tucker
Milwood	do	254	—— Luce	Gideon Allen
Magnolia	Ship	390	—— Simmons	C. W. Morgan
Midas	do	320	—— Parker	John Coggeshall
Minerva	do	408	—— Macomber	William Gifford
Minerva	Bark	197	—— Horton	C. R. Tucker
Montpelier	Ship	320	—— Taber	John R. Thornton
Nautilus	do	340	—— Mason	Jireh Perry
Nimrod	do	340	—— Shearman	Barton Ricketson
Otranto	Bark	150	—— Coggeshall	Cranston Willcox
Phœnix	Ship	423	—— Bassett	John A. Parker
Pioneer	do	231	—— Tallman	J. D. Thompson
Pacific, 2d	do	332	—— Leavitt	Andrew Robeson
Roscoe	Bark	235	—— Bourne	Jona. Bourne, jr
Roman, 2d	Ship	350	Alexander Barker	Abraham Barker
Sally Ann	do	315	—— Borden	D. R. Greene & Co
Seine	do	280	—— Smith	Rodney French
St. Peter	do	267	—— Foster	J. B. Wood & Co
South Carolina	do	302	—— Stewart	Barton Ricketson
Tobacco Plant	do	371	Samuel P. Skinner	William R. Rodman
Triton	do	300	Reuben Chase, 2d	I. Howland, jr., & Co
Waverly	do	327	—— Munroe	do
Wm. Hamilton	do	463	—— Cole	do
W. Thompson	do	405	—— Ellis	Jireh Perry
Washington	do	344	James G. Coffin	Jona. Bourne, jr
Zoroaster	Brig	159	—— Seabury	Pardon G. Seabury
Fairhaven, Mass.				
Albion	Ship	326	—— Smith	E. Sawin
Arab	do	330	—— Harding	do
Bruce	Bark	148	—— Alden	Bradford, Fuller & Co
E. L. B. Jenney	Ship	380	John Church	Gibbs & Jenney
Eliza Adams	do	403	William Holley	Atkins Adams
Herald	do	262	—— Hathaway	Samuel Borden
Maine	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
Falmouth, Mass.				
Brunette	Bark	187	—— Luce	Elijah Swift
Edgartown, Mass.				
Deborah	Brig	145	—— Worth	Joseph Mayhew
Gournet	Schooner	64	Samuel Tilton	Samuel Tilton
Rhine	Bark	174	—— Morse	John O. Morse
Sarah and Esther	do	159	—— Lambert	
Vesta	Brig	156	—— Smith	Benjamin Worth
Holmes' Hole, Mass.				
Macon	Ship	358	—— Merry	Thomas Bradley

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Feb. 12	Oct. 27, 1842	266	8	.....	
Indian Ocean	July 20	June 10, 1844	100	1,700	17,000	Second mate, George Coffin, killed by a whale July 5, 1843.
....do	May 14	Feb. 18, 1844	25	2,500	22,000	
....do	July 25	June —, 1843	150	2,000	16,000	
....do	July 22	June 2, 1844	350	2,650	24.000	Bought from Boston 1842.
....do	July 26	Dec. 10, 1844	100	2,650	9,000	Shipped home 20,000 pounds bone; lost third mate and three men in a gale May 14, 1845.
Pacific Ocean	Apr. 17	Apr. 14, 1846	800	1,900	19,000	Bought from Boston, 1842.
Indian Ocean	June 13	Apr. 4, 1844	480	1,920	19,000	
Pacific Ocean	May 28	May 8, 1844	120	2,780	7,000	Shipped home 15,700 pounds bone.
Indian Ocean	Apr. 15	Aug. 9, 1844	950	.....	.....	
....do	June 25	June 2, 1844	150	1,650	12,000	
North W. Coast	Nov. 9	Dec. 29, 1844	500	3,400	13,000	
Indian Ocean	May 26	Apr. 16, 1844	125	2,200	20,000	
North W. Coast	Nov. 2	May 19, 1844	280	2,420	8,000	
Indian Ocean	Apr. 6	Sept. —, 1843	150	270	.....	
....do	Jan. 23	July 3, 1844	100	2,650	23,000	
Pacific Ocean	Oct. 4	.....	.....	.....	.....	Lost on Tumbez Bar October 9, 1843; cargo saved.
....do	Nov. 15	Jan. 5, 1845	150	2,500	10,000	Built at Dartmouth 1842; sent home 120 sperm, 15,500 bone.
Indian Ocean	Oct. 4	Sept. 10, 1844	707	.....	.....	
New Holland	Dec. 10	Apr. 10, 1847	900	1,800	900	Capt Bassett came home sick 1846.
Pacific Ocean	Oct. 4	May 19, 1844	240	1,560	7,000	Sent home 8,000 pounds bone.
Indian Ocean	Aug. 16	July 6, 1844	575	1,400	15,000	
....do	May 26	Mar. 18 1844	150	1,950	20,000	Sent home 153 barrels sperm.
North W. Coast	June 25	June 28, 1844	260	2,200	28,000	
Indian Ocean	Sept. 3	June 2, 1844	100	1,600	12,800	
....do	Sept. 12	July 28, 1844	350	1,450	13,000	
Pacific Ocean	Oct. 4	July 22, 1846	700	1,000	10,000	
....do	June 30	Apr. 4, 1844	.....	2,400	20,000	
....do	June 9	Mar. 15, 1846	1,250	.....	.....	
....do	Apr. 29	Apr. 26, 1846	700	.....	.....	
....do	Sept. 23	July 4, 1846	1,100	900	8,000	
North W. Coast	Aug. 29	Apr. 3, 1845	70	4,000	23,000	Sent home 8,000 pounds bone.
Pacific Ocean	Oct. 19	Apr. 8, 1846	1,050	3,150	14,000	Sent home 9,000 pounds bone.
Indian Ocean	Sept. 16	Oct. 14, 1844	180	1,900	18,000	Hiram H. Ashley, fourth mate, died at sea August 11, 1844.
Atlantic	Jan. 8	May 16, 1843	150	30	.....	
Indian Ocean	Sept. 8	June 16, 1844	130	2,370	20,000	Captain Jenney killed by a whale March 1844.
....do	Sept. 15	Oct. 2, 1845	1,400	700	6,000	
....do	July 17	Sept. 12, 1844	450	.....	.....	
Pacific Ocean	Nov. 23	June 28, 1846	2,400	.....	.....	Built at Fairhaven 1842.
....do	July 12	Dec. 23, 1845	2,100	200	.....	
South Atlantic	Aug. 11	June 23, 1844	90	1,510	12,000	
Indian Ocean	Nov. 20	May 6, 1846	230	1,500	16,000	
Pacific Ocean	Oct. 10	July 30, 1846	1,800	.....	.....	
....do	Nov. 3	Feb. 10, 1845	175	2,725	26,000	
....do	Oct. 8	July 4, 1846	2,900	.....	.....	
Atlantic	July 11	Aug. —, 1843	300	20	.....	Sold 1843 to United States.
Atlantic	May 11	July 17, 1843	60	.....	.....	Withdrawn 1844.
....do	Jan. 12	July 1, 1842	40	.....	.....	Withdrawn.
....do	Dec. 3	Sept. 21, 1845	400	.....	.....	Sold to New Bedford 1845.
New Holland	Jan. 1	Dec. 16, 1842	Clean	.....	.....	Sold to Greenport; built at Salisbury 1823.
Atlantic	Dec. 25	Sept. 9, 1844	350	.....	.....	
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.
1842.				
Nantucket, Mass.				
Alpha	Ship	345	John B. Rodgers	Hadwen & Barney
Clarkson	do	380	Jos. C. Chase	James Athearn
Constitution	do	318	Obed R. Bunker	C. G. & H. Coffin
Geo. Washington	Schooner	...	—— Pinkham	
James Loper	Ship	348	Jos. Congdon	Levi Starbuck
Jos. Starbuck	do	416	Charles A. Veeder	G. & M. Starbuck & Co
Lima	do	286	Obed Luce	William B. Coffin
Maria	do	365	Edward Jennings	Barrett & Upton
Mary Mitchell	do	354	Charles Lawrence	Aaron Mitchell
Napoleon	do	360	Elisha H. Fisher	Barrett & Upton
Phebe	do	379	Samuel W. Harris	C. Mitchell & Co
President	do	293	John C. Brock	Jos. Starbuck
Rose	do	349	William B. Swain	Simon Starbuck
Tyleston	Brig	111	—— Carr	A. W. Starbuck
Thule	do	286	Charles W. Coffin	Samuel B. Tuck
Young Hero	do	340	Peter Brock	Jos. Starbuck
Westport, Mass.				
Champion	Bark	209	—— Cook	Andrew Hicks
Catherwood	Brig	199	—— Boodry	Thomas W. Mayhew
Dr. Franklin	Bark	171	—— Francis	Job Davis
Harbinger	Ship	262	—— Gifford	Gideon Davis, jr
Juno	Brig	166	—— 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
Sippican, Mass.				
Pearl	Bark	157	—— Blankenship	J. S. Bates
Popmunnet	do	184	—— Flanders	do
Quito	Brig	140	—— Chase	do
Solon	do	129	—— Brightman	N. E. Bates
Mattapoisett, Mass.				
Dryade	Bark	263	—— Rogers	G. Barstow & Son
Edward	Brig	134	—— Tabor	Wilson Barstow
Joseph Meigs	Ship	338	Joseph R. Taber	Joseph Meigs
Mattapoisett	Brig	150	—— Purrington	Leonard Hammond
Sarah	Bark	171	—— Cushing	G. Barstow & Son
Willis	do	164	—— Daggett	R. L. Barstow
Wareham, Mass.				
America	Brig	148	—— Bellows	M. S. F. Tobey
Inga	do	169	—— Cudworth	do
Levant	Bark	219	—— Allen	do
Pleiades	do	261	—— Russell	do
Provincetown, Mass.				
Amazon	Schooner	...	—— Cook	
Belle Isle	do	104	—— Cook / —— Smith	Eben Cook
Carter Braxton	Ship	132	—— Sparks	Joseph Atkins
Franklin	Brig	172	—— Soper	Robert Soper

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	May 15	Nov. 19, 1845	2,413	19	.....	Third mate, Richard Ennis, killed by a whale.
....do	Sept. 18	.....	1,825	12	.....	Comdemned at Talcahuano; oil shipped home.
....do	Sept. 23	Feb. 12, 1847	1,842	41	.....	First ship taken out by the "camels."
Atlantic	... ...	Aug. 17, 1842	.....	.....	.....	No report.
Pacific Ocean..	Oct. 30	May 6, 1846	2,358	.....	.....	
....do	.....	.....	.....	.....	.....	Lost on Nantucket Bar; sold and broken up.
....do	May 31	.....	.....	.....	.....	Asa Gardner, third mate, lost 1842; condemned at Rio 1842, outward bound.
....do	May 11	May 20, 1846	1,796	.....	.....	
....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 24, 1846, leaking 290 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. 20	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, 1844	350	.....	.....	
....do	June 6	Oct. 25, 1843	800	.....	.....	Bought from New York.
....do	July 18	July 28, 1843	630	.....	.....	
Indian Ocean..	Aug. 3	Oct. 20, 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	.....	.....	
Indian Ocean..	Dec. 17	Feb. 26, 1845	.....	.....	.....	Sent home 100 sperm.
Atlantic	Dec. 26	Aug. 26, 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	270	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 20, 1844	600	2,500	600	Built at Mattapoisett 1842; sent home 160 whale, 18,000 pounds bone.
Atlantic	Oct. 26	May 30, 1844	50	70	.....	
....do	May 21	Nov. —, 1843	330	270	.....	
....do	Apr. 24	Aug. —, 1843	650	50	.....	First mate killed by a whale 1844.
Atlantic	Nov. 23	May 19, 1844	150	.....	.....	
....do	June 21	Apr. 9, 1843	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	.....	.....	
	Oct. 4	Sept. —, 1843	340	20	.....	
....do	Feb. 10	Apr. 29, 1843	250	.....	.....	
....do	Mar. 8	Jan. 24, 1843	500	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
Provincetown, Mass.—Continued.				
Fairy	Bark	186	—— Genn	Abraham Small
Joshua Brown	Schooner	113	—— Small	Seth Nickerson
John B. Dods	Brig	163	—— Prior	E. S. Smith
Louisa	Schooner	98	—— Cook	Samuel Cook
Phenix	Brig	150	—— 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 —— Cook	Godfrey Ryder
Plymouth, Mass.				
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
Newburyport, Mass.				
Merrimack	Ship	414	—— Howe	Micajah Lunt
Boston, Mass.				
Cambrian	Bark	197	—— Holmes	P. & S. Sprague & Co.
Carib	Brig	162	—— James	William V. Kent
Byron	do	....	—— Cook	do
Imogene	Bark	180	—— Russell	E. Atkins
Maine	Brig	174	—— Genn	N. Sturtevant
Lynn, Mass.				
Com. Preble	Ship	323	—— Ludlow	F. S. Newhall
Ninus	do	260	—— Woolley	Isaiah Breed
Salem, Mass.				
Malay	Bark	268	—— Lakeman	Stephen C. Phillips
Statesman	do	258	Elisha Doane	John B. Osgood
Somerset, Mass.				
Pilgrim	Brig	137	—— Collins	Wheaton Luther
Fall River, Mass.				
Holder Borden	Ship	442	—— Pell	Nathan Durfee
Leonidas	Brig	128	—— Baker	Noah Hathaway
Panama	Ship	253	—— Cummings	William Coggeshall
Pantheon	Bark	284	—— Borden	John Eddy
Portsmouth, N. H.				
Ann Parry	Bark	348	—— Bennett	James Kennard
Providence, R. I.				
Hope	Ship	471	—— Heath	Pearce & Bullock
Bristol, R. 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	

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Mar. 18	June 12, 1843	300	30	.....	Formerly a brig; rerigged 1842.
....do	Mar. 29	June 2, 1843	220	40	.....	
....do	Mar. 23	Aug. 1, 1843	200	100	.....	
....do	June 19	Oct. —, 1843	.....	300	.....	
....do	Mar. 6	Feb. 26, 1843	320	.....	.....	
....do	Apr. 12	June 26, 1843	235	50	.....	Built 1842.
....do	July 29	Oct. —, 1843	700	80	.....	Built 1841.
....do	Feb. 10	Mar. 8, 1843	700	.....	.....	
... do	Feb. 28	Sept. 19, 1842	300	50	.....	
	Dec. 14	July —, 1843	340	.....	.....	
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.
... do	July 11	.....	80	.....	.....	Condemned at Bahia December 10, 1843; oil shipped home.
....do	Jan. 26	Sept. 13, 1842	150	.....	....	Lost; capsized at sea June 21, 1843.
	Nov. 26	.....	.....	.....	....	
....do	Sept. 6	Aug. 9, 1843	130	.....	.....	Withdrawn 1843.
Pacific Ocean	Jan. 25	Apr. 15, 1844	260	2, 750	22, 000	Sold to New London 1844.
Atlantic	June 3	June 14, 1843	120	70	560	Withdrawn from the service 1844.
....do	June 10	Nov. 1, 1843	250	.....	.....	Withdrawn from the service 1842.
....do	Jan. 8	Apr. —, 1843	200	.....	.....	Sold to Stonington.
....do	June 30	Nov. —, 1843	350	.....	.....	Withdrawn 1844.
....do	June 15	Sept. 19, 1843	420	80	.....	Returned having lost two boats and received other damage in gale of September 2.
Indian Ocean	Aug. 29	.....	.....	.....	.....	
....do	July 28	July 12, 1844	100	1, 400	11, 000	
Indian Ocean	Mar. 26	.....	.....	.....	.....	Lost in Mozambique Channel July, 1842.
Pacific Ocean	June 12	.....	500	.....	.....	Comdemned at Talcahuano November, 1844.
Atlantic	July 7	July —, 1843	280	.....	.....	
Indian Ocean	Nov. 10	.....	.....	.....	.....	Lost April 13, 1844, about latitude 24°. 57′ north, longitude 174°. 09′ west; fourth mate killed by a blackfish September, 1843.
Atlantic	June 23	Aug. —, 1843	250	15	.....	
Indian Ocean	Apr. 11	.....	.....	.....	.....	Wrecked on Island of Dominica (Marquesas) 1844; vessel and cargo (900 barrels oil) a total loss.
....do	Nov. 26	May 25, 1845	100	2, 400	23, 000	
South Atlantic	Oct. 21	July 13, 1845	2, 000	.....	.....	Rerigged 1842.
Indian Ocean	Sept. 15	May 20, 1845	150	3, 450	30, 000	Lost early in 1847.
Pacific Ocean	Nov. 9	Apr. 13, 1846	700	2, 000	6, 000	
Atlantic	Feb. 1	.....	.....	.....	.....	Comdemned at Montevideo January, 1843.
Pacific Ocean	Jan. 23	Oct. 24, 1845	1, 000	.....	.....	Sold 1847.
Atlantic	Apr. 11	June 2, 1842	70	.....	.....	
....do	July 7	.....	.....	.....	.....	Dismasted; carried into Rio December, 1842, by an English man-of-war, and condemned there; had 100 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
Warren, R. I.				
Galen	Ship	365	—— Bowers	Driscol & Child
Hector	Bark	225	William Martin	R. B. Johnson
Lafayette	Ship	341	—— Bowen	Coffin & G. T. Gardner
Montgomery	do	135	—— Martin	Stephen Martin
North America	do	285	—— Grinnell	Driscol & Child
Rosalie	do	323	—— Mosher	Jos. Smith
Triton	do	345	—— Saunders	S. P. Child
Newport, R. I.				
Damon	Bark		Oliver Potter	Silas H. Cotterell
Helen	Brig	120	—— Price	William Price
Mechanic	Ship	335	—— Pratt	Thomas Bush
Sea Bird	Brig	143	—— Barney	Gilbert Chase
Stonington, Conn.				
America	Ship	464	—— Hubbard	Charles P. Williams
Charles Phelps	do	362	—— Hall	do
Corvo	do	349	—— Pendleton	do
Enterprise, (sealer)	Brig	95	—— Fish	do
Fellowes	Ship	268	—— Brewster	do
Mercury	do	305	—— Gray	Joseph E. Smith
Thomas Williams	do	340	—— Manwarring	Charles P. Williams
United States	do	244	—— Barnum	John F. Trumbull
Mystic, Conn.				
Aeronaut	Ship	265	—— Mallory	Charles Mallory
Bingham	do	375	—— Destin	do
Congress	Bark	280	—— Lester	J. & William P. Randall.
Meteor	Ship	325	—— Burrows	do
Romulus	do	233	—— Rogers	
Shepherdess	do	274	—— Clift	J. & William P. Randall.
New London, Conn.				
Armata	Ship	299	—— Pendleton	Abner Bassett
Betsey	Schooner	125	—— Perkins	Joseph Lawrence
Black Warrior	Ship	231	—— Sisson	Havens & Smith
Candace	do	310	—— Reed	do
Columbia	do	492	—— Smith	do
Commodore Perry	Bark	270	—— Hampsted	Frink, Chew & Co
Columbus	Brig	159	—— Avery	Williams & Barnes
Charles Henry	Ship	265	—— Jeffrey	Havens & Smith
Ceres	Bark	176	—— Bailey	William Tate
Dove	do	145	—— Peabody	Havens & Smith
Franklin	Schooner	119	—— Allen	Perkins & Smith
Halcyon	Bark	258	—— Lee	Havens & Smith
Hand	Schooner	86	—— Long	do
Helvetia	Ship	332	—— Rice	Joseph Lawrence
Indian Chief	do	401	—— Skinner	Frink, Chew & Co
Jason	do	235	—— 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	199	—— Tate	Joseph Lawrence
Phœnix	Ship	404	—— Slate	N. & W. W. Billings
Robert Bourne	do	505	—— Fitch	do
Stonington	do	351	—— Harnley	Williams & Barnes

*Seal and

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Dec. 8	.....	.....	.....	.....	Wrecked at Fox Bay, Falkland Islands, February 20, 1846, with 1,800 barrels of oil; vessel a total loss; cargo partly saved.
... do	Aug. 3	Apr. 6, 1845	900	.....	.....	Built 1842.
Indian Ocean ..	Jan. 14	Dec. 10, 1844	1,500	.....	.....	
....do	July 13	Sept. —, 1843	40	.....	.....	
... do	June 12	.....	.....	.....	.....	Lost at Swan River, New South Wales, April 15, 1842; oil, 400 barrels, saved.
Pacific Ocean ..	Aug. 2	Apr. —, 1845	500	1,600	16,000	Sailed in 1846, and was condemned 1850; had sold 350 sperm at Mauii, and sent 132 sperm home.
New Zealand ..	Jan. 23	Nov. 1, 1844	150	2,250	18,000	Brought home 2,000 pounds of bone; had sent 16,000 pounds home.
South Seas ...	Oct. 20	Apr. 25, 1846	200	.....	.....	Shipped home 631 barrels sperm.
Atlantic	Mar. 15	June 2, 1843	350	50	.....	
Pacific Ocean ..	Sept. 22	July 3, 1846	1,290	200	2,000	
Atlantic	Oct. 9	.....	.....	.....	.....	Condemned in Patagonia September, 1843.
Pacific Ocean ..	Aug. 23	May 8, 1844	150	2,600	20,800	Bought from Hudson 1842.
N. W. Coast...	Aug. 29	Mar. 30, 1844	160	2,540	25,000	
South Seas	June 20	Feb. 26, 1845	460	3,040	25,000	
Coast of Chili..	Aug. —	May 30, 1844	(*)	(*)	(*)	
Pacific Ocean ..	Jan. 18	Mar. 31, 1845	1,000	500	4,000	Sent home 400 barrels sperm.
South Atlantic	July 11	Apr. 8, 1844	200	2,100	18,000	
South Seas....	June 20	Feb. —, 1845	200	2,800	10,000	Sent home 20,000 pounds bone.
....do	Apr. 27	Apr. —, 1843	60	2,000	.....	
South Seas.....	July —	July 13, 1843	60	1,340	10,700	
...do	Aug. —	Feb. 17, 1844	175	2,150	21,500	
South Atlantic	Aug. 13	July 19, 1844	.....	1,900	15,000	
....do	July 14	June 19, 1844	.....	2,000	17,000	
South Seas....	July 14	Apr. —, 1845	70	2,930	25,000	
South Atlantic	Apr. 30	July 12, 1844	230	1,460	12,000	Second mate, Thomas Scanell, died July 17, 1843.
Indian Ocean...	Sept. 7	Mar. 7, 1844	200	2,750	28,000	
Sealing	July 18	.....	.....	120	.....	
South Seas.....	Oct. 26	Mar. 3, 1845	490	1,330	11,000	Bought from Salem 1842.
Indian Ocean ..	Oct. 1	Mar. 30, 1845	53	1,450	4,700	Second mate killed by a whale.
South Atlantic.	July 13	Apr. 8, 1844	.....	4,200	7,000	Mostly elephant-oil.
South Seas.....	July 13	May 25, 1844	.....	1,800	14,400	
Atlantic	Nov. 12	Apr. 5, 1844	.....	450	.....	
South Atlantic.	July 2	July 16, 1843	200	1,600	15,000	
....do	Aug. 15	Sept. 1, 1844	170	800	8,000	
South Seas.....	Apr. 20	Mar. 18, 1844	100	1,000	8,000	Bought from Boston 1842.
Crozettes	Aug. 13	Apr. 8, 1844	.....	600	.....	The Franklin was a tender and brought elephant-oil.
South Atlantic	Feb. 18	June —, 1843	.....	350	2,800	Returned June 15, 1843, crew having mutinied. Formerly a brig; rerigged 1842. Bought from Boston.
South Seas.....	June 29	Apr. 10, 1844	.....	300	.....	
N. W. Coast....	July 13	Apr. 5, 1844	300	2,600	26,000	Bought from Hudson 1842.
Indian Ocean ..	Oct. 1	Apr. 5, 1844	150	2,650	28,600	
South Atlantic.	Aug. 12	May 31, 1844	.....	1,900	15,000	
Indian Ocean ..	June 20	May 23, 1844	.....	2,450	19,600	
N. W. Coast....	Oct. 3	July 22, 1844	400	2,800	26,000	
Indian Ocean ..	June 20	June 23, 1844	170	1,830	18,000	
New Zealand...	Aug. 13	Apr. 4, 1844	100	2,600	26,000	
South Seas.....	June 15	June 24, 1843	200	950	6,000	
South Atlantic.	July 20	Feb. 28, 1844	350	2,350	18,800	
Pacific Ocean ..	Oct. 5	Feb. 25, 1845	200	4,600	40,000	
Indian Ocean ..	June 11	June 29, 1843	.....	1,950	.....	

other skins.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1842.				
New London, Conn.—Continued.				
Superior	Ship	406	—— Hart	N. & W. W. Billings
Shaw Perkins	Sloop	55	—— Stroud	Havens & Smith
Tenedos	Bark	245	—— Chester	Joseph Lawrence
Bridgeport, Conn.				
Atlantic	Ship	291	—— Youngs	Sherwood Sterling
Harvest	Bark	263	ditto	ditto
Sag Harbor, N. Y.				
Acasta	Ship	286	—— Havens	Mulford & Sleight
Alciope	ditto	377	—— Paine	Post & Sherry
American	ditto	284	—— Cooper	S. & B. Hunting & Co
Ann Mary Ann	ditto	380	—— Winters	Mulford & Sleight
Barbara	Bark	260	—— Howes	Charles T. Dering
Gem	Ship	326	—— Worth	Hunting Cooper
Hamilton	ditto	322	—— Ludlow	Charles T. Dering
Hannibal	ditto	311	—— Bennett	S. & B. Hunting & Co
Henry Lee	ditto	409	—— Bennett	ditto
Hudson	ditto	368	—— Nickerson	Luther D. Cook
Huron	ditto	290	—— Green	ditto
John Jay	ditto	494	—— Rogers	N. & G. Howell
Nimrod	ditto	280	—— Howes	Charles T. Dering
Ontario	ditto	368	—— Greene	S. & B. Hunting & Co
Phenix	ditto	314	—— Briggs	L. D. Cook
Portland	ditto	292	—— Paine	S. & B. Hunting & Co
Romulus	ditto	233	—— Case	Mulford & Howell
Superior	Bark	275	—— Cartwright	Post & Sherry
Timor	Ship	289	—— Eldridge	Hunting Cooper
Tuscany	ditto	299	—— Godbey	John Budd
Cold Spring, N. Y.				
Monmouth	Bark	250	—— Hedges	John H. Jones
Greenport, N. Y.				
Roanoke	Bark	252	—— Case	Wiggins & Parsons
1843.				
New Bedford, Mass.				
Abigail	Ship	310	D. Barnard	C. W. Morgan
Adeline	ditto	329	—— Cole	I. Howland, jr., & Co
Agate	Brig	81	—— Vincent	Barton Ricketson
America	Ship	418	—— Fisher	I. Howland, jr., & Co
Benjamin Tucker	ditto	349	—— Sands	Charles R. Tucker
Brandt	ditto	310	—— Sampson	Alexander Gibbs
Barclay	ditto	281	—— Grinnell	James Arnold
Braganza	ditto	470	—— Waterman	Pope & Morgan
Brunswick	ditto	295	—— Almy	Barton Ricketson
Canada	ditto	545	—— Topham	ditto
China	ditto	370	—— Potter	William Phillips
Corinthian	ditto	401	J. Munckley	George Howland
Cherokee	Bark	261	—— Devoll	Hathaway & Luce
Cornelia	ditto	216	—— Flanders	Lemuel Kollock
Chili	Ship	291	R. W. Dexter	B. B. Howard
Congress	ditto	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	—— Cathcart	Riddell & Dix
Equator	Bark	263	T. Mathews	John A. Standish

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Sept. 28	Apr. 10, 1844	.....	.....	.....	
South Seas....	June 29	Apr. 10, 1844	.....	115	.....	
Crozette Island.	Sept. 6	July 8, 1844	100	1,000	9,000	
South Seas....	Aug. —	May 4, 1844	180	1,520	15,000	Sold to Mystic 1844.
....do	July —	Apr. 24, 1844	.....	2,300	18,000	
South Seas....	Aug. 29	June 20, 1844	.....	1,600	13,000	
Crozette Island.	Sept. 11	May 19, 1844	170	2,830	25,000	Bought from Boston 1842.
....do	July 18	—— —, 1843	50	1,000	6,000	
South Seas....	Nov. 25	May 27, 1845	75	2,600	23,000	
....do	May 31	July 6, 1843	400	900	7,200	Formerly a brig; rerigged 1842.
Crozette Island.	Sept. 1	Aug. 5, 1843	.....	2,200	22,000	
South Seas	July 14	May 24, 1844	350	2,050	18,000	
Crozette Island.	Aug. 4	—— —, 1843	50	1,000	6,000	
....do	Sept. 2	Feb. 17, 1845	100	2,800	28,000	
South Seas....	Oct. 11	Apr. 14, 1844	.....	2,450	23,000	
South Atlantic	Aug. 20	Aug. —, 1843	.....	1,200	.....	
Crozette Island.	Oct. 7	Feb. 10, 1845	500	4,000	40,000	Third mate, Johiel Penny, killed by a whale June 28, 1843; bought from Portsmouth 1842.
South Seas.....	Aug. 28	July —, 1843	100	1,000	8,000	
Indian Ocean ..	June 30	July 8, 1844	80	3,220	27,000	
....do	July 30	July 28, 1844	.....	2,500	18,000	
Crozette Island.	Aug. 4	Apr. 14, 1844	.....	2,500	25,000	
South Seas....	June 22	Aug. —, 1843	130	950	.....	
....do	July —	June 10, 1843	.....	1,100	8,600	
Crozette Island.	Sept. 27	Apr. 26, 1844	.....	2,500	25,000	Bought from Boston 1842.
....do	Oct. 7	Feb. 26, 1845	.....	3,300	30,000	Bought from Philadelphia 1842.
South Atlantic	Aug. 13	July —, 1843	75	1,550	12,400	
South Seas....	Oct. 1	Apr. 18, 1844	100	1,800	15,000	
Pacific Ocean ..	Nov. 27	July 26, 1847	1,400	250	2,000	
N. W. Coast....	May 25	Apr. 27, 1846	140	2,800	.....	Sent home 600 whale.
Atlantic	July 20	.....	60	.....	.....	Lost on Isle of Sal, Cape de Verdes, December 29, 1844; oil shipped home.
Ind. and Pacific	June 13	July 13, 1845	400	4,200	43,000	
Pacific Ocean ..	Nov. 20	Feb. 22, 1846	150	2,500	10,000	Sent home 750 sperm and 23,000 pounds bone.
South Seas	May 20	June 22, 1846	500	500	.....	
Pacific Ocean ..	Dec. 12	July 9, 1844	.....	.....	.....	Returned July 9, 1844, with captain sick; sold again; Captain Mann took Captain Grinnell's place July 20, 1844.
P. and N. W	Aug. 1	May 6, 1846	400	3,400	14,000	Sailed under Captain Edward Gardner, who came home sick, 1846; sent home about 40 barrels whale.
Indian Ocean ..	Nov. 6	June 3, 1846	250	2,350	7,000	Sent home some bone.
N. W. Coast...	Jan. 1	Apr. 8, 1846	350	2,800	3,000	
Ind. and Pacific	June 15	Oct. 30, 1845	800	1,600	15,000	
Pacific Ocean ..	Nov. 12	May 21, 1847	2,700	.....	.....	
Indian Ocean ..	June 8	June 7, 1846	550	2,100	6,000	
....do	Dec. 12	Apr. 27, 1846	600	400	3,000	
....do	June 28	May 19, 1845	400	1,900	23,000	
Pacific and Ind	Dec. 8	Feb. 22, 1846	50	1,950	16,000	Bought from Nantucket, 1843; sent home 600 sperm and 8,000 pounds bone.
Pacific Ocean ..	Dec. 18	Apr. 16, 1847	1,650	.....	.....	Bought from Fairhaven 1843.
....do	Oct. 18	July 21, 1846	1,800	.....	.....	
Indian Ocean ..	Aug. 10	May 24, 1847	100	1,600	15,000	
Pacific Ocean ..	Nov. 28	July 9, 1847	1,400	100	.....	
....do	Oct. 10	May 19, 1847	1,400	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
New Bedford, Mass.—Continued.				
Falcon	Ship	273	—— Richmond	Wilcox & Richmond
Florida	do	330	—— Cunningham	E. C. Jones
Frances	do	348	E. Gardner	J. Arnold
Frances Henrietta	do	407	—— Dexter	C. W. Morgan
Franklin	Bark	218	—— Winslow	West & Paine
Franklin	Ship	333	—— Chadwick	Abm. H. Howland
Gen. Pike	do	313	—— Pierce	William Gifford
George	do	273	—— M'Cleeve	J. A. Parker & Son
George Porter	do	285	E. A. Arthur	Riddell & Dix
G. Washington	Bark	230	—— Taylor	Charles Hitch
Golconda	Ship	331	—— Howland	George Howland
Herald, 2d	do	303	—— Mayhew	T. & A. R. Nye
Hector	do	380	George Manter	C. W. Morgan
Hercules, 2d	do	290	—— Marvell	D. R. Greene & Co
Hope	do	316	—— Tucker	George Howland
Hope	Bark	186	—— Taylor	William Watkins
Honqua	Ship	339	—— Brown	Alex. Gibbs
India	do	366	—— Walker	A. H. Howland
Iris	do	311	G. B. Spooner	E. C. Jones
Isaac Howland	do	399	—— Fisher	I. Howland, jr., & Co.
Israel	do	357	—— Finch	B. B. Howard
Java	do	278	—— Shockley	George Howland
John Howland	do	377	—— Leary	J. & J. Howland
Juno	Brig	103	—— Spooner	B. Ricketson
Lagoda	Ship	341	Henry Colt	Jona. Bourne, jr
Lucas	do	281	—— Borden	Edward W. Howland
Mercator	do	246	—— Cook	John A. Parker
Maria	Bark	202	—— Coffin	Samuel W. Rodman
Milo	Ship	398	—— Gardner	And. Robeson
Minerva	Bark	195	—— King	C. R. Tucker
Messenger	Ship	291	—— Downs	John R. Thornton
Mount Vernon	do	352	G. A. Covell	D. R. Greene & Co
Newton	do	285	—— Sawyer	J. Bourne, jr
Navy	do	356	—— Smith	J. B. Wood & Co
Octavia	do	257	—— Barker	Gideon Allen
Orozimbo	do	588	—— Bartlett	B. Ricketson
Peri	Bark	191	—— Jose	Rodney French
Phocion	Ship	266	P. Butler	J. R. Thornton
Ploughboy	do	391	S. Clark	T. & A. R. Nye
Parachute	do	331	—— Cole	B. B. Howard
Persia	Bark	240	—— Whippey	Lemuel Kollock
Roscoe	Ship	362	—— McCleeve	A. Robeson
Rodman	do	371	—— Newcomb	C. W. Morgan
Roman	do	375	—— Shockley	Edw. C. Jones
Roscius	Bark	300	—— Hazard	William P. Howland
St. George	Ship	408	—— Thomas	Abraham Barker
Statira	do	34	—— Adams	Hathaway & Luce
Sarah Louisa	Brig	144	—— Plaskett	William R. Rodman
Trident	Ship	448	—— Black	J. A. Parker & Son
Timoleon	do	340	W. Plasket	J. Dunbar & Co.
Two Sisters	Brig	125	—— Maxfield	Frederick P. Shaw
Uncas	Ship	413	—— Gelett	A. H. Howland
Virginia	do	340	Jos. T. Chase	Hathaway & Luce

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Ind. and N. W	July 17	May 23, 1846	200	1, 400	8, 000	
Indian Ocean ..	Aug. 16	Mar. 13, 1846	350	1, 850	17, 000	Captain Cunningham and one man drowned October, 1844.
Pacific Ocean ..	Nov. 1	July 20, 1847	1, 300	.....	.....	Captain Gardner returned sick, 1846; sent home 830 sperm.
P. and N. W ...	Aug. 12	May 20, 1845	600	2, 000	20, 000	Third mate and two men lost; boat stove by a whale, 1844.
Pacific Ocean..	Aug. 29	Sept. 25, 1845	1, 340	.....	.....	
Ind. and Pacific	Apr. 20	May 26, 1846	300	1, 850	15, 000	
N. W. Coast....	Sept. 9	Sept. 20, 1845	300	2, 300	22, 000	
Pacific Ocean ..	Aug. 21	May 28, 1847	1, 500	300	2, 000	
....do	Sept. 19	Mar. 3, 1847	1, 400	.....	.....	Temporarily withdrawn, 1847; sent home 200 sperm.
Indian Ocean ..	June 6	July 2, 1845	750	450	.....	
Pacific Ocean ..	Sept. 2	June 6, 1847	1, 400	200	.....	
....do	July 5	June 5, 1847	900	100	.....	
....do	Dec. 18	Oct. 28, 1847	1, 700	.....	.....	
South Seas.....	Aug. 1	Mar. 1, 1845	400	400	3, 200	
Pacific Ocean ..	Dec. 18	.....	.....	.....	.....	Wrecked and condemned at Bay of Islands September, 1848; had 1,600 sperm, 300 whale, which was saved.
Indian Ocean ..	Jan. 17	July 31, 1847	1, 300	.....	.....	Mr. Williams, first mate, died at sea January, 1846.
N. W. Coast....	Sept. 1	Apr. 13, 1846	75	2, 925	13, 000	
Ind. and Pacific	May 11	Apr. 9, 1845	.....	3, 200	30, 000	
Pacific Ocean ..	Nov. 7	Feb. 26, 1847	1, 100	700	.....	
Indian Ocean ..	July 11	Feb. 4, 1845	120	3, 280	32, 000	Dismasted in a gale off Elizabeth Islands February 4, 1845, on passage home.
....do	Dec. 5	May 12, 1846	185	2, 700	28, 000	
Ind. and Pacific	June 24	Apr. 3, 1845	60	2, 240	25, 000	
Pacific Ocean ..	Aug. 23	Apr. 22, 1847	2, 200	70	.....	
Atlantic	July 24	.....	.....	.....	.....	Condemned and sold at St. Catharines April, 1845; bought by parties in Sippican.
N. W. Coast....	Nov. 8	May 26, 1846	120	3, 080	14, 000	
Crozettes	July 10	.....	.....	.....	.....	Lost at Fort Dauphin, Madagascar, March 9, 1845; had 1,700 barrels whale-oil; saved 900.
Indian Ocean .	June 20	Sept. 11, 1845	750	850	5, 000	
....do	Nov. 12	May 20, 1846	900	.....	.....	
Pacific Ocean ..	May 11	May 19, 1846	369	2, 500	7, 000	Sold 150 whale at Callao. Sent home 600 whale.
Indian Ocean ..	Dec. 18	May 6, 1846	1, 000	.....	.....	Sent home 36 sperm.
Pacific Ocean ..	July 29	Apr. 7, 1847	1, 400	300	2, 500	
N. W. Coast...	Nov. 23	May 21, 1846	270	2, 230	20, 000	
....do	Nov. 25	May 22, 1846	60	2, 300	7, 500	Crew mutinied at Oahu; new crew shipped; Captain Sawyer died at San Diego December, 1844.
Ind. and N. W	Sept. 12	May 28, 1845	300	2, 800	25, 000	
Ind. and Pacific	Aug. 1	Sept. 11, 1845	550	850	6, 500	
Indian Ocean ..	July 13	May 15, 1845	160	3, 640	37, 000	
....do	Aug. 22	Dec. 19, 1845	650	.....	.....	
....do	Sept. 19	Apr. 24, 1846	80	1, 400	.....	
Pacific Ocean ..	Oct. 19	Nov. 28, 1847	2, 200	50	.....	Bought from Nantucket.
N. W. Coast...	May 24	July 9, 1845	100	2, 400	26, 000	
Ind. and Pacific	July 20	Apr. 27, 1846	100	1, 600	9, 000	
Pacific Ocean ..	Sept. 14	Apr. 4, 1847	1, 900	250	2, 000	
....do	Aug. 15	May 11, 1847	2, 400	.....	.....	
Ind. and N. W	July 19	Apr. 27, 1847	100	2, 550	24, 000	Sold 760 whale at Bahia; sent home 65 sperm. 9,866 pounds bone.
Pacific Ocean ..	Nov. 23	May 6, 1846	975	800	7, 000	Bought from Boston 1843.
N. W. Coast....	July 11	July 9, 1847	150	2, 950	6, 000	Added 1843; sent home 23,932 pounds bone.
....do	Aug. 24	July 31, 1845	250	2, 750	26, 000	Bought from Nantucket.
South Atlantic	Sept. 21	Mar. —, 1846	130	.....	.....	
Pacific Ocean ..	June 8	Sept. 13, 1846	120	.....	.....	
N. W. Coast....	Oct. 9	July 12, 1845	500	30	8, 800	
.....	May 7	.....	.....	.....	.....	Lost in Union Bay, Patagonia, September 21, 1843.
Ind. and N. W	Aug. 5	Apr. 13, 1846	50	3, 950	16, 000	
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.
1843.				
New Bedford, Mass.—Continued.				
William Rotch	Ship	290	—— Tobey	John Coggeshall
Zephyr	do	361	—— Smith	Alex. Gibbs
Zoroaster	Brig	159	—— Seabury	Pardon G. Seabury
Fairhaven, Mass.				
Ansel Gibbs	Ship	319	—— West	Gibbs & Jenney
Arab	Bark	276	—— Wrightington	I. F. Terry
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
Heroine	Ship	337	—— West	Nathan Church
Jos. Maxwell	do	302	—— Perry	F. R. Whitwell
Leonidas	do	243	—— Tobey	L. Jenney & J. Tripp
London Packet	do	335	J. Howland	Gibbs & Jenney
Omega	do	305	—— Gardner	Nathan Church
Pacific	Bark	314	—— Merrihew	Charles Butler
Sarah Frances	Ship	301	—— Hiller	E. Sawin
Holmes's Hole, Mass.				
Delphos	Ship	338	—— West	Thomas Bradley
Nantucket, Mass.				
Atlantic	Ship	321	James Coleman	R. Gardner
Barclay	do	301	Eben Baker	John H. Shaw
Catawba	do	355	William Coleman	C. G. & H. Coffin
Dan'l Webster	do	336	Reuben F. Starbuck	French & Coffin
Empire	do	403	Charles A. Veeder	G. & M. Starbuck & Co.
Mary	do	369	Charles Pitman, jr	Daniel Jones
Ontario	do	354	Stephen B. Gibbs	Barrett & Upton
Penobscot	Brig	138	—— Kelley	Justin Lawrence
Peru	Bark	254	Edwin Barnard	David Joy
Rambler	Ship	318	Robert McCleave	F. C. Sanford
Richard Mitchell	do	386	Josiah C. Long	R. Mitchell & Sons
Spartan	do	333	Nehemiah C. Fisher	Daniel Jones
Tyleston	Brig	300	—— Luce	David Thain
Washington	Ship	308	Stephen Bailey	Matthew Crosby
Young Eagle	do	377	Benjamin Lathrop	Simeon Starbuck
Zenas Coffin	do	338	Obed Ramsdell	C. G. & H. Coffin
Zone	do	365	Obed Starbuck	Levi Starbuck
Edgartown, Mass.				
Almira	Ship	362	—— Alley	Abm. Osborne
Pavillion	Brig	150	—— Adams	Calvin C. Adams
Splendid	Ship	392	—— Smith	Abm. Osborne
Westport, Mass.				
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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls*	*Lbs.*	
Pacific Ocean ..	June 13	May 24, 1847	1, 200	.....	.....	
...do	June 15	Feb. 28, 1847	2, 200	.....	.....	Withdrawn 1847; sold to Fairhaven.
Indian Ocean ..	July 6	May 19, 1845	70	.....	.....	
Indian Ocean ..	June 15	Feb. 12, 1845	3?0	2, 100	23, 000	
Ind. and Pacific	Aug. 16	Sept. 17, 1846	80	1, 000	17, 000	
Pacific Ocean ..	Dec. 10	....	.....	.....	.....	Bought from Nantucket; sent home 15,589 pounds bone; transferred to New Bedford September, 1845; wrecked on Behring Island June 15, 1846, with 2,000 barrels oil.
N. W. Coast...	Nov. 23	Apr. 13, 1846	800	2, 400	14, 000	First mate, Harvey Cole, died 1844.
Pacific Ocean ..	June 12	.....	.....	.....	.....	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.
Ind. and N. W .	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 ..	Aug. 14	Apr. 6, 1847	1, 900	300	2, 000	
Indian Ocean ..	Oct. 4	Apr. 20, 1846	55	1, 900	20, 000	
...do	June 14	Feb. 24, 1845	60	2, 650	22, 000	
Pacific and Ind	Dec. 12	Nov. 26, 1847	1, 400	.....	.....	
New Holland ..	July 1	Jan. 27, 1846	1, 050	750	7, 000	
Pacific Ocean ..	Nov. 9	May 20, 1847	2, 050	25	2, 000	
...do	Dec. 19	Oct. 27, 1846	800	1, 400	14, 000	
Ind. and Pacific	Aug. 1	Mar. 30, 1845	90	2, 060	19, 000	
Pacific Ocean ..	Dec. 13	Oct. 14, 1847	1, 200	.....	.....	Captain Hiller lost by upsetting of his boat while fast to a whale May 31, 1844.
N. W. Coast...	Oct. 3	Apr. 28, 1845	200	2, 300	25, 000	
Pacific Ocean ..	Oct. 28	June 22, 1846	1, 965	.....	.....	
...do	Oct. 20	June 16, 1847	1, 280	3	.....	
...do	Dec. 24	Sept. 23, 1847	1, 853	41	.....	
...do	May 18	Nov. —, 1847	1. 264	264	.....	
...do	May 18	Nov. 27, 1847	2, 076	35	.....	Sold 100 barrels whale-oil; new this voyage; built at Mattapoisett.
...do	Oct. 1	Apr. 16, 1847	862	8?	1, 500	
...do	May 24	May 2, 1846	2, 213	.....	.....	—— mate, —— Brooks, shot by a mutineer 1844.
Indian Ocean ..	July 24	.....	230	140	.....	Condemned at Simon's Bay, Cape of Good Hope, February, 1845.
Pacific Ocean ..	May 10	Sept. 19, 1846	966	.....	.....	
...do	July 13	May 25, 1847	1, 578	52	.....	Sent home 63 barrels sperm; second mate, —— ——, killed by a whale January, 1844.
...do	Oct. 14	Sept. 30, 1847	1, 808	.....	.....	
...do	Nov. 19	July —, 1847	1, 387	.....	.....	
Atlantic	Oct. 21	Oct. 15, 1845	.....	.....	.....	
Pacific Ocean ..	Dec. 2	June 12, 1847	1, 613	20	.....	
...do	Dec. 5	.....	.....	.....	.....	Sunk at sea 1847 homeward bound.
...do	Sept. 17	May 28, 1848	1, 820	320	3, 000	
...do	Oct. 13	Nov. 10, 1846	1, 226	.....	.....	Third mate, Manuel Valado, knocked overboard and drowned April 20, 1844. Sold to Fairhaven 1847.
Pacific Ocean ..	June 12	Apr. 6, 1847	1, 200	300	2, 500	
Atlantic	May 10	Sept. 16, 1845	50	50	.....	
Pacific Ocean ..	Oct. 15	Apr. 25, 1846	450	1, 900	19, 000	First mate, James Brice, died at Lahaina, April 20, 1845.
Atlantic	May 29	Oct. 20, 1844	550	.....	.....	
...do	Sept. 19	Apr. 6, 1844	370	.....	.....	
...do	June 20	Aug. 27, 1844	100	70	760	
South Atlantic	May 31	May 31, 1844	230	120	960	
Indian Ocean ..	Sept. 13	Mar. 5, 1846	1, 150	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
Sippican, Mass.				
Cossack	Bark	256	—— Delano	S. C. Luce
Popmunnet	do	184	—— Flanders	Henry M. Allen
Quito	Brig	140	—— Chase	J. S. Bates
Mattapoisett, Mass.				
Annawan	Brig	159	—— Dexter	Seth Freeman
Edward	do	134	—— Taber	Wilson Barstow
Lagrange	do	170	—— Lumbert	E. Willis
Wareham, Mass.				
Inga	Brig	169	—— Cudworth	M. S. F. Tobey
Montezuma	Bark	195	—— Allen	do
		172		
Provincetown, Mass.				
Carter Braxton	Ship	132	—— Sparks	Joseph Atkins
Fairy	Bark	186	—— Cook	Abraham Small
Franklin	Brig	172	—— Soper	Robert Soper
Gem	do	162	—— Nickerson	Timothy P. Johnson
John B. Dods	do	163	—— Genn	E. S. Smith
Pacific	do	130	—— Tilson	Stephen Cook, jr
Phenix	do	150	—— Small	Leonard Small
Samuel and Thomas	do	191	—— Nickerson	Samuel Soper
Wm. Henry	Schooner	111	—— Chase	Godfrey Ryder
Plymouth, Mass.				
Maracaibo	Brig	93	—— Nickerson	Atwood L. Drew
Triton	Ship	315	—— Russell	James Bartlett
Yeoman	Brig	175	—— Gooding	
Boston, Mass.				
Maine	Brig	174	—— Tobey	N. Sturtevant
Fall River, Mass.				
Ann Maria	Brig	190	—— Carr	J. S. Barnard
Gold Hunter	Ship	281	—— Wood	Nathan Durfee
Leonidas	Brig	128	—— Marvel	do
Rowena	Ship	404	—— Estes	do
Providence, R. I.				
Bowditch	Ship	399	—— Sowle	Thomas Fletcher
South America	do	616	—— Sowle	do
Bristol, R. I.				
Emigrant	Bark	180	—— Shearman	Samuel Church
Leonidas	Ship	353	—— Waldron	William R. Taylor
Warren, R. I.				
Boy	Ship	252	—— Barton	N. M. Wheaton
Covington	do	351	—— Devoll	Mauran & Fessenden
Franklin	Bark	240	—— Barton	Samuel Barton
Jane	Ship	371	—— Eddy	S. P. Child
Montgomery	do	135	—— Champlin	Stephen Martin
Magnet	do	353	—— Munro	Joseph Smith
Philip Tabb	do	405	—— Webb	Driscol & Child
Warren	do	383	—— Gardner	Joseph Smith
Wm. Baker	do	225	—— Borden	Child & Fessenden
Newport, R. I.				
Helen	Brig	120	—— Peabody	William Price

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
N. W. Coast....	Oct. 24	May 21, 1846	80	1,620	14,000	
Indian Ocean ..	Dec. 2	July 3, 1845	170	550	3,000	
Atlantic	Jan. 9	Sept. 21, 1845	280	40	.....	
Atlantic	Apr. 28	Oct. 3, 1844	530	.....	.....	
....do	Oct. 19	Sept. 7, 1844	630	.....	.....	
....do	Apr. 28	July 1, 1845	300	.....	.....	
Atlantic	June 26	Nov. 24, 1844	830	.....	.....	
South Atlantic.	Aug. 29	Oct. 25, 1845	500	100	800	Sold to New Bedford 1846.
Atlantic	July 6	Aug. 13, 1844	280	.....	.....	
Indian Ocean ..	Sept. 8	Oct. 25, 1845	490	.....	.....	
Atlantic	July 9	Oct. 5, 1844	90	.....	.....	
....do	Mar. 27	June 30, 1844	250	.....	.....	
South Atlantic	Oct. 20	Aug. 27, 1844	190	15	.....	
.. do	Aug. 25	Sept. 12, 1844	220	.....	.....	
Atlantic	July 14	Oct. —, 1844	460	.....	.....	
....do	July 15	Oct. 10, 1844	290	.....	.....	
....do	Dec. 30	Aug. 12, 1844	30	.....	.....	
Atlantic	.....	July 12, 1844	.....	55	500	
	July 16	Apr. 10, 1844	55	10	.....	
Pacific Ocean ..	Jan. 13	July 24, 1846	1,400	.....	.....	Sold to New Bedford 1846.
Atlantic	Oct. 20	Apr. 14, 1845	650	.....	.....	Bought 1843.
Indian Ocean ..	Nov. 18	May —, 1846	.....	.....	.....	Withdrawn 1846.
Indian Ocean ..	June 11	Mar. 30, 1845	900	200	1,600	
Pacific Ocean ..	Oct. 31	May 4, 1846	120	1,200	4,000	Sent home about 7,500 pounds bone.
.....	Nov. 7	June 6, 1845	260	.....	.....	
Pacific Ocean ..	Oct. 12	May 1, 1846	250	2,850	22,000	
Pacific Ocean ..	June 9	May 8, 1846	.....	1,600	14,000	Captain Sowle drowned May 10, 1844, while fast to a whale; sold 1846.
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 800 barrels whale, 100 barrels sperm, 36,000 pounds bone; sold at Bahia 1,000 barrels whale; largest voyage on record up to date.
Pacific Ocean ..	Feb. 8	Sept. 9, 1844	300	200	2,000	
....do	June 11	Apr. 9, 1846	170	4,100	22,000	Sold 1847.
Pacific Ocean ..	Dec. 17	Dec. 16, 1846	650	1,100	11,000	Sent home 14,700 pounds bone.
N. W. Coast....	Dec. 8	Apr. 25, 1846	150	2,400	14,000	Bought from Baltimore 1843.
Pacific Ocean ..	Sept. 10	Dec. 21, 1846	650	1,100	.....	
N. W. Coast....	July 30	.....	.....	.....	.....	
Indian Ocean ..	Oct. 28	Nov. 9, 1844	.....	.....	.....	Withdrawn 1844.
Pacific Ocean ..	June 4	Apr. 12, 1845	.....	2,500	25,000	
Ind. & N. W ...	Aug. 4	Apr. 30, 1845	.....	2,800	28,000	
N. W. Coast....	Aug. 4	June 9, 1846	30	2,100	3,000	
....do	Oct. 29	Apr. 18, 1846	100	1,300	4,000	Sold 1846.
South Atlantic	Aug. 31	May 5, 1844	130	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
Newport, R. I.—Continued.				
Jno. Coggeshall	Ship	338	—— Macy	Peleg Clarke
Pocahontas	Brig	114	—— Barker	Samuel Barker
Salem, Mass.				
Emerald	Bark	270	—— Lakeman	S. C. Phillips
Somerset, Mass.				
Jane	Bark	231	—— Manchester	Wheaton Luther
Pilgrim	do	137	—— Collins	George B. Hood
New Suffolk.				
Noble	Bark	274	—— Sweeny	Ira B. Tuthill
Greenport, N. Y.				
Bayard	Ship	339	—— Fordham	Corwins & Howell
Caroline	do	252	—— Rose	Wiggins & Parsons
Delta	do	314	—— Weeks	Corwins & Howell
Triad	do	339	—— Case	do
Washington	do	230	—— Brown	Wiggins & Parsons
Sarah and Esther	do	157	—— Harlow	Ireland Wells & Carpenter.
New York, N. Y.				
Autumn	Bark	181	—— Wady	D. & A. Kingsland & Co.
Sarah	Ship	495	Frederick W. Myrick	George B. Elkins
New London, Conn.				
Alert	Ship	398	—— 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	279	—— Fuller	Joseph Lawrence
Cervantes	do	232	—— Gibson	Benjamin Brown
Connecticut	do	398	Benjamin Hempsted	Frink, Chew & Co
Charles Henry	Ship	263	—— Jeffrey	Perkins & Smith
Catharine	do	384	—— Smith	Thomas Fitch, 2d
Columbus	do	344	—— Crocker	Lyman Allyn
Electra	do	349	—— Ward	Williams & Barnes
Flora	do	338	—— Allen	N. & W. W. Billings
Friends	do	403	—— Jeffrey	Benjamin Brown
Gen. Williams	do	440	—— Holt	Williams & Barnes
Georgia	do	344	—— Hull	Thomas Fitch, 2d
George and Mary	do	350	—— Baker	Lyman Allyn
Halcyon	Bark	258	—— Bailey	Havens & Smith
Hannibal	Ship	441	—— Brown	Benjamin Brown
Julius Cæsar	do	347	—— Green	N. & W. W. Billings
Lowell	do	414	—— Benjamin	Williams & Barnes
Mentor	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.
Peruvian	Ship	388	—— Brown	E. H. Learned
Superior	Bark	275	—— Bishop	Post & Sherry
Stonington	Ship	351	—— Hamley	Williams & Barnes

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Nov. 14	July 24, 1847	1,300	.....	.....	Sent home 11,160 pounds bone; sold to New Bedford 1847.
Atlantic	Apr. 6	Mar. 18, 1844	100	.....	.....	Withdrawn 1844.
Indian Ocean ..	Sept. 3	.....	1,100	.....	.....	Wrecked off Fort Daughin, Madagascar, March 10, 1845; oil saved.
New Zealand ..	July 11	.....	100	900	9,000	Condemned at Valparaiso March, 1845; cargo sent home.
South Atlantic.	Aug. 25	Oct. 9, 1844	350	.....	.....	
South Seas.....	July 17	.....	.....	1,450	.....	Put into Auckland May 29, 1846, badly damaged in a gale; condemed; cargo saved.
N. W. Coast...	Sept. 27	July 31, 1845	44	2,160	20,000	
South Seas.....	Mar. 25	Apr. 22, 1845	60	1,540	12,000	
Crozette Island	Aug. 17	July 3, 1845	200	1,300	11,000	
South Seas.....	July —	Feb. 26, 1845	100	2,500	25,000	
.....	July 15	July 19, 1844	.....	1,400	11,000	
South Seas.....	June 16	June 23, 1844	.....	600	4,500	
Indian Ocean ..	Feb. 8	Mar. 30, 1845	130	1,650	15,000	
Pacific Ocean ..	Dec. 31	.....	.....	3,000	.....	Owned in Nantucket; condemned at Tahiti July, 1846; oil shipped to Bremen.
Ind. & N. W ...	July 1	Mar. 17, 1845	30	3,270	30,000	Bought ——, 1843.
N. W. Coast....	Nov. 2	Apr. 14, 1846	40	3,300	13,000	Bought from New York 1843.
Indian Ocean ..	May 9	Apr. 15, 1845	.....	2,500	22,000	Captain Ames and one man killed by a blow from a whale's flukes Nov. 21, 1843.
N. W. Coast....	Sept. 13	.....	.....	.....	.....	Second mate, John Massey, died at Honolulu October, 1844; lost on Chatham Island; vessel and cargo a total loss.
Pacific Ocean ..	Aug. 19	May 21, 1846	.....	2,000	.....	
South Atlantic.	June 23	.....	.....	.....	.....	Lost June 29, 1844, on coast of New Holland.
Indian Ocean ..	Sept. 5	July 5, 1845	80	1,800	17,000	
....do	Aug. 24	May 10, 1845	.....	1,850	15,00	
....do	Sept. 26	Aug. 4, 1845	35	2,465	5,000	Bought from Nantucket; third mate, Erastus T. Weaver, taken out of his boat by a line and lost; sent home 17,000 pounds bone.
N. W. Coast...	Oct. 14	May 19, 1846	100	2,100	22,000	Bought from Nantucket 1843.
South Atlantic.	June 8	Mar. 7, 1845	150	1,950	18,000	
Indian Ocean ..	May 29	Jan. 28, 1845	180	2,200	22,000	
Chili & N. W ..	May 17	Apr. 4, 1845	.....	3,000	27,000	
N. W. Coast....	May 23	Mar. 20, 1845	.....	4,000	40,000	
....do	Aug. 30	Apr. 25, 1846	40	2,260	10,000	
Ind. & N. W ...	July 19	Feb. 25, 1845	70	3,000	30,000	
Indian Ocean ..	Aug. 2	.....	.....	.....	.....	Lost August 5, 1844, in Geographe Bay; oil (500 barrels whale) saved.
N. W. Coast...	Oct. 12	June 9, 1846	60	3,040	20,000	Hannibal new 1843; Captain Brown left the ship and came home in the Daniel Webster, sick.
Indian Ocean ..	May 9	June 17, 1844	.....	1,500	12,000	
N. W. Coast....	July 18	Apr. 27, 1845	300	4,000	37,500	Added 1843.
Indian Ocean ..	July 6	Apr. 2, 1845	90	2,800	29,000	
Chili & N. W ..	June 22	May 4, 1847	350	4,350	20,000	Added 1843; sold to New York 1847.
N. W. Coast....	Aug. 8	May 1, 1845	80	2,920	22,000	
Indian Ocean ..	June 22	Feb. 23, 1845	.....	2,300	26,000	Sent home 230 sperm, 2,000 pounds bone.
South Atlantic.	July 25	Apr. 6, 1845	.....	700	9,000	
N. W. Coast....	Oct. 9	May 26, 1845	.....	3,000	30,000	
Indian Ocean ..	July 24	June 21, 1844	190	2,560	7,000	Sent home 21,000 pounds bone.
N. W. Coast....	Sept. 9	Sept. 29, 1847	.....	500	500	Sent home 80 barrels sperm; sold 2,020 barrels whale at Rio Janeiro.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1843.				
New London, Conn.—Continued.				
White Oak	Ship	292	—— Nory	Joseph Lawrence
William C. Nye	do	389	—— Buddington	N. & W. W. Billings
Stonington, Conn.				
Bolton	Bark	220	—— Nash	Charles P. Williams
Byron	do	170	—— Willcox	John F. Trumbull
Cabinet	Ship	305	—— Noyes	do
Caledonia	do	446	—— Forsyth	C. P. Williams
Calumet	do	317	—— Hancox	do
George	do	251	—— Williams	do
Herald	do	241	—— Morgan	do
Philetus	Bark	278	—— Brewster	J. F. Trumbull
Richard Henry	do	137	—— Peck	do
Tybee	Ship	299	—— Swan	do
United States	do	244	—— Barnum	do
Cold Spring, ——.				
Monmouth	Bark	250	—— Hedges	John H. Jones
N. P. Tallmadge	Ship	370	—— Hedges	do
Richmond	do	437	—— Ludlow	do
Tuscarora	do	379	—— White	do
Sag Harbor, N. Y.				
Alexander	Ship	370	—— Jones	William A. Jones
American	Bark	284	—— Havens	S. & B. Hunting & Co.
Ann	Ship	299	—— Leek	Mulford & Howell
Barbara	Bark	268	—— Howes	Charles T. Dering
Cadmus	do	307	—— Smith	Mulford & Sleight
Columbia	Ship	285	—— Edwards	Luther D. Cook
Concordia	Bark	365	—— Cartwright	Thomas Brown
Crescent	Ship	340	—— Miller	Post & Sherry
Citizen	Bark	464	—— Lansing	Mulford & Sleight
Daniel Webster	Ship	397	—— Curry	Mulford & Howell
Fanny	do	391	—— Edwards	N. & G. Howell
France	do	411	—— Edwards	do
Gem	Bark	326	—— Worth	Hunting Cooper
Hamilton, 2d	Ship	455	—— Loper	Mulford & Sleight
Hannibal	do	311	—— Canning	S. & B. Hunting & Co.
Henry	do	333	—— Brown	S. L'Hommedieu
Huron	do	293	—— Green	L. D. Cook
Helen	do	424	—— Cartwright	Charles T. Dering & Co.
Illinois	do	413	—— Jagger	John Budd
Josephine	do	397	—— Royce	Post & Sherry
Marcus	do	283	—— Shearman	N. & G. Howell
Manhattan	do	440	—— Cooper	John Budd
Neptune	do	386	—— Pierson	S. & B. Hunting & Co
Nimrod	Bark	280	—— Rogers	C. T. Dering
Ontario, 2d	Ship	489	—— Green	Post & Sherry
Romulus	do	232	—— Rogers	Mulford & Howell
Superior	Bark	275	—— Bishop	Post & Sherry
Thames	Ship	414	—— Bishop	Thomas Brown
Washington	do	340	—— Sanford	Hunting Cooper
Wm. Tell	do	370	—— Glover	Thomas Brown
Mystic, Conn.				
Aeronaut	Ship	265	—— West	Charles Mallory
Blackstone	Bark	258	—— Pendleton	do
Leander	do	213	—— Avery	do
Vermont	do	292	—— Nash	do
Bridgeport, Conn.				
Hamilton	Ship	359	—— Peck	Sherwood Sterling

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic.	July 13	Feb. 17, 1845	.....	1, 900	13, 000	Withdrawn 1847.
N. W. Coast....	Oct. 30	Feb. 5, 1846	.....	3, 100	12, 000	
.....	July 30	May 24, 1844	.....	1, 400	.....	
.....	July 20	May 26, 1845	.....	1, 300	2, 400	
N. W. Coast....	Apr. 28	Feb. 21, 1845	25	2, 500	25, 000	Bought from Boston 1842.
South Seas.....	Aug. 10	Apr. 15, 1846	104	2, 100	6, 000	
New Zealand ..	Nov. 8	June 4, 1846	400	2, 100	22, 000	Bought 1843.
.....	June 7	Mar. 6, 1845	130	2, 000	16, 000	
Crozette Island	June 24	Aug. 11, 1845	170	1, 530	11, 000	
.....	July 12	Apr. 3, 1845	.....	1, 900	19, 000	
.....	July 20	.....	.....	.....	.....	Lost at South Shetland Islands Feb., 1845.
Indian Ocean ..	Dec. 29	July 4, 1846	200	1, 300	12, 000	
Crozettes	June 19	May 30, 1844	110	1, 800	.....	
Indian Ocean .	Oct. 11	Jan. 1, 1846	150	2, 000	5, 000	Sent home 10,000 pounds bone.
South Seas....	June 14	Feb. 19, 1845	200	2, 500	22, 000	
N. W. Coast...	Dec. 2	Mar. 13, 1846	100	3, 800	12, 000	Added 1843.
....do	Sept. 23	May 26, 1845	.....	2, 400	23, 000	
N. W. Coast....	Sept. 15	July —, 1848	.....	.....	.....	Bought 1843; second mate died 1845.
Crozettes	Sept. 18	Aug. 11, 1845	100	1, 500	14, 000	
South Atlantic.	July 7	May 6, 1856	200	1, 800	5, 000	
....do	Aug. 26	July 10, 1844	130	1, 000	8, 000	
Crozettes	Aug. 24	June 9, 1845	300	1, 100	8, 000	
South Atlantic.	June 20	Apr. 2, 1845	250	2, 250	28, 000	Sold 500 barrels whale at Pernambuco.
South Seas.....	June 30	May 31, 1845	160	1, 500	14, 000	
N. W. Coast....	Oct. 11	May 6, 1846	.....	1, 500	5, 000	Withdrawn 1847.
....do	Apr. 21	July 22, 1846	130	3, 000	9, 000	Bought 1843.
....do	Aug. 17	Apr. 2, 1845	25	3, 225	33, 000	
....do	Dec. 4	Mar. 12, 1846	40	3, 100	13, 000	
New Holland ..	July 21	May 23, 1846	90	2, 710	10, 000	Sent home 400 barrels whale and 11,432 pounds bone; withdrawn from the service.
Crozettes	Sept. 15	May 11, 1845	200	2, 500	25, 000	
N. W. Coast....	Aug. 28	.....	.....	.....	.....	Lost near Rio Grande, February, 1845; vessel total loss; saved 2,300 barrels whale-oil.
South Atlantic	Aug. 29	Sept. 2, 1845	100	1, 500	10, 000	
....do	July 5	May 14, 1845	100	2, 250	22, 000	Bought from Boston 1842.
N. W. Coast....	Sept. 21	May 19, 1845	.....	2, 400	24, 000	
....do	Oct. 18	Apr. 6, 1846	20	3, 980	12, 000	Bought from New York 1843.
....do	Oct. 25	Apr. 5, 1845	30	2, 900	26, 000	Do.
....do	Oct. 29	Sept. 14, 1846	60	3, 000	6, 000	Do.
Crozettes	Aug. 31	May 13, 1845	75	1, 000	6, 000	Sold for merchant-service.
N. W. Coast....	Nov. 8	Oct. 14, 1846	.....	.....	.....	Bought from New York 1843; sold 1847.
....do	June 10	May 10, 1845	90	2, 16	18, 000	
South Atlantic.	Aug. 26	July 28, 1844	200	300	2, 400	
N. W. Coast....	Aug. 31	May 11, 1845	265	3, 400	36, 000	Bought 1843.
Crozettes	Sept. 25	June 8, 1845	70	1, 130	9, 000	
Indian Ocean ..	July 24	May 10, 1845	120	1, 400	19, 000	
N. W. Coast....	July 7	June 2, 1846	.....	2, 000	4, 000	Sold 400 barrels whale at Rio Janeiro.
South Atlantic	June 19	Mar. 30, 1845	25	2, 675	25, 000	
N. W. Coast....	Oct. 4	July 21, 1846	.....	2, 750	22, 500	Bought 1843.
.....	Sept. 6	June 23, 1845	100	1, 400	11, 200	
Indian Ocean ..	June 18	Apr. —, 1845	100	1, 900	18, 000	
....do	July 3	May 30, 1845	350	1, 150	12, 000	
N. W. Coast....	Nov. 20	Apr. 14, 1846	.....	2, 100	18, 000	
N. W. Coast....	Oct. 23	Apr. 20, 1846	135	6, 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.
1844.				
New Bedford, Mass.				
Alto	Bark	197	Nehemiah West	Richmond & Wood
Alex. Coffin	Ship	381	J. S. Hathaway	Jonathan Bourne, jr.
America	Bark	257	H. F. Eastham	Barton Ricketson
Amethyst	Ship	359	J. A. Baylies	J. A. Parker & Son
Averick	do	385	Robert Reynard	do
Arnolda	do	350	D. U. Coffin	James Arnold
Barclay	do	281	—— Mann	do
Brighton	do	354	—— Cox	C. R. Tucker
Barth. Gosnold	do	350	Edw. P. Mosher	I. Howland, jr., & Co.
Chas. Drew	do	344	N. C. Carey	William Gifford
Chandler Price	do	441	—— Pease	Pope & Morgan
Chase	Bark	153	—— West	B. Ricketson
Cicero	Ship	252	—— Howland	Lemuel Kollock
Condor	do	349	Jacob Taber	C. W. Morgan
Charleston Packet	Bark	184	W. Howland	Thos. Knowles & Co
Columbus	do	313	—— Hutchins	William R. Rodman
Champion	Ship	336	Isaac J. Sanford	J. D. Thompson
Dartmouth	do	339	W. Upham	I. Howland, jr., & Co.
Draper	do	261	G. T. Lawton	Jos. Dunbar & Co
Dragon	Bark	190	Joseph Bennett, jr	Tobey & Ricketson
Drymo	do	264	John Taber	Jas. H. Howland
Dryade	do	263	J. S. Bolles	Thomas & Dow
Emma	do	246	Elihu Russel	J. D. Thompson
Elizabeth	Ship	338	—— Barker	T. & A. R. Nye
Enterprise	do	291	S. Brayton	Robert Gibbs
Eagle	do	336	—— Wood	Jireh Perry
Factor	do	343	S. Hawes	Chs. R. Tucker & Co
Fenelon	do	328	Luke Baker	B. B. Howard
Formosa	do	450	L. Briggs	O. N. Swift
Fortune	Bark	291	—— Bailey	Gilbert Hathaway
Fabius	Ship	433	H. Nickerson	C. R. Tucker & Co
Gid'n Howland	do	379	—— Mayhew	I. Howland, jr., & Co
Golconda, 2d	do	359	—— Studley	E. W. Howland
Good Return	do	376	—— Swift	H. Taber & Co
Gov. Troup	do	436	G. H. Jenney	E. C. Jones
Hibernia	do	327	N. P. Simmons	Robert Gibbs
Hope, 2d	do	299	A. Willcox	Wilcox & Richmond
Huntress	do	391	Edw. T. Shearman	Robert Gibbs
James Allen	do	352	Harvey Shearman	Gideon Allen
Jasper	Bark	223	Ancel Pope	Alexander Gibbs
John Adams	Ship	268	F. A. Mason	Jireh Perry
John	do	309	Squire Sanford	Frederick Parker
John & Edward	do	318	—— Christian	Wilcox & Richmond
Julian	do	356	S. M. Blackmer	Hathaway & Luce

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Sept. 3	Apr. 26, 1847	230	320	2,600	Bought from Fairhaven 1844.
N. W. Coast	Oct. 20	Apr. 19, 1849	452	908	.....	Bought from Nantucket 1844; sold to go to California 1849.
South Atlantic	Dec. 12	May 19, 1847	200	800	6,000	Bought from Bristol 1844.
N. W. Coast	Oct. 12	June 22, 1846	85	1,815	16,000	Sailed June 10; returned October 3; captain sick.
Pacific Ocean	Aug. 15	.....	.....	.....	.....	Lost on island of Ulitea February 15, 1845; got off; sailed under Chilian flag in whaling business; renamed Recovery.
....do	July 13	Mar. 29, 1848	1,550	.....	.....	Added 1844.
....do	July 20	Jan. 5, 1850	415	.....	.....	Sold 400 sperm.
Ind. and N. W	Oct. 31	Apr. 22, 1847	160	2,500	9,000	Sailed October 1, returned October 6, damaged by a gale; sent home 20,382 pounds bone.
N. W. Coast	July 24	Apr. 2, 1847	150	.....	13,000	Bought from Falmouth 1844; sold 2,765 whale at Rio Janeiro.
....do	Aug. 5	May 15, 1846	190	2,570	26,000	
....do	Sept. 12	May 18, 1847	400	3,100	15,000	Bought 1844 from Philadelphia; sent home 15,862 pounds bone; withdrawn, 1847, for merchant-service.
Atlantic	Nov. 8	Sept. 9, 1846	350	.....	.....	
Indian Ocean	July 2	July 3, 1846	70	1,730	3,500	Sent home 145 barrels oil.
Pacific Ocean	May 29	Apr. 13, 1846	180	2,500	20,000	Second mate, James Ashley, died March 19, 1846.
Indian Ocean	June 20	Aug. 14, 1846	700	.....	.....	
Pacific Ocean	Apr. 1	Apr. 9, 1847	150	750	2,000	
N. W. Coast	June 13	Mar. 3, 1847	115	3,100	14,000	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.
Pacific Ocean	Aug. 7	Aug. 6, 1847	500	2,100	10,000	
Indian Ocean	Sept. 15	Aug. 19, 1847	500	1,750	10,000	
....do	June 20	Apr. 17, 1847	50	300	2,000	
....do	Aug. 28	.....	.....	.....	.....	Bought 1844 from Sippican; lost on a reef at Lahaina October 17, 1845; oil saved 350 barrels
....do	Sept. 20	May 20, 1847	300	1,200	500	Bought from Mattapoisett 1844.
... do	July 29	Jan. 9, 1847	1,000	.....	.....	
....do	July 25	May 24, 1847	700	1,800	4,000	Captain Taber, who went out in command, returned sick, 1844.
....do	Aug. 21	Apr. 30, 1847	70	1,300	13,000	
Pacific Ocean	Dec. 3	Jan. 15, 1849	1,700	50	.....	Sent home 350 sperm.
Ind. and Pacific	Oct. 1	.....	500	2,200	.....	Added 1844 from Poughkeepsie; sent home 85 sperm, 1,936 whale; condemned at Tahiti July 8, 1847.
South Seas	Nov. 21	Apr. 22, 1847	100	650	5,000	Captain Baker died at sea 1846.
N. W. Coast	Nov. 7	May 11, 1849	1,483	1,652	52,200	Bought from New York 1844; fourth mate killed by a whale June 1845.
....do	Nov. 17	May 19, 1847	180	2,020	10,000	Bought from Plymouth 1844. Sent home 9,080 pounds bone.
Ind. and Pacific	July 7	Feb. 14, 1846	.....	2,600	28,000	Bought from Nantucket 1844.
N. W. Coast	Dec. 20	Apr. 8, 1847	165	2,950	27,000	Isaac C. Howland, first mate, died at sea January, 1845.
....do	Oct. 24	Oct. 25, 1848	640	1,400	16,000	Sold to go to California 1849.
....do	July 25	Oct. 12, 1847	150	2,850	15,000	Sold 12,000 pounds bone at Sidney.
....do	July 10	Feb. 5, 1847	120	3,400	14,000	Captain Jenney died at Honolulu May 3, 1845.
South Seas	June 15	May 20, 1846	25	2,000	.....	
Indian Ocean	May 23	May 4, 1847	350	1,000	1,500	
South Seas	June 25	May 27, 1847	75	1,800	61,197	
Pacific Ocean	Oct. 12	May 20, 1848	2,700	.....	.....	Built 1844 at Fairhaven.
Atl. and Ind	June 8	Apr. 14, 1846	200	1,250	10,000	
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 1,019 sperm.
Atl. and Pacific	June 20	May 28, 1848	1,800	50	.....	
Ind. and Pacific	Sept. 17	Mar. 25, 1847	750	300	.....	Second mate, ——— Jenney, died at Talcahuano, January, 1845.
Indian Ocean	Aug. 13	Mar. 25, 1847	300	2,700	14,000	Sent home 14,000 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
New Bedford, Mass.—Continued.				
Junior	Ship	37[illegible]	Silas Tinkham	D. R. Greene & Co
Juno	Brig	16[illegible]	—— Howland	Benj. F. Howland
Lafayette	Ship	26[illegible]	—— Smith	Edw. W. Howland
Lalla Rookh	...do	32[illegible]	O. Reynold	J. A. Parker & Son
Lewis	...do	30[illegible]	J. R. Tallman	J. D. Thompson
Liverpool	...do	30[illegible]	—— Devoll	Abraham Barker
Logan	...do	30[illegible]	Chandler Gardner	I. Howland, jr., & Co
London Packet	Bark	28[illegible]	Tim. J. Howland	A. H. Howland
L. C. Richmond	Ship	341	—— Wood	Daniel Wood
Liverpool, 2d	...do	42[illegible]	J. Willcox	Thomas Willcox
Morea	...do	33[illegible]	—— Cushman	B. B. Howard
Majestic	...do	29[illegible]	—— Smith	Thomas & Dow
Mary	...do	28[illegible]	Thomas Corey	I. Howland, jr., & Co
Mayflower	...do	35[illegible]	—— Gifford	John C. Haskell
Milton	...do	38[illegible]	—— Cash	H. Taber & Co
Minerva Smyth	...do	33[illegible]	—— Fisher	I. Howland, jr., & Co
Marcella	Bark	21[illegible]	—— Smith	C. R. Tucker
Milwood	...do	254	R. W. Hathaway	G. Allen
Margaret Scott	Ship	30[illegible]	Benjamin Price	S. H. & W. Ingalls
Mercury	...do	34[illegible]	F. D. Haskell	I. Howland, jr., & Co
Massachusetts	...do	36[illegible]	William B. Cash	O. & G. O. Crocker
Midas	...do	32[illegible]	E. W. Collins	John Coggeshall
Minerva	...do	40[illegible]	J. S. Macomber	William Gifford
Mobile	...do	26[illegible]	Charles G. Smith	E. C. Jones
Montpelier	...do	32[illegible]	—— Taber	J. R. Thornton
Moctezuma	...do	43[illegible]	William E. Tower	West & Paine
Marcia	...do	31[illegible]	H. Howland	E. W. Howland
Niger	...do	43[illegible]	James Gray	Hathaway & Luce
New Bedford	...do	35[illegible]	T. C. Swain	I. Howland, jr., & Co
Nile	...do	32[illegible]	— — Hamlin	Hathaway & Luce
Nye	...do	211	R. F. Pease	T. & A. R. Nye
Olympia	...do	29[illegible]	—— Taber	Ashley & Philips
Otranto	Bark	15[illegible]	—— Coggeshall	Cranston Willcox
Pioneer	...do	23[illegible]	—— Wolverton	J. D. Thompson
Pacific	Ship	38[illegible]	Asa Hoxie	Jireh Perry
Pacific, 2d	...do	33[illegible]	L. Little	A. Robeson
Roscoe	Bark	23[illegible]	W. N. Bourne	Jona. Bourne, jr
Roman, 2d	Ship	35[illegible]	A. R. Barker	Atm. Barker
Sallie Anne	...do	31[illegible]	G. H. Clark	D. R. Greene & Co
Seine	...do	28[illegible]	—— Smith	Rodney French
Stephania	...do	31[illegible]	Samuel Coggeshall	John Coggeshall
South Carolina	...do	30[illegible]	—— Gardner	J. D. Thompson
Science	...do	38[illegible]	William Wood	J. B. Wood & Co
Tacitus	...do	414	S. S. Hathaway	Swift & Allen
Two Brothers	...do	28[illegible]	Isaac H. Jenny	D. R. Greene & Co
Tuscaloosa	Bark	284	—— Goodwin	Swift & Allen
William and Eliza	Ship	32[illegible]	W. H. Whitfield	Henry Taber & Co
Wade	Bark	26[illegible]	George W. Downs	A. H. Howland
Washington	Ship	34[illegible]	—— Whelden	Jona. Bourne, jr
Young Phenix	...do	37[illegible]	—— Mickell	J. A. Parker & Son
Fairhaven, Mass.				
Albion	Ship	32[illegible]	—— Hathaway	E. Sawin

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls*	*Lbs.*	
South Seas....	June 6	May 21, 1847	400	2, 200	25, 000	
Atlantic	Oct. 10	.....	.....	.....	.....	Bought 1844; condemned at Saint Catherines February, 1845.
Pacific Ocean ..	Sept. 7	Aug. 21, 1847	950	800	7, 000	
... do	Nov. 14	July 6, 1848	1, 200	200	1, 200	
N. W. Coast....	Nov. 5	May 18, 1848	250	1, 600	6, 000	Sold 190 barrels whale at Saint Catherines.
Indian Ocean ..	July 25	Mar. 5, 1847	500	1, 800	18, 000	Sent home 14,000 pounds bone.
Pacific Ocean ..	May 21	May 25, 1847	200	1, 600	15, 000	Third mate, John Francis, killed by a whale July, 1846.
....do	Oct. 12	Sept. 30, 1848	1, 300	120	.....	
N. W. Coast....	Dec. 16	Mar. 20, 1848	2, 000	500	4, 000	
....do	June 27	June 23, 1847	90	1, 910	6, 000	Bought from New York 1844.
Pac. and N. W .	July 10	Feb. 13, 1847	7	2, 643	.....	Bought from Boston 1844; withdrawn 1847.
N. W. Coast....	July 20	May 5, 1848	400	1, 200	2, 000	Sent home 10,685 pounds bone; sold 200 sperm and 200 whale on voyage.
Indian Ocean ..	June 10	Apr. 10, 1847	500	1, 500	7, 000	
N. W. Coast....	July 9	Oct. 24, 1847	125	1, 775	12, 000	Went into California trade 1849.
Ind. and N. W..	July 1	Apr. 1, 1847	350	2, 700	14, 000	Sent home 32,700 pounds bone.
Pacific Ocean ..	Jan. 4	Sept. 19, 1845	15	2, 150	24, 000	
Indian Ocean ..	Nov. 26	Jan. 5, 1847	80	.....	.....	
....do	July 25	July 3, 1846	200	1, 300	10, 000	Second mate, Barney Merrick, drowned by capsizing of a boat, November 8, 1844.
Indian and Pac	Sept. 11	Aug. 19, 1847	115	1, 800	14, 000	Sent home 44 sperm.
Pacific Ocean..	Nov. 19	Feb. 11, 1848	500	800	600	Sent home 8,838 pounds bone.
....do	Sept. 5	June 2, 1848	2, 300	.....	.....	First mate killed by a whale, October, 1845; sent home 150 sperm.
Indian & N. W.	June 19	Apr. 30, 1847	100	1, 400	.....	Captain Collins died February 4, 1845.
N. W. Coast....	Oct. 30	Mar. 3, 1847	800	2, 100	4, 000	Added 1844; sent home 40 sperm.
Pacific Ocean..	Aug. 2	June 26, 1848	900	200	.....	
N. W. Coast....	Sept. 22	July 29, 1847	400	2, 100	16, 000	
....do	July 10	Apr. 28, 1847	600	2, 200	10, 000	
....do	July 12	May 25, 1847	.....	2, 200	7, 000	Bought from Fairhaven, 1844; sent home 7,200 pounds bone.
Pacific Ocean..	July 30	Nov. 28, 1847	1, 450	1, 450	5, 000	Built at Mattapoisett, 1844; sent home 95 sperm.
.. .do	July 17	Feb. 28, 1848	300	2, 000	1, 500	Sent home 13,221 pounds bone.
... do	Sept. 19	.....	.....	.....	.....	Sold to parties in San Francisco for whaling thence; shipped 1,050 sperm and 250 whale to London.
....do	Oct. 24	May 12, 1848	750	50	1, 150	Sailed October 1; returned October 15th, damaged by a gale.
N. W. Coast....	Oct. 21	May 25, 1847	250	2, 250	23, 000	Bought from Boston, 1844.
Indian Ocean ..	Dec. 3	Nov. 22, 1846	720	.....	.....	
....do	Aug. 12	Mar. 8, 1847	130	1, 850	18, 000	
Pacific Ocean..	Oct. 21	July 5, 1848	2, 500	.....	.....	
South Seas.....	Aug. 29	.....	.....	.....	.....	Lost on a reef off Pernambuco, March 23, 1848; had 200 sperm and 2,000 whale; saved about 900 barrels
Indian Ocean ..	June 18	Mar. 13, 1846	140	1, 900	18, 000	
N. W. Coast....	Nov. 2	July 28, 1847	850	2, 150	1, 500	
Indian Ocean ..	July 7	Apr. 14, 1847	500	1, 500	10, 500	Sent home 9,500 bone.
....do	Nov. 4	May 1, 1846	200	1, 600	12, 000	
N. W. Coast....	Aug. 3	June 29, 1847	2 0	1, 650	11, 000	
Indian & N. W.	July 2	May 10, 1848	300	1, 100	3, 500	Sent home 40 whale.
N. W. Coast ..	July 3	May 27, 1847	100	2, 500	14, 000	Bought from Portland, Me., 1844; sold, 1847.
New Zealand ..	June 27	.....	.....	....	...	Bought from Boston, 1844; lost on Island of Roratonga, March 11, 1845.
Indian Ocean ..	May 8	June 4, 1847	1, 000	400	3, 000	
Pacific Ocean..	Nov. 7	.....	.....	.....	.....	Lost in St. Matthew's Bay, Patagonia, Oct. 5, 1845; saved 500 barrels oil.
....do	Oct. 6	July 4, 1848	1, 700	.....	.....	
Indian Ocean ..	June 28	Apr. 15, 1846	200	1, 800	20, 000	
N. W. Coast....	Dec. 2	May 29, 1847	100	2, 100	1, 500	Sent home 21,622 pounds bone.
Pacific Ocean..	Nov. 13	Oct. 17, 1848	1, 800	.....	.....	
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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
Fairhaven, Mass.—Continued.				
Belle	Bark	32	—— Handy	Edmund Allen
Bruce	do	14	—— Cochran	M. O. Bradford
Clifford Wayne	Ship	30	—— Howland	E. Sawin
Erie	do	45	—— Holly	Nathan Church
Friendship	do	36	W. J. Stott	Gibbs & Jenney
George	do	36	—— Swift	Fish & Huttlestone
Herald	do	26	—— Luce	Samuel Borden
Hesper	Bark	26	—— Pease	L. Jenney & J. Tripp
James Munroe	Ship	42	—— Harding	F. R. Whitwell
Kingston	do	31	T. Ellis, jr.	Nathan Church
Marcus	do	28	S. H. Taber	Lemuel Tripp
Martha, 2d	do	30	H. Stewart	Atkins Adams
Holmes' Hole, Mass.				
Ocmulgee	Ship	45	—— Manter	Thomas Bradley
Pocahontas	do	34	do	do
Nantucket, Mass.				
Charles Carroll	Ship	37	Thomas L. Andrews	W. C. Swain
Citizen	do	36	Hiram Bailey	C. G. and H. Coffin
Harvest	do	360	George D. Coffin	Edward Field
Henry	do	346	William Brown	Daniel Jones
Henry Clay	do	385	Edward C. Austin	Christopher Wyer
Henry Astor	do	37	Thomas Coffin, 2d	William R. Easton
Lexington	do	39	Edward Weeks	F. C. Sanford
Mariner	do	34	Albert Ray	Matthew Crosby
Mount Vernon	do	38	Henry Coleman	John H. Shaw
Niphon	do	340	John Gardner, 2d	J. H. Shaw & W. Folger
Omega	do	363	Charles H. Morton	Joseph Starbuck
Peruvian	do	334	George B. Folger	William B. Coffin
Phœnix	do	323	Perry Winslow	T. & P. Macy
Planter	do	340	Barzillai T. Folger	Gilbert Coffin
Two Brothers	Schooner	..		
Walter Scott	Ship	33	Charles Grant	Barret & Upton
Falmouth, Mass.				
Awashonks	Ship	342	Ephraim Eldridge	Thomas Swift
Hobomok	do	414	Roland R. Jones	Elijah Swift
Harriet	Schooner	100	—— Gifford	S. Dillingham
Edgartown, Mass.				
Alfred Tyler	Bark	22	—— Luce	Alex. P. Weeks
Mary	Ship	343	—— Pease	Abraham Osborne
Milton	Bark	17	—— Sprague	Thomas Milton
Vineyard	Ship	381	—— Coffin	Benjamin Worth
York	do	434	do	John O. Morse
Westport, Mass.				
Champion	Bark	209	—— Sowle	Andrew Hicks
Catherwood	Brig	199	—— Boodry	Thomas W. Mayhew
Dr. Franklin	Bark	171	—— Francis	Job Davis
Mexico	Brig	130	—— Wing	Davis & Corey
President	Bark	167	—— Simonds	A. Hicks
Rajah	do	250	—— West	Henry Willcox
Theo. Chase	do	168	—— Ball	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	Dec. 10	Sept. 10, 1852	350	.....	.....	
Atlantic Ocean	Nov. 22	May 25, 1847	570	.....	.....	
Indian and Pac	Oct. 22	July 26, 1847	1,800	70	.....	
....do	June 8	Feb. 27, 1847	330	3,370	33,000	
Indian & N. W	July 9	Feb. 24, 1846	350	2,400	12,000	Sent home 13,279 pounds bone.
Pacific & N. W.	Sept. 16	Feb. 12, 1846	230	2,200	4,000	Sent home 22,335 pounds bone, 1846.
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	
Pacific Ocean.	Sept. 14	May 26, 1848	59	.....	.....	Added 1844, from Nantucket.
... do	Oct. 22	July 20, 1847	300	800	4,000	Captain Taber left the ship at Paita, sick.
Indian Ocean .	Aug. 5	Nov. 27, 1847	1,100	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, 1846	1,100	950	9,000	
Pacific Ocean.	May 16	May 29, 1848	1,261	473	9,000	
....do	Aug. 25	July 17, 1849	1,302	1,175	5,000	Built 1844, at Boston; sold 150 sperm, 425 whale.
....do	Oct. 18	.....	.....	.....	.....	Lost second mate, ten men, spars, boats, &c., by shipping a sea; returned January 6, 1845, and sailed again in 1845.
....do	July 1	Apr. 24, 1848	1,150	482	4,000	Sold 70 barrels whale.
....do	June 10	Aug. 15, 1847	2,756	.....	.....	Sold 91 barrels sperm.
....do	Oct. 14	Oct. 19, 1848	1,796	.....	.....	Sold 120 barrels sperm.
....do	June 26	July 7, 1848	1,560	1,374	.....	Sold 220 sperm, 30 whale.
....do	July 31	Sept. 15, 1848	1,236	407	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 Mattapoisett 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. 26	July 4, 1848	1,095	.....	.....	
... do	Oct. 1	Jan. 29, 1848	1,515	.....	.....	
....do	Sept. 17	June 3, 1848	1,648	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	55	.....	Sold to Edgartown.
South Seas....	June 7	July 22, 1848	1,400	1,190	10,000	
Pacific Ocean..	June 14	Apr. 29, 1848	1,000	1,000	.....	
Atlantic	May 16	Mar. 18, 1845	50	.....	.....	Added 1844.
Pacific Ocean..	Oct. 30	July 22, 1848	950	50	.....	Bought from New York 1844; sent home 85 bundles 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. 16	May 22, 1847	400	2,000	20,000	
....do	Apr. 28	Mar. 2, 1847	500	2,100	20,000	Sold 1847.
Atlantic	Sept. 18	June 11, 1845	200	40	.....	
....do	Jan. 25	July 2, 1845	750	.....	.....	Captain Boodry died November 14, 1844; first mate, —— Leonard, took command.
....do	May 13	June 1, 1845	550	20	.....	
....do	Apr. 12	Aug. 9, 1845	320	.....	.....	
....do	Aug. 3	June 2, 1845	350	450	1,800	
Pacific Ocean..	Sept. 27	May 24, 1847	300	1,550	16,000	Added 1844.
Atlantic	Oct. 26	Dec. 8, 1845	800	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
Mattapoisett, Mass.				
Annawan	Brig	15[illegible]	—— Dexter	Seth Freeman
Elizabeth	Bark	21[illegible]	—— Jenny	R. L. Barstow
Edward	Brig	134	—— Southworth	Wilson Barstow
Joseph Meigs	Ship	33[illegible]	—— Taber	Jos. Meigs
Mattapoisett	Bark	15[illegible]	—— Brightman	Leonard Hammond
Sarah	do	171	—— Mayhew	C. Barstow & Son
Solon	Brig	129	—— Dillingham	A. Daggett
Willis	Bark	16[illegible]	—— Higgins	R. L. Barstow
Wareham, Mass.				
America	Brig	148	—— Delano	M. S. F. Tobey
Geo. Washington	Ship	374	—— Russell	S. C. Gibbs
Provincetown, Mass.				
Belle Isle	Schooner	104	—— Smith	Eben Cook
Edwin	do	...		
Esquimaux	do	100	—— Cook	Parker Cook
Gem	Brig	162	—— Nickerson	Timothy P. Johnson
Joshua Brown	Schooner	11[illegible]	—— Genn	Seth Nickerson
John B. Dods	Brig	163	—— Winslow	E. S. Smith
Louisa	Schooner	98	—— Cook	Samuel Cook
Medford	do	125	—— Cook	
Pacific	Brig	130	—— Tillson	D. Small
Rienzi	Schooner	....	—— Cook	
Rienzi	Brig	....	—— Small	
Spartan	Bark	188	—— Cook	Abraham Small
Stranger	Schooner	...		
Samuel and Thomas	Bark	191	—— Swift	Samuel Soper
Sippican, Mass.				
Quito	Brig	140	—— Chase	J. S. Bates
Plymouth, Mass.				
Exchange	Schooner	99	—— Hopkins	Richard W. Holmes
Maracaibo	Brig	93	—— Nickerson	Atwood L. Drew
Freetown, Mass.				
Elizabeth	Bark	349	Elihu Gifford	E. P. Hathaway
Harriet	do	285	—— Durfee	
Providence, R. I.				
Balance	Ship	322	—— Reed	W. Humphrey
Cassander	do	299	—— King	Nathaniel Potter
Envoy	do	392	—— Fisher	Amherst Everett
Richmond	Bark	...	—— Swift	Pearce & Bullock
Bristol, R. I.				
Emigrant	Bark	180	—— Shearman	Samuel Church
Troy	Brig	156	—— Grinnell	do
Warren, R. I.				
Chariot	Ship	360	—— Luce	N. M. Wheaton
Exchange	Bark	180	—— Merry	John R. Wheaton
Hooglev	Ship	292	—— Townsend	do
Henry Tuke	do	365	—— Champlin	Joseph Smith
Hopewell	do	413	—— Littlefield	Burr & Smith
Luminary	do	432	—— Cleveland	Joseph Smith
Newport, R. I.				
Geo. Champlin	Ship	361	—— Swain	N. S. Ruggles

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls	*Bbls.*	*Lbs.*	
Atlantic	Nov. 28	June 3, 1846	470	.....	.....	
Indian Ocean	July 17	May 16, 1846	340	120	1, 000	Sent home 500 barrels sperm.
Atlantic	Oct. 23	Oct. 30, 1845	320	240	.....	Withdrawn 1846.
Indian and Pac.	Sept. 25	June 19, 1846	240	2, 360	.....	Burned at anchor at Mattapoisett, June 27, 1846.
Atlantic	July 7	Aug. 5, 1846	350	.....	.....	Sold to Westport 1846.
....do	Apr. 10	Feb. 14, 1846	550	.....	.....	Sent home 200 barrels oil.
....do	Nov. 12	Aug. 28, 1846	90	.....	.....	Added 1844; bought from Sippican.
....do	June 6	Aug. 11, 1845	250	.....	.....	Added 1844; first mate killed by a whale December, 1844.
....do	July 9	Sept. 20, 1845	230	....	.....	Sold to Mattapois tt 1846.
Pacific Ocean	July 26	Aug. 3, 1847	400	1, 600	6, 000	
Atlantic	Jan. 26	Oct. 5, 1844	160	.....	.....	
....do	.....	July —, 1844	300	20	.....	
....do	Jan. 26	Sept. 29, 1844	70	.....	.....	
....do	July 20	Oct. 20, 1845	200	.....	.....	
....do	Apr. 9	June 18, 1845	170	80	.....	Withdrawn 1845.
River Plate	Nov. 13	Mar. 15, 1846	50	50	.....	Withdrawn 1846.
Atlantic	May 15	Oct. 16, 1844	.....	250	.....	
....do	May 15	Sept. 29, 1844	210	60	.....	Added 1844.
....do	Nov. 30	May 14, 1846	440	....	.....	
Bay Mexico	Mar. 7	July 30, 1844	220	....	.....	
Atlantic	May 1	Oct. 31, 1844	300	....	.....	Added 1843 from Boston.
Brazil Banks	Jan. 26	Apr. 6, 1845	750	.....	.....	
.....	.....	Sept. —, 1844	.....	240	.....	
Atlantic	Dec. 17	May 29, 1846	470	10	.....	
Atlantic	Jan. 9	Sept. 21, 1845	280	40	.....	
Atlantic	Dec. 14	Oct. 10, 1844	200	....	.....	
....do	Apr. 29	Dec. 27, 1844	30	20	.....	
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.
....do	July 11	.....	.....	1, 250	....	Condemned at Pernambuco, August, 1848.
N. W. Coast	June 7	May 19, 1847	150	1, 100	12, 000	A portion of the bone was on freight; sold 1847.
....do	Oct. 7	Aug. 26, 1847	200	1, 800	2, 500	
Indian and N. W	July 7	Feb. —, 1847	150	2, 850	36, 000	Withdrawn 1847; sold to New Bedford.
N. W. Coast	Oct. 19	Apr. 7, 1847	110	3, 200	17, 000	Added 1844; sent home 19,654 pounds bone.
Indian Ocean	Nov. 11	Feb. 2, 1847	270	130	.....	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 Calif rnia 1848.
Indian Ocean	May 12	O.t. 7, 1846	350	....	.....	Sold to New Bedford, 1847.
Pacific Ocean	Sept. 4	Sept. 15, 1848	860	140	....	
N. W. Coast	May 28	June 14, 1848	400	2, 600	14, 000	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, 000	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 California trade 1851; sent home 1,750 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
Newport, R. I.—Continued.				
Helen	Brig	120	T. B. Peabody	William Price
Le Baron	Bark	170	James Price	do
Pocahontas	Brig	114	—— Barker	Samuel Barker
William Lee	Ship	311	—— Wimpenney	J. S. Monroe
Lynn, Mass.				
Ninus	Ship	260	—— Wyatt	Andrews Breed
Salem, Mass.				
Elizabeth	Ship	398	—— Hall	S. C. Phillips
Somerset, Mass.				
Pilgrim	Bark	137	—— Clark	George B. Hood
Cold Spring, Mass.				
Alice	Bark	281	—— Smith	John H. Jones
Huntsville	Ship	523	—— Howe	do
Splendid	do	473	—— Fordham	do
Stonington, Conn.				
America	Ship	464	—— Nash	Charles P. Williams
Bolton	Bark	220	—— Barber	do
Charles Phelps	Ship	362	—— Pendleton	do
Eugene	do	297	—— Pendleton	do
Mercury	do	305	—— Pendleton	Pendleton & Trumbull
Mary and Susan	do	392	—— Hubbard	C. P. Williams
Newark	do	323	—— Pendleton	John F. Trumbull
Newburyport	Bark	341	—— Gray	Pendleton & Trumbull
Prudent	do	398	—— Brewster	C. P. Williams
Sophia and Eliza	Ship	206	—— Stevens	J. F. Trumbull
United States	do	244	—— Stevens	do
Warsaw	do	332	—— Barnum	Pendleton & Stant
New London, Conn.				
Armata	Ship	413	—— Hull	Abner Bassett
Bengal	Schooner	304	—— Frink	Thomas Fitch, 2d
Betsey	do	125	—— Perkins	Joseph Lawrence
Chas. Carroll	Ship	404	—— Long	Perkins & Smith
Charleston	do	373	—— Chester	N. & W. W. Billings
Columbia	do	492	—— Kelley	Perkins & Smith
Com. Perry	Bark	270	—— Bailey	Frink, Chew & Co
Columbus	Brig	159	—— Huntley	Williams & Barnes
Ceres	Bark	176	—— Harris	Weaver & Rogers
Dove	Bark	145	—— Douglass	Havens & Smith
Dromo	Ship	306	—— Steel	Thomas Fitch, 2d
Exile	Schooner	70	—— Bolls	Learned & Stoddard
Fame	Bark	258	—— Mitchell	William Tate
Franklin	Schooner	119	—— Stroud	Perkins & Smith
Garland	do	60	—— Marks	William Tate
Hibernia	Ship	551	—— Smith	Thomas Fitch, 2d

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	May 26	Aug. 22, 1845	80	15	.....	Sold 1847.
....do	Oct. 10	Aug. 23, 1846	320	20	.....	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 23, 1847	150	1,850	19,000	Sent home 8,604 pounds bone; sold 1847.
Pacific Ocean	Dec. 17	May 15, 1848	620	1,580	14,000	
Atlantic	Dec. 19	June 4, 1846	117	30	.....	
.....	Sept. 18	June 17, 1846	150	2,000	19,000	Added 1844.
N. W. Coast	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.
Crozette 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	50	1,750	16,000	
Chili and N. W	July 30	Apr. 13, 1846	70	2,000	17,000	
Indian Ocean	July 30	May 23, 1847	100	2,050	20,000	Sent home 11,000 pounds bone; added 1844.
Chili and N. W.	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	7,000	
....do	Dec. 1	May 12, 1847	100	800	.....	Added 1844; withdrawn 1847.
Indian and N.W	Aug. 1	Apr. 13, 1846	120	2,775	22,000	
South Atlantic	May 21	Mar. 9, 1847	.....	2,100	.....	Added 1844 from Salem; sent home 68 barrels sperm and 14,000 pounds bone.
Sealing	July 19	.....	.....	.....	.....	Lost in Straits of Magellan, January 3, 1845.
Desolat'n Isl'd	June 26	July 30, 1845	.....	3,200	17,000	Added 1844.
Indian and N.W	June 26	Mar. 10, 1847	50	3,150	30,000	Added 1844 from Boston; sold 1847.
....do	June 18	.....	.....	.....	.....	Lost January 6, 1846, on Sydenham's Island with 2,700 barrels oil.
....do	Aug. 20	May 24, 1847	250	1,750	6,000	Sent home 9,380 pounds bone; sold 200 barrels oil at Sidney; sold 1847 to be broken up.
Atlantic	May 28	Mar. 16, 1846	200	70	.....	
N. W. Coast	Oct. 12	.....	100	1,000	.....	Condemned at Rio Janeiro 1847; sold whale oil; shipped sperm home.
Indian Ocean	June 14	Aug. 16, 1846	550	.....	.....	
Chili and N. W.	June 20	Mar. 10, 1847	600	2,200	9,000	Added 1844 from Boston; sent home —— pounds bone.
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	.....	530	.....	
....do	June 17	.....	.....	.....	.....	Added 1844; lost on Desolation Island 1848.
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.
1844.				
New London, Conn.—Continued.				
Hand	Schooner	80	—— Butler	Perkins & Smith
Helvetia	Ship	332	—— Porter	Joseph Lawrence
Henry Thompson	...do	315	—— Andrews	Frink, Chew & Co
India	...do	433	—— Miller	Havens & Smith
Indian Chief	...do	401	—— Hemsted	Frink, Chew & Co
Iris	Bark	245	—— Haynes	...do
Isaac Hicks	Ship	495	—— Rice	Jos. Lawrence
Izaak Walton	...do	440	—— Fitch	N. & W. W. Billings
Jason	...do	335	—— Slate	Learned & Stoddard
Jefferson	...do	396	—— Harris	William P. Benjamin
John and Elizabeth	...do	296	—— Walker	Havens & Smith
Julius Cæsar	...do	347	—— Lyons	Learned & Stoddard
Louvre	...do	370	—— Green	Lyman Allen
Mogul	...do	395	—— Andrews	Williams & Barnes
Montezuma	...do	424	—— Baker	...do
Merrimack	...do	414	—— Destin	Havens & Smith
Morrison	...do	565	—— Greene	...do
Neptune	...do	285	—— Oat	...do
North America	...do	388	—— Richards	...do
Phœnix	...do	404	—— Skinner	N. & W. W. Billings
Superior	...do	406	—— Hart	...do
Shaw Perkins	Sloop	55	—— Carr	Perkins & Smith
Tenedos	Bark	245	—— Comstock	Jos. Lawrence
Venice	...do	353	—— Lester	Weaver & Rogers
Vesper	...do	321	—— Clark	Williams & Barnes
Greenport, N. Y.				
Lucy Ann	Ship	309	—— Brown	Wiggins, Parsons & Cook
Neva	...do	362	—— Case	Ireland, Wells & Carpenter.
Philip, 1st	...do	293	—— Case	...do
Roanoke	Bark	252	—— Baldwin	Wiggins & Parsons
Washington	Ship	336	—— Corwin	...do
New Suffolk, N. Y.				
Gentleman	Bark	227	—— Payne	Ira B. Tuthill
Sag Harbor, N. Y.				
Acasta	Bark	286	—— Harlow	John Budd
Alciope	Ship	377	—— Halsey	Post & Sherry
Arabella	...do	367	—— Babcock	N. & G. Howell
Barbara	Bark	268	—— French	Charles T. Dering
Franklin	Ship	391	—— Halsey	Hunting Cooper
Hamilton	...do	322	—— Babcock	C. T. Dering
Hudson	...do	368	—— Nickerson	L. D. Cook & H. Green
Italy	...do	299	—— Weld	David G. Floyd
John Wells	...do	366	—— Hedges	Thomas Brown
Levant	...do	382	—— Havens	Tiffany & Bennett
Martha	...do	369	—— Drake	L. D. Cook & H. Green
Niantic	...do	452	—— Slate	C. T. Dering
Nimrod	Bark	280	—— Fowler	...do
Noble	...do	273	—— Howes	...do
Ontario	Ship	368	—— Greene	S. & B. Hunting & Co
Ohio	...do	297	—— Lowen	Post & Sherry

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Desolat'n Isl'd.	June 5	.....	.....	.....	.....	Lost on No Man's Land May 23, 1847, homeward bound; sent home 60 barrels oil saved; had on board 100 whale and 200 elephant.
N. W. Coast....	June 1	.....	.....	.....	.....	Burned at Honolulu January 25, 1846; had a cargo of 1,350 sperm and 150 whale; saved about 750 barrels.
Ind. and N. W.	Sept. 11	May 24, 1847	370	2,030	12,000	Added 1844 from New York; sent home 8,000 pounds bone.
....do	Aug. 21	Apr. 6, 1847	200	4,100	15,000	Added 1844 from Boston; sent home 21,600 pounds bone 1846.
Chili and N. W	July 1	Mar. 7, 1847	130	3,070	.....	Sent home 19,549 pounds bone.
Indian Ocean ..	July 17	May 5, 1848	.....	1,300	10,000	
N. W. Coast....	Sept. 26	May 27, 1848	270	4,250	14,000	Added 1843; sent home 28,796 pounds bone.
....do	Oct. 8	May 20, 1847	30	3,070	31,000	New; built at Mattapoisett 1844; withdrawn 1847.
South Atlantic.	July 2	Jan. 23, 1846	.....	2,650	.....	
Ind. and N. W.	Aug. 15	May 24, 1847	30	1,600	16,000	Added 1844 from Wilmington.
....do	July 11	May 25, 1847	140	1,910	1,600	Sent home 12,133 pounds bone 1846.
N. W. Coast....	Sept. 20	July 14, 1847	130	1,400	12,000	
Ind. and N. W.	Aug. 1	Apr. 6, 1847	140	2,900	12,000	Added 1844; sent home 20,191 pounds bone 1846; withdrawn 1847.
....do	Sept. 17	Apr. 8, 1847	150	2,150	22,000	
....do	June 4	May 24, 1847	60	3,350	34,000	Sold 1847.
....do	July 17	May 29, 1847	25	2,975	5,000	Added 1844 from Newburyport.
....do	Sept. 16	May 5, 1848	18	3,982	15,000	Added 1844; bought from New York; built at Philadelphia 1832; sent home 23,712 pounds bone.
....do	Aug. 3	May 19, 1847	100	1,300	12,000	Sent home 9,598 pounds bone 1846.
Chili and N. W.	July 1	June 19, 1847	250	750	2,000	Sent home 5,593 pounds bone 1846.
Indian Ocean ..	June 5	July 4, 1846	110	1,590	15,000	
Ind. and N. W.	Aug. 10	Nov. 12, 1847	150	1,500	800	Sent home 12,967 pounds bone 1846.
Desolat'n Isl'd.	June 5	.....	.....	.....	.....	Lost at Desolation Island with all on board, 8 souls, 1847.
Indian Ocean ..	Aug. 5	June 9, 1847	75	1,725	1,400	First mate, ——— Churchill, injured by falling off a water-cask and died Dec., 1847.
Ind. and N. W.	July 17	Apr. 28, 1847	350	2,550	16,000	Added 1844.
N. W. Coast....	Sept. 27	July 22, 1846	160	2,640	26,000	Added 1844 from New York.
Ind. and N. W.	Nov. 7	May —, 1847	.....	2,400	24,000	Added 1844 from Wilmington.
N. W. Coast....	Sept. 4	May 1, 1847	220	2,380	20,000	Added 1844 from New York.
Ind. and N. W.	May 13	Apr. 13, 1846	25	1,700	17,000	Bought from New York 1843.
South Seas.....	July —	July 15, 1845	.....	900	7,200	
....do	Aug. 31	June 4, 1846	125	1,675	15,000	
Crozettes	June 4	Sept. 25, 1845	.....	450	.....	Added 1844 from New York.
Tristan	Aug. 23	July 23, 1847	300	1,500	13,000	
New Zealand ..	July 23	July 1, 1847	175	2,650	15,000	Sent home 7,868 pounds bone; sold out of the business.
N. W. Coast....	May 28	May 24, 1847	330	1,870	16,000	
Crozettes	Aug. 30	.....	.....	.....	.....	Condemned at Valparaiso January, 1846.
N. W. Coast....	June 5	Apr. 6, 1847	160	1,640	3,000	Sent home 11,888 pounds bone.
Crozettes	July 22	June 8, 1845	160	290	2,300	
Pacific Ocean..	July 8	May 22, 1847	100	1,830	4,000	Third mate, Isaac Platt, drowned February 6, 1845; sold to Mystic 1848.
N. W. Coast....	Oct. —	May 25, 1847	300	2,700	28,000	Added 1844 from New York.
....do	July 30	June 7, 1846	60	2,340	20,000	Added 1844; bought from Newark.
....do	Sept. 19	June 5, 1847	70	1,830	18,000	Added 1844.
....do	Sept. 18	Apr. 8, 1847	180	2,550	24,000	Added 1844 from Hudson; sold 1847.
New Zealand ..	June 4	Feb. 1, 1847	120	2,400	10,000	Added 1844; sold 1847 to Warren.
Crozettes	Aug. 31	July 26, 1846	160	940	7,000	
N. W. Coast....	Sept. 19	June 22, 1846	120	1,480	6,000	Added 1844.
....do	Aug. 29	June 9, 1847	40	2,260	10,000	Withdrawn 1847.
New Zealand ..	May 28	Apr. 29, 1848	.....	1,150	5,000	Added 1844 from Boston.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1844.				
Sag Harbor, N. Y.—Continued.				
Oscar	Ship	369	—— Ludlow	Hunting Cooper
Panama	...do	465	—— Crowell	N. & G. Howell
Phenix	...do	314	—— Braggs	Cook & Green
Portland	...do	292	—— Wade	S. & B. Hunting & Co.
Salem	...do	470	—— 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
Wiscasset	...do	380	—— Paine	S. & B. Hunting & Co.
Mystic, Conn.				
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	274	—— Clift	...do
Bridgeport, Conn.				
Harvest	Bark	263	—— Brooks	Sherwood Sterling
Stieglitz	Ship	350	—— Youngs	...do
1845.				
New Bedford, Mass.				
Abm. H. Howland	Ship	414	Washington Walker	Abm. H. Howland
Abm. Barker	...do	400	—— Brayton	Abraham Barker
Addison	...do	426	—— West	Isaac B. Richmond
Alfred	Schooner	180	J. P. Davenport	Pope & Morgan
America	Ship	418	—— Crowell	I. Howland, jr., & Co
Ann Alexander	...do	253	—— Sawtelle	Geo. Howland
Archer	...do	322	M. Snell	Tobey & Ricketson
Balæna	...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	351	J. D. Sampson	C. W. Morgan
Charles	...do	298	E. Coan	Samuel Rodman
Copia	...do	315	D. H. Taber	Lemuel Kollock
Clarice	Bark	237	—— Wady	Pope & Morgan
Chili	Ship	291	H. H. Ricketson	B. B. Howard
Cowper	...do	391	J. R. Hatheway	...do
Dimon	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.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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 23	May 26, 1847	80	2,920	10,000	
do	Oct. 10	June 5, 1847	.....	1,800	8,000	
New Zealand	June 1	June 5, 1846	100	1,300	12,000	
N. Z. and N. W.	Oct. 14	Apr. 29, 1848	300	1,400	12,000	Added 1844 from New York.
New Zealand	May 2	July 28, 1847	70	1,800	.....	Sold 1847.
N. W. Coast	July 29	May 20, 1848	300	4,500	11,000	Added 1844; sent home 29,688 pounds bone.
do	June 24	May 24, 1847	60	1,940	18,000	Added 1844 from New York; sold 1847.
do	Aug. 12	Apr. 14, 1847	.....	3,800	10,000	Sold 1847.
do	July 1	May 1, 1846	140	2,310	20,000	
do	Sept. 27	Feb. 19, 1847	.....	3,700	34,000	Withdrawn 1847.
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	
Ind. and N. W.	Oct. 12	Apr. 6, 1847	150	2,150	20,000	Sent home 150 sperm, 2,150 whale, and 20,000 pounds bone.
N. W. Coast	Oct. 3	July 7, 1847	70	1,000	5,000	Added 1844 from Boston.
Ind. and N. W.	Sept. 15	Apr. 8, 1847	200	1,800	20,000	
do	Sept. 3	June 5, 1847	150	1,700	16,000	Sent home 10,000 pounds bone.
South Seas	June 27	May 26, 1847	400	1,400	5,000	Sold to New Bedford 1847.
N. W. Coast	Aug. 7	June 20, 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	1,860	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 28	.....	.....	.....	.....	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	June 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	.....	
Indian Ocean	July 10	June 29, 1848	150	1,550	10,000	Sent home 36 sperm.
Ind. and N. W.	June 3	Sept. 24, 1848	150	2,750	23,000	Bought from Newburyport 1845; withdrawn 1848.
Atlantic	June 18	Sept. 2, 1848	700	.....	.....	Formerly a brig; bought from New York 1845; sent home 125 sperm; sold for California 1848.
South Atlantic	Aug. 13	.....	.....	.....	.....	Sailed; returned July 12 leaking badly; lost 1847.
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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
New Bedford, Mass.—Continued.				
Endeavour	Bark	252	—— West	C. R. Tucker & Co
Florida, 2d	Ship	524	Arthur Cox	Samuel W. Rodman
Frances	Bark	368	Reuben Taber, jr	G. Allen
Frances Henrietta	Ship	407	—— Poole	S. W. Rodman
Gen. Pike	do	313	—— Pierce	William Gifford
Geo. and Susan	do	356	—— Taber	G. Howland
George and Martha	Bark	275	—— Beard	Randall & Haskall
Globe	Ship	479	—— Daggett	George Hussey
Geo. Washington	Ship	230	—— Baker	Charles Hitch
Gratitude	do	337	—— Wilcox	Swift & Allen
Harrison	do	371	—— Shearman	Abraham Ashley, 2d
Herald	do	274	George Stewart	Tobey & Ricketson
Henry Kneeland	do	304	A. Fish	Gilbert Hatheway
Hercules	do	335	H. Beette	Jireh Perry
Hercules, 2d	do	290	—— Marvel	D. R. Greene & Co
Hope	Bark	186	B. Ellis	William Watkins
Hydaspe	Ship	313	—— 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. Bronson	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	I. R. Richmond
J. E. Donnell	Bark	343	William A. Hussey	Swift & Allen
Kutusoff	Ship	415	William Shockley	J. Dunbar & Co
Lancaster	do	383	James Cornell	T. & A. R. Nye
Leonidas	do	231	R. Swift	F. S. Hathaway
Marengo	do	426	T. 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
Metacom	do	360	—— Smith	J. B. Wood & Co
Menkar	do	371	—— Norton	Philip Anthony
Minerva Smyth	Ship	335	—— Crocker	I. Howland, jr., & Co
Magnolia	do	396	B. Simmons	C. W. Morgan
Minerva, 2d	do	291	O. Smalley	Thomas Knowles & Co.
Mt. Wollaston	do	325	M. Bowen	Dwight R. 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	349	—— Almy	J. R. Thornton
Ohio	do	383	O. Webb	E. W. Howland

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Ind. and N. W.	July 4	May 21, 1847	100	1,600	15,000	
....do	Aug. 4	May 2, 1849	35	3,553	19,200	Formerly in guano trade; sold to go to California 1849; sent home 328 sperm and 12,000 pounds bone.
....do	Aug. 2	.....	.....	.....	.....	Burnt at Mauritius April 24, 1846; sent home 80 sperm.
....do	Aug. 12	June 3, 1848	160	2,840	28,000	Sent home 40 sperm.
N. W. Coast...	Nov. 21	Oct. 5, 1849	1,260	178	.....	
Pac. and N. W.	Oct. 16	July 14, 1848	150	2,600	12,000	
Indian Ocean ..	Aug. 27	Apr. 29, 1848	70	700	10,700	Sold to go to California 1849; sailed June 17; returned August 16, captain sick.
N. W. Coast....	Sept. 13	Aug. 22, 1850	76	4,394	17,200	Bought from Philadelphia 1845; sent home 13,411 pounds bone.
Indian Ocean ..	Nov. 6	Apr. 4, 1848	1,050	.....	.....	
Ind. and N. W.	June 14	June 12, 1848	120	2,800	10,000	Sent home 275 sperm, 20,897 pounds bone.
....do	May 21	Oct. 13, 1850	63	39	.....	Sold some oil at Sydney; shipped some thence to London; sent home 11,148 pounds bone.
Pacific Ocean ..	May 23	Nov. 25, 1848	1,500	.....	.....	Sent home 117 sperm.
N. W. Coast....	Oct. 30	May 22, 1848	100	1,400	11,000	Added 1845 from New York.
Indian Ocean ..	July 18	May 15, 1849	243	1,407	14,100	Sent home 240 sperm.
Atlantic	May 18	Mar. 25, 1847	250	.....	.....	Sent home 200 sperm.
Atl. and Ind ...	May 22	July 31, 1847	1,300	.....	.....	
Indian Ocean ..	June 2	Sept. 30, 1848	1,400	200	.....	Sent home 110 sperm.
Ind. and N. W.	July 1	Mar. 23, 1848	250	2,650	10,000	Sent home 21,688 pounds bone.
N. W. Coast....	Oct. 30	.....	.....	3,000	.....	Bought from Boston 1845; shipped oil to London and went into California trade; sent home 5,757 pounds bone.
Ind. and N. W..	June 10	Apr. 29, 1848	150	2,650	24,000	
....do	July 26	June 8, 1848	1,050	1,650	8,000	
Pac. and N. W.	Aug. 26	June 18, 1848	40	1,510	8,000	Sent home 7,172 pounds bone.
Pacific Ocean ..	Oct. 4	May 8, 1848	50	1,600	8,000	Sailed under Capt. W. Taber, but he left the ship and came home sick.
Pac. and N. W.	June 5	May 14, 1848	.....	3,600	38,000	Bought from Salem 1845; sent home 100 sperm.
Indian Ocean..	July 14	Apr. 8, 1850	126	34	.....	
N. W. Coast....	July 31	June 21, 1848	500	1,300	13,000	Third mate, George S. Daniels, killed by a whale 1846; sent home 45 sperm.
Pac. and N. W.	Dec. 3	Apr. 5, 1849	49	3,066	17,600	Bought from Boston 1845; sent home 340 sperm, 22,000 pounds bone.
N. W. Coast...	July 26	Mar. 23, 1848	400	2,900	14,000	
Pac. and N. W.	May 10	Jan. 18, 1847	425	2,225	14,000	Sent home 9,148 pounds bone.
Pacific Ocean ..	Nov. 21	May 22, 1850	665	8	.....	
N. W. Coast....	Oct. 5	Apr. 22, 1848	400	3,400	32,000	Bought from New Orleans 1845; sent home 16,672 pounds bone.
Ind. and N. W.	July 1	July 4, 1847	260	2,200	2,500	Sailed May 1st; May 14th lost first mate, Benjamin Golden, one boat-steerer and three men in a gale; returned June 9th; sent home 16,000 pounds bone.
Indian Ocean ..	Sept. 24	May 27, 1848	350	1,350	6,000	
....do	Nov. 7	May 9, 1850	572	271	1,000	
N. W. Coast ...	Nov. 29	Mar. 12, 1848	100	2,700	1,200	Sent home 70 whale, 29,000 pounds bone.
Ind. and N. W..	Aug. 20	May 4, 1848	250	2,250	14,000	Bought from Newport 1845; sent home 140 sperm, 12,203 pounds bone.
South Seas	Oct. 23	Apr. 4, 1848	200	2,700	29,000	
Ind. and N. W .	June 25	Oct. 16, 1848	450	3,250	17,000	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.
Indian Ocean ..	May 2	Apr. 5, 1848	320	2,080	19,000	
Ind. and N. W..	July 10	Apr. 24, 1849	726	140	.....	Added 1845 from Fairhaven; bought from Salem; shipped oil to London; return of bone not given; sent home 150 whale, 1,400 pounds bone.
....do	May 27	Apr. 6, 1848	300	2,300	500	Sent home 12,805 pounds bone.
....do	Aug. 22	Mar. 11, 1848	25	2,500	15,000	
N. W. Coast....	Oct. 27	May 10, 1848	350	2,000	8,000	Bought from Nantucket 1845.
Indian Ocean ..	Jan. 2	Nov. 7, 1848	1,380	20	.....	Added 1844 from Nantucket.
Ind. and N. W..	Sept. 2	Apr. 28, 1848	130	2,770	10,000	Bought from Nantucket 1845; sent home 21,877 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
New Bedford, Mass.—Continued.				
Olive Branch	Ship	366	G. J. Place	James D. Thompson
Orozimbo	do	588	—— Norton	B. Ricketson
Pantheon	Bark	271	W. Jenney	J. Bourne, jr
Parachute	Ship	331	—— Devoll	B. B. Howard
Rebecca Sims	do	406	—— Taber	William R. Rodman
Robert Edwards	do	356	N. Burgess	J. & J. Howland
Rodman	Brig	83	—— Sowle	B. Ricketson
Roman	Ship	375	H. Shockley	E. C. Jones
Rousseau	do	306	—— Smith	George Howland
Russell	Bark	302	J. O. Morse	Edward Munroe
Saratoga	Ship	543	J. R. L. Smith	Abm. Ashley
Swift	do	321	—— Jenkins	Thomas S. Hathaway
Statira	do	346	—— Adams	Hathaway & Luce
Smyrna	Bark	219	—— Hillman	B. Ricketson
Susan	Ship	261	—— Manchester	A. H. Howland
Timolean	do	346	—— Luscomb	J. Dunbar & Co
Valparaiso	Bark	402	Richard Luce	Hathaway & Luce
W. Hamilton	Ship	463	—— Fisher	I. Howland, jr., & Co
Winslow	Bark	263	—— Simons	Samuel Rodman
Zoroaster	Brig	159	—— Hammond	Pardon G. Seabury
Fairhaven, Mass.				
Acushnet	Ship	359	—— Rogers	Bradford, Fuller & Co
Adeline Gibbs	do	354	—— West	Gibbs & Jenney
Amazon	do	368	—— Smith	Nathan Church
Ansel Gibbs	do	319	—— Merrihew	Gibbs & Jenney
Arab	do	336	—— Braley	E. Sawin
Heroine	do	337	—— West	N. Church
Java	do	294	—— Lucas	Atkins Adams
John A. Robb	do	273	—— Winslow	L. C. Tripp
Lagrange	Bark	280	—— Dexter	Atkins Adams
Lydia	Ship	358	—— Robinson	Sheffield Reed
Martha	do	298	R. N. Smith	N. Church
Oregon	do	339	—— Wimpenny	L. C. Tripp
Pacific	Bark	314	—— Alden	Asa Swift
Sharon	Ship	354	Benjamin Clough	Gibbs & Jenney
South Boston	do	339	—— Hoxie	E. Sawin
Wm. & Henry	do	261	—— Benjamin	I. F. Terry
Dartmouth, Mass.				
Russell	Ship	387	—— Sowle	Prince Sears
Falmouth, Mass.				
Com. Morris	Ship	350	Silas Jones	Oliver C. Swift
Wm. Penn	do	364	—— Wimpenny	do
Mattapoisett, Mass.				
Cachalot	Ship	230	—— Taber	Wilson Barstow
Willis	Bark	164	—— Higgins	R. L. Barstow
Sippican, Mass.				
Hecla	Bark	207	—— Hedge	J. S. Bates
Juno	Brig	123	—— Bates	Elisha Luce
Popmunnet	Bark	184	—— Tilton	Henry M. Allen
Wareham, Mass.				
Inga	Brig	169	—— Cudworth	M. S. F. Tobey
Pleiades	Bark	261	—— Russell	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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.
N. W. Coast....	Oct. 30	Apr. 6, 1848	100	3, 100	11, 100	
Ind. and N. W.	May 15	May 13, 1849	501	1, 140	2, 500	
....do	Sept. 2	Mar. 12, 1848	130	3, 000	16, 000	
New Zealand ..	May 24	June 1, 1849	1, 495	9	.....	Third mate and boats' crew lost; supposed to have been carried down by a whale.
Pacific Ocean ..	June 14	Nov. 17, 1848	2, 200	70	.....	
Atlantic	Oct. 28	May 20, 1846	14	2	....	Added, 1845.
Ind. and N. W..	May 12	Apr. 27, 1847	100	2, 550	24, 000	Sent home 75 sperm, 9,866 pounds bone.
Pacific Ocean..	Aug. 7	Feb. 4, 1849	1, 700	550	7, 000	
....do	Aug. 31	Jan. 17, 1849	2, 300	.....	.....	Went into California trade 1849; sent home 200 sperm.
Pac. and N. W.	Oct. 22	May 5, 1849	222	4, 372	7, 700	Bought from New York 1845; sent home 32,502 pounds bone.
Pacific Ocean..	Aug. 31	Apr. 5, 1849	1, 200	172	200	
N. W. Coast....	Oct. 21	May 15, 1848	210	2, 400	15, 000	Sent home 9,075 pounds bone.
Pacific Ocean..	Oct. 21	June 5, 1849	777	.....	.....	Second mate, Mr. Fisher, died at sea 1848.
Ind. and N. W.	July 28	Nov. 17, 1848	500	750	.....	Sent home 106 sperm.
N. W. Coast....	Aug. 21	Apr. 23, 1848	70	1, 650	11, 000	Condemned and broken up at New Bedford 1849.
Pac. and N. W.	July 28	Mar. 11, 1848	500	2, 500	1, 000	Bought from New York 1845; sent home 50 sperm.
Ind. and N. W.	July 10	Jan. 14, 1848	120	4, 000	15, 000	Sent home 25,740 bone.
South Atlantic.	Apr. 11	Sept. 7, 1849	371	23	.....	Withdrawn for California trade 1849.
Atlantic	July 19	Oct. 15, 1846	260	.....	.....	Sold 1847.
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.
Pac. and N. W.	Oct. 16	July 1, 1848	400	2, 100	7, 000	Sent home 20,070 pounds bone.
Ind. and N. W..	Aug. 2	May 5, 1848	70	2, 230	10, 000	Sent home 9,665 pounds bone.
....do	June 5	July 9, 1849	25	2, 300	14, 000	
South Atlantic.	Nov. 22	June 2, 1849	1, 800	.....	.....	
Ind. and N. W..	June 4	Sept. 14, 1847	190	2, 000	10, 000	
Pac. and N. W	Oct. 20	June 14, 1849	1, 000	300	2, 000	
Pacific Ocean..	Nov. 28	July 16, 1849	900	500	5, 000	Bought from Baltimore 1845.
Ind. and N. W..	July 19	July 11, 1850	340	990	.. ...	Sent home 2,272 pounds bone.
Pacific Ocean..	May 8	Apr. 25, 1848	500	1, 900	4, 000	Bought from Nantucket.
Pac. and N. W.	Oct. 21	July 31, 1848	14	1, 800	15, 000	
....do	June 12	Mar. 10, 1849	1, 750	700	6, 000	
Ind. and N. W..	July 13	June 14, 1849	300	1, 100	5, 000	
....do	May 20	Apr. 23, 1848	200	2, 000	15, 000	Sent home 6,000 pounds bone.
....do	May 24	Apr. 30, 1848	300	2, 000	23, 000	
....do	Sept. 30	Dec. 4, 1848	850	.....	.....	Sold for California 1848.
Ind. and N. W..	June 17	.....	.....	.....	.....	Struck on a sunken rock off Feejee Islands, August 8, 1847; a total loss.
Pacific Ocean..	July 9	Apr. 1, 1849	2, 450	100	.....	Sent home 90 barrels sperm 1845; third mate, E. Chadwick, and his boats' crew capsized and lost on coast of Chili, 1846.
Ind. and N. W..	July 19	.....	.....	.....	.....	Sent home 9,798 pounds bone; totally lost on the Island of Whytootacke, November 26, 1847; had 100 sperm and 1,700 whale; saved 1,200 barrels and sold it at 50 cents per barrel.
Atlantic	Apr. 28	Apr. 10, 1847	850	450	3, 000	New 1845.
....do	Nov. 20	Aug. 13, 1847	70	140	.....	
Indian Ocean ..	Sept. 26	Nov. 10, 1848	450	.....	.....	
Atlantic	June 18	Aug. 21, 1846	300	.....	.....	Withdrawn 1847.
Atl. and Ind ..	Aug. 22	Sept. 10, 1847	300	.....	.....	Sent home 85 barrels sperm 1845; sold to Fairhaven 1847; first mate, —— Lumbert, and one man drowned 1846.
Atlantic	Mar. 25	June 3, 1846	750	.....	.....	
Indian Ocean ..	June 1	Mar. 4, 1848	900	60	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
Westport, Mass.				
Barclay	Bark	167	—— Grinnell	Davis & Corey
Champion	do	209	—— Gifford	Andrew Hicks
Catherwood	Brig	199	—— Cushing	Thomas W. Mayhew
Dr. Franklin	Bark	171	—— Hazard	Job Davis
Harbinger	Ship	262	—— Brownell	Davis & Corey
Mexico	Brig	130	—— Wing	do
President	Bark	167	—— Little	Andrew Hicks
Th. Winslow	do	126	—— Baker	T. W. Mayhew
Nantucket, Mass.				
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	336	Benjamin C. Sayer	
Cyrus	do	328	Alex. M. Myrick	George Myrick, jr
David Paddack	do	352	Charles B. Swain, 2d	D. Jones
Edward Cary	do	353	Benjamin C. Sayer	C. G. & H. Coffin
Elizabeth Starbuck	do	381	Elijah Parker	Levi Starbuck
Enterprise	do	413	Samuel C. Wyer	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 & N. Rand
Howard	do	364	Alexander Bunker	Timothy Hussey
Japan	do	33[illegible]	Valentine S. Riddell	Barker & Athearn
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	365	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	Matt. 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	Veranus Smith	French & Coffin
Tyleston	Brig			David Thain
United States	Ship	372	Calvin G. Worth	Barrett & Upton
Edgartown, Mass.				
Champion	Ship	399	—— Merry	Grafton Norton
Pavillion	Brig	150	—— Adams	Calvin C. Adams
Vesta	do	156	—— Mayhew	Benjamin Worth
Holmes' Hole, Mass.				
Delphos	Ship	338	—— West	Thomas Bradley
Malta	Brig	150	—— Smith	Thomas Barrows

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	June 5	Nov. 22, 1846	200	.....	.....	
....do	Sept. 10	Nov. 5, 1846	450	50	.....	
....do	Oct. 14	Jan. —, 1848	450	.....	.....	
....do	July 26	Oct. 11, 1846	320	17	.....	
Indian Ocean	Jan. 2	Oct. 1, 1847	450	.....	.....	
Atlantic	Oct. 8	Oct. 11, 1846	400	.....	.....	
....do	Aug. 22	Apr. 8, 1846	65	.....	.....	Returned in consequence of the death of Captain Little; sailed again in 1846.
....do	June 22	May 22, 1846	280	.....	.....	
Pacific Ocean	Nov. 5	July 22, 1849	1,270	390	.....	Sold 100 barrels sperm.
....do	May 19	June 25, 1848	1,980	34	.....	
....do	June 29	July 4, 1848	1,936	66	.....	Sent home 161 barrels sperm 1845; sold 118 barrels sperm; struck on the "Hedge Fence" going out; returned and sailed July 18.
....do	June 4	.....	.....	.....	.....	Lost on Corvo June, 1845.
....do	May 9	.....	.....	.....	.....	Sent home 12 casks sperm 1845; condemned at Rio Janeiro December, 1845.
....do	Dec. 8	.....	.....	.....	.....	Lost in La Perouse Straits with a full cargo, mostly whale.
....do	Oct. 9	Mar. 28, 1848	175	2,232	11,000	Sent home 11,578 pounds of bone.
....do	Dec. 29	.....	.....	.....	.....	Condemned at Monterey.
....do	Dec. 28	Jan. 2, 1850	2,108	.....	.....	
....do	Nov. 18	.....	.....	.....	.....	Shipped 8,000 gallons oil to London; condemned at Seychelle Islands 1847.
....do	July 13	May 1, 1849	1,463	.....	.....	
....do	July 15	June 28, 1849	1,910	.....	.....	
....do	Feb. 17	July —, ——	385	.....	.....	
....do	Nov. 29	.....	.....	.....	.....	Condemned and sold at Sydney.
....do	Sept. 25	May 3, 1849	1,199	456	5,000	
....do	Aug. 12	June 30, 1849	1,080	290	.....	
....do	July 16	Apr. 19, 1850	1,448	136	.....	Sold to New Bedford 1850.
....do	Sept. 21	June 8, 1849	1,667	10	.....	
....do	May 31	Aug. 6, 1848	541	1,945	5,000	Sold 20 sperm and 40 whale.
....do	Aug. 17	Mar. 9, 1849	294	1,320	.....	Third mate, —— Fuller, and three men drowned by the staving of a boat by a whale; sold in California; sold 290 whale.
....do	Oct. 13	May 7, 1850	1,671	.....	.....	
....do	Aug. 17	Jan. 7, 1850	2,051	.....	.....	
....do	July 3	June 5, 1849	1,825	30	.....	
....do	May 31	July 4, 1848	1,771	30	.....	Sent home 25 casks sperm 1845; sold 250 sperm, 50 hump; built 1845 at Mattapoisett.
....do	July 15	.....	.....	.....	.....	Condemned at New Zealand; repaired and sold by Captain Ray, in California.
....do	Sept. 4	May 31, 1849	2,017	26	.....	Jos. T. Upham, first mate, killed by a whale.
....do	June 15	May 10, 1849	59	2,700	24,000	Bought 1845; sold for California 1849; formerly a merchantman; built at Portsmouth, N. H., 1827.
....do	Oct. 31	Feb. 8, 1851	2,660	226	.....	Built 1845; fitted from Boston; sold 70 sperm; sold to New Bedford 1851.
.....	.....	.....	.....	.....	.....	
Pacific Ocean	Dec. 8	.....	.....	.....	.....	Lost in December, 1849, near Tongataboo.
Pacific Ocean	July 9	Mar. 10, 1848	140	2,150	14,000	
South Atlantic	Dec. 27	Aug. 27, 1847	320	.....	.....	
Atlantic	Mar. —	Oct. 14, 1846	300	.....	.....	
N. W. Coast	Aug. 18	.....	.....	.....	.....	Sent home 75 barrels sperm 1845; struck on a reef near Palmerston's Island, S. P., and sunk in 15 minutes, with cargo of 1,400 barrels whale, 250 barrels sperm; two of the crew lost.
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.
1845.				
Plymouth, Mass.				
Maracaibo	Brig	93	—— Nickerson	Atwood L. Drew
Yeoman	Bark	175	—— Gooding	Bradford Barnes, jr
Provincetown, Mass.				
Belle Isle	Schooner	104	—— Howard	Parker Cook
Cadmus	Brig	130	—— Soper	Samuel Soper
Carter Braxton	Ship	132	—— Martin	J. Adams
Council	Schooner	100	—— Genn	Samuel Cook
Edwin	do	100	—— Cook	Lemuel Cook
Fairy	Bark	186	—— Cook	Ebenezer Cook
Franklin	Brig	172	—— Nickerson	S. Soper
Gem	do	162	—— Nickerson	Timothy P. Johnson
Grand Island	Schooner	100	—— Cook	S. Cook
Jane Howe	Brig	130	—— Bowley	
Joshua Brown	Schooner	113	—— Genn	Abraham Small, jr
John Adams	do		—— Higgins	
Louisa	do	98	—— Cook	Samuel Cook
Medford	do	105	—— Cook	P. Cook
Outesie	do	110	—— Chapman	C. A. Crozier
Parker Cook	Brig	135	—— Smith	
Phenix	do	150	—— Small	Abraham Small
Rienzi	do	101	—— Small	
Rienzi	Schooner	115	—— Cook	A. Cook
Spartan	Bark	188	—— Cook	A. Small
Stranger	Schooner	100	—— Sparks	S. Hillyard
Tarquin	do	100	—— Sparks	H. Sparks
Fall River, Mass.				
Ann Maria	Bark	196	—— Jefferson	Jesse Eddy
Caravan	Ship	330	—— Manchester	J. W. Lindsey
Leonidas	Brig	12[illegible]	—— Cornell	Nathan Durfee
Pantheon	Bark	284	—— Dimon	do
Sol. Saltus	Ship	316	—— Fales	do
Providence, R. I.				
Lexington	Bark	201	—— Saunders	J. L. Joslin
Lion	Ship	298	—— Howland	Lloyd Bowers
Bristol, R. I.				
Anna	Ship	22[illegible]	—— Moore	Byron Diman
Warren, R. I.				
Benj. Rush	Ship	385	—— Smith	Child & Coffin
Dromo	Bark	267	—— Grinnell	C. F. Child
Hector	do	227	—— Martin	R. B. Johnson
Harvest	do	300	—— Bowen	Child & Johnson
Lafayette	Ship	341	—— Bowen	Coffin & Gardner
Magnet	do	35[illegible]	—— Wilbur	Joseph Smith
Philip Tabb	do	40[illegible]	—— Jolls	Driscol & Child
Sarah	Bark	286	—— Rice	John R. Wheaton
Triton	Ship	345	—— Jolls	S. P. Child
Newport, R. I.				
America	Bark	217	—— Smiley	W. H. Smiley & C. E. Bell
Audley Clark	Ship	331	—— Griswold	P. Clarke & T. Bush
Catharine	Schooner	75	—— Smiley	W. H. Smiley
Helen	Brig	120	—— Davis	William Price
Martha	Ship	271	E. Gifford	R. P. Lee
Lynn, Mass.				
Com. Preble	Ship	323	—— Lamphier	Andrews Breed
Wm. Badger	do	397	—— Perkins	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Mar. 12	July 7, 1846	260	30	.....	
Indian Ocean	July 2	Sept. 22, 1846	500	.....	.....	Sent home 170 barrels sperm 1845; withdrawn 1849.
Atlantic	Jan. 29	Sept. —, 1845	125	.....	.....	
....do	Mar. 12	Oct. 31, 1845	110	.....	.....	Bought from Marblehead 1844.
....do	Feb. 24	Aug. 8, 1846	300	70	.....	Withdrawn 1846.
Sts. Belleisle	May 13	Oct. —, 1845	60	70	.....	
.....	Apr. 2	Sept. —, 1845	170	.....	.....	
Atlantic	Mar. 28	Aug. 11, 1846	610	40	.....	
....do	Feb. 26	Apr. —, 1846	340	.....	.....	
....do	Mar. 17	Oct. 20, 1845	200	.....	.....	
....do	Apr. 2	June 7, 1846	17	.....	.....	
....do	Apr. 23	Sept. —, 1845	60	.....	.....	New 1845; withdrawn 1846.
....do	July 24	Nov. 22, 1845	.....	6	.....	Blackfish-oil; withdrawn 1845.
....do	Apr. 12	Sept. —, 1845	170	.....	.....	
....do	Mar. 12	Aug. 12, 1845	250	90	.....	
....do	Apr. 23	June 6, 1846	230	30	.....	Added 1844.
....do	Apr. 12	Oct. —, 1845	.....	200	.....	Withdrawn 1846.
....do	May 21	Aug. —, 1846	180	.....	.....	
....do	Mar. 22	May 9, 1846	430	.....	.....	
....do	May 15	Oct. 31, 1845	180	.....	.....	
....do	Mar. 4	Sept. —, 1845	310	10	.....	
....do	July 22	Apr. 12, 1847	350	.....	.....	Withdrawn 1847.
....do	May 4	Oct. —, 1845	20	120	.....	Added 1844; withdrawn 1846.
....do	Mar. 17	Aug. 14, 1845	70	100	.....	Added 1844.
Atlantic	June 2	.....	.....	.....	.....	Lost 1847.
Pacific Ocean	Nov. 11	May 5, 1849	250	2, 850	49, 000	Bought from Newburyport 1845.
Atlantic	Aug. 17	Apr. 2, 1847	200	30	.....	Sold to Westport 1848.
N. W. Coast	Oct. 25	Apr. 28, 1849	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.
Pacific Ocean	Oct. 3	Mar. 12, 1848	150	2, 000	20, 000	
Indian Ocean	July 17	Nov. 18, 1850	40	.....	.....	Sold to New Bedford 1850.
Pacific Ocean	Aug. 28	July 8, 1849	2, 100	60	.....	
Pacific Ocean	Jan. 2	Dec. 10, 1848	700	100	.....	Sold for California 1848.
N. W. Coast	Oct. 13	Mar. 1, 1848	35	2, 500	7, 000	
Indian Ocean	July —	June 26, 1848	900	300	.....	Bought from Salem 1845.
Pacific Ocean	July 8	Dec. 4, 1847	1, 000	.....	.....	Sent home 60 barrels sperm 1845.
N. W. Coast	.....	May 17, 1849	100	1, 000	.....	Added 1845; withdrawn 1849.
Indian Ocean	July 22	July 4, 1848	550	850	.....	
N. W. Coast	Aug. 8	.....	.....	.....	.....	Condemned at Callao March, 1848.
....do	Sept. 8	.....	500	25	.....	Condemned at Honolulu May, 1847.
Pacific Ocean	July 22	Feb. 9, 1849	1, 300	.....	.....	Bought from Boston 1845; sold to New Bedford 1849.
N. W. Coast	Jan. 14	May 18, 1848	1, 119	790	44, 000	Sold 190 sperm.
South Atlantic	Aug. 31	Sept. 9, 1847	.....	1, 400	.....	
N. W. Coast	Jan. 14	Aug. 1, 1848	950	.....	.....	Sold for California 1848.
Patagonia	Sept. —	.....	.....	.....	.....	Tender to bark America; lost at South Shetland 1847.
Atlantic	Nov. 29	Sept. 6, 1846	150	.....	.....	Sold to New Bedford 1849.
Pacific Ocean	Apr. 21	June 11, 1849	1, 100	.....	.....	
Ind. and N. W	July 19	June 23, 1848	180	1, 800	.....	Sent home 13,114 pounds of bone.
Indian Ocean	Oct. 17	Feb. 11, 1849	900	1, 600	.....	Bought from Boston 1845; withdrawn 1849.

Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
Salem, Mass.				
Henry	Bark	262	—— Lind	James W. Cheever
Stonington, Conn.				
Autumn	Bark	181	—— Perry	Elisha Faxon, jr
Bolton	...do	220	—— Lewis	Charles P. Williams
Byron	...do	170	—— Reed	John F. Trumbull
Cincinnati	Ship	457	F. Stanton Williams	F. Pendleton & Co
Cabinet	...do	305	—— Bottum	J. F. Trumbull
Cynosure	Bark	230	—— Simonds	...do
Cavalier	...do	295	—— Marchant	Charles P. Williams
Corvo	Ship	349	—— Burell	...do
Fellowes	...do	268	—— Babcock	...do
George	...do	251	—— 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
New London, Conn.				
Alert	Ship	398	—— Middleton	Havens & Smith
Atlantic	...do	700	William Peck	Miner, 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	412	—— Long	Perkins & Smith
Charles Henry	...do	265	—— Allen	...do
Corea	...do			
Carolina	...do	395	Charles Prentiss	Stoddard & Learned
	...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	—— Sistaire	Weaver & Rogers
G. Washington	...do	620	—— Holt	Williams & Barnes
George & Mary	...do	356	—— 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	Miner, Lawrence & Co
Paliadium	...do	342	—— McLane	Frink, Chew & Co
Pembroke	Bark	199	—— Lax	Miner, Lawrence & Co
Peruvian	Ship	388	—— Brown	Stoddard & Learned
Robert Boune	...do	505	—— Baker	N. & W. W. Billings

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	June 12	.....	300	600	.....	Wrecked on the Marquesas Islands; got off and was taken to Tahiti and sold; 800 barrels oil saved.
Pacific Ocean ..	Nov. 13	June 17, 1849	950	.....	.....	Bought from New York 1845; sold for California 1849.
....do	June 25	Mar. 8, 1848	700	.....	.....	Sold to Boston 1849.
Falkland Islds .	Aug. 12	Feb. 15, 1850	.....	900	8, 000	
N. W. Coast....	Nov. 24	Mar. 9, 1849	300	2, 500	6, 000	Added 1845.
New Holland ..	May 29	Apr. 30, 1848	40	1, 950	13, 000	
Indian Ocean ..	Aug. 17	.....	.....	.....	.....	Bought from Boston 1845; sent home 110 barrels sperm 1845; the Cynosure was sold in Bahia 1847.
N. Z. & N.W	Aug. 5	May 27, 1848	30	1, 470	14, 000	Bought from Salem 1845.
Coast of Chili ..	May 31	Mar. 2, 1847	70	3, 400	30, 000	Withdrawn 1847.
Pacific Ocean ..	June 7	June 18, 1850	400	1, 200	16, 000	
N. Z. & N.W	July 31	June 20, 1849	70	1, 400	6, 000	
Indian Ocean ..	Dec. 6	.....	.....	.....	.....	Sold at Rio Janeiro (?) 1848 by the captain; also 600 sperm.
.....	June —	May 4, 1848	430	1, 100	6, 000	Sent home 30 barrels sperm 1845.
Ind. and N.W ..	Nov. 4	Mar. 8, 1848	100	2, 700	8, 000	Bought from New York 1845; sent home 15,380 pounds of bone.
N. W. Coast....	May 24	.....	.....	.....	.....	Burned at sea July 11, 1845, outward bound.
Ind. and N.W ..	June 16	May 24, 1847	50	2, 800	2, 800	Sent home 27,120 pounds of bone.
....do	Aug. 4	Apr. 24, 1848	50	5, 500	23, 000	Formerly the Westchester of New York; added 1845; Captain Beck died at sea October, 1846; sent home 26,607 pounds of bone.
Indian Ocean ..	May 3	Apr. 21, 1847	70	1, 700	15, 000	
Ind. and N.W ..	July 7	Apr. 6, 1848	160	3, 840	3, 000	Sent home 14,495 pounds of bone.
Indian Ocean ..	June 2	Apr. 26, 1847	100	2, 100	23, 000	Sent home 21,135 pounds of bone.
Ind. and N.W ..	Sept. 3	Apr. 29, 1848	150	1, 650	11, 000	
....do	Sept. 17	June 3, 1848	120	1, 480	14, 000	
Indian Ocean .	Aug. 21	.....	.....	.....	.....	Condemned and sold at Honolulu 1849; had 40 sperm, 900 whale; sent home 5,000 pounds of bone.
Desolation Isld	Aug. 26	May 24, 1847	.....	3, 500	14, 000	
Ind. and N.W ..	July 15	.....	50	1, 600	18, 000	Struck on a bar near Montauk Point, homeward bound, and was lost; cargo mostly saved; had sold 200 barrels whale at Hobart Town.
.....	.....	June 1, 1849	250	2, 450	.....	
Ind. and N.W ..	July 1	May 20, 1847	100	2, 100	1, 500	Bought from New York 1845; sent home 20,237 pounds of bone; sold 1847.
N. W. Coast....	Oct. 21	.....	.....	.....	.....	
....do	Aug. 10	Apr. 7, 1848	260	3, 400	3, 500	Bought from New York 1845.
Ind. and N.W ..	Apr. 22	Mar. 5, 1847	250	1, 150	12, 000	
Falkland Islds .	July 2	.....	.....	.....	.....	Added 1845; lost on coast of Patagonia October 26, 1845.
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.
....do	June 18	May 2, 1847	75	3, 025	3, 500	Sent home 28,784 pounds of bone.
Ind. and N.W ..	June 2	May 5, 1848	300	2, 700	18, 000	Sent home 20,020 pounds of bone.
....do	June 21	Mar. 27, 1848	200	1, 150	2, 000	Bought from Boston 1845.
....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 28,059 pounds of bone.
....do	June 2	May 26, 1847	250	2, 350	1, 600	
Whaling and sealing.	July 6	.....	.....	.....	.....	Seized in Chiloe, 1846, for infringement on the laws; released November, 1847, and sold at Valparaiso.
Ind. and N.W ..	July 1	May 27, 1847	150	3, 850	40, 000	Sold to Boston for a merchantman 1848.
....do	July 10	Mar. 13, 1848	250	2, 700	10, 000	Withdrawn for California trade 1848; sent home 25,938 pounds of bone.
N. W. Coast....	Aug. 4	June 29, 1848	150	3, 100	31, 000	
....do	June 16	May 24, 1847	150	2, 250	10, 000	
Indian Ocean ..	May 18	May 4, 1847	240	1, 400	14, 000	
Indian and N.W	July 24	Apr. 13, 1848	600	1, 100	1, 000	
....do	June 10	May 8, 1848	180	4, 400	22, 000	Sent home 21,990 pounds bone. Built at Stonington, 1832.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
Sag Harbor, N. Y.				
American	Bark	284	William Pierson	S. & B. Hunting & Co
Ann Mary Ann	Ship	380	I. Winters	Mulford & Sleight
Cadmus	Bark	307	—— Smith	do
Columbia	do	285	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	Huntting Cooper
Hamilton	Ship	322	—— Babcock	Charles T. Dering
Hannibal	do	311	—— Canning	S. & B. Huntting & Co
Henry	do	333	—— Brown	S. L'Hommedieu
Henry Lee	do	409	B. C. Payne	S. & B. Huntting & 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	Huntting Cooper
Laurens	Bark	420	—— Eldredge	Tiffany & Halsey
Marcus	do	283	—— Ryder	N. & G. Howell
Neptune	Ship	388	—— Nichols	S. & B. Huntting & Co
Ontario, 2d	do	489	B. R. Green	Post & Sherry
Oscar	do	369	—— Green	Huntting Cooper
Plymouth	do	425	L. B. Edwards	Cook & Green
Romulus	do	233	P. Winters	Ezekiel Mulford
Superior	Bark	275	—— Mulford	Post & Sherry
Tuscany	Ship	299	—— Goodale	John Budd
Washington	do	340	—— Sandford	Huntting Cooper
Greenport, N. Y.				
Bayard	Ship	339	J. W. Fordham	H. & N. Corwin
Caroline	do	252	—— Halsey	Wiggins & Parsons
Delta	do	314	D. Weeks	H. & N. Corwin
Nile	do	403	—— Case	Ireland, Wells & Carpenter.
Roanoke	Bark	252	—— Baldwin	Wiggins & Parsons
Sarah and Esther	Ship	157	—— Bennett	Ireland, Wells & Carpenter.
Triad	do	336	—— Horton	H. & N. Corwin
New Suffolk, Mass.				
Gentleman	Bark	227	A. G. Post	Ira B. Tuthill
Cold Spring, N. Y.				
N. P. Tallmadge	Ship	370	—— Mumford	John H. Jones
Sheffield	do	579	—— White	do
Tuscarora	do	379	—— Doan	do
Mystic, Conn.				
Aeronaut	Ship	265	—— Holmes	Charles Mallory
Blackstone	Bark	258	—— Bellows	do
Eleanor	Ship	301	—— Pendleton	George W. Ashbey & Co
Globe	do	316	—— West	Joseph Avery
Hellespont	do	346	—— Manwarring	I. & W. P. Randall
Highlander	do	238	—— Cleaveland	G. W. Ashbey & Co.
Leander	Bark	213	—— Brereton	C. Mallory
Robin Hood	Ship	395	—— Pendleton	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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.
South Seas....	July 21	Apr. 29, 1848	.....	3, 100	10, 000	Sent home 21,381 pounds bone.
N. W. Coast....	Sept. 2	May 12, 1847	150	1, 850	8, 000	
... do	July 11	June 5, 1848	200	2, 100	11, 000	Sent home 7,000 pounds bone.
....do	Aug. 24	May 20, 1847	25	700	8, 000	Returned home in consequence of mutiny among the crew.
....do	July 21	July 4, 1848	200	2, 450	15, 000	Sold for California 1848.
....do	Oct. 30	May 20, 1848	100	2, 000	10, 000	
....do	Aug. 9	July 8, 1847	400	1, 250	12, 000	Sent home 90 barrels sperm 1845.
....do	Sept. 5	Apr. 29, 1848	55	1, 300	12, 000	
South Seas....	Oct. 16	.....	.....	.....	.....	Condemned at Rio Janeiro 1849; sent home 2,000 whale, 9,360 pounds bone.
N. W. Coast...	Aug. 22	May 24, 1847	130	1, 900	.....	Sent home 17,610 pounds bone; sold 1847.
....do	June 17	May 24, 1847	35	2, 800	27, 000	
....do	Sept. 15	May 8, 1848	.....	2, 300	.....	Sent home 18,839 pounds bone; withdrawn.
....do	July 4	July 27, 1847	200	2, 100	20, 000	
Indian and N.W	July 15	May 24, 1847	55	2, 600	23, 000	
N. W. Coast...	June 13	Mar. 11, 1849	60	4, 300	13, 000	Sent home 33,060 pounds bone.
....do	Dec. 6	.....	.....	.....	.....	Bought from Boston 1845; wrecked at Pell's Island, May 24, 1846.
... do	Aug. 21	Jan. —, 1848	.....	1, 400	.....	Bought from Kennebunk 1845.
Indian and N.W	July 4	May 24, 1847	80	1, 470	12, 000	
N. W. Coast...	July 23	July 2, 1849	.....	2, 700	17, 000	Sold for California 1849.
N. Z. and N. W	Aug. 13	Apr. 22, 1848	80	3, 600	17, 000	Sent home 23,196 pounds bone.
N. W. Coast...	Dec. 9	May 9, 1849	.....	2, 800	30, 000	Sold to Mattapoisett 1849.
....do	Dec. 2	Apr. 30, 1849	.....	4, 800	13, 000	Bought from Boston 1845; sent home 16,000 pounds bone.
South Atlantic	Sept. 24	Aug. 18, 1846	.....	.....	.....	Captain Winters returned home sick 1846. No report.
N. W. Coast...	July 9	June 6, '847	75	1, 125	9, 000	
....do	June 18	Apr. 26, 1847	180	1, 300	13, 000	Sent home 13,553 pounds bone.
....do	July 7	May 24, 1847	200	1, 400	13, 000	
N. W. Coast...	Dec. 9	May 13, 1849	.....	2, 700	17, 000	
....do	July 12	July 26, 1847	.....	950	9, 000	
....do	Sept. 9	June 4, 1848	70	2, 380	15, 000	
....do	Oct. 15	June 7, 1848	17	2, 400	14, 000	Bought from New York 1845; second mate, F. Ackley, died January 1846.
South Seas....	Sept. —	May 21, 1847	100	1, 500	15, 000	
South Atlantic	Oct. 15	.....	.....	.....	.....	
N. W. Coast...	June 22	Apr. 7, 1848	180	1, 700	5, 000	
S. A. and India	Nov. 13	May 10, 1848	300	200	1, 500	
N. W. Coast ..	June 5	May 1, 1848	45	1, 775	....	
....do	Nov. 11	Feb. 7, 1849	200	4, 000	22, 000	Bought from New York 1845; sent home some oil and bone.
....do	Aug. 12	Mar. 24, 1848	300	150	1, 000	
N. W Coast ..	Oct. 13	Aug. 14, 1848	370	1, 050	.....	
Indian and N.W	July 7	.....	.....	.....	.....	Condemned at Cape Town 1846.
N. W. Coast...	Aug. 12	Apr. 5, 1849	150	1, 850	5, 000	Sent home 13,500 pounds bone; sold for California 1849.
....do	Oct. 28	.....	.....	.....	.....	Added 1845; sent home 5,191 pounds bone; condemned at Valparaiso 1849; had 100 sperm; 3,000 whale.
Indian and N.W	July 3	Apr. 30, 1848	50	2, 800	12, 000	Sent home 13,552 pounds bone; bought from New York 1845.
Pacific Ocean ..	July 21	.....	.....	.....	.....	Added 1845; condemned at Talcahuano 1849; sent home 600 sperm.
Crozette Islands	Aug. 15	July 7, 1847	70	1, 030	8, 000	
N. W. Coast....	Oct. 8	June 26, 1848	200	3, 400	34, 000	Bought from Boston 1845.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1845.				
Mystic, Conn.—Continued.				
Romulus	Ship	36	—— Montgomery	C. Mallory
Trescott	do	341	—— Mallory	do
Boston, Mass.				
Ontario	Schooner	10		
Portsmouth, N. H.				
Ann Parry	Ship	34	—— Dennett	James Kennard
1846.				
New Bedford, Mass.				
Adeline	Ship	32	—— Jernegan	I. Howland, jr., & Co
Alexander	do	421	—— Reynard	J. A. Parker
Amethyst	do	35	—— Howes	J. A. Parker & Son
Brandt	do	31	—— Sampson	Alexander Gibbs
Benj. Tucker	do	34	J. R. Sands	Charles R. Tucker & Co
Braganza	do	47	—— Devol	Pope & Morgan
Brunswick	do	29	—— Almy	B. Ricketson
California	do	39	—— Fisher	I. Howland, jr., & Co
Canada	do	54	W. H. Reynard	B. Ricketson
Caroline	do	364	—— Carey	William Gifford
Chas. Drew	do	344	—— Coffin	do
Canton	do	40	—— Fisher	Perry & Tillinghast
Chase	Bark	15	—— Brownell	B. Ricketson
Charles Frederick	Ship	317	H. P. Barnes	J. A. Parker & Son
China	do	370	—— Fisher	William Phillips
Cicero	do	25	Jacob Howland	Lemuel Kollock
Cortes	do	382	—— Swift	George Howland
Courier	do	381	—— Holley	Randall & Haskell
Cherokee	Bark	261	—— Cleaveland	Hathaway & Luce
Clarice	do	237	—— Gifford	Edward C. Jones
Condor	Ship	34	J. Taber	C. W. Morgan
Cornelia	Bark	216	—— Flanders	L. Kollock
Chas'tn Packet	do	184	—— Besse	Thomas Knowles & Co
Coral	Ship	370	—— Seabury	Gideon Allen
Congress	do	33	Charles Little	E. C. Jones
Congaree	do	321	—— Cushman	Thomas Wilcox
Desdemona	do	29	Walter Taber	T. & A. R. Nye
Edward	Bark	274	—— Luce	T. Knowles & Co
Emily Morgan	Ship	36	—— Ewer	William J. Rotch
Euphrates	do	365	—— Edwards	Edw. W. Howland
Falcon	do	27	—— Kirby	Wilcox & Richmond
Florida	do	33	—— Gray	E. C. Jones
Franklin	Bark	273	I. Davis	West & Paine
Franklin	Ship	333	—— Hazard	W. P. Howland
Fabius	do	432	—— 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
Lagoda	Ship	341	—— Finch	Jona. Bourne, jr
Mary Frazier	do	288	James Smith	A. H. Howland
Milwood	Bark	254	F. W. Deane	G. Allen
Maria	do	202	—— Coffin	Samuel W. Rodman
Milo	Ship	398	—— Plaskett	Thomas R. Robeson
Montezuma	Bark	195	—— Allen	Ingalls & Lucas
Mount Vernon	Ship	352	A. Covell	D. R. Greene & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
N. W. Coast...	June 13	July —, 1848	.....	1,750	.....	
Indian and N. W	Aug. 25	Sept. 29, 1848	50	3,450	18,000	Withdrawn for California 1848.
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	359	2,861	19,300	Sent home 492 barrels whale, 27,000 pounds bone.
....do	June 22	Feb. 24, 1848	400	2,400	25,000	
....do	Nov. 5	Apr. 24, 1850	1,806	632	7,100	
Indian Ocean .	Oct. 10	Sept. 17, 1849	266	1,540	1,000	
Pacific Ocean .	July 6	Apr. 1, 1849	188	2,509	23,800	Sent home 800 whale and some bone.
Pacific and N. W	Sept. 8	Mar. 15, 1850	169	3,661	25,300	Sent home 35 barrels sperm.
South Seas	Sept. 18	Sept. 30, 1848	250	2,250	22,000	
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 28,799 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	156	2,462	21,500	
Pacific Ocean ..	Aug. 17	Mar. 24, 1850	732	1,830	4,200	Third mate, Hiram Gifford, died at Cape Town, May, 1848; sent home 9,679 pounds bone.
South Atlantic	Oct. 10	Aug. 14, 1848	420	20	.....	Went into the California trade 1849.
Pacific Ocean ..	Sept. 19	May 12, 1850	1,790	26	.....	
....do	July 2	June 2, 1850	2,138	38	.....	Second mate, Obed H. Coleman, taken out of boat by a line, 1846.
Indian Ocean .	Sept. 10	June 11, 1849	350	400	.....	
Pacific Ocean ..	Nov. 15	Jan. 14, 1849	125	2,675	15,000	Third mate, George Bailey, killed by a whale 1847.
....do	Oct. 10	Aug. 6, 1850	1,800	366	.....	
Indian and N. W	Aug. 6	Apr. 7, 1849	288	2,341	16,000	
Indian Ocean ..	Sept. 5	July 11, 1849	837	10	.....	
....do	July 7	Mar. 7, 1848	320	2,600	24,000	
....do	June 23	July 31, 1848	630	70	4,600	Sent home 100 sperm.
South Seas....	Oct. 7	May 27, 1848	420	180	1,500	
Pacific Ocean .	Nov. 17	June 11, 1850	3,350	.....	.....	Cargo sold for $123,000.
N. W. Coast...	June 21	Nov. 24, 1848	850	1,400	13,000	
Pacific Ocean ..	Nov. 22	Oct. 27, 1850	2,325	.....	.....	Added 1846, from Boston.
....do	Oct. 28	June 2, 1849	1,884	.....	.....	
Indian Ocean .	June 7	Apr. 1, 1849	1,750	.....	.....	
Pacific and N. W	Sept. 12	July 10, 1849	403	2,230	19,900	
....do	Aug. 5	Mar. 11, 1849	93	2,405	6,200	Sent home 40 sperm, 12,200 bone.
Indian and N. W	July 22	May 6, 1849	40	1,010	7,000	
Ind. and N. W	Aug. 2	Sept. 7, 1848	750	1,900	17,000	Third mate, G. Thing, drowned by staving of boat by a whale, December 25, 1846.
Indian Ocean ..	May 16	Sept. 23, 1849	815	.....	.....	Captain Davis came home sick 1848.
N. W. Coast ..	Nov. 3	Apr. 30, 1850	1,563	459	500	
Pacific Ocean ..	Aug. 10	Jan. 8, 1849	200	2,400	6,000	
....do	Jan. 19	Apr. 30, 1849	954	20	.....	
....do	June 25	Dec. 27, 1849	1,450	50	.....	
Ind. and N. W	Aug. 10	June 25, 1849	1,085	620	.....	
....do	Aug. 1	May 23, 1849	3	3,022	40,000	
Indian and Pac	Aug. 15	.....	175	70	.....	Lost in Table Bay, Cape Good Hope, April, 1847; oil saved.
Indian Ocean ..	Sept. 7	June 13, 1849	552	542	.....	
Pac. and N. W	Aug. 25	Apr. 24, 1850	68	2,736	5,400	Sent home about 23,000 pounds bone.
Ind. and N. W..	Aug 6	July 7, 1849	639	1,780	8,000	
Indian Ocean ..	July 29	Nov. 21, 1850	77	.....	.....	
....do	July 25	Sept. 1, 1849	1,013	.....	.....	
Pacific Ocean ..	July 21	Apr. 5, 1849	308	2,869	19,900	
Indian Ocean ..	Oct. 10	Aug. 14, 1849	790	.....	.....	Added 1846, from Wareham.
N. W. Coast ...	Aug. 6	July 11, 1849	140	3,140	32,000	First mate, John L. Spooner, killed by a whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1846.				
New Bedford, Mass.—Continued.				
Nassau	Ship	408	—— Weeks	Jireh Perry
Newton	do	283	—— Hale	J. Bourne, jr
Octavia	do	257	J. J. Pell	G. Allen
Peri	Bark	191	—— Mayhew	Rodney French
Phocion	Ship	266	—— Worth	J. R. Thornton
Persia	Bark	240	—— Manch ster	L. Kollock
Rhine	do	171	—— Francis	E. C. Jones
Roscoe	do	233	—— A. S. Tobey	J. Bourne, jr
Rodman	Brig	85	—— Flanders	B. Ricketson
Roscius	Bark	300	—— Winslow	W. P. Howland
Sarah Louisa	Brig	144		William R. Rodman
Seine	Ship	281	—— Slocumb	Rodney French
St. Peter	do	267	—— Simmons	J. B. Wood & Co
Tobacco Plant	do	271	A. Allen	W. P. Rodman
Trident	do	449	—— Stetson	J. A. Parker & Son
Triton	do	300	—— Spencer	I. Howland, jr., & Co
Triton, 2d	Ship	315	—— King	C. R. Tucker & Co
Uncas	do	415	C. W. Gelett	A. H. Howland
Waverly	do	327	—— Crowell	I. Howland, jr. & Co
W. Thompson	do	495	—— Ellis	Jireh Perry
Wade	Bark	261	—— Bradbury	A. H. Howland
Fairhaven, Mass.				
Arab	Bark	270	—— Terry	I. F. Terry
Atkins Adams	Ship	330	—— Lane	Atkins Adams
Columbus	do	382	—— Fish	Gibbs & Jenney
E. L. B. Jenney	do	380	—— Allen	do
Eliza Adams	do	403	E. Harding	Atkins Adams
Favorite	Bark	293	—— Young	F. R. Whitwell
Friendship	Ship	360	William Stott	Gibbs & Jenney
George	do	360	—— Marston	Fish & Huttlestone
Harvest	Bark	314	—— Lakey	Jabez Delano, jr
Leonidas	Ship	243	J. N. Tatch	Jenney & Tripp
Maine	do	294	—— Netcher	E. Sawin
Mary Ann	do	335	—— Taber	L. C. Tripp
Sam Robertson	do	421	J. K. Turner	I. F. Terry
Wm. Wirt	do	387	Jesse Luce	Warren Delano
Wolga	Bark	285	—— Luce	James Tripp
Dartmouth, Mass.				
Gov. Hopkins	Brig	111	—— Pease	D. H. Bartlett
Mattapoisett, Mass.				
America	Brig	148	—— Lambert	R. L. Barstow
Annawan	do	159	—— Mayhew	Seth 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	—— Hammond	Samuel Sturtevant, jr
Sarah	Ship	370	—— Purrington	Joseph Meigs

* When two ships of the same name sail from the same port it is extremely difficult at times to tell

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	June 22	May 8, 1850	442	2, 664	15, 000	Sent home 504 sperm, 15,000 pounds bone.
In l. and Pac..	Sept. 15	Apr. 30, 1849	434	2, 020	20, 500	
Pacific Ocean ..	July 2	.....	.....	.....	.....	
Atl. and Ind ...	June 16	Nov. 9, 1848	500	70	.....	
Pacific Ocean ..	July 21	Aug. 29, 1849	815	2:6	12, 600	
....do	July 29	Apr. 2, 1849	1, 065	73	300	
South Atlantic	Mar. 30	May 13, 1848	800	25	.....	Bought from Edgartown 1845.
Indian Ocean ..	July 2	Jan. 30, 1849	740	1, 100	4, 500	Sent home 60 sperm.
South Atlantic	June 16	June 4, 1847	.....	70	.....	Sent home 80 sperm; sold 1847; lost in Straits of Magellan 1850.
Ind. and N. W..	Aug. 1	Feb. 18, 1850	2, 020	.....	.....	
Atlantic	.....	.....	.....	.....	.....	Abandoned at sea 1846.
Pacific Ocean ..	July 9	Mar. 14, 1848	100	1, 800	4, 000	
Indian Ocean ..	Sept. 10	Aug. 14, 1849	1, 115	541	3, 700	
Pacific Ocean ..	Sept. 14	.....	.....	.....	.....	Burned at Honolulu 1849; total loss; sent home 67 sperm.
....do	Nov. 21	June 2, 1850	22	2, 327	27, 000	Captain Stetson came home sick 1848.
... do	July 21	May 31, 1850	185	1, 746	.....	Added 1846 from Plymouth. Attacked by natives at Sydenham'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 (f)*
Pacific Ocean ..	Nov. 15	Sept. 26, 1849	980	.....	.....	
Pac. and N. W..	Aug. 27	May 11, 1849	460	2, 940	19, 000	
....do	Sept. 1	Apr. 6, 1849	289	2, 190	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.
Indian Ocean ..	Aug. 12	.....	.....	.....	.....	Condemned at Bermudas, January, 1851.
Indian Ocean ..	Dec. 5	Feb. 12, 1850	450	1, 450	2, 000	
Pacific Ocean ..	Aug. 22	June 16, 1850	2, 200	.....	.....	Added 1846; 500 barrels were on freight.
Ind. and Pac ...	Sept. 8	Apr. 25, 1849	950	2, 250	4, 000	
Ind. and Japan	Nov. 30	May 15, 1851	2, 570	.....	.....	
Ind. and Pac ...	June 12	Apr. 25, 1849	150	2, 950	26, 000	Sent home 15,660 pounds bone; sold to N. Bedford 1849.
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	300	2, 500	25, 000	
Pacific Ocean ..	July 18	May 10, 1850	650	1, 800	.....	
Ind. and N. W..	Aug. 11	June 9, 1849	1, 450	30	.....	Sent home 6,128 pounds bone.
....do	Aug. 11	.....	.....	.....	.....	Lost in Columbia River, August 25, 1848; had on board 1,400 whale; nothing saved; sent home 6,900 bone.
Pacific Ocean ..	Nov. 17	July 18, 1850	1, 600	.....	.....	
N. W. Coast....	June 20	May 2, 1849	25	3, 700	30, 000	Bought from New Bedford 1846; sent home 150 sperm, 16,000 pounds bone.
Pacific Ocean ..	Nov. 14	May 8, 1850	1, 705	75	.....	Wilson Barnes, fourth mate, died October, 1847; Captain Luce killed by a whale 1848.
Indian Ocean ..	Aug. 7	June 10, 1852	118	343	4, 700	Added 1846 from New Bedford; sent home 490 whale, 6,750 pounds bone.
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	— —, 1848	575	.....	.....	
....do	June 4	June 3, 1848	300	.....	.....	Sent home 65 barrels 1846; added 1846.
....do	Aug. 12	Sept. 9, 1848	1, 045	150	.....	
Indian Ocean	Aug. 18	Nov. 24, 1846	50	.....	.....	Captain Southworth drowned by the upsetting of his boat October, 1846; the Lagrange returned dismasted by a gale; added 1846.
Atlantic	May 11	June 27, 1848	250	.....	.....	
....do	.....	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, 2d.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1846.				
Sippican, Mass.				
Cossack	Bark	256	—— Dexter	S. C. Luce
Quito	Brig	140	—— Chase	J. S. Bates
Westport, Mass.				
Janet	Bark	194	—— Davis	Henry Wilcox
President	do	167	—— Hicks	Andrew Hicks
Th. Winslow	do	126	—— Stanton	Thomas W. Mayhew
Theo. Chase	do	168	—— Ball	Henry Willcox
U. States	do	217	—— Smith	Andrew Hicks
Nantucket, Mass.				
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. Coffin
Hero	do	313	Sylvanus Swain	Joseph Starbuck
James Loper	do	348	William S. Whippey	Levi Starbuck
Maria	do	365	George A. Coffin	J. W. Barrett & Sons
Napoleon	do	360	Stephen B. Gibbs	do
Narragansett	do	398	John B. Rogers	Christopher Wyer
Ontario	do	374	John Horn	J. W. Barrett & Sons
Rose	do	349	William Miller	Simeon 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
Edgartown, Mass.				
Splendid	Ship	392	—— Baylies	Abm. Osborne
Newport, R. I.				
Damon	Bark	195	—— Davenport	Silas H. Cotterell
Mechanic	Ship	335	Oliver Potter	R. P. Lee
Provincetown, Mass.				
Bell 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	186		Ebenezer Cook
Franklin	Brig	172	—— Tillson	Samuel Soper
Gem	do	162		Timothy P. Johnson
Grand Island	Schooner	100	—— Cook	Samuel Cook
John Adams	do	110		R. L. Thatcher
Louisa	do	98		Samuel Cook
Medford	do	105	—— Cook	Parker Cook
Pacific	Brig	130	—— Perry	D. Small
Parker Cook	Bark	135	—— Smith	Parker Cook
Phenix	Brig	150	—— Small	Abm. Small
Rienzi	Schooner	115		A. Cook
Rienzi	Brig	101	Samuel Small	James Small

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Sept. 29	June 26, 1850	50	1, 500	9, 000	Sent home 129 sperm, 4,000 pounds bone; sold to New Bedford 1850.
Atlantic	June 14	Nov. 11, 1847	270	100	.....	Sold to Nantucket 1848.
Indian Ocean ..	July 31	June 18, 1848	160	.....	.....	Added 1846.
South Seas.....	Aug. —	Oct. 15, 1847	250	.....	.....	Condemned and broken up at Westport 1848.
South Atlantic.	July 31	Sept. 9, 1847	170	.....	.....	Returned in consequence of a defective foremast.
....do	May 6	May 4, 1848	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.
Indian Ocean ..	June 11	Oct. 18, 1849	830	70	.....	Second mate died from a wound received in cutting in ——; sent home 125 sperm.
Pacific Ocean ..	May 26	Sept. 26, 1850	1, 454	.....	.....	Built 1846, at Medford.
....do	July 2	Apr. 24, 1850	1, 184	180	3, 000	Reuben Coleman, second mate, died August 29, 1849.
....do	Sept. 13	Dec. 2, 1849	2, 081	.....	.....	Sent home 85 barrels sperm.
....do	Aug. 7	June 12, 1850	1, 689	183	.....	
....do	Nov. 2	Nov. 15, 1846	.....	.....	.....	Returned leaking; was rebottomed and sailed in 1847.
....do	Dec. —	May 10, 1851	1, 261	40	.....	
....do	Sept. 20	June 27, 1850	890	13	.....	Crew all deserted in California 1849; Capt. Coffin left the ship at Talcahuano, sick.
....do	Dec. 31	May 15, 1851	1, 609	.....	.....	Captain Gibbs came home sick; sold 90 sperm on voyage.
....do	Aug. 9	Apr. 1, 1851	2, 280	.....	.....	Sold some oil on the voyage.
....do	July 10	Apr. 30, ——	1, 203	179	.....	
....do	Nov. 7	.....	.....	.....	.....	Took about 900 barrels of sperm, went to California, and was sold.
....do	Nov. 16	Aug. 16, 1851	744	.....	.....	Sold 120 sperm.
Atlantic	June 20	Oct. 20, 1847	130	.....	.....	Added 1846; built at Baltimore 1839.
Pacific Ocean ..	July 7	July 15, 1851	1, 330	170	.....	
Atlantic	Dec. 17	Oct. —, 1846	70	.....	.....	Added 1846; built at Newcastle, Me., 1829.
Pacific Ocean ..	July 12	June 17, 1850	2, 144	158	.....	Captain Swain left the ship sick.
Pac. and N. W .	Aug. 17	Apr. 1, 1849	100	3, 000	15, 000	Withdrawn for California 1849.
Ind. and Pac ...	Oct. 6	.....	.....	.....	.....	Lost on a reef near Gallipagos Islands, June 28, 1847.
Pacific Ocean ..	Nov. 11	May 19, 1851	145	1, 635	12, 200	Sent home 438 sperm, 19,165 pounds bone.
Atlantic	Apr. 18	Apr. 18, 1846	.....	25	.....	The Belle Isle sailed again in April and returned Oct. 7, 1846, with 90 barrels sperm.
....do	Mar. 19	Nov. 15, 1846	40	.....	.....	
....do	Apr. 16	Oct. 25, 1846	80	20	.....	Added 1845.
....do	Mar. 23	Sept. 13, 1846	195	25	.....	
.....	.....	Aug. 11, 1846	610	40	.....	
Atlantic	Sept. 8	June 23, 1848	250	.....	.....	
....do	.....	Sept. 17, 1847	280	.....	.....	
....do	June 26	Aug —, 1846	40	30	.....	Added 1845; withdrawn 1847.
.....	.....	Sept. 13, 1846	285	15	.....	
Atlantic	.....	Oct. —, 1846	207	.....	.....	
....do	Aug. —	Sept. 25, 1847	150	.....	.....	
....do	July 25	May 26, 1847	46	.....	.....	Sold 1847.
South Atlantic .	Oct. 23	May —, 1848	250	.....	.....	
Atlantic	July 28	Oct. 13, 1847	180	.....	.....	
....do	.....	Oct. 4, 1846	250	.....	.....	
....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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1846.				
Provincetown, Mass.—Continued.				
Sam'l Cook	Brig	140	—— Cook	
Samuel and Thomas	Bark	191	—— Swift	Samuel Soper
Tarquin	Schooner	100		H. Sparks
Plymouth, Mass.				
Exchange	Schooner	99	—— Hopkins	Richard W. Holmes
Maracaibo	Brig	93		Atwood L. Drew
Wareham, Mass.				
Inga	Brig	160	—— Cudworth	M. S. F. Tobey
Boston, Mass.				
Ontario	Schooner	100	—— Prior	
Fall River, Mass.				
Gold Hunter	Ship	281	—— Marvel	Nathan Durfee
Rowena	do	404	—— Adams	do
Providence, R. I.				
South America	Ship	616	R. N. Sowle	Pearce & Bullock
Bristol, R. I.				
Troy	Brig	156	—— Easterbrooks	Samuel Church
Warren, R. I.				
Bowditch	Ship	399	—— Borden	S. P. Child
Covington	do	351	—— Devol	Mauran & Fessenden
Portsmouth	do	520	—— Munroe	Burr & Smith
Powhattan	Bark	237	—— Mayhew	do
Barnstable, Mass.				
March	Brig	90	Seth Weeks	Silas Baker
Somerset, Mass.				
Pilgrim	Bark	137	—— Pettis	George B. Hood
Mystic, Conn.				
Bingham	Ship	375	—— Scholfield	Charles Mallory
Vermont	Bark	292	—— Bailey	do
Bridgeport, Conn.				
Hamilton	Ship	359	—— Wade	Sherwood Sterling
New London, Conn.				
Armata	Ship	413	—— Fitch	Abner Bassett
Benj. Morgan	do	407	—— Bellows	Perkins & Smith
Clement	Bark	279	—— Lane	Miner, Lawrence & Co.
Columbus	Brig	159	—— Forsyth	Williams & Barnes
Columbus	Ship	344	—— Buchanan	Lyman Allyn
Dove	Bark	151	—— Douglas	Williams & Haven
Exile	Schooner	83	—— Church	Stoddard & Learned
Flora	Bark	338	—— Potter	N. & W. W. Billings
Franklin	Schooner	119	—— Butler	Perkins & Smith
Georgia	Ship	344	—— Hull	Thomas Fitch, 2d
Hannibal	do	441	—— Brown	Benjamin Brown
Jason	do	335	—— Morgan	Stoddard & Learned
McLellan	do	366	—— Slate	Perkins & Smith
Phœnix	do	404	—— Higgins	N. & W. W. Billings
Sarah Lavinia	Schooner	114	—— Fuller	B. Brown
Vesper	Ship	321	—— Clark	Williams & Barnes

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Mar. 9	Oct. —, 1846	220	.....	.....	Brig Sam'l Cook added 1846.
....do	Sept 11	Apr. 13, 1848	410	.....	.....	Sold to Mattapoisett 1850.
....do	.....	.....	.....	.....	.....	Withdrawn 1846; no report.
Atlantic	Apr. —	.....	.....	.....	.....	Lost on Island of Margarita 1847.
....do	Oct. 12	.....	.....	.....	.....	Totally wrecked October 19, 1846; second mate and two of the crew washed overboard and drowned.
Atlantic	Aug. 10	Dec. 23, 1847	350	.....	.....	Returned in consequence of a leak; sold 1843.
North Atlantic	Dec. 14	Sept. 10, 1847	250	20	.....	
Pacific Ocean	Oct. 24	Apr. 9, 1849	500	1,500	.....	Withdrawn for California 1849.
Northwest	Aug. 29	Apr. 23, 1849	40	3,280	15,000	Do.
Pacific Ocean	Nov. 4	Jan. 13, 1849	200	5,300	23,000	Went into California trade 1849; sent home 25,000 pounds bone; sold to New Bedford 1851.
Atlantic	Aug. 26	.....	.....	.....	.....	Put into St. Catharines in distress May, 1847, and was condemned; had taken three barrels blackfish.
N. W. Coast	Nov. 29	Apr. 23, 1849	75	3,080	23,000	Added 1846.
....do	Aug. 24	Apr. 4, 1849	450	2,300	16,000	
....do	Feb. 4	June 5, 1849	160	4,500	19,000	Bought from New York 1845; sent home 19,000 pounds bone.
Pacific Ocean	Feb. 1	Mar. 9, 1849	360	.....	.....	Added 1845; formerly a merchantman; withdrawn for California 1849.
Atlantic	June 4	Aug. 21, 1847	250	30	.....	Formerly a schooner; altered to a hermaphrodite brig 1846; sold to Yarmouth 1847.
South Seas	Aug. 19	May 1, 1848	400	.....	.....	
N. W. Coast	July 2	.....	.....	.....	.....	Sent home 6,100 pounds bone; withdrawn at Honolulu for California trade 1848.
Indian Ocean	July 14	.....	.....	.....	.....	Lost on Islands of St. Paul's 1847.
South Seas	Aug. —	.....	.....	.....	.....	Condemned at Hong Kong 1849.
Indian & N. W	July 24	Apr. 2, 1849	40	2,760	28,000	
Chili & N. W	June 25	May 16, 1848	70	2,800	29,000	
Indian & N. W	July 15	May 6, 1849	400	2,000	8,000	
South Atlantic	June 3	May 15, 1848	250	50	.....	
Indian & N. W.	July 2	May 3, 1849	50	1,750	15,000	Sent home 70 barrels 1846; withdrawn 1849.
South Atlantic	Nov. 4	June 10, 1849	850	.....	.....	
Desolation Isld	Apr. 9	May —, 1848	.....	330	.....	
Coast of Chili	June 4	May 4, 1849	20	800	20,000	
South Seas	July 28	July 19, 1847	50	400	.....	
Chili & N. W	June 23	May 5, 1848	25	2,300	20,000	
Falkland Isles	July 23	June 14, 1849	.....	4,000	.....	
Desolation Isld	Apr. 9	May 20, 1848	.....	2,600	16,000	
Davis Straits	Apr. 8	Sept. 17, 1846	.....	140	.....	Added 1846; resumption of Davis Strait fishery; part of the officers and crew of the McLellan were English.
Indian Ocean	Aug. 6	Sept. 2, 1850	830	70	.....	
Falkland Isles	July 23	June 13, 1849	.....	30	.....	Added 1846; withdrawn for California 1849.
N. W. Coast	Sept. 15	June 1, 1849	250	2,800	32,000	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1846.				
New London, Conn.—Continued.				
Wm. C. Nye	Ship	389	—— Church	N. & W. W. Billings
Stonington, Conn.				
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. Pendleton	John F. Trumbull
Tybee	do	299	—— Dukens	do
Sag Harbor, L. I.				
Ann	Ship	299	—— Curry	Mulford & Howell
Crescent	do	340	—— Westfall	Post & Sherry
Citizen	do	461	—— Lansing	Mulford & Sleight
Fanny	do	391	—— Edwards	N. & G. Howell
Josephine	do	397	—— Hedges	Post & Sherry
John Wells	do	366	—— Freuch	Thomas Brown
Nimrod	Bark	280	—— Jennings	Charles T. Dering
Noble	do	273	—— Howes	do
Portland	Ship	292	—— Corwin	S. & B. Huntting & Co.
Romulus	do	233	—— Cartwright	Ezekiel Mulford
Thames	do	414	James Bishop	T. Brown
Timor	do	280	—— Edwards	Huntting Cooper
Wm. Tell	do	370	—— Glover	T. Brown
Greenport, N. Y.				
Philip 1st	Ship	293	—— Case	Ireland, Wells & Carpenter.
Washington	do	236	—— Corwin	Wiggins & Parsons
Cold Spring, N. Y.				
Alice	Bark	281	—— Woolley	John H. Jones
Monmouth	do	273	—— Haley	do
Richmond	Ship	437	—— Winters	do
Holmes' Hole.				
Pocahontas	Ship	341	—— Cottle	Thomas Bradley
1847.				
New Bedford, Mass.				
Abigail	Ship	310	—— Young	Pope & Morgan
Alto	Bark	236	E. F. Lakeman	Richmond & Wood
Brighton	Ship	354	—— West	C. R. Tucker & Co
Bramin	Bark	245	—— Butts	Gideon Allen
Barth. Gosnold	Ship	356	—— Taber	I. Howland, jr., & Co
Cambria	do	362	—— Harding	James Arnold
Canton, 2d	do	280	—— Taber	C. R. Tucker & Co
Corinthian	do	401	—— Armington	George Howland
Columbus	Bark	313	—— Davis	William R. Rodman
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	..	S. E. Cook	
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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Chili & N. W..	Apr. 30	Feb. 10, 1851	90	2, 900	25, 000	Sold to New Bedford 1851; Captain Church died 1848.
N. W. Coast....	Nov. 11	Feb. 1, 1849	250	2, 650	30, 000	New 1846.
....do	July 3	Apr. 25, 1848	350	2, 150	.....	Sent home 40 barrels 1846.
Pacific Ocean .	Sept. 29	May 24, 1849	80	2, 600	27, 000	Withdrawn 1849.
Coast of Chili..	June 10	Mar. 30, 1848	65	2, 200	20, 000	
N. W. Coast....	Aug. 22	Mar. 11, 1849	40	2, 100	12, 000	
....do	Sept. 14	May 4, 1849	50	2, 200	12, 000	Sent home 12,000 pounds bone.
Coast of Chili..	Aug. 27	June 10, 1850	40	2, 300	7, 000	
N. Z. & N. W..	July 28	June 4, 1849	44	2, 200	12, 000	
Pac. & N. W...	Sept. 19	Feb. 1, 1849	700	2, 900	18, 000	
Chili & N. W..	Aug. 5	Mar. 10, 1849	80	2, 900	14, 000	Sold for California 1849.
Pacific Ocean..	Oct. 15	Aug. 28, 1849	60	2, 400	.....	Sold to New Bedford 1849; sent home 16,000 pounds bone.
N. W. Coast....	Aug. 12	July 20, 1849	140	2, 160	8, 000	Sold to New Bedford 1849.
Crozettes	Nov. 11	June 30, 1848	250	600	5, 000	
S. A. & Indian.	Aug. 24	June 10, 1848	300	900	8, 000	
Chili & N. W ..	Aug. 1	July 15, 1848	40	1, 650	12, 000	Withdrawn for California 1849.
Japan.....	Sept. 29	.....	.....	.....	.....	Wrecked and condemned at Honolulu, December, 1849; sent home 26,765 pounds bone.
Chili & N. W ..	Sept. 3	.....	.....	.....	.....	Captain Bishop came home sick 1848; sold at San Francisco 1849, with 1,800 barrels whale; sent home 14,000 pounds bone.
....do	July 28	July 26, 1849	80	1, 650	9, 000	
Pacific Ocean..	Oct. 7	June 21, 1848	300	1, 300	12, 000	
N. W. Coast....	July —	May 27, 1848	30	1, 270	11, 000	
....do	Aug. —	June 26, 1848	250	1, 600	16, 000	
South Seas....	Sept. 3	Apr. 27, 1849	.....	1, 900	16, 000	
....do	Mar. 13	Aug. 8, 1850	.....	1, 600	.....	Sent home 300 sperm, 2,432 pounds bone.
N. W. Coast....	July 21	.....	.....	.....	.....	Sent home 99 sperm, 430 whale, 13,500 bone; lost in Behring's Straits 1848 with 3,500 barrels oil. Captain Winters died on passage home.
South Pacific ..	Oct. 5	Mar. 21, 1850	400	1, 600	16, 000	
Pacific Ocean..	Oct. 27	May 29, 1852	381	39	1, 300	Sent home 140 sperm.
Indian Ocean..	Sept. 14	Aug. 16, 1851	1, 595	.....	.....	
....do	Aug. 11	May 3, 1850	.....	1, 558	19, 100	Sent home 2,420 bone
Pacific Ocean..	Nov. 30	July 14, 1851	178	1, 554	18, 700	
Indian Ocean..	June 28	Apr. 9, 1851	1, 796	435	.....	Third mate, John M. Austin, died at sea July, 1850; sent home 75 barrels sperm.
Pacific Ocean..	Jan. 12	Mar. 24, 1851	1, 140	1, 946	.....	Sent home 9,800 pounds bone.
Indian & Pac ..	Oct. 4	Feb. 23, 1851	425	1, 095	9, 100	
Pacific Ocean..	Oct. 9	Jan. 5, 1851	868	56	.....	
... do	July 2	Oct. 4, 1850	1, 527	.....	.....	Sent home 65 sperm.
Indian & N. W.	Aug. 5	Apr. 8, 1850	307	2, 619	23, 300	Sent home 46 sperm and 11,000 pounds bone.
Indian & Pac ..	Aug. 21	Nov. 30, 1850	1, 382	.....	.....	
N. W. Coast....	Nov. 16	.....	.....	.....	.....	Returned March 30, 1848; captain sick.
South Seas.....	Dec. 20	Apr. 1, 1851	868	235	800	
.....	.....	.....	.....	.....	.....	Lost at Cape de Verdes 1847.
Pacific Ocean..	Aug. 19	.....	.....	.....	.....	Sold at San Francisco 1851; sent home 81 sperm.
Indian Ocean..	May 19	Sept. 17, 1851	691	.....	.....	Sent home 52 sperm.
Pacific Ocean..	Oct. 26	June 25, 1851	1, 720	325	.....	
Indian Ocean..	July 21	Aug. 3, 1851	630	285	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1847.				
New Bedford, Mass.—Continued.				
Enterprise	Ship	29	—— Little	Robert Gibbs
Emerald	do	35	—— Munkley	J. Dunbar & Co
Equator	Bark	263	F. H. Mathews	O. & G. O. Crocker
Exchange	do	180	—— Reynolds	Thomas Knowles & Co.
Ferelon	Ship	32	E. P. Mosher	B. B. Howard
Fortune	Bark	291	E. Woodbridge	Gilbert Hatheway
Frances	Ship	34	E. Gardner	J. Arnold
George	do	27	D. Clark	J. A. Parker & Son
Gideon Howland	do	379	William Cash	I. Howland, jr., & Co.
Golconda	do	331	—— Brush	George Howland
Good Return	do	376	—— Cook	H. Taber & Co
Gov. Troup	do	43	—— Coggeshall	E. C. Jones
Harvest	Bark	263	Thomas Bailey	Swift & Allen
Herald, 2d	Ship	303	—— Macomber	T. & A. R. Nye
Hercules, 2d	do	290	L. B. Imbert	D. R. Greene & Co
Hope, 2d	do	29	—— Christian	Wilcox & 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	33	—— West	Edward M. Robinson
John Howland	do	377	—— Leary	J. & J. Howland
John & Edward	do	318	—— Coggeshall	Wilcox & 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 Willcox
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	38	—— Smith	H. Taber & Co
Marcella	Bark	21	—— Worth	C. R. Tucker & Co
Margaret Scott	Ship	307	—— Luce	R. French
Midas	do	326	D. P. Eldridge	J. B. Wood & Co
Minerva	do	40	Jason Seabury	William Gifford
Minerva	Bark	195	—— Perry	William O. Brownell
Messenger	Ship	291	A. E. Arthur	J. R. Thornton
Montpelier	do	329	—— Young	J. R. Thornton
Moctezuma	do	436	—— Tower	West & Paine
Marcia	do	315	—— Ellison	E. W. Howland
Olympia	do	296	—— Woodward	Ashley & Philips
Otranto	Bark	150	—— Winslow	Cranston Willcox
Phœnix	Ship	423	—— McCleave	John A. Parker
Pioneer	Bark	231	—— Hathaway	J. D. Thompson
Roscoe	Ship	362	—— McCleave	Andrew Robeson
Rodman	do	371	—— 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
Stephania	do	315	W. N. Bourne	J. Bourne
Two Brothers	do	288	—— Jenney	D. R. Greene & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian & N. W.	Aug. 2	June 15, 1849	85	1, 114	6, 000	
Pacific Ocean..	Oct. 27	June 13, 1851	1, 518	.....	.....	
....do	Sept. 4	.....	.....	.....	.....	No report.
....do	May 4	May 2, 1849	468	4	.....	Bought from Warren 1847.
Indian & N. W.	Aug. 3	.....	.....	.....	.....	Condemned and sold at St. Catharine's 1848
....do	Aug. 5	June 6, 1850	.....	2, 430	.....	Sent home 29,000 pounds bone.
Pacific Ocean..	Oct. 4	June 29, 1850	823	.....	.....	Captain Gardner returned sick 1846.
....do	Nov. 30	Aug. 1, 1853	1	817	12, 400	Sent home 404 whale.
Indian & N. W.	July 17	Apr. 8, 1850	180	3, 133	34, 500	
Pacific Ocean..	Aug. 25	Apr. 2, 1851	1, 148	43	.....	Captain Brush came home sick 1850.
N. W. Coast....	Dec. 9	Jan. 29, 1850	519	2, 7 2	15, 600	Sent home 9,979 pounds bone.
Pacific & N. W.	Aug. 26	May 8, 1850	34	3, 161	35, 700	Sent home 458 barrels sperm and 17,000 pounds bone.
Indian & Pac ..	Dec. 4	July 18, 1850	384	1, 493	19, 700	Added 1847; second mate and boat's crew lost April 22, 1850.
Pacific Ocean..	Nov. 5	May 6, 1851	117	2, 471	.....	
....do	July 27	.....	.....	.....	.....	Lost off Navigator's Islands, April 17, 1850; sent home 166 sperm.
....do	Sept. 1	May 8, 1851	745	64	.....	
Indian Ocean ..	Oct. 26	May 9, 1850	1, 177	.....	....	
Pac. & N. W	Oct. 4	May 8, 1850	135	2, 675	21, 400	Sent home 11,500 pounds bone.
Indian Ocean ..	June 24	Jan. 2, 1850	1, 541	324	1, 300	
N. W. Coast....	Nov. 20	June 10, 1850	423	700	9, 300	Bought from Newport 1847; Captain West left the ship and went to California; sent to California 1850; sold to Fairhaven 1852.
Pacific Ocean ..	Nov. 2	July 21, 1851	1, 824	15	.....	
Indian Ocean ..	May 25	Dec. 18, 1850	594	164	....	Sent home 67 sperm.
....do	June 23	May 8, 1851	9	2, 530	28, 90	Captain Taber left at Honolulu 1850; sent home 2,318 bone.
Sou'h Seas.....	Dec. 15	Mar. 15, 1850	32	2, 518	20, 500	
Coast Peru.....	Dec. 27	.....	.....	.....	.....	Lost on Gallipagos Islands, June, 1850; oil (600 sperm 200 whale) saved by Nauticon, of Nantucket.
Indian Ocean ..	Apr. 28	.....	.....	.....	.....	Added 1846 from Newport; lost 1851; sent home 117 sperm; sold 130 sperm at Sydney.
Ind. & N. W	June 16	June 2, 1850	6	2, 062	17, 50	Sent home 550 whale, 39,898 pounds bone.
Pacific Ocean ..	Nov. 11	May 3, 1851	146	1, 056	9, 800	
Ind. & N. W	Oct. 3	Apr. 12, 1851	27	4, 043	....	Sent home 500 whale, 34,793 pounds bone.
N. W. Coast....	Oct. 12	June 12, 1850	40	2, 880	24, 000	
....do	Nov. 26	Mar. 22, 1851	11	2, 389	....	Sent home 82 sperm, 338 whale, 37,200 pounds bone.
Pacific Ocean ..	July 21	Apr. 8, 1850	481	772	2, 000	
....do	Sept. 1	July 15, 1851	2, 594	10	.....	
Atlantic & Ind.	Apr. 5	Apr. 18, 1850	613	.....	.....	
N. W. Coast....	Nov. 20	May 13, 1851	7	2, 540	18, 600	Sent home 16,728 pounds bone.
Pac. & N. W	Aug. 19	June 3, 1850	16	1, 593	.....	Sent home 15,685 pounds bone.
Ind. & N. W	July 20	Jan. 13, 1850	22	2, 656	16, 80	Sent home 50 sperm, 20,000 pounds bone.
Pacific Ocean ..	June 9	.....	.....	.....	.....	Voyage broken up by crew deserting to California; run as a packet from Valparaiso to San Francisco; sold in California; sent home 51 sperm.
....do	July 27	Sept. 8, 1851	1, 010	22	....	Sent home 79 sperm.
Pac. & N. W	Oct. 9	Apr. 18, 1850	30	2, 49	25, 400	
....do	Aug. 16	Mar. 25, 1851	9	2, 943	25, 40	Sent home 10,000 pounds bone.
N. W. Coast....	July 29	May 11, 1850	314	2, 219	31, 900	
Pacific Ocean ..	Aug. 19	June 21, 1851	1, 14	3	.....	Sent home 90 sperm.
Indian Ocean ..	Jan. 17	Apr. 30, 1849	42	.....	.....	Sold to go to California 1849.
Pacific Ocean ..	Aug. 3	May 27, 1851	72	1, 774	.....	Sent home 97 sperm, 19,420 pounds bone.
Indian Ocean ..	June 29	Apr. 26, 1851	10	1, 630	27, 300	
Pacific Ocean ..	Oct. 7	June 2, 1851	1, 82	.....	....	Sent home 90 sperm.
....do	Nov. 5	May 10, 1851	276	2, 519	26, 600	
....do	Nov. 18	Aug. 8, 1851	2, 33	52	.....	
N. W. Coast ...	Oct. 20	Apr. 12, 1850	361	2, 812	34, 500	
Ind. & Pacific..	June 3	Sept. 11, 1850	782	742	.....	Sent home 94 sperm.
Pac. & N. W	Sept. 9	Apr. 5, 1850	497	2, 422	13, 500	Sent home 17,026 pounds bone.
Indian Ocean ..	Sept. 15	Oct. 22, 1850	229	1, 191	6, 800	
Ind. & Pacific..	Sept. 1	Mar. 31, 1851	801	903	.....	Sent home 140 sperm, 16,500 pounds bone

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1847.				
New Bedford, Mass.—Continued.				
Virginia	Ship	346	—— Manter	Hathaway & Luce
Washington	do	344	S. D. Fisher	J. Bourne, jr
Zephyr	do	361	—— Shearman	Alex. Gibbs
Fairhaven, Mass.				
Albion	Ship	326	—— Hathaway	E. Sawin
Erie	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	286	—— Osborn	Lemuel Tripp
Omega	do	305	—— Morey	N. Church
Popmunnet	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
Mattapoisett, Mass.				
Cachelot	Bark	230	—— Luther	Wilson Barstow
Helen	Brig	120	—— Jenney	R. L. Barstow
Lagrange	Bark	170	—— Dornin	E. Willis
Solon	Brig	129	J. W. Bolles	Samuel Sturtevant, jr.
Willis	Bark	164	—— Taber	R. L. Barstow
Westport, Mass.				
Barclay	Bark	167	—— King	Alex. H. Corey
Champion	do	209	—— Gardner	Andrew Hicks
Dr. Franklin	do	171	—— Hazard	Job Davis
Leonidas	Brig	128	—— Cornell	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 Willcox
Nantucket, Mass.				
Barclay	Ship	301	Eben Baker	John H. Shaw
Constitution	do	318	Obed Bunker	C. G. & H. Coffin
Henry Clay	do	385	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	Consider Fisher	R. F. Gardner
Planter	Ship	340	Isaac B. Hussey	do
President	do	293	Joseph Marshall	J. Starbuck
Rambler	do	318	James H. Haughton	F. C. Sanford
Spartan	do	333	Crom. Morselander	Daniel Jones
Two Brothers	Schooner	70	—— Carey	J. Cook, jr., & Co
Washington	Ship	308	Stephen Bailey	
Edgartown, Mass.				
Almira	Ship	362	—— Coffin	Abm. Osborne

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Aug. 18	Aug. 6, 1851	1,589	125	.....	First mate, Mr. Luce, died at Callao, May, 1849.
Pac. & N. W ..	Oct. 12	May 28, 1850	348	1,790	1,400	Sent home 15,000 pounds bone.
Ind. & Pacific.	Oct. 21	June 1, 1851	719	194	1,800	
Indian Ocean .	Aug. 30	Mar. 27, 1851	300	1,900	20,000	
Ind. & N. W ..	Sept. 1	Apr. 11, 1850	150	3,200	21,000	Sent home 116 sperm, 22,500 pounds bone.
Pacific Ocean .	July 14	May 8, 1851	727	1,352	18,600	Sent home 8 casks sperm.
.. do	Nov. 18	May 28, 1851	.....	2,685	.....	Sent home 434 sperm, 16,000 bone.
Indian Ocean	Nov. 11	.....	.....	.....	.....	Sent home 27 whale, 25,497 bone; shipped oil to London; sold at Honolulu, March, 1854.
Pacific Ocean .	Oct. 30	.....	.....	.....	.....	Sold at San Francisco 1849.
South Seas....	Oct. 11	.....	.....	.....	.....	Condemned at Sydney 1850; refitted and sailed whaling from there.
Pacific Ocean .	Oct. 14	Sept. 1, 1850	700	800	.....	
Ind. & Pacific.	Jan. 6	July 6, 1850	600	1,600	23,000	
Pacific Ocean .	Nov. 26	.....	.....	.....	.....	Crew all deserted save one in California; added 1847, from Sippican.
....do	Dec. 22	.....	.....	.....	.....	
....do	July 8	May 22, 1850	30	400	4,000	Added 1847; sent home 1,474 sperm.
....do	Sept. 30	Aug. 18, 1851	748	577	10,000	Bought from New Bedford, 1847.
Pacific Ocean ..	Aug. 4	Sept. 2, 1851	.....	.....	.....	No report.
Atlantic	June 8	Sept. 30, 1847	90	.....	.....	Added 1847.
Pacific Ocean ..	Feb. 5	Apr. 6, 1849	230	.....	.....	Sent home 6,414 pounds bone.
Atlantic	Dec. 21	July 29, 1849	80	.....	.....	Sold to Westport 1849.
....do	Dec. 4	Sept. 29, 1848	500	.....	.....	
Atlantic	May 27	Dec. 31, 1848	450	.....	.....	Sent home 131 sperm.
Atl. & Pacific..	Jan. 22	Nov. 7, 1848	300	50	.....	
Indian Ocean .	June 24	Feb. 2, 1849	700	.....	.....	
Atlantic	Nov. 5	May 10, 1850	400	.....	.....	Sailed from Fall River 1847; sold to Westport, 1848.
....do	Apr. 15	Dec. 10, 1848	200	.....	.....	Bought from Mattapoisett
....do	Mar. —	June 21, 1848	300	.....	.....	
Pacific Ocean ..	July 29	May 28, 1850	600	275	.....	Added 1847.
Atlantic	Nov. 18	Oct. —, 1848	75	.....	.....	
Ind. & Pacific..	Oct. 30	June 10, 1851	224	1,702	14,400	
Pacific Ocean ..	Oct. 29	Oct. 15, 1851	1,150	.....	.....	
....do	Sept. 5	Apr. 23, 1852	555	90	.....	Mr. Prince, third mate, died at sea; sold and sent home about 50 barrels.
....do	Oct. 27	.....	.....	.....	.....	Condemned at Rio Janeiro.
....do	Apr. 2	July 7, 1851	852	.....	.....	Sold 50 barrels sperm.
....do	Oct. 19	.....	.....	.....	.....	Bought from Baltimore 1847; built 1843; third mate killed 1849; Captain Alley died at Panama, and the brig was sold there.
....do	Oct. 17	Sept. 21, 1851	717	30	.....	Sold 30 barrels sperm.
....do	Aug. 21	Dec. 27, 1850	750	150	.....	Sold 60 barrels blackfish.
....do	July 5	July 12, 1851	1,095	530	.....	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.
....do	Sept. 1	Dec. 9, 1850	1,369	20	.....	Got ashore on Gallipagos Islands and came home damaged.
....do	Dec. 5	July 28, 1851	1,837	8	.....	Sold 125 barrels sperm; second mate killed by a whale December, 1847.
....do	Oct. 6 / Nov. 21	..... / June 21, 1851	868	.....	.....	Returned to Edgartown, damaged in gale, and refitted.
South Atlantic	June 19	Nov. 15, 1847	50	.....	.....	Returned in consequence of illness of captain.
Pacific Ocean ..	Oct. 30	.....	.....	.....	.....	Condemned at Oahu in 1849.
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.
1847.				
Edgartown, Mass.—Continued.				
Vineyard	Ship	381	—— Coon	Benjamin Worth
Vesta	Brig	150	—— Mayhew	....do
Holmes's Hole, Mass.				
Malta	Bark	150	—— Cromwell	Thomas Barrows
Ocmulgee	Ship	458	—— Manter	Thomas Bradley
Provincetown, Mass.				
Belle 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	186	—— Cook	Ebenezer Cook
John Adams	Schooner	110	—— Turner	R. L. Thatcher
Louisa	...do	98		Samuel Cook
Rienzi	...do	115	—— Young	A. Cook
Samuel Cook	Brig	140		
Wareham, Mass.				
G. Washington	Ship	374	—— Gibbs	S. C. Gibbs
Fall River, Mass.				
Leonidas	Brig	128	—— Cornell	Nathan Durfee
Providence, R. I.				
Cassander	Ship	299	—— Winslow	Nathaniel F. Potter
Richmond	Bark	343	E. A. Swift	Pearce & Bullock
Warren, R. I.				
Boy	Ship	252	Obed Luce	John R. Wheaton
Franklin	Bark	240	—— Barton	Samuel Barton
Warren	Ship	383	—— Evans	Joseph Smith
Yarmouth, Mass.				
March	Brig	90	—— Wood	Silas Baker
Mystic, Conn.				
Antarctic	Ship	...	—— Kenney	
Alibree	Bark	378	—— Hull	I. & W. P. Randall
Congress	...do	280	—— Taylor	.... do
Coriolanus	Ship	268	—— Maginly	Charles Mallory
Leander	Bark	213	—— Brereton	.....do
Cold Spring, N. Y.				
Huntsville	Ship	522	—— Smith	John H. Jones
New London, Conn.				
Alert	Ship	398	—— 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	412	—— Long	Perkins & Smith
Candace	...do	310	—— Hempsted	Williams & Haven
Corinthian	...do	505	—— Slate	Perkins & Smith

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Oct. 30	May 7, 1850	2,000	150	.....	
Atlantic	Apr. 12	Oct. 6, 1848	300	....	.....	Sent home 95 sperm; withdrawn 1848.
Pacific Ocean ..	Sept. 2	Apr. 8, 1850	90	.....	.....	
N. W. Coast...	Sept. 2	Apr. 21, 1850	60	3,000	30,000	
North Atlantic	Feb. 11	Aug. 26, 1847	300	.....	.....	
Atlantic	Feb. 1	Sept. 24, 1847	240	.....	.....	
North Atlantic.	Mar. 13	July 14, 1847	120	8	.....	Sailed again September 6, 1847, for Straits Belle Isle; returned July 4, 1848, with 90 barrels sperm.
Atlantic	.....	May —, 1848	140	.....	.....	Withdrawn 1848.
....do	.....	Oct. 12, 1848	415	.....	.....	
....do	Apr. 13	Oct. 22, 1847	100	60	.....	
....do	Mar. 28	Oct. 25, 1847	110	.....	.....	
....do	Feb. 17	Aug. 15, 1847	210	10	.....	
....do	Apr. 1	May 13, 1848	200	10	.....	
N. W. Coast....	Nov. 17	Mar. 17, 1850	200	2,800	34,000	Lost 100 barrels whale in a heavy gale on the passage home.
Atlantic	Nov. 5	.....	.....	.....	....	Sold to Westport 1848, and returned to that port.
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.
N. W. Coast....	July 10	Feb. 11, 1850	60	3,400	20,000	Sold for California 1850; sent home 99 sperm, 14,000 bone.
Pacific Ocean ..	Dec. 19	July 31, 1852	203	....	....	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.
....do	Dec. 22	June 26, 1848	900	300	...	
N. W. Coast....	Nov. 29	May 8, 1851	168	2,780	29,100	Withdrawn 1852.
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.
.....	Aug. 16	.....	.....	....	....	Lost at Fayal September 23, 1847.
N. W. Coast ..	June 24	Apr. 25, 1849	300	3,000	30,000	
Indian Ocean ..	July 1	July 27, 1849	.....	800	7,000	
Crozettes	Sept. 6	July 7, 1849	2[illegible]	1,67[illegible]	13,00[illegible]	
....do	Sept. 29	Mar. 29, 1850	250	500	4,000	Thomas White, second mate, died September 30, 1849.
South Pacific...	Sept. 30	Apr. 21, 1849	.....	4,200	50,000	
Indian and N.W	Aug. 3	Feb. 15, 1850	80	3,400	4,000	Sent home 52 sperm, 18,680 pounds bone.
Desolation Isld	Aug. 11	May 2, 1849	.....	200	....	Added 1847.
Indian Ocean ..	June 2	Aug. 20, 1849	1[illegible]	1,600	.....	Sent home 9 casks sperm, 14,500 pounds bone.
....do	June 2	Mar. 16, 1850	....	2,300	25,000	Sent home 11,000 pounds bone.
Desolation Isld.	July 21	June 3, 1849	.....	3,600	.....	Withdrawn for California 1849.
Indian Ocean ..	July 13	Apr. 27, 1849	.....	2,100	21,000	
Desolation Isld.	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.
1847.				
New London, Conn.—Continued.				
Dromo	Ship	306	—— Steele	T. Fitch, 2d
Electra	do	348	—— Brown	Williams & Barnes
Friends	do	403	—— Howard	Benjamin Brown
Franklin	Schooner	119	—— Norie	Perkins & Smith
Geo. & Mary	Ship	356	—— Middleton	Lyman Allyn
Hibernia	do	551	—— Smith	T. Fitch, 2d
H'y Thompson	do	315	—— Holm	Frink, Chew & Co
India	do	433	—— Miller	Williams & Haven
Indian Chief	do	401	—— Bailey	Frink, Chew & Co
Jefferson	do	396	—— Gray	William P. Benjamin
John & Elizabeth	do	296	—— Chappell	Williams & Haven
Julius Cæsar	do	347	—— Morgan	Stoddard & Learned
Lark	Bark	288	—— Kelley	Perkins & Smith
Mogul	Ship	395	—— Huntley	Williams & Barnes
McLellan	do	376	—— Perkins	Perkins & Smith
Merrimack	do	414	—— Destin	Williams & Haven
Neptune	do	285	—— Holt	do
N. America	Bark	388	—— Bolles	do
Pembroke	do	199	—— Potter	Miner, Lawrence & Co.
Tenedos	do	245	—— Comstock	Joseph Lawrence
Venice	do	353	—— Harris	Weaver, Rogers & Co.
Stonington, Conn.				
Charles Phelps	Ship	362	—— Burch	Charles P. Williams
Eugene	d.	297	—— Brown	do
Mary & Susan	do	392	—— Pendleton	do
Newburyport	do	341	—— Lester	Pendleton & Trumbull
United States	do	244	—— Barnum	John F. Trumbull
Sag Harbor, N. Y.				
Acasta	Bark	280	—— Harlow	John Budd
Arabella	Ship	367	—— Ludlow	N. & G. Howell
Cadmus	Bark	307	—— Smith	Mulford & Sleight
Concordia	do	265	—— Hedges	Thomas Brown
Franklin	Ship	391	Mercator Cooper	Huntting Cooper
Gem	Bark	320	—— Worth	do
Illinois	Ship	413	—— Jaggar	John Budd
Jefferson	do	435	—— Smith	T. Brown
Levant	do	382	—— Lowen	Tiffany & Halsey
Marcus	Bark	283	—— Babcock	N. & G. Howell
Ontario	Ship	368	—— Brown	S. & B. Huntting & Co
Panama	do	465	—— Hallock	N. & G. Howell
Phenix	do	314	—— Green	Cook & Green
Superior	Bark	275	—— Royce	Post & Sherry
Tuscany	Ship	299	S. W. Edwards	John Budd
Greenport, N. Y.				
Caroline	Ship	252	—— Babcock	Ireland, Wells & Carpenter.
Italy	do	299	—— 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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
N. W. Coast....	Oct. 9	May 31, 1850	.....	1,600	3,500	Sent home 11,500 pounds bone.
Indian and N.W	July 20	Mar. 23, 1850	.....	2,300	22,000	Sent home 1,100 whale, 18,500 pounds bone.
Pacific Ocean..	July 14	May 7, 1849	.....	2,300	3,000	Sent home 141 sperm, 18,630 pounds bone.
Crozettes	Aug. 24	Aug. —, 1849	....	25	.....	
Indian and N.W	Aug. 14	Apr. 8, 1850	130	2,250	16,000	
Patagonia	Nov. 5	.....	....	.....	.....	Sold to New Bedford 1849; no report.
Indian and N.W	July 31	June 16, 1850	100	2,300	.....	Sent home 23,500 pounds bone.
....do	June 23	Mar. 29, 1850	200	4,000	25,000	Sent home 27,990 bone.
N. W. Coast....	Nov. 18	Feb. 15, 1851	75	3,100	18,000	Sailed October 21; was damaged by a gale on the 26th and returned; sailed again 18th November; sent home 17,500 pounds bone.
Indian and N.W	Aug. 19	Mar. 31, 1849	.....	2,700	27,000	Sent home 85 sperm.
....do	July 7	May 7, 1850	150	2,000	18,000	Sent home 7 casks sperm.
Indian Ocean..	Aug. 12	June 13, 1849	50	2,200	18,000	
....do	Oct. 9	June 16, 1850	450	1,700	14,000	Bought from New York 1847.
Indian and N.W	June 7	May 8, 1851	80	3,732	28,500	Sent home 19,350 pounds bone.
Davis Straits..	Mar. 5	Oct. 5, 1847	....	1,111	15,000	Brought 845 seal-skins.
N. W. Coast....	Oct. 9	.....	50	3,300	23,000	
Indian Ocean..	July 21	Jan. 28, 1850	100	2,000	10,000	Sent home 13,000 bone.
Chili and N. W	Aug. 11	Mar. 23, 1849	70	2,600	26,000	
Indian Ocean..	July 14	.....	....	.....	.....	Lost 1851.
Indian and Pac	Aug. 12	June 21, 1850	16	1,500	3,000	Sent home 100 sperm, 9,800 bone
Indian and N.W	June 15	May 13, 1849	50	2,600	18,000	Sent home 16,500 pounds bone.
....do	June 12	Jan. 13, 1850	270	2,700	33,000	Sent home 15 casks sperm.
Chili and N. W	July 12	Apr. 7, 1850	100	2,300	25,000	
N. W. Coast....	Oct. 23	Mar. 23, 1850	40	3,200	45,000	
Indian and N.W	Sept. 14	Apr. 18, 1850	.....	2,700	34,000	
Atlantic and In	Dec. 4	May 3, 1849	.....	2,075	1,200	
Indian Ocean..	Oct. 14	Aug. 22, 1849	155	525	4,000	Withdrawn 1850; returned in consequence of the illness of Captain Harlow; second mate killed by a whale December, 1847.
Pacific Ocean..	Aug. 10	July 9, 1849	50	2,000	10,500	Sold to New Bedford 1849.
Indian Ocean..	Sept. 30	June 24, 1849	80	1,720	9,000	Sent home 4,000 pounds bone.
South Atlantic.	July 13	July 9, 1849	350	600	5,500	Sent home 39 sperm.
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.
....do	Oct. 9	.....	.....	.....	.....	Totally lost with her cargo near Suwarrow Island December, 1848; had 170 sperm, 2,800 whale, 27,000 bone.
....do	Oct. 29	Mar. 31, 1850	60	2,800	14,000	Sent home 13,562 pounds bone; sold to New Bedford 1850.
....do	July 29	May 28, 1850	.....	3,200	9,000	Sent home 25,193 pounds bone.
....do	Oct. 13	Mar. 26, 1851	.....	3,500	8,000	Sent home 7,500 pounds bone.
South Atlantic.	July 21	.....	.....	.....	.....	Condemned at Honolulu November, 1850.
N. W. Coast ...	Oct. 11	Feb. 5, 1850	.....	3,000	10,000	Sold to New Bedford 1850.
....do	Sept. 15	Mar. 25, 1850	.....	3,800	30,000	Withdrawn 1850; condemned at Valparaiso 1851.
....do	Oct. 22	May 31, 1849	80	2,400	20,000	Sold to Boston 1849.
South Atlantic.	July 14	May 5, 1849	.....	1,700	.....	Sent home 22,936 pounds bone.
Indian Ocean..	Aug. 12	Apr. 22, 1851	56	2,788	17,400	Sent home 96 sperm, 21,750 pounds bone; Captain Edwards died October 29, 1849.
Indian Ocean..	Dec. 4	June 4, 1850	500	800	6,000	George Babcock, first mate, died September 18, 1849.
N. W. Coast ...	Aug. 17	Apr. 7, 1849	200	2,400	30,000	Sent home 53 sperm.
....do	Aug. 21	July 8, 1849	120	2,280	22,000	Sent home 20,290 pounds bone; sailed 1849, and was condemned at Rio Janeiro 1850.
....do	Aug. 17	May 3, 1851	88	2,783	25,700	Sent home 32 sperm, 12,000 bone.
....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.
1848.				
New Bedford, Mass.				
Abm. H. Howland	Ship	414	—— Fisher	Abm. H. Howland
Abm. Barker	do	400	A. R. Barker	Abm. Barker
Addison	do	420	—— Lawrence	Isaac B Richmond
Alexander	do	421	—— Black	J. A. Parker
America	do	418	—— Adams	I. Howland, jr., & Co.
America	Bark	257	—— Tucker	C. R. Tucker & Co
Archer	Ship	32[illegible]	—— Smith	Edward W. Howland
Arnolda	do	350	R. Wood	J. B. Wood & Co
Brunswick	do	29[illegible]	—— Johnson	Barton Ricketson
Chandler Price	do	44[illegible]	—— Taber	Pope & Morgan
Copia	do	31[illegible]	—— Taber	Lemuel Kollock
Condor	do	349	J. Allen	Pope & Morgan
Cornelia	Bark	210	—— Devoll	L. Kollock
Charleston Packet	do	184	—— Lewis	Thomas Knowles & Co.
Chili	Ship	291	—— Dexter	B. B. Howard
Cowper	do	3[illegible]1	—— Cole	do
Dartmouth	do	336	—— Pierce	I. Howland, jr. & Co
Dunbarton	Bark	19[illegible]	M. Mayhew	I. B. Richmond
Envoy	do	39[illegible]	W. T. Walker	William C. Brownell
Emigrant	do	18[illegible]	Bartholomew West	Russell Maxfield
Florida	Ship	33[illegible]	—— Weeks	E. C. Jones
Frances Henrietta	do	40[illegible]	—— Clough	Samuel W. Rodman
George and Susan	do	35[illegible]	—— Wight	George Howland
George Porter	Bark	28[illegible]	—— Ellis	William Watkins
Geo. Washington	do	242	—— Baker	Charles Hitch
Gratitude	Ship	33[illegible]	P. S. Wilcox	Swift & Allen
Hector	do	38[illegible]	Peter Smith	William J. Rotch
Henry Kneeland	do	304	G. H. Clark	B. B. Howard
Hydaspe	do	31[illegible]	—— Tallman	J. B. Wood & Co
India	do	36[illegible]	—— Swift	A. H. Howland
Inga	Brig	160	—— Barnes	Ingalls & Lucas
Isaac Howland	Ship	39[illegible]	—— West	I. Howland, jr., & Co
Isabella	do	411	—— Brayton	L. P. Ashmead
James Allen	do	35[illegible]	—— Smith	Gideon Allen
Java	do	27[illegible]	—— Stanton	George Howland
James	do	321	—— Cornell	T. & A. R. Nye
James Maury	do	39[illegible]	—— Whelden	Charles R. Tucker & Co
Jeannette	do	34[illegible]	—— West	I. B. Richmond
John	do	30[illegible]	—— Anderson	Frederick Parker
Kutusoff	do	41[illegible]	—— Slocum	J. Dunbar & Co
Lancaster	do	38[illegible]	—— Almy	T. & A. R. Nye
London Packet	do	280		A. H. Howland

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Kamschatka...	Aug. 9	Mar. 19, 1851	137	3,226	37,300	Sent home 200 barrels oil and 6,197 pounds bone.
Ind. and Pacific	July 1	June 11, 1850	45	2,809	.....	
Pacific Ocean ..	Aug. 17	June 10, 1852	1,965	25	.....	
Ind. and Pacific	May 23	Mar. 25, 1851	26	2,767	18,200	Captain Black died at sea November 25, 1848. Sent home 307 barrels oil and about 13,500 pounds bone.
N. W. Coast....	Oct. 23	Apr. 26, 1851	430	3,620	56,400	
Pacific Ocean ..	Feb. 2	May 28, 1851	297	1,002	9,000	
....do	May 17	May 1, 1852	2,133	.....	.....	Sent home 160 sperm.
....do	July 1	Mar. 12, 1852	1,910	67	.....	
South Seas.....	Nov. 17	May 9, 1851	186	1,959	30,000	Sold to Dartmouth 1851.
N. W. Coast...	July 3	Jan. 14, 1851	256	3,682	21,700	Sent home 34,283 pounds bone.
....do	July 3	June 2, 1852	125	585	8,700	Captain Taber came home in the Julian 1851; sent home 2,056 whale, 18,700 bone.
Ind. and Pacific	June 23	May 3, 1850	70	2,628	39,500	
Indian Ocean ..	Sept. 11	July 18, 1850	920	.....	.....	
.....do	Aug. 3	Dec. 11, 1850	434	.....	.....	
Ind. and Pacific	Aug. 31	Apr. 9, 1852	No	oil.	....	Sent home 400 whale.
N. W. Coast....	Nov. 11	Mar. 22, 1851	198	3,627	25,800	Sent home 29,600 pounds bone.
....do	June 1	Mar. 21, 1851	.....	3,047	25,400	Sailed early in season; went as far as Pernambuco and returned; captain sick; shipped to London from Hong-Kong 180 sperm, 11,600 pounds bone.
Pacific Ocean ..	Sept. 5	June 24, 1850	261	.....	.....	Bought from Mattapoisett 1848.
N. W. Coast....	July 12	.....	.....	.....	.....	Bought from Providence 1847; built 1826; sold at San Francisco 1851; took on voyage 5,300 whale, 75,000 pounds bone.
Indian Ocean ..	June 1	.....	.....	.....	.....	Bought from Bristol 1848; found in 1849 bottom up; crew never heard from; sent home 20 sperm.
... do	Nov. 7	Dec. 21, 1850	990	550	3,000	
N. W. Coast....	Aug. 29	Jan. 17, 1851	304	2,814	19,200	Sent home 21,582 pounds bone.
Pacific Ocean ..	Oct. 26	May 11, 1852	943	1,036	17,300	
Indian Ocean ..	Mar. 29	.....	.....	.....	.....	Wrecked and condemned at Mahe 1850; oil (700 sperm) sent home.
....do	June 21	June 30, 1851	928	.....	.....	Enlarged 1848; built at New Bedford 1832.
South Seas.....	Dec. 5	May 6, 1851	171	2,829	37,600	
Ind. and Pacific	June 13	Aug. 9, 1852	2,278	.....	.....	Dropped anchor but four times on voyage.
....do	July 19	May 4, 1851	.....	2,626	29,000	Sent home 36 sperm.
Pacific Ocean ..	Dec. 13	Mar. 17, 1852	1,369	.....	....	
N. W. Coast ...	Aug. 9	May 9, 1851	76	3,272	.....	Sent home 273 sperm, 1,015 whale, 76,500 pounds bone.
Indian Ocean ..	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.
N. W. Coast...	June 30	Mar. 26, 1851	97	3,260	.....	Shipped 180 sperm, 600 whale, to London, from Hong-Kong. Sent home 37,417 pounds bone.
Pacific Ocean ..	Sept. 13	.....	.....	.....	.....	Lost on island of Chiloe January 31, 1850; Captain Brayton died immediately after the wreck.
N. W. Coast...	Dec. 28	Feb. 17, 1851	130	3,025	1,800	Sold 100 whale at Lahaina; sent home 44,000 bone.
Pacific Ocean ..	Aug. 22	Mar. 6, 1852	558	114	2,100	First mate, Nathan Manter, killed by a whale December 4, 1850.
....do.	Aug. 23	Aug. 1, 1851	55	1,876	.....	Sent home on the voyage 500 sperm, 27,000 pounds bone.
N. W. Coast...	Nov. 1	June 25, 1851	85	1,924	26,500	Sold 1,600 barrels whale at Bahia, and took part load of sugar for New York; sent home 450 bone.
... do	Nov. 7	Oct. 14, 1850	214	2,707	.....	
Pacific Ocean ..	Sept. 28	Nov. 4, 1851	900	1,330	.....	Sent home 28,407 bone.
N. W. Coast....	July 6	May 7, 1851	168	3,035	34,600	
Indian Ocean ..	Nov. 2	Mar. 15, 1851	368	2,168	25,550	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.
.....	.....	.....	.....	.....	.....	Lost at sea near Cape de Verdes January 28, 1849; four of the crew lost.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
New Bedford, Mass.—Continued.				
Lalla-Rookh	Ship	323	—— Gardner	J. A. Parker & Son
L. C. Richmond	do	341	C. S. Norton	J. B. Wood & Co.
Marengo	do	426	—— Devoll	Jona. Bourne, jr.
Mobile	do	263	George B. Long	E. C. Jones
Majestic	do	297	—— Hall	Thomas & Dow
Mars	Bark	270	—— Borden	C. R. Tucker & Co.
Metacom	Ship	360	—— Shockley	J. B. Wood & Co.
Menkar	do	371	—— Norton	Philip Anthony
Mexican	do	226	—— Cudworth	C. R. Tucker & Co.
Minerva Smyth	do	335	—— Childs	I. Howland, jr., & Co
Mercury	do	340	—— West	do
Massachusetts	do	364	—— Chase	O. & G. O. Crocker
Minerva, 2d	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	—— Sherman	B. Ricketson
Nye	do	211	—— Francis	T. & A. R. Nye
Navy	do	356	—— Norton	J. B. Wood & Co.
Ohio	do	383	—— Norton	E. W. Howland
Orozimbo	do	588	—— Bartlett	B. Ricketson
Pacific	do	385	—— Hoxie	J. Perry
Ploughboy	do	391	—— Phelon	O. N. Swift
Parachute	do	331	—— Fisher	B. B. Howard
Rhine	Bark	174	—— Downs	E. C. Jones
Sappho	do	320	—— Cushman	O. & E. W. Seabury
Seine	Ship	281	Frederick Slocum	R. French
Statira	Bark	346	—— Coon	Hathaway & Luce
South Carolina	Ship	302	—— Corey	J. D. Thompson
Valparaiso	Bark	402	—— Cleveland	Hathaway & Luce
William and Eliza	Ship	321	—— Allen	Henry Taber & Co
W. Hamilton	do	463	H. Shockley	I. Howland, jr., & Co.
Fairhaven, Mass.				
Acushnet	Ship	359	—— Bradley	Bradford, Fuller & Co.
Adeline Gibbs	do	354	—— Weeks	Gibbs & Jenney
Amazon	do	318	—— Daggett	Nathan Church
Bruce	Bark	148	—— Fuller	M. O. Bradford
Clifford Wayne	Ship	305	—— Wady	E. Sawin
Hesper	Bark	262	—— Slocum	Jenney & Tripp
Jos. Maxwell	Ship	302	E. T. Howland	F. R. Whitwell
Kingston	do	312	—— Luscomb	N. Church
Lydia	do	353	—— Worth	Sheffield Reed
Martha	do	298	—— Skinner	N. Church
Martha, 2d	do	301	—— Stewart	Atkins Adams
Phipe Delanoye	do	383	—— Morse	Warren Delano
Sharon	do	354	—— Bonney	Gibbs & Jenney
South Boston	do	339	—— Sowle	E. Sawin
Falmouth, Mass.				
Awashonks	Ship	342	—— Smith	Oliver C. Swift
Hobomok	do	414	Roland R. Jones	Elijah Swift
Mattapoisett, Mass.				
America	Brig	148	—— Lambert	R. L. Barstow
Annawan	do	159	—— Taber	Seth Freeman
Helen	do	120	—— Cushing	R. L. Barstow
Sarah	Ship	370	—— Purrington	Joseph Meigs
Sarah	Bark	171	—— Mayhew	Wilson Barstow

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Sept. 21	.....	.....	1, 853	.....	First mate, Mr. McNulty, drowned at Tahiti August, 1850. Shipped 800 sperm to London from Hobart Town. Lost.
....do	July 15	Mar. 26, 1851	775	1, 814	26, 400	Sent home 120 whale.
N. W. Coast...	Aug. 1	May 16, 1851	158	4, 080	.....	Sent home 150 sperm, 290 whale, 15,480 pounds bone.
.....	.....	.....	.....	.....	.....	Lost at sea September 23, 1848; Captain Long, first mate, and eight men, washed overboard and drowned.
N. W. Coast....	Nov. 1	Apr. 25, 1851	55	2, 618	30, 400	Sent home 400 whale, 18,256 pounds bone.
Pacific Ocean ..	Aug. 27	Mar. 16, 1852	912	61	.....	
Pac. and N. W.	July 15	Apr. 24, 1850	293	1, 974	.....	
....do	Sept. 5	May 8, 1851	.....	2, 320	32, 900	
Atlantic	May 31	.....	.....	.....	.....	Bought from New York 1848; lost in Arctic 1851. Sent home 55 sperm.
Pacific Ocean ..	Oct. 5	Apr. 18, 1852	639	73	2, 100	
....do	June 1	Sept. 1, 1852	1, 350	70	.....	
....do	Aug. 17	Nov. 1, 1851	673	.....	.....	Fourth mate, William Henson, killed by a whale August 28, 1848.
Pac. and N. W.	June 26	Apr. 22, 1851	914	1, 562	18, 000	
Pacific Ocean ..	June 21	June 8, 1852	1, 687	310	.....	Captain Gray left ship 1851, sick.
....do	May 27	Sept. 2, 1850	506	246	.....	Sent home 70 sperm.
....do	Sept. 22	July 1, 1851	46	2, 579	.....	Sent home 250 sperm, 33,000 pounds bone.
Atlantic	Sept. 11	Feb. 7, 1850	1, 315	12	.....	Sent home 214 sperm.
N. W. Coast....	Aug. 10	Mar. 21, 1851	217	2, 903	29, 900	Sent home 20,880 pounds bone.
....do	Oct. 18	Mar. 31, 1851	184	2, 908	.....	Sent home 275 whale, 22,736 pounds bone.
....do	Nov. 28	Mar. 22, 1851	96	4, 199	.....	Sold 600 whale at Lahaina; sent home 22,590 bone.
Pacific Ocean ..	Nov. 11	July 22, 1852	367	3	400	Sold 140 sperm at Maui.
....do	June 16	.....	.....	.....	.....	Lost near Tombez 1849; saved 200 barrels of oil.
....do	June 8	Mar. 30, 1851	.....	2, 571	31, 400	Sent home 59 sperm.
....do	July 16	.....	.....	.....	.....	Sold 180 sperm at Valparaiso. No report.
....do	July 21	Jan. 17, 1852	1, 077	860	.....	Bought from Salem 1848.
Indian and Pac	June 6	Mar. 15, 1850	69	1, 971	19, 000	
Pacific Ocean ..	Nov. 28	Mar. 17, 1853	1, 948	34	.....	
Indian Ocean ..	Aug. 22	Jan. 17, 1851	105	1, 351	8, 100	
Pacific Ocean ..	June 27	June 10, 1852	1, 218	53	.....	
...do	Nov. 26	Oct. 4, 1852	1, 461	23	.....	
Indian & N. W.	June 17	Feb. 20, 1850	197	3, 570	31, 000	
Pacific Ocean ..	Aug. 31	.....	.....	.....	.....	Lost on St. Lawrence Island August 16, 1851. Had 1,300 whale; saved 250.
New Zealand ..	Nov. 16	July 16, 1853	2, 107	8	.....	A. N. Briggs, first mate, died June, 1849.
Pacific Ocean ..	Aug. 19	June 10, 1852	991	8	.....	
Indian Ocean ..	May 20	May 14, 1851	498	.....	.....	
South Seas.....	Jan. 4	May 19, 1851	1, 439	.....	.....	
Indian Ocean ..	Nov. 6	June 26, 1853	333	207	.....	
Pacific Ocean ..	June 27	Apr. 2, 1852	1, 098	.....	.....	
....do	Dec. 16	Dec. 4, 1848	30	.....	.....	Returned in consequence of sickness of captain. Sold 1850.
P. O. & N. W. ..	Aug. 16	July 1, 1851	875	1, 190	18, 800	
Pacific Ocean ..	Nov. 27	Sept. 11, 1852	1, 347	.....	.....	
Indian Ocean ..	May 25	Sept. 8, 1851	1, 552	.....	.....	
Pacific Ocean ..	June 28	May 25, 1852	518	230	4, 300	Built 1848.
....do	July 25	July 31, 1852	1, 431	.....	.....	Captain Bonney came home sick 1850. Sent home 100 sperm.
P. O. & N. W...	Sept. 5	Jan. 28, 1851	300	2, 600	11, 000	
Pacific Ocean ..	Oct. 25	Apr. 5, 1851	.....	2, 600	.....	Mr. Slater, second mate, lost overboard August, 1849. Sent home 14,300 bone.
Indian and Pac.	Aug. 12	Apr. 28, 1853	669	604	7, 400	Captain Jones died 1850. Sent home 75 sperm.
Atlantic	May 8	Sept. 2, 1849	500	.....	.....	
....do	Oct. —	Jan. 27, 1850	550	.....	.....	
....do	May 13	Sept. 9, 1848	950	150	.....	
Pac. and N. W.	Aug. 15	Mar. 21, 1851	250	2, 600	15, 000	
Atlantic	Oct. 9	July 2, 1850	700	50	.....	The 50 barrels were humpback.

Table showing the returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
Westport, Mass.				
Catherwood	Brig	199	—— Stanton	Thomas W. Mayhew
Janet	Bark	194	—— Hosmer	Henry Wilcox
Harbinger	Ship	262	—— Fisher	Alexander H. Corey
Mexico	Brig	130	—— Whites	Henry Willcox
Th. Winslow	do	126	—— Mayhew	Thomas W. Mayhew
Theo. Chase	Bark	168	—— Macomber	H. Willcox
Nantucket, Mass.				
Catawba	Ship	335	Obed Swain, 2d	C. G. & H. Coffin
Charles Carroll	do	376	Josiah C. Long	W. C. Swain
Christopher Mitchell	do	387	Thomas Sullivan	C. Mitchell & Co
Daniel Webster	do	336	Henry C. Bunker	Benjamin Coffin
Empire	do	403	William Upham	G. & M. Starbuck & Co
Harvest	do	360	William H. Tice	Rand & Paddock
Henry	do	346	Benjamin A. Coleman	Perry & Gardner
Laura	Schooner		—— Pratt	
Lexington	Ship	399	David Bunker, 2d	Field & Sanford
Massachusetts	do	360	Seth Nickerson, jr	Zenas Adams
Nauticon	do	372	Charles A. Veeder	G. & M. Starbuck & Co
Norman	do	338	John J. Gardner	do
Peruvian	do	334	George B. Folger	Frederick Arthur
Phœnix	do	323	Perry Winslow	Thomas Macy
Quito	Brig	140	John C. Brock	J. Cook, jr., & Co
Richard Mitchell	Ship	380	Robert McCleave	Field & Sanford
Sophia	Schooner	170	William Baldwin	J. Cook, jr., & Co
Zenas Coffin	Ship	338	Charles G. Arthur	C. G. & H. Coffin
Provincetown, Mass.				
Belle Isle	Schooner	104	—— Cook	Parker Cook
Cadmus	Brig	130	—— 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	115		A. Cook
Edgartown, Mass.				
Alfred Tyler	Bark	225	—— Luce	Alex. P. Weeks
Champion	Ship	399	—— Codd	Benjamin Worth
Mary	do	343	—— Crocker	Ab'm Osborne
Pavillion	Brig	120	—— Adams	Calvin C. Adams
Fall River, Mass.				
Sol Saltus	Ship	316	—— Stafford	Nathan Durfee
Chilmark, Mass.				
Rodman	Brig	83	—— Tilton	
Warren, R. I.				
Dromo	Bark	267	—— 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
Millinoket	Bark	186	—— Martin	R. B. Johnson
Niantic	Ship	452	—— Cleveland	Burr & Smith

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	Apr. 3	Sept. 1, 1850	600	.....	.....	Sent home 394 sperm.
Pacific Ocean ..	Nov. 7	Dec. 31, 1851	475	.....	.....	Sold 150 sperm at Lahaina.
....do	May 15	July 25, 1851	1,000	.....	.....	Third mate, Peleg M. Brownell, drowned August, 1850.
Atlantic	Oct. 28	June 30, 1850	250	.....	.....	
....do	June 4	Apr. 1, 1849	170	.....	.....	Sold 150 whale at Bahia.
....do	Aug. 2	June 22, 1849	800	.....	.....	
Pacific Ocean ..	Apr. 24	June 16, 1852	1,415	29	.....	
....do	Dec. 2	Dec. 29, 1852	1,050	93	.....	Sold 35 sperm, 200 whale. Sold in California 1853.
....do	Dec. 11	—— —, 1852	2,023	.....	.....	Sold to New Bedford.
....do	May 19	May 17, 1852	230	660	2,500	Captain Bunker came home sick.
....do	Jan. 2	June 7, 1852	1,847	.....	.....	Sold to New Bedford.
....do	Oct. 27	Mar. 20, 1853	1,446	7	.....	Sailed September 23; returned dismasted. Sold 150 sperm, 50 whale.
....do	July 15	Aug. 10, 1853	900	.....	.....	
Atlantic	.....	Sept. 3, 1848	40	.....	.....	
Pacific Ocean ..	Nov. 10	Jan. 22, 1853	743	229	.....	Sent home 3,400 pounds bone.
....do	Nov. 16	Apr. 22, 1851	97	2,412	38,000	
....do	Sept. 12	Mar. 27, 1853	1,100	145	1,400	Sold 200 barrels whale; sent home 3,200 pounds bone. Built 1848 at Mattapoisett; sold to New Bedford 1853.
... do	Aug. 8	.....	.....	.....	.....	Went to California—voyage broken up.
....do	July 16	Aug. 10, 1852	534	70	.....	Sold 30 barrels sperm, 40 blackfish.
....do	Nov. 7	Feb. 3, 1853	1,158	10	.....	
....do	May 10	.....	.....	.....	.....	Added 1848 from Sippican. Sent home some sperm-oil; went to California and was sold.
....do	Aug. 31	Aug. 31, 1852	1,745	53	.....	Sold to New Bedford 1853.
....do	June 15	.....	.....	.....	.....	Sent home some oil, and was sold in California.
....do	Nov. 9	July 12, 1853	478	11	.....	
North Atlantic	Mar. —	Aug. 27, 1848	380	.....	.....	
Atlantic	Feb. 17	Sept. 15, 1848	200	.....	.....	
....do	Apr. 10	Aug. 4, 1848	270	10	.....	
....do	Mar. 7	Sept. 27, 1848	180	.....	.....	
....do	May 12	Oct. 19, 1848	280	10	.....	
....do	Apr. 12	Sept. 29, 1848	280	.....	.....	
Pacific Ocean ..	Nov. 27	May 7, 1853	300	1,200	1,000	Sent home 67 sperm, 86 whale, 800 bone.
Pac. & N. W ...	Aug. 16	Apr. 25, 1851	100	2,600	25,000	Sent home 6,660 pounds bone.
....do	Aug. 3	Nov. 8, 1851	1,915	.....	.....	
Atlantic	May 23	.....	.....	.....	.....	Sent home 68 sperm; condemned at Bermudas 1853.
Indian Ocean ..	Sept. 9	.....	.....	.....	.....	Took 600 barrels sperm and whale; was condemned at Sydney August, 1850; afterward went whaling from there; finally lost on the Feejee Islands 1852.
Atlantic	May 4	Sept. 4, 1849	60	30	.....	Withdrawn for California 1849.
Indian Ocean ..	Oct. 11	Aug. 29, 1853	615	120	.....	
Pacific Ocean ..	Dec. 22	June 10, 1852	632	.....	.....	Sold to New Bedford 1852; sent home 300 sperm.
Indian Ocean ..	May 3	Apr. 22, 1850	1,000	.....	.....	Sent home 91 sperm.
Pacific Ocean ..	Dec. 9	May 3, 1852	947	.....	.....	Sold to New Bedford 1852; repaired and renamed Gazelle.
N. W. Coast....	Sept. 30	May 17, 1852	93	2,254	5,600	Withdrawn for merchant service 1852; sold to Providence 1853.
Indian Ocean ..	Dec. 9	Jan. 27, 1852	862	.....	.....	Added 1848.
N. W. Coast....	Sept. 16	.....	.....	.....	.....	Bought from Sag Harbor 1847; sold at San Francisco 1849.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
Newport, R. I.				
Margaret	Ship	375	—— Fales	J. S. Munroe
Wm. Lee	do	311	—— Lee	do
Lynn, Mass.				
Com. Preble	Ship	323	—— Lamphier	Andrews Breed
Somerset, Mass.				
Pilgrim	Bark	137	—— Clark	George B. Hood
Mystic, Conn.				
Hellespont	Ship	340	—— Manwarring	I. & W. P. Randall
Hudson	do	365	—— Clift	Geo. W. Ashley & Co
Meteor	do	325	—— Kenney	I. & W. P. Randall
Robin Hood	do	393	—— Baker	Charles Mallory
Romulus	do	367	C. Hull	do
Shepherdess	do	273	—— Benjamin	I. & W. P. Randall
Washington	Schooner	190	—— Oat	G. W. Ashley & Co
Stonington, Conn.				
Cabinet	Ship	307	—— Hathaway	John F. Trumbull
Cavalier	Bark	297	—— Barber	Charles P. Williams
Mercury	Ship	303	—— Pendleton	F. Pendleton
Prudent	Bark	398	—— Nash	C. P. Williams
Tiger	Ship	311	—— Brewster	J. F. Trumbull
Cold Spring, Conn.				
N. P. Tallmadge	Ship	370	—— Mulford	John H. Jones
Splendid	do	477	—— Fordham	do
Tuscarora	do	379	—— Leek	do
Greenport, N. Y.				
Delta	Ship	314		Ireland, Wells & Carpenter.
Nile	do	403		do
Philip 1st	do	293	—— Woodruff	do
Washington	do	230		Wiggins & Parsons
New London, Conn.				
Benj. Morgan	Ship	407	—— Chappel	Perkins & Smith
Brooklyn	do	360	—— Jeffrey	do
Clematis	do	311	—— Bellows	Williams & Barnes
Columbus	Brig	159	—— Andrews	do
Catharine	do	384	—— Green	Thomas Fitch, 2d
Dover	do	430	—— Jeffrey	Benjamin F. Brown
Exile	Schooner	83	—— Butler	E. V. Stoddard
Gen. Williams	Ship	440	—— Forsyth	Williams & Barnes
Garland	Schooner			
Gen. Scott	Bark	360	—— Harris	Weaver, Rogers & Co
Isaac Hicks	Ship	495	—— Rice	Miner, Lawrence & Co.
Montezuma	do	424	—— Benjamin	Williams & Barnes
New England	do	368	—— Wilcox	Miner, Lawrence & Co.
Peruvian	do	388	—— Brown	E. V. Stoddard
Superior	do	400	—— Sloan	B. F. Brown
Sag Harbor, N. Y.				
Columbia	Bark	285	—— Sweeney	John Rudd
Eliz. Frith	do	355	—— Winters	Post & Sherry
Henry	Ship	333	—— Lowen	Huntting Cooper
Nimrod	Bark	280	—— Huntting	Charles T. Dering

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian & N. W	June 17	.....	.....	.....	.....	Added 1848 from New Bedford; lost on Society Islands February 27, 1850; had 2,400 whale; two of the crew lost; oil, about 1,800 barrels, sent home.
Pacific Ocean .	Mar. 22	Nov. 10, 1851	1,117	130	.....	
Indian Ocean ..	Sept. 26	Apr. 26, 1851	120	2,600	25,000	
Indian Ocean ..	Aug. 7	May 3, 1849	140	.....	.....	Sold for California 1849.
Kamschatka ...	Sept. 6	Apr. 8, 1851	20	2,760	15,000	
Falkland Islds.	Nov. 3	Feb. 26, 1852	.....	2,382	18,000	Bought from Sag Harbor 1848.
N. W. Coast....	Apr. 22	Apr. 23, 1851	.....	2,553	24,700	
....do	Oct. 6	Mar. 10, 1849	800	.....	.....	The Robin Hood took her oil from the wreck of the freight-ship Carmelita, and was proceeding on her voyage, but sprung a leak and returned.
....do	Aug. 27	Jan. 19, 1851	10	3,200	.....	
....do	Aug. 1	Jan. 28, 1851	.....	2,300	12,000	Sent home 17,500 pounds bone.
Falkland Islds.	Nov. 3	Feb. 26, 1852	.....	10	.....	Added 1848.
N. W. Coast ...	Aug. 9	May 2, 1851	143	2,444	21,700	
....do	Oct. 7	Apr. 1, 1851	250	2,400	15,000	
....do	July 21	.....	.....	.....	.....	Burned at Honolulu, with about 1,200 barrels of oil, November, 1849.
Chili & N. W ..	June 6	June 3, 1850	40	2,000	30,000	
N. W. Coast....	June 29	May 7, 1851	41	2,629	21,000	Sent home 17,000 pounds bone.
N. W. Coast....	Sept. 26	Mar. 26, 1851	.....	2,700	.....	Built 1836.
....do	Oct. 28	Mar. 15, 1851	.....	3,400	38,000	
Indian & Pacific	Aug. 3	.....	.....	.....	.....	Condemned at Sydney March, 1851; had 2,000 whale; shipped it to London.
.....	Oct. —	June 3, 1851	267	1,334	5,800	
N. W. Coast....	Sept. —	Mar. 22, 1851	.....	3,000	.....	
... do	Sept. 1	Mar. 27, 1851	110	2,200	22,000	Sent home 22,656 pounds bone.
.....	Sept. —	May 12, 1851	17	1,636	22,000	Sent home 3,000 pounds bone; sold to Sag Harbor 1851.
Chili & N. W ..	July 26	Apr. 8, 1851	28	3,325	8,300	Sent home 32 sperm.
....do	July 10	May 7, 1851	3	3,440	.....	Sent home 135 sperm.
N. W. Coast....	Oct. 5	Mar. 21, 1851	75	2,400	17,000	Sent home 13,000 pounds bone.
Atl. & Ind	July 6	.....	.....	350	.....	Mate died 1850; condemned at Johanna September, 1850.
Ind. & N. W ...	Aug. 10	Mar. 28, 1850	250	2,300	25,000	
Chili & N. W ..	July 5	Mar. 23, 1851	50	3,550	.....	
Desolation Isld	Aug. 14	July 3, 1852	.....	260	.....	
N. W. Coast....	Aug. 1	May 17, 1851	283	3,314	.....	Sent home 335 sperm, 32,000 bone.
.....	.....	.....	.....	.....	.....	Garland lost on Desolation 1848.
Ind. & N. W ...	July 5	Mar. 22, 1851	.....	2,800	22,000	
Chili & N. W ..	Aug. 1	May 8, 1851	35	3,700	34,000	
S. A. & N. W ..	Aug. 17	Feb. 17, 1850	400	3,000	.....	Added 1848; sent home 43 sperm.
Ind. & N. W ...	Aug. 16	Feb. 12, 1851	.....	3,150	20,000	
Desolation Isld	Aug. 14	Aug. 8, 1850	.....	2,900	6,000	1,300 barrels were elephant.
Ind. & N. W ...	May 21	Apr. 4, 1851	71	1,787	29,700	
N. W. Coast ...	Oct. 12	May 17, 1851	.....	2,237	14,500	
....do	July 13	May 13, 1850	95	2,700	35,000	Sent home 160 sperm; withdrawn 1850.
....do	July 10	Sept. 13, 1850	190	210	3,000	Sold for California 1850.
South Atlantic.	Sept. 5	Sept. 2, 1850	120	1,050	3,000	Sent home 100 sperm, 5,000 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1848.				
Sag Harbor, N. Y.—Continued.				
Noble	Bark	273	—— Glover	Charles T. Dering
Ontario, 2d	Ship	489	—— Paine	Post & Sherry
Washington	do	340	—— Drake	Hunting Cooper
Wm. Tell	do	370	—— Taber	Thomas Brown
New Suffolk,				
Gentleman	Bark	227		Ira B. Tuthill
1849.				
New Bedford, Mass.				
Arabella	Ship	367	Wm. Maxfield	Chas. R. Tucker & Co.
Balæna	do	301	—— Dexter	J. & J. Howland
Benj. Tucker	do	349	—— Wood	C. R. Tucker & Co
Brandt	do	310	—— Honeywell	Alexander Gibbs
Callao	do	324	—— Sisson	Henry Taber & Co.
California	do	398	—— Adams	I. Howland, jr., & Co.
Caroline	do	364	—— Plaskett	William Gifford
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	153	—— Ricketson	Barton Ricketson
Cicero	Ship	252	—— Fox	Lemuel Kollock
Cortes	do	382	—— Cromwell	George Howland
Cherokee	Bark	261	—— Cleveland	Hathaway & Luce
Congress	Ship	339	—— 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	336	—— Potter	J. Perry
Exchange	Bark	180	—— Hazard	Thos. Knowles & Co
Falcon	Ship	273	—— Smith	do
Formosa	do	450	—— Swift	O. N. Swift
Franklin	Bark	273	—— Lake	John P. West
Fabius	Ship	432	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	343	—— Bennett	Swift & Allen
Lewis	Ship	308	—— Clement	I. H. Bartlett & Son.
Mary Frazier	do	288	—— Hagerty	A. H. Howland
Maria	Bark	202	—— Movers	Sam'l W. Rodman
Milo	Ship	398	—— Sowle	E. C. Jones
Montezuma	Bark	195	—— Allen	James Slocum
Mount Vernon	Ship	352	—— Willis	D. R. Greene & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic	Sept. 12	May 13, 1850	40	1, 245	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 October 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, 509	6	.....	
N. W. Coast....	July 18	June 1, 1851	170	2, 339	.....	Sent home about 20,000 pounds bone.
Indian Ocean ..	Nov. 20	Sept. 12, 1852	1, 088	141	1, 200	
Pacific Ocean ..	Oct. 16	May 16, 1852	649	1, 577	.....	Sent home 100 whale.
North Pacific ..	Aug. 15	Mar. 15, 1851	47	2, 995	44, 500	
Pacific Ocean ..	Aug. 1	Apr. 16, 1852	75	1, 800	16, 000	Sold 150 sperm, 300 whale; sent home 30,298 bone.
North Pacific ..	Nov. 17	.....	.....	.....	.....	Lost at Honolulu October 22, 1850; had 1,300 whale, 10,000 pounds bone; saved 600 barrels whale; sent home 11,600 bone.
New Zealand ..	Dec. 28	July 4, 1853	135	1, 584	21, 000	Sent home 134 sperm, 282 whale, 11,830 bone.
Pacific Ocean..	June 5	May 27, 1853	1, 121	.....	.....	
... do	July 25	May 8, 1853	840	716	14, 400	Sold 240 whale at Valparaiso.
Atlantic	Apr. 18	.....	.....	.....	.....	Lost 1851; sent home 160 sperm.
Indian Ocean ..	Sept. 13	Apr. 20, 1853	.....	291	.....	Captain Fox came home sick 1852; Captain Churchill died at Honolulu October 30, 1852; shipped 440 sperm, 80 whale, 1,000 bone to London from Hobart Town; sent home 198 whale, 4,898 bone.
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.
....do	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	
Pacific Ocean.	July 25	Mar. 21, 1851	.....	2, 757	40, 300	Sent home 26 sperm; 10,000 pounds bone.
....do	June 5	July 1, 1853	1, 700	.....	.....	
Atlantic	June 12	Apr. 29, 1850	.....	.....	.....	Captain Hazard died at St. Thomas April, 1850. No oil.
Indian Ocean ..	Oct. 5	Apr. 30, 1852	44	2, 327	200	Sent home 40 sperm, 200 whale, 40,000 bone.
Japan	Sept. 1	.....	.....	.....	.....	Lost near Woosung February 15, 1850.
Pacific Ocean.	Nov. 27	May 30, 1853	802	51	....	
Japan	June 16	Feb. 14, 1851	57	2, 613	38, 800	
Pacific Ocean.	June 19	Sept. 4, 1853	73	.....	.....	Voyage abandoned; went into California trade temporarily.
... do	May 15	July 31, 1852	1, 305	12	.....	Sent home 169 sperm.
....do	Oct. 3	July 3, 1853	242	1, 747	28, 800	Sent home 194 sperm, 120 whale, 3,471 bone.
Atlantic & Pac	May 29	Dec. 6, 1852	1, 006	10	.....	Added 1848; sent home 220 sperm.
Indian Ocean ..	Oct. 2	Apr. 5, 1853	329	1, 450	5, 400	Sent home 31,000 bone.
North Pacific..	Sept. 8	.....	.....	.....	.....	Lost in Arctic July, 1851, near Cape Oliver; had 2,700 barrels of oil; saved 1,100.
....do	June 19	May 28, 1851	193	2, 492	41, 200	
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	8	.....	Seized by natives of Johanna Islands; Captain Movers imprisoned; afterward released.
....do	Aug. 16	July 20, 1851	331	2, 826	.....	Sent home 32,400 bone.
....do	Dec. 28	Aug. 24, 1851	796	.....	.....	
Pacific Ocean..	Sept. 5	May 18, 1852	276	1, 756	4, 600	Bought from Nantucket 1848; sent home 999 whale, 36,533 bone; sold 50 whale at Mauii.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1849.				
New Bedford, Mass.—Continued.				
Mt. Wallaston	Bark	325	—— Barker	Abraham Barker
Newton	do	283	—— Watson	Jona. Bourne, jr
Ocean	Ship	349	—— Driggs	J. R. Thornton
Paulina	Bark	271	—— Tatch	Swift & Allen
Peri	do	191	—— Russell	R. French
Phocion	Ship	266	—— 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
Roscoe	Bark	235	—— Gorham	J. Bourne, jr
Robert Edwards	Ship	356	—— Burgess	J. & J. Howland
Rousseau	do	300	—— Taber	Geo. Howland
Saratoga	do	54[illegible]	—— Harding	Abraham Ashley
Swift	do	321	—— Vincent	Thos. S. Hathaway
Smyrna	Bark	219	—— Tobey	Richmond & Wood
St. Peter	Ship	267	—— Almy	J. B. Wood & Co
Susan	Bark	261	—— Howland	A. H. Howland
Superior	do	275	—— Luce	J. B. Wood & Co
Triton, 2d	Ship	315	—— Sands	C. R. Tucker & Co
Uncas	do	41[illegible]	—— Edwards	A. H. Howland
Waverly	do	327	—— Neill	I. Howland, jr., & Co
Young Phenix	do	377	Isaac B. Thompkins	John A. Parker & Son
Fairhaven, Mass.				
Ansel Gibbs	Ship	319	—— Worth	Gibbs & Jenney
Arab	do	336	—— Braley	E. Sawin
Columbus	do	389	—— Crowell	Gibbs & Jenney
George	do	360	—— Marston	Reuben Fish
Java	do	294	—— Thompson	Atkins Adams
John A. Robb	do	27[illegible]	—— Wimpenny	L. C. Tripp
Leonidas	do	24[illegible]	—— Gifford	Jenney & Tripp
Oregon	do	339	—— Wimpenny	L. C. Tripp
Sam. Robertson	do	421	—— Washburn	I. F. Terry
Mattapoisett, Mass.				
Elizabeth	Bark	21[illegible]	—— Flanders	R. L. Barstow
Willis	do	164	—— Taber	do
Westport, Mass.				
Barclay	Bark	167	—— King	Alexander H. Corey
Champion	do	209	—— Gardner	Andrew Hicks
Dr. Franklin	do	171	—— Gifford	Job Davis
Mattapoisett	do	150	—— Wing	Freeman Lawrence
President	do	180	—— Sowle	A. Hicks
Theo. Chase	do	168	Pardon Macomber	Henry Wilcox
U. States	do	217	—— Perkins	A. Hicks
Dartmouth, Mass.				
Gov. Hopkins	Ship	111	—— Baker	A. R. Tucker
Nantucket, Mass.				
Edward Carey	Ship	350	Roland Phinney	C. G. & H. Coffin
Ganges	do	315	Thomas Coffin, 2d	Barker Burnell
Mariner	do	349	Albert S. Ray	Matthew Crosby

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Japan	Oct. 12	Apr. 16, 1853	19	1,484	10,500	Sent home 14,015 bone.
Pacific Ocean	July 16	June 22, 1851	87	2,019	30,400	
do	July 7	Apr. 15, 1853	1,270	49	.....	Fourth mate, Michael Taylor, died 1852.
Indian Ocean	Dec. 2	May 19, 1853	807	30	.....	Bought from Boston 1849.
do	May 7	Oct. 13, 1851	6[illegible]	.....	.....	Sent home 49 sperm.
do	Nov. 17	Sept. 1, 1852	1,390	248	.....	Built at New York 1807; sold and broken up after this voyage; was of a "remarkably bad model."
Indian & Pac.	Oct. 31	July 16, 1853	1,092	.....	.....	
Pacific Ocean	May 26	July 26, 1849	136	.....	....	Sailed May 26; returned July 26, captain sick; sailed again and was condemned in 1852 at Callao; sent home 91 sperm.
	Aug. 4	.....	.....	.....	....	
do	Oct. 16	June 20, 1853	1,817	.....	.....	
Indian Ocean	May 15	July 20, 1853	635	.....	.....	
Pacific Ocean	June 1	May 28, 1853	1,344	210	.....	Sent home 63 sperm.
do	May 9	June 2, 1853	886	185	.....	Sent home 201 sperm.
North Pacific	Sept. 5	May 26, 1852	209	3,607	21,900	Sent home 364 whale, 58,500 bone; cargo sold for $124,000.
New Zealand	June 25	Nov. 26, 1852	1,991	.....	.....	Sent home 110 sperm.
Pacific Ocean	Dec. 27	Sept. 30, 1853	870	.....	.....	
Indian Ocean	Oct. 17	Oct. 10, 1852	1,042	97	.....	
Pacific Ocean	July 24	July 26, 1853	1,131	22	.....	
do	Nov. 29	Feb. 8, 1853	1,118	31	.....	Added 1849.
North Pacific	Nov. 23	June 25, 1851	205	1,824	.....	
do	July 20	Mar. 21, 1851	93	3,127	37,200	Sent home 8,800 bone.
Japan	July 9	Apr. 25, 1851	157	2,295	34,100	
Indian Ocean	May 8	Mar. 14, 1853	1,460	.....	.....	Sent home 54 sperm.
Indian Ocean	Nov. 28	Sept. 11, 1853	1,004	.....	.....	Sent home 300 sperm.
do	Nov. 21	Sept. 15, 1853	1,058	....	.....	Sent home 200 sperm, 700 whale.
North Pacific	Nov. 14	July 1, 1851	262	2,501	20,400	Sent home 13,750 pounds bone.
do	June 27	May 16, 1851	41	2,264	.....	
Pacific Ocean	Oct. 27	July 29, 1853	900	31	.....	Charles Cushing, third mate, and one man drowned at Tombez 1852.
do	Oct. 23	July 1, 1853	693	85	.....	
Indian Ocean	Oct. 18	.....	.....	.....	.....	Condemned at Mauritius 1851; had 575 sperm, 75 hump; shipped it to London.
Pacific Ocean	July 5	July 6, 1853	465	.....	.....	Sent home 37 sperm.
North Pacific	Aug. 25	Apr. 22, 1852	95	2,600	13,000	Second mate died 1850; sent home 500 whale, 30,882 bone.
Atlantic	Apr. 27	Sept. 25, 1850	820	.....	.....	Sent home 240 sperm.
do	.....	June 3, 1850	660	40	.....	40 barrels were humpback.
Atlantic	June 1	Sept. 1, 1850	600	.....	.....	
Atl. and Pacific	Apr. 13	Aug. 4, 1853	539	.....	.....	Sent home 218 sperm.
Atlantic	May 20	Jan. 18, 1851	400	.....	.....	
do	June 7	Aug. 22, 1850	550	.....	.....	
do	May 26	Aug. 22, 1850	500	45	.....	Built 1849 at Mattapoisett; sent home 203 sperm.
do	Aug. 23	.....	.....	.....	.....	Missing.
Indian Ocean	Dec. 21	Sept. 3, 1852	905	.....	.....	
Atlantic	May 17	Aug. 2, 1850	33	7	.....	
Pacific Ocean	Oct. 8	Nov. 12, 1853	1,133	50	.....	
do	Sept. 12	July 20, 1853	1,813	.....	.....	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 from Payta under name of "Sophia Somontes."
do	May 20	.....	.....	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1849.				
Nantucket, Mass.—Continued.				
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	Reuben F. Starbuck	
Fall River, Mass.				
Caravan	Ship	330	—— Dimon	J. W. Lindsey
Falmouth, Mass.				
Com. Morris	Ship	350	Lewis H. Lawrence	Oliver C. Swift
Provincetown, Mass.				
Allstrum	Schooner		—— Genn	
Belle Isle	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		R. L. Thatcher
Lewis Bruce	Brig		—— Young	
Louisa	Schooner	98	—— Cook	Samuel Cook
Medford	do	105	—— Ryer	Parker Cook
Parker Cook	Bark	135	—— Cook	do
Rienzi	Schooner	115	—— Snow	A. Cook
Robert Raikes	do	110	—— Swift	Ephraim Cook
Sam. Cook	Brig	140	—— Atson	
Shylock	do		—— Hersey	
Beverly, Mass.				
Gem	Brig	162	—— Small	F. W. Choate
Quincy, Mass.				
Curacoa	Brig		—— Prior	
Yarmouth, Mass.				
March	Brig	90	—— Weeks	Silas Baker
Warren, R. I.				
Benj. Rush	Ship	385	—— Swan	S. P. Child and Jas. Coffin
Bowditch	do	399	—— Waldron	S. P. Child
Covington	do	351	—— Devoll	do
Hoogley	do	292	—— Morse	John R. Wheaton
Mary Frances	do	311	—— Smith	S. P. Smith
Stonington, Conn.				
B. Williams	Ship	400	—— Hancox	C. P. Williams
Cincinnati	do	457	—— Williams	F. Pendleton & Co
George	Bark	251	—— Pendleton	C. P. Williams
Newark	Ship	332	—— Dickens	J. F. Trumbull
Philetus	Bark	278	—— Stevens	John F. Trumbull
Tybee	Ship	290	—— Barber	J. F. Trumbull
United States	do	244	—— Barnum	do
Lynn, Mass.				
William Badger	Ship	337	—— Perkins	Andrews Breed
Providence, R. I.				
Lion	Ship	298	—— Nichols	Lloyd Bowers
Mystic, Conn.				
Æronant	Ship	265	—— Guyn	Charles Mallory
Coriolanus	do	268	—— Maginly	do
Robin Hood	do	395	—— Baker	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Aug. 27	June 19, 1854	837	.....	.....	
....do	June 5	Oct. 3, 1853	696	.....	.....	
....do	Aug. 7	May 10, 1853	1,976	25	.....	Sold and sent home 60 barrels.
Atlantic	Apr. 7	July 27, 1850	30	80	.....	
Pacific Ocean ..	Nov. 3	May 11, 1852	.....	2,525	15,000	Sent home 400 whale, 30,569 pounds bone.
Pacific Ocean ..	Aug. 13	Aug. 19, 1853	1,860	.....	.....	
Atlantic	Mar. 6	Sept. 22, 1849	150	.....	.....	
.....	.....	Oct. 16, 1849	240	.....	.....	
.....	.....	Sept. —, 1849	.....	160	.....	
Atlantic	Mar. 20	Sept. 11, 1849	160	.....	.....	
....do	.....	July —, 1849	210	.....	.....	
....do	.....	Aug. —, 1849	.....	50	.....	
....do	Jan. 15	.....	.....	.....	.....	Withdrawn 1850.
South Atlantic	Jan. 16	Sept. 13, 1849	210	.....	.....	
Atlantic	Apr. —	Sept. 13, 1849	60	20	.....	
....do	Apr. 11	Sept. 28, 1849	200	.....	.....	
....do	Apr. 11	Oct. 30, 1849	160	.....	.....	
....do	Feb. 6	Sept. 30, 1849	100	.....	.....	
....do	Apr. 18	Nov. 9, 1849	285	.....	.....	
....do	Mar. 20	Sept. 6, 1849	100	.....	.....	
....do	May 23	Sept. 17, 1850	110	.....	.....	
....do	Feb. 9	Oct. 16, 1850	325	.....	.....	
....do	Apr. 12	Oct. 16, 1850	215	.....	.....	
Atlantic	Apr. 14	Oct. 21, 1850	60	.....	.....	Sent home 240 sperm.
Atlantic	May 14	Sept. 29, 1849	.....	4	.....	Withdrawn 1850.
Atlantic	Apr. 10	Aug. 4, 1850	70	30	.....	The 30 barrels were blackfish; sold 1850.
Pacific Ocean ..	Sept. 5	June 10, 1852	520	1,244	.....	Sent home 15 sperm, 22,370 pounds bone.
Japan	Sept. 18	Apr. 23, 1852	81	2,460	17,000	Sent home 1,000 whale, 32,915 pounds bone.
N. W. Coast	July 25	Mar. 7, 1852	108	1,728	7,800	
Pacific Ocean ..	Aug. 16	July 18, 1853	113	1,012	8,900	
....do	Jan. 6	May 27, 1852	859	.....	.....	Added 1848.
Indian Ocean ..	June 20	Apr. 6, 1851	400	2,300	35,000	
N. W. Coast	Aug. 22	Apr. 2, 1852	147	2,528	3,800	Sent home 18,500 pounds bone.
... do	Oct. 16	Aug. 7, 1851	221	1,631	.....	Sent home 21,500 pounds bone.
... do	Aug. 1	Aug. 3, 1851	79	1,758	.....	Sent home 21,669 pounds bone.
Indian Ocean ..	Jan. 1	.....	.....	.....	.....	Condemned at Mauritius October, 1850.
N. W. Coast	Oct. 15	Apr. 26, 1851	124	1,869	31,000	
Crozette Island	June 18	May 24, 1851	.....	845	.....	
Indian Ocean ..	Sept. 15	May 11, 1853	1,484	.....	.....	Sold 1853.
Pacific Ocean ..	Dec. 2	Oct. 23, 1853	1,876	.....	.....	
Indian Ocean ..	June 23	May 31, 1852	59	1,971	.....	Sent home 31,000 pounds bone.
....do	Oct. 12	May 3, 1851	152	1,632	25,000	
Ind. and N. P ..	July 11	Mar. 27, 1851	.....	3,263	44,200	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1849.				
New London, Conn.				
Armata	Ship	413	C. Strong Holt	Williams & Barnes
Atlas	Schooner	81	—— Lyon	Perkins & Smith
Black Warrior	Bark	231	—— Babcock	Williams & Haven
Candace	...do	310	—— Walker	...do
Clement	...do	279	—— Lane	Miner, Lawrence & Co
Corinthian	Ship	505	—— Slate	Perkins & Smith
Charles Carroll	...do	415	—— Chapel	...do
Dove	Bark	151	—— Forsyth	Williams & Haven
Franklin	Schooner	119	—— Noorie	Perkins & Smith
Hannibal	Ship	441	—— Gray	Benjamin Brown Sons
Jefferson	...do	396	—— Skinner	Miner, Lawrence & Co.
Julius Cæsar	...do	347	—— Morgan	E. V. Stoddard
McLellan	...do	370	—— Chappell	Perkins & Smith
N. America	Bark	388	—— Pendleton	Williams & Haven
Venice	...do	353	—— Harris	Weaver, Rogers & Co.
Vesper	Ship	321	—— Fournier	Williams & Barnes
Greenport, L. I.				
Bayard	Ship	339	—— Graham	Ireland, Wells & Carpenter.
Italy	...do	299	—— Weld	David G. Floyd
Sag Harbor, L. I.				
Concordia	Bark	265	—— French	Thomas Brown
Timor	...do	280	—— Baker	Huntting Cooper
Cold Spring, N. Y.				
Alice	Bark	281	—— Smith	John H. Jones
Huntsville	Ship	523	—— Smith	...do
Sheffield	...do	579	—— Roys	...do
1850.				
New Bedford, Mass.				
Abraham Barker	Ship	400	—— Norton	Abraham Barker
Adeline	...do	329	—— Carr	I. Howland, jr. & Co.
America, 2d	...do	464	Charles P. Seabury	William O. Brownell
Amethyst	...do	359	—— Howes	John A. Parker & Son
Ann Alexander	...do	253	—— Deblois	George Howland
Andrews	Bark	303	James L. Nye	William P. Howland
Bevis	...do	214	A. Snell	Benjamin B. Howard
Barclay	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	R. C. Reynard	William Philips
City	...do	351	Henry Eldridge	Abm. H. Howland
Courier	...do	381	C. Howland	O. & G. O. Crocker
Clarice	Bark	237	—— Gifford	Edward C. Jones
Condor	Ship	349	—— Kempton	C. W. Morgan
Cornelia	Bark	210	—— Devoll	Lemuel Kollock
Coral	Ship	370	E. P. Sherman	Gideon Allen
Columbus	Bark	313	—— Carr	William R. Rodman
Champion	Ship	336	Joseph Bailey	J. D. Thompson
Cossack	Bark	256	—— Slocum	Charles Hitch
Dunbarton	...do	199	—— Davis	Isaac B. Richmond

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
N. W. Coast....	Oct. 2	.....	.....	.....	.....	Lost on a reef near Cape North July 15, 1851; shipped home 200 sperm, 4,500 whale.
Desolation Isld.	Sept 1	Apr. 22, 1851	.....	220	.....	
Ind. and N. P ..	Oct. 11	May 10, 1851	48	1, 584	.....	Sent home 28,131 pounds bone.
....do	July 17	Mar. 15, 1851	25	2, 100	21, 000	
N. W. Coast....	July 11	May 10, 1851	81	1, 877	27, 200	
Desolation Isld.	Sept. 7	Apr. 27, 1851	18	2, 871	11, 000	
North Pacific ..	.....	Mar. 23, 1854	.....	784	12, 800	Sent home 3,315 whale, 37,049 bone.
Indian Ocean ..	Aug. 15	Nov. 6, 1851	797	5	.....	
Desolation Isld	Sept. 7	May 10, 1851	17	183	.....	
Ind. and N. P ..	Sept. 6	Mar. 21, 1851	100	3, 400	45, 000	
N. W. Coast....	Aug. 22	Mar. 23, 1851	170	2, 630	.....	Sent home 27,000 pounds bone.
Desolation, &c	Sept. 7	May 10, 1851	.....	2, 470	14, 200	
Davis Straits ..	Mar. 3	Oct. 16, 1849	.....	600	12, 000	
Ind. and N. P ..	June 20	Mar. 26, 1851	.....	2, 700	28, 000	
....do	Aug. 7	Mar. 26, 1851	.....	2, 900	40, 000	
N. W. Coast....	Aug. 28	Mar. 23, 1851	330	2, 670	.....	
Pacific Ocean ..	Aug. 21	Apr. 20, 1853	.....	1, 604	20, 800	Sent home 450 whale, 20,719 bone.
N. W. Coast....	Aug. —	May 14, 1851	.. ..	2, 577	38, 100	Added 1848.
South Atlantic.	Oct. 12	June 4, 1854	.....	691	.....	Sent home 50 sperm, 577 whale, 5,350 bone.
North Pacific ..	Oct. 12	Oct. 11, 1852	125	1, 475	15, 000	Sent home 90 sperm, 11,994 pounds bone.
Arctic	Sept. —	Mar. 23, 1851	.....	2, 800	25, 000	Sent home 21,214 bone.
Behring Straits	Oct. 26	Mar. 21, 1851	.....	3, 350	45, 000	
Whaling & Cal	Aug. 17	Jan. 24, 1854	.....	2, 532	36, 900	Shipped 1,600 whale, 22,000 pounds bone, to London from Sydney.
North Pacific ..	Sept. 10	Mar. 14, 1853	56	2, 306	22, 000	Sold 80 barrels whale; sent home 62 barrels sperm, 417 whale.
....do	Sept. 21	June 13, 1853	.....	894	15, 500	Sent home about 10,000 pounds bone.
....do	Sept. 10	.....	.....	.....	.....	Added 1850; formerly in California trade; crushed by the ice in Anadir Sea 1851.
Pacific Ocean ..	Sept. 28	June 18, 1854	2, 308	.....	.....	
....do	June 1	.....	.....	.....	.....	Lost 1851; sunk by a whale; sent home 115 sperm.
....do	June 3	May 3, 1853	908	.....	.....	Built 1850; Captain Nye and two men killed by a whale December 29, 1852; sold 80 sperm at Callao.
Indian Ocean ..	June 4	May 25, 1853	931	.....	.....	Bought from Boston 1850.
Atl. and Ind ...	May 11	Apr. 22, 1852	544	.....	.....	Sent home 450 sperm.
North Pacific ..	Oct. 9	June 1, 1854	....	791	4, 000	Sold to Dartmouth 1855; sent home 158 sperm, 947 whale, 17,996 pounds bone.
....do	Sept. 10	Apr. 22, 1854	40	1, 714	5, 000	Sent home 158 sperm, 947 whale, 4,351 pounds bone.
....do	Oct. 1	Apr. 1, 1852	149	2, 946	600	
Pacific Ocean ..	Aug. 22	.....	.....	.....	.....	Lost 1854.
North Pacific ..	Sept. 24	Mar. 3, 1852	342	2, 222	26, 700	
... do	Oct. 1	Mar. 13, 1853	78	1, 800	10, 000	Built 1850; sent home 18,329 bone.
Pacific Ocean ..	Oct. 7	July 16, 1856	615	26	.....	Sent home 621 sperm.
Indian Ocean ..	Jan. 2	Apr. 28, 1853	665	.....	.....	
North Pacific ..	Sept. 21	May 22, 1853	254	1, 563	11, 100	Sent home 74 sperm, 173 whale, 17,600 bone.
Indian Ocean ..	Nov. 20	Aug. 26, 1853	547	270	2, 200	
North Pacific ..	Sept. 10	Apr. 6, 1854	12	2, 627	23, 300	Sent home 5,893 pounds bone.
Pacific Ocean..	Dec. 4	Sept. 27, 1854	340	.....	.....	Sent home 600 barrels sperm.
North Pacific ..	June 18	Mar. 24, 1853	34	1, 001	16, 000	Captain Bailey died at Hong-Kong February 27, 1852; sent home 175 whale, 3,500 pounds bone
....do	Oct. 8	May 10, 1853	56	1, 153	12, 900	Bought from Sippican 1850; sent home 5,800 pounds bone.
Pacific Ocean ..	July 25	Oct. 24, 1852	152	5	.....	Sent home 360 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
New Bedford, Mass.—Continued.				
Exchange	Bark	180	George W. Stewart	Thomas Knowles & Co.
Fortune	do	291	—— Hathaway	Gilbert Hatheway
Frances	Ship	348	W. Swain, jr	Henry Taber & Co
Franklin	do	333	—— Lamb	William P. Howland
Gen. Pike	do	313	N. P. Baker	William Gifford
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	215	—— Handy	Ingalls & Lucas
Gov. Troup	Ship	430	F. Coggeshall	Edw. C. Jones
Harrison	do	371	—— Hathaway	Gilbert Hathaway
Harvest	Bark	263	—— Almy	Swift & Allen
Hope	do	186	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	—— Rotch	Alex. Gibbs
Jeannette	Ship	340	—— West	Isaac B. Richmond
John Wells	do	366	—— Cross	T. Knowles & Co
Joseph Meigs	do	356	George Allen	George Hussey
Junior	do	378	S. Tinkham	D. R. Greene & Co
Lagoda	do	341	—— Tobey	Jona. Bourne, jr
Leonidas	do	231	B. S. Clark	Russell Maxfield
Levi Starbuck	do	376	W. M. Ellison	Edw. W. Howland
Liverpool	do	366	Henry P. Barker	Abm. Barker
Louisiana	do	300	Walter Taber	T. & A. R. Nye
Louisa	Bark	316	R. T. Wyatt	Swift & Allen
Morea	Ship	330	—— Kelley	B. B. Howard
March	Brig	90	—— Reynolds	William P. Howland
Mary	Ship	287	—— Henry	I. Howland, jr., & Co
Mercator	Bark	246	—— Macomber	John A. Parker
Metacom	Ship	360	—— Bonney	J. B. Wood & Co
Marcella	Bark	210	Pardon C. Winslow	C. R. Tucker & Co
Midas	Ship	326	E. Woodbridge	J. B. Wood & Co
Minerva	do	408	G. Hazard	William Gifford
Montpelier	do	320	M. G. Tucker	John R. Thornton
Montreal	do	547	Frederick Fish	C. R. Tucker & Co
Monongahela	do	497	Jason Seabury	O. & E. W. Seabury
Marcia	do	315	I. Wing	Edw. W. Howland

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	May 18					A missing vessel; her fate was never known.
North Pacific	Oct. 19	May 18, 1854	10	2, 125	24, 00	Captain Hathaway died at Petro Paulovski June, 1852; sold 100 sperm, 400 whale, at Valparaiso; sent home 8,308 pounds bone.
do	Sept. 4					Sent home 133 sperm, 844 whale, 18,678 bone; lost on Mangea Island 1853.
do	July 15	July 16, 1853	124	2, 049		Sent home 366 whale, 25,992 bone.
do	June 13	July 18, 1853	8	2, 425	25, 400	Sent home 82 sperm, 6,993 bone.
Pacific Ocean	Aug. 20	Oct. 29, 1852	218	70		Seized by convicts at Gallipagos Islands; recaptured by a Swedish frigate; sent home 25 sperm.
North Pacific	Sept. 4	Mar. 10, 1853	8	3, 133	32, 000	
do	Aug. 15	Apr. 7, 1854		3, 200	39, 70	Bought from New York 1850; formerly New York and London packet; took in all 6,200 whale, 95,000 bone; withdrawn 1854.
do	Nov. 16					Lost on East Cape (Behring Straits) August, 1851.
Pacific Ocean	Sept. 9	Jan. 2, 1855	250	650		Bought from New York 1850.
North Pacific	Aug. 15	May 7, 1853	797	2, 05	24, 800	Sent home 16 sperm.
do	Dec. 12	Apr. 20, 1854	177	2, 543		Sent home 11,300 bone.
do	Oct. 1	May 1, 1854		697	11, 000	Sent home 31 whale, 18,360 bone.
Indian Ocean	Aug. 17	May 7, 1853	990			Sent home 200 sperm.
North Pacific	Aug. 10					Lost on Kaiaghiusky Island (Kamschatka) April 25, 1852; the crew suffered severely from cold; sent home 63 sperm, 585 whale, 10,800 bone.
do	Aug. 15	May 20, 1853	31	2, 657	32, 900	Bought from Sag Harbor 1850; sent home 8,352 bone.
Indian Ocean	May 8	Mar. 16, 1853	1, 291	373	3, 400	
do	Aug. 5					Lost in Mozambique Channel October 21, 1851; sent home 108 sperm.
Pacific Ocean	Feb. 26					Condemned at New Zealand September, 1853; oil (850 sperm) shipped to London.
North Pacific	Nov. 21	Apr. 20, 1854		902	11, 700	Sent home 20 sperm, 506 whale, 49,300 bone.
do	June 18	Apr. 25, 1854	317	1, 639	25, 000	Bought from Sag Harbor 1849; sent home 175 sperm, 34,874 bone.
Pacific Ocean	Oct. 22	Aug. 2, 1854	1, 25	16		Formerly in merchant-service; added 1850; sent home 225 sperm.
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	85	37		
North Pacific	Oct. 21	July 10, 1853	173	1, 50	21, 000	Bought from Nantucket 1850; sent home 35 sperm, 6,408 bone.
do	Oct. 5	May 27, 1853	19	1, 909	22, 200	Sent home 243 sperm, 717 whale, 6,117 bone.
Pacific Ocean	Aug. 15	May 18, 1853	1, 15	29		Bought from New York 1850.
North Pacific	Nov. 20	May 12, 1853	221	1, 157	16, 300	Bought from Baltimore 1850.
do	Oct. 2	June 7, 1853	6	1, 12	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, 93	40, 800	First mate, William B. Eaton, died April 26, 1853.
Atl. and Ind	July 6	Sept. 9, 1852	416	7		Sent home 450 sperm, 588 bone.
North Pacific	July 1	May 9, 1853	18	1, 148	12, 400	Mate and boat's crew lost; fast to a whale.
Indian Ocean	June 12	Dec. 6, 1852	410	50	500	Captain Winslow died at Johanna 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	60	2, 224	32, 000	Sent home 270 sperm, 250 whale, 8,300 bone.
do	Aug. 3	May 22, 1853	75	2, 250	23, 700	Sent home 55 sperm, 538 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, 45,959 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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
New Bedford, Mass.—Continued.				
Martha	Bark	271	—— Chase	Swift & Allen
Nassau	Ship	408	J. W. White	Jireh Perry
New Bedford	do	351	—— Gray	I. Howland, jr., & Co
Ohio	Bark	237	—— Sawtelle	Cook & Snow
Oliver Crocker	Ship	350	William B. Cash	James B. Wood & Co
Ontario	do	368	Frederick Siocum	David B. Kempton
Osceola	Brig	158	—— Maxam	William C. N. Swift
Roman, 2d	Ship	350	—— Tripp	Abm. Barker
Roscius	do	300	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	281	—— Landra	Rodney French
Stephania	do	315	—— Terry	Jona. Bourne
Tamerlane	do	357	—— Shockley	T. Knowles & Co
Trident	do	449	—— Taber	J. A. Parker & Son
Triton	do	300	—— Fish	I. Howland, jr., & Co
Wm. Hamilton	do	463	H. Shockley	do
Wm. Thompson	do	495	—— Jernegan	J. Perry
Washington	do	344	Martin Palmer	J. Bourne, jr
Fairhaven, Mass.				
Arab	Bark	276	—— Snell	I. F. Terry
Arctic	Ship	431	C. W. Gellett	Edmund Allen
Atkins Adams	do	330	—— Fish	William G. Blackler
Erie	do	451	—— Blackmer	Nathan Church
Favorite	Bark	293	E. Pierce	F. R. Whitwell
Harvest	do	314	—— Spooner	Jabez Delano, jr
Lagrange	do	280	—— Hammond	William G. Blackler
Marcus	Ship	286	—— Sherman	Lemuel Tripp
Mary Ann	do	335	—— Dallman	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	387	—— Fisher	Warren Delano
Mattapoisett, Mass.				
America	Brig	148	—— West	R. L. Barstow
Annawan	do	159	—— Phinney	Seth Freeman
Elizabeth	Bark	219	—— Dexter	R. L. Barstow
Lagrange	do	170	—— Flanders	do
Sarah	do	171	—— Mayhew	Wilson Barstow
Samuel and Thomas	do	191	—— Lambert	R. L. Barstow
Willis	do	164	—— Briggs	do
Westport, Mass.				
Barclay	Bark	167	—— Tripp	Alexander H. Corey
Gov. Carver	do	185	—— Hosmer	Henry Wilcox
Leonidas	Brig	128	—— Cornell	John L. Anthony
Mexico	do	130	—— Whitnes	H. Wilcox
Platina	Bark	266	—— Lee	Andrew Hicks
President	do	180	—— Sowle	do
Solon	Brig	129	—— Smith	Henry Smith
Th. Winslow	Bark	136	—— Chase	Thomas W. Mayhew

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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.
North Pacific ..	Aug. 5	May 22, 1853	148	2,612	35,800	Sent home 22 sperm.
Pacific Ocean ..	Oct. 10	.....	.....	.....	.....	Lost on Fox Islands June, 1851; four of her crew lost.
....do	Oct. 1	July 10, 1854	1,405	38	.....	Bought from Philadelphia 1850.
....do	Aug. 12	July 6, 1854	979	.....	.....	Built 1850 at Mattapoisett.
North Pacific ..	Sept. 4	Apr. 21, 1854	.....	573	11,000	Bought from Sag Harbor 1850; sent home 275 sperm, 588 whale, 35,000 bone.
Atlantic	Sept. 5	Oct. 1, 1853	187	17	.....	Bought from Boston 1850; sent home 30 sperm.
North Pacific ..	Aug. 1	May 11, 1854	336	1,501	7,400	
Pacific Ocean ..	June 3	Jan. 2, 1854	928	925	16,000	Sent home 325 sperm on the voyage.
North Pacific ..	Nov. 20	May 8, 1853	218	1,446	18,600	Sent home 4,096 bone.
....do	Sept. 4	May 18, 1853	360	1,812	18,900	Sent home 137 sperm, 84 whale.
....do	Aug. 10	May 21, 1853	.....	1,429	18,000	Sent home 662 whale, 14,400 bone.
....do	Nov. 27	Apr. 4, 1854	69	594	8,300	Sent home 993 whale, 13,.49 bone.
....do	Oct. 28	Apr. 24, 1854	.....	1,517	32,000	Owned in Savannah, Georgia; sent home 368 sperm, 1,177 whale, 13,150 bone.
....do	Oct. 21	Apr. 24, 1854	65	3,292	.....	Sent home 22,369 bone.
....do	Aug. 22	June 30, 1853	1,600	50	.....	Sent home 650 whale, 9,918 bone.
....do	June 20	May 1, 1854	.....	339	3,900	Captain Shockley came home sick 1851; sent home 80 sperm, 1,440 whale, 38,212 bone.
....do	July 30	Mar. 3, 1853	88	2,557	35,800	Sent home 54 sperm, 317 whale.
....do	Oct. 15	Mar. 17, 1853	195	2,524	.....	Sent home 25,329 bone.
Indian Ocean ..	Aug. 7	Apr. 7, 1853	.....	1,135	29,000	Sent home 32 sperm, 900 whale, 12,000 bone.
North Pacific ..	Dec. 10	Apr. 8, 1854	80	970	16,800	Built at Mattapoisett 1850; sent home 1,624 whale, 28,093 bone.
Pacific Ocean ..	Sept. 30	Aug. 21, 1854	1,367	.....	....	
North Pacific ..	Oct. 1	July 16, 1853	80	2,920	40,000	
....do	June 15	June 19, 1853	84	2,211	31,900	Sent home 300 sperm, 4,484 whale, 41,000 bone.
....do	Dec. 10	July 17, 1853	69	1,905	....	
Pacific Ocean.	Dec. 10	Nov. 16, 1853	556	.....	.....	
North Pacific ..	Nov. 9	.....	.....	.....	....	Lost in the ice near East Cape September, 1853; saved 900 barrels oil; sent home 12,000 bone.
....do	Oct. 29	May 14, 1854	98	1,057	3,500	Sent home 85 sperm, 382 whale, 21,992 bone.
....do	Oct. 12	May 22, 1854	159	1,192	7,000	Sent home 121 sperm, 970 whale, 5,936 bone.
....do	June 14	Jan. 21, 1851	115	....	....	Returned in consequence of illness of Captain Alden.
Pacific Ocean..	Sept. 12	.....	.....	.....	.....	Sent home 536 sperm, 150 whale; lost on Isle of Sol January 9, 1854.
....do	Oct. 15	May 21, 1853	243	2,326	19,800	Sold to New Bedford, 1853; sent home 79 sperm.
Atlantic	Apr. 10	Sept. 19, 1851	305	2	....	
....do	May —	Oct. 7, 1851	360	6	....	
....do	Dec. 22	Dec. 7, 1852	140	64	....	
....do	Apr. 16	Aug. 25, 1851	510	18	.....	
....do	Aug. 20	Aug. 9, 1852	422	150	1,500	
....do	July 18	June 11, 1852	449	22	....	Added 1850, from Provincetown.
....do	Aug. 7	Oct. 1, 1851	321	7	....	
Atlantic	Dec. 4	May 26, 1852	330	8	....	
....do	June 12	Aug. 24, 1851	602	.....	....	Added, 1850, from Fairhaven.
Indian Ocean ..	July 2	Sept. 20, 1851	400	30	....	The 30 barrels were blackfish
Atlantic	Oct. 7	Oct. 4, 1852	244	20	.....	Sent home 100 barrels oil.
Pacific Ocean..	July 15	July 10, 1853	1,011	.....	.....	
Atlantic	Oct. 30	Sept. 19, 1851	405	12	.....	
....do	May 2	Sept. 2, 1851	141	25	.....	Bought from Mattapoisett 1849.
....do	July 2	Apr. 28, 1852	31	3	.....	Sent home 225 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
Edgartown, Mass.				
Vineyard	Ship ..	381	Edwin Coffin	Benjamin Worth
Nantucket, Mass.				
Alpha	Ship ...	347	Joseph Congdon	Hadwen & Barney
American	...do ...	32[illegible]	Frederick W. Luce	R. F. Gardner
Apphia Maria	...do ...	26[illegible]	Hiram Folger	John H. Shaw
Atlantic	...do ...	32[illegible]	Zenas M. Coleman	R. F. Gardner
Columbia	...do ...	329	William Cash	C. G. & H. Coffin
Enterprise	...do ...	41[illegible]	Charles B. Swain, 2d	E. W. Gardner
Maria	...do ...	36[illegible]	David Baker	J. W. Barrett & Sons
Mohawk	...do ...	35[illegible]	Oliver C. Swain	I. & P. Macy
Monticello	.. do ...	36[illegible]	John M. Folger	J. H. Shaw
Nantucket	...do ...	35[illegible]	Richard C. Gibbs	H. G. O. Dunham
Ontario	...do ...	354	Obed Cathcart	J. W. Barrett & Sons
Paragon	Bark...	309	Thomas Nelson	H. G. O. Dunham
Tyleston	Brig ...	111	Shadrach Gifford	Zenas Adams
Young Hero	Ship ...	304	Samuel C. Wyer	G. & M. Starbuck
Dartmouth, Mass.				
Gov. Hopkins	Ship ...	111	—— Briggs	A. R. Tucker
Provincetown, Mass.				
A. Nickerson	Schooner	108	—— Sparks	J. H. Hilliard
Belle Isle	...do ...	104	—— Turner	Ebenezer Cook
C. Allstrum	...do ...	106	—— Snow	John Adams
Cadmus	...do ...	115	—— Soper	Samuel Soper
Chanticleer	.. do ...	87	—— Cook	Samuel Cook
Council	.. do ...	100	—— Higgins	H. P. Higgins
E. Nickerson	Brig ...	131	—— Nickerson	Enoch Nickerson
Franklin	...do ...	172	—— Soper	Samuel Soper
Harriet Neal	Schooner	125	—— Bush	R. L. Thatcher
H. N. Williams	...do ...	108	—— Young	Philip Cook
Jane Howes	Brig ...	109	—— Young	J. E. Bowley
John Adams	Schooner	104	—— Freeman	John Adams
Lewis Bruce	Brig	113	—— Young	B. Allstrum
Louisa	Schooner	109	—— Young	S. Cook
Medford	Brig ...	107	—— Dyer	Ephraim Cook
Parker Cook	Bark...	135	—— Cook	....do
R. E. Cook	Schooner	80	—— Cook	John Dunlap
Rienzi	...do ...	109	—— Iverson	J. E. Bowley
Sam'l Cook	Brig	126	—— Handy	S. Cook
Shylock	Schooner	115	—— Hersey	Nathaniel Holmes
Spartan	Bark...	190	—— Cook	Stephen Nickerson
Union	Schooner	90	—— Smith	Jonathan Nickerson
Vesta	...do ...	98	—— Rich	Philip S. Rich
Virginia	...do ...	115	—— Morton	Winsor Snow
Walter Ervin	...do ...	130	—— Nickerson	Atkins Nickerson
Walter K	...do ...	114	—— Tillson	Henry Cook
Willis Putnam	...do ...	100	—— Foster	E. L. Smith
Holmes' Hole, Mass.				
Malta	Bark...	150	—— Daggett	Thomas Barrows
Ocmulgee	Ship ...	458	—— Cottle	Thomas Bradley
Pocahontas	...do ...	341	—— Dias	....do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Nov. 29	Mar. 14, 1853	650	2, 150	.....	Sent home 112 sperm, 11,173 pounds bone.
Pacific Ocean..	Aug. 17	July 25, 1854	1, 627	.....	.....	
....do	Aug. 17	July 16, 1853	300	22	.....	Sold to Edgartown.
....do	July 25	Aug. 24, 1854	340	282	.....	Bought from Portsmouth, N. H.; built 1846.
....do	July 7	Nov. 10, 1853	1, 330	.....	.....	Sent home 90 barrels sperm.
....do	Oct. 13	May 28, 1854	.....	1, 634	19, 400	The bone with the oil sent home on the voyage brought $22,000.
North Pacific ..	July 10	May 28, 1854	674	1, 194	10, 000	Captain Swain left the ship at Talcahuano. Sent home 15,630 bone.
Pacific Ocean..	Sept. 15	.....	1, 320	30	.....	Captain Baker came home sick. Condemned at Rio Janeiro September 1854.
North Pacific ..	May 29	Apr. 20, 1854	1, 800	70	.....	Built 1850 at Medford.
Pacific Ocean..	Sept. 10	Sept. 6, 1853	604	1, 004	.....	Sold 80 barrels whale.
....do	June 8	Aug. 31, 1854	1, 022	63	.....	Sent home 769 sperm, 100 whale.
....do	Sept. 12	.....	700	.....	.....	Condemned at Tahiti; oil shipped to England.
....do	Nov. 22	.....	.....	.....	.....	Built 1850 at Medford; sent home and sold 210 sperm; lost March 20, 1853, on Strong's Island.
Atlantic	Sept. 2	May 4, 1851	22	.....	.....	Edward Narbeth, first mate, died.
Pacific Ocean .	Nov. 4	June 27, 1855	1, 275	.....	.....	
Atlantic	Aug. 15	May 28, 1851	48	14	....	The 14 barrels were blackfish.
Atlantic	Apr. 9	Oct. 17, 1850	41	.....	.....	Added 1850.
....do	Apr. 10	Oct. 19, 1850	142	.....	.....	
....do	Apr. 30	July 20, 1851	30	20	.....	Added 1850; withdrawn 1852.
Sts. of Belleisle	June 4	Sept. 9, 1851	70	.....	.....	Withdrawn 1852.
Atlantic	May 15	Sept. 1, 1850	142	35	.....	Added 1850.
Sts. of Belleisle	May 23	Sept. 18, 1850	.....	50	.....	Blackfish.
Atlantic	Apr. 23	Oct. 27, 1850	225	.....	.....	Added 1850; sailed again December 27, 1850; returned August 17, 1851, with 360 barrels sperm, 100 barrels whale.
....do	Mar. 13	Oct. 27, 1850	115	.....	.....	Sailed again December 20, 1850; returned September 26, 1851, with 245 sperm, 60 whale.
....do	Apr. 17	Oct. 27, 1850	60	.....	.....	Added 1850; sailed again December 25, 1850; returned October 18, 1851, with 75 barrels sperm.
....do	Apr. 17	Sept. 22, 1850	240	.....	.....	Added 1850.
....do	Apr. 3	Sept. 18, 1850	160	.....	.....	Added 1850.
North Atlantic	Feb. 25	Sept. 2, 1850	75	.....	.....	
Atlantic	Apr. 8	Oct. 27, 1850	70	.....	.....	Added 1850.
... do	Apr. 30	Nov. 1, 1851	4	.....	.....	
... do	Apr. 10	June 26, 1851	154	25	.....	Withdrawn 1852.
....do	Apr. 17	Nov. 3, 1851	350	.....	.....	Added 1850.
....do	Apr. 10	Aug. 13, 1850	130	.....	.....	Added 1850.
North Atlantic	Feb. 25	Oct. 24, 1850	240	.....	.....	
Atlantic	Apr. 17	Nov. 1, 1850	140	.....	.....	
....do	Apr. 17	Oct. 18, 1850	90	.....	.....	Added 1850.
....do	Mar. 25	Dec. 28, 1850	560	.....	.....	Added 1850.
....do	May 1	Oct. 1, 1850	110	.....	.....	Added 1850.
....do	June 8	Sept. 18, 1850	.....	80	.....	Added 1850; humpback; withdrawn 1851.
....do	June 16	Nov. 27, 1850	240	.....	.....	
... do	Apr. 23	Sept. 19, 1850	315	.....	.....	Added 1850.
....do	Apr. 20	Nov. 20, 1850	200	.....	.....	Added 1850.
North Atlantic	Apr. 20	Nov. 6, 1850	.....	.....	.....	Added 1850; clean.
Pacific Ocean .	July 18	May 6, 1852	....	Clean	.....	Sold 1852; sent home 263 sperm.
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	320	1, 720	1, 000	Sent home 16,998 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
Boston, Mass.				
Rothschild	Bark	261	—— Small	Philip A. Locke
Beverly, Mass.				
B. Franklin	Brig	164	—— Brown	F. W. Choate
Truro, Mass.				
Eschol	Brig	143	—— Smith	Richard Sevens
Wareham, Mass.				
G. Washington	Ship	374	Benjamin F. Gibbs	S. C. Gibbs
Warren, R. I.				
Dolphin	Bark	325	—— Cutter	R. B. Johnson
Hector	do	225	—— Cole	do
Wm. Henry	do	180	J. H. Jolls	S. P. Child
Newport, R. I.				
Helen Augusta	Ship	530	Nathaniel Fales, jr.	J. S. Munroe
Providence, R. I.				
Ocean	Ship	567	E. A. Swift	Edward Pearce
Mystic, Conn.				
Leander	Bark	213	B. Glover	Charles Mallory
New London, Conn.				
Alert	Ships	398	—— Bolles	Williams & Haven
Bengal	do	304	—— Phillips	Thomas Fitch, 2d
Catharine	do	384	—— 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
India	do	433	—— Miller	Williams & Haven
John and Elizabeth	do	296	—— Chappell	do
Lark	Bark	388	—— Kelley	Perkins & Smith
Merrimack	Ship	414	—— Destin	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
Phœnix	do	404	—— Brewster	Miner Lawrence & Co
Tenedos	Bark	245	—— Middleton	do
W. T. Wheaton	do	437	James Green	James Green

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
N. and S. Atl ..	June 6	Apr. 24, 1851	300	.....	.....	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, 1853	259	1	.....	Built 1850 at Somerset.
... do	Aug. 5	Nov. 22, 1852	600	.....	.....	
....do	July 8	Feb. 2, 1854	441	.....	.....	Added 1850.
North Pacific ..	Dec. 10	May 1, 1854	.....	1, 080	.....	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, 28,250 bone.
South Atlantic	July 5	July 31, 1852	408	311	1, 900	Captain Glover 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 1,533 whale, 10,500 bone; shipped some oil to London; rebuilt in 1856, and named Northwest.
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	.....	223	3, 000	Sent home 110 sperm, 1,878 whale, 40,216 pounds bone.
North Pacific ..	June 1	Mar. 30, 1854	40	1, 052	17, 600	Sent home 211 sperm, 3,363 whale, 51,638 bone.
....do	July 25	.....	.....	.....	.....	Sent home on voyage 90 sperm, 1,200 whale, 26,145 bone; sold 500 whale; loaded with guano at Chincha Islands.
....do	July 20	Apr. 4, 1853	.....	1, 970	28, 500	Sent home 1,300 whale; shipped some oil to London.
Ind. and Pac..	Oct. 22	.....	.....	.....	.....	Lost in the ice near Diomede 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 405 whale, 12,000 bone.
Indian Ocean ..	Aug. 15	May 8, 1853	140	1, 528	24, 000	Sent home 547 whale.
Ind. and Pac..	Oct. 17	July 7, 1853	280	2, 983	40, 000	
Davis's Strait..	Mar. 7	Oct. 22, 1850	.....	450	7, 000	
Ind. and N. P ..	May 7	.....	.....	.....	.....	Shipped oil to London; withdrawn 1857; sold and broken up at Sandwich Islands; sent home 235 sperm, 3,101 whale, 12,925 bone.
North Pacific..	July 30	June 5, 1855	.....	660	8, 200	Sent home 2,007 whale, 22,497 bone; bought from Philadelphia 1850.
Desolation Isld	Sept. 11	July 21, 1852	15	2, 947	9, 100	
Ind. and Pac...	Nov. 7	May 24, 1853	30	2, 150	21, 500	Sent home 60 sperm.
North Pacific..	Sept. 3	Apr. 19, 1853	1, 856	.....	.....	Sent home 32,292 pounds bone.
....do	Sept. 4	.....	.....	.....	.....	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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1850.				
Stonington, Conn.				
Byron	Bark	170	—— Wilcox	John F. Trumbull
Charles Phelps	Ship	362	—— Burch	C. P. Williams
Eugene	do	297	—— Pendleton	do
Fellowes	do	268	—— Pendleton	do
Mary and Susan	do	392	—— Brown	do
Newburyport	do	341	—— Lester	J. F. Trumbull
Prudent	Bark	298	—— Nash	C. P. Williams
Greenport, L. I.				
Caroline	Ship	252	Hedges Babcock	Ireland, Wells & Carpenter.
Pioneer	Bark	235	—— Weeks	David G. Floyd
Roanoke	do	252	—— Hand	Parsons & Brown
Sag Harbor, L. I.				
Ann	Bark	299	J. Steen	Thomas Brown
Charlotte	Brig	230	—— Winters	William R. Post
Jefferson	Ship	435	—— Huntting	T. Brown
Odd Fellow	Bark	239	—— Hedges	do
Ontario	Ship	489	—— Brown	W. R. Post
Washington	do	340	—— Rose	Huntting Cooper
New Suffolk.				
Gentleman	Bark	227	—— Cartwright	Ira B. Tuthill
1851.				
New Bedford, Mass.				
Abm. H. Howland	Ship	414	P. Pease	Abra. H. Howland
Alexander	do	421	J. Ryan	John A. Parker
Alexander Coffin	do	381	—— Purrington	Jonathan Bourne, jr
Alice Frazier	Bark	400	D. H. Taber	Lemuel Kollock
Alice Mandell	Ship	427	P. S. Wing	Charles R. Tucker & Co
Alto	Bark	230	—— Carr	Richmond & Wood
Alfred Gibbs	Ship	425	Isaac H. Jenney	Wood & Nye
America	do	418	L. Fisher	I. Howland, jr., & Co
America	Bark	257	Abner West	Jos. A. Beauvais
Anadir	do	615	J. H. Swift	Swift & Perry
Atlantic	do	367	—— Luce	Hathaway & Luce
Baltic	do	390	Jethro B. Brooks	Randall & Stead
Barnstable	Ship	373	R. M. Corn	William F. Dow
Benj. Tucker	do	340	B. R. Sands	Charles R. Tucker & Co
Bramin	do	247	—— Childs	Gideon Allen
Bartholomew Gosnold	do	356	C. B. Heustis	I. Howland, jr., & Co
Cambria	do	362	J. Cottle	James B. Wood & Co
California	do	398	D. D. Wood	I. Howland, jr., & Co
Canada	do	543	Thomas West	Barton Ricketson
Canton, 2d	do	280	—— Folger	C. R. Tucker & Co
Chandler Price	do	441	J. Taber	William G. E. Pope

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Patagonia	May 25	Feb. 26, 1852	.....	249	18,000	
North Pacific ..	Oct. 1	Jan. 22, 1853	326	2,600	32,000	
....do	Oct. 5	Apr. 28, 1853	.....	2,007	27,600	Sent home 7,500 pounds bone.
....do	Sept. 21	.....	.....	.....	.....	Sent home 3,500 bone; condemned at Honolulu December 5, 1853.
....do	Oct. 1	May 24, 1854	90	1,000	1,600	Sent home 9,309 bone.
....do	Aug. 8	Mar. 21, 1853	.....	2,126	25,500	Third mate, William Hancox, and boat's crew lost October 13, 1854; sent home 150 sperm, 22,000 pounds bone.
N. W. Coast....	Oct. 8	May 31, 1855	.....	1,107	16,800	Sent home 20,700 pounds bone, 2,419 whale; sold to Greenport 1855.
South Atlantic.	Aug. 7	July 9, 1852	920	75	.....	
....do	Jan. 19	Sept. 9, 1851	290	60	550	Added 1849.
....do	June 4	Apr. 5, 1853	224	1,080	7,500	Sent home 40 sperm, 100 whale.
North Pacific ..	Oct. 9	Apr. 7, 1853	32	739	7,500	Sent home 150 whale.
South Pacific ..	July 25	May 28, 1852	307	2	.....	Added 1850; sent home 316 sperm.
Arctic Ocean ..	Nov. 17	Mar. 24, 1853	24	2,872	39,000	Sent home 600 whale, 18,000 pounds bone.
South Atlantic	July 26	June 2, 1852	401	320	1,900	Added 1850.
North Pacific ..	Sept. 4	.....	.....	.....	.....	Captain Brown killed while "cutting in" 1853; sent home 230 whale.
....do	Sept. 4	.....	.....	.....	.....	Lost on Pitt's Island 1851; sent home 10,000 pounds bone.
.....	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	.....	2,359	17,100	Sold 50 whale at Honolulu; sent home 600 whale, 17,500 bone.
....do	Nov. 13	May 19, 1854	76	2,272	6,000	From California trade; restored 1851; sent home 28,337 bone.
....do	Sept. 10	Sept. 4, 1855	136	.....	12,000	Bought from Boston 1851; built 1848; sent home 831 whale, 14,081 bone; sold 1,100 whale at Melbourne.
....do	Sept. 10	Apr. 10, 1855	85	1,729	4,900	Added 1851; sent home 31,969 bone.
Atl. and Indian	Sept. 8	Feb. 22, 1854	1,508	.....	.....	Sent home 63 sperm.
North Pacific ..	Nov. 13	July 20, 1854	206	1,634	.....	Built at Bath, Me., 1851; sent home 46 sperm, 130 whale, 19,227 bone.
..do	June 25	June 21, 1854	127	2,021	8,200	Sent home 18,000 bone; withdrawn 1854.
Atlantic	July 24	Oct. 2, 1852	400	2	.....	
North Pacific ..	Jan. 2	Mar. 16, 1854	.....	2,498	18,800	Formerly United States store-ship Erie; bought from New York 1850; withdrawn 1854; sent home 500 whale, 23,000 bone.
Atlantic, &c ...	Oct. 31	July 17, 1854	1,097	196	600	Built at New Bedford 1851; sent home 444 sperm.
North Pacific ..	Nov. 16	Mar. 24, 1855	107	1,654	11,000	Bought from Providence 1851; sold 97 whale at Honolulu; sent home 400 sperm, 600 whale, 24,043 bone.
Pacific Ocean..	May 6	Aug. 4, 1855	824	257	.....	Bought from Boston 1851; sent home 110 sperm.
North Pacific ..	Nov. 5	May 30, 1855	124	833	8,300	Sent home 664 whale, 15,858 bone.
....do	Sept. 9	.....	.....	.....	.....	Lost in Arctic September 25, 1852.
Pacific Ocean ..	July 15	Apr. 20, 1854	148	2,435	.....	Sent home 23,124 bone.
North Pacific ..	Sept. 3	May 10, 1854	182	1,596	11,500	Sent home 900 whale, 32,300 bone.
....do	Oct. 22	May 24, 1854	136	2,110	8,800	Sent home 17,200 bone.
....do	Oct. 1	Apr. 9, 1855	.....	1,200	8,000	Added 1851; sent home 910 whale, 13,227 bone.
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, 500 whale, 29,730 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
New Bedford, Mass.—Continued.				
Citizen	Ship	464	Thomas A. Norton	I. Howland, jr., & Co.
Corinthian	do	401	A. Stewart	George Howland
Coul's Howland	do	431	S. W. Crosby	Edward W. Howland
Cachelot	Bark	230	—— Hosmer	I. H. Bartlett & Son
Cortes	Ship	382	P. Cromwell	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 B. Howard
Congaree	do	321	M. Malloy	Thomas Wilcox
Draco	Bark	257	George Kimball	J. Bourne, jr
Dartmouth	Ship	336	—— Manchester	I. Howland, jr., & Co.
Dominga	Bark	230	—— Tripp	John L. Anthony
Draper	Ship	291	G. Coffin	Henry F. Thomas
Emma	Bark	246	Jeremiah Austin	Rodney French
Elisha 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
Endeavour	Bark	252	Jacob Howland	Abraham Ashley, 2d
Enterprise	Ship	291	H. Jernegan	Charles Hitch
Eugenia	Bark	356	William Wood	Swift & Allen
Euphrates	Ship	365	Thomas M. Peakes	E. W. Howland
Europa	do	380	—— Weeks	E. C. Jones
Emerald	do	359	J. Munkley	Henry F. Thomas
Florida	do	330	J. C. Little	E. C. Jones
Frances Henrietta	do	407	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	242	W. O. Harps	C. Hitch
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	—— Mickell	I. Howland, jr., & Co.
Helen Snow	do	300	Shubael Brayton	Cook & Snow
Herald, 2d	Ship	303	H. A. Slocum	T. & A. R. Nye
Henry Kneeland	do	304	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
Ionia	Bark	234	—— Coggeshall	Cranston Wilcox
Isaac Howland	Ship	399	—— West	I. Howland, jr., & Co

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Oct. 29	.....	.....	.....	.....	Formerly in California trade; added 1851; lost 300 miles north of East Cape October 14, 1853; 6 of the crew lost, and 1 died subsequently; sent home 69 sperm.
Pacific Ocean ..	June 4	June 11, 1854	210	539	1,900	Sent home 3,125 bone.
North Pacific ..	Aug. 19	Apr. 6, 1854	109	2,357	15,200	Built at New Bedford 1851; sent home 326 whale, 32,007 bone.
Atlantic	Dec. 10	Apr. 17, 1854	454	150	600	
Pacific Ocean ..	June 26	Apr. 12, 1853	48	2,576	11,100	Sent home 64 sperm.
....do	Aug. 19	Apr. 27, 1855	.....	1,108	14,900	Sent home 8,249 bone.
Indian Ocean ..	Apr. 19	July 10, 1853	275	6	.....	
....do	Dec. 3	May 8, 1854	153	807	6,100	
North Pacific ..	Sept. 10	May 6, 1855	.....	3,217	20,200	Sent home 221 whale, 22,400 bone.
Pacific Ocean ..	May 8	May 6, 1855	1,170	7	.....	
Indian Ocean ..	May 22	Apr. 13, 1854	1,188	.....	.....	
North Pacific .	Sept. 1	Mar. 23, 1854	200	2,827	.....	Sent home 20,100 bone.
Atlantic	Nov. 20	June 3, 1854	43	363	1,300	Added 1851; built 1831; bought from Boston.
North Pacific ..	Oct. 14	Apr. 27, 1855	215	1,403	16,400	Sailed September 2; returned leaking 1,200 strokes in 24 hours.
Pacific Ocean .	Dec. 11	.....	.....	.....	.....	Burned by the crew at Paita October 15, 1853, with 650 barrels of oil on board.
Indian Ocean ..	June 19	May 9, 1854	1,113	.....	.....	Built at Mattapoisett 1851.
North Pacific ..	Nov. 3	Sept. 23, 1854	184	1,220	14,000	Added 1851; sent home 457 sperm, 1,400 whale, 12,624 bone; sold 150 sperm at Valparaiso.
Pacific Ocean ..	Nov. 11	June 9, 1855	2,060	....	.....	
South Seas	Oct. 26	June 1, 1854	80	1,789	.....	First mate, Mr. Johnson, killed by a whale 1853; sent home 156 sperm.
North Pacific ..	July 26	Apr. 5, 1854	8	1,664	16,000	Captain Jernegan died at sea September 26, 1853; sent home 116 sperm, 380 whale, 15,223 bone.
Pacific Ocean ..	May 26	July 5, 1855	318	135	.....	Bought from New York 1851; sent home 765 sperm, 143 whale.
North Pacific ..	July 1	July 6, 1854	512	1,738	6,000	Sent home 10,446 bone.
....do	Oct. 14	Mar. 1, 1854	62	2,636	20,200	Built at Mattapoisett 1851; sent home 85 whale, 5,620 bone.
Pacific Ocean ..	Nov. 16	July 3, 1856	553	.....	.....	Sent home 350 sperm; Captain Munkley died May 8, 1856.
Ind. and Pac...	May 19	May 26, 1853	242	2,149	.....	Sent home 21 sperm, 11,000 bone.
North Pacific ..	June 17	Apr. 28, 1855	.....	470	1,700	Sent home 120 sperm, 1,288 whale, 25,600 bone.
....do	July 14	Mar. 13, 1854	32	1,488	19,500	Sent home 952 whale.
Atlantic	May 6	Sept. 9, 1853	73	.....	.....	
North Pacific ..	Nov. 4	May 31, 1855	52	2,505	800	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.
Atl. and Ind...	Nov. 6	Dec. 3, 1853	54	3	.....	Sent home 258 sperm; Second Mate A. B. Smith died March, 1853.
North Pacific ..	July 31	Apr. 11, 1855	9	1,035	12,100	Sent home 12,418 bone.
....do	Sept. 2	Apr. 6, 1855	.....	2,825	22,800	Sent home 223 sperm, 1,440 whale, 26,431 bone.
....do	Aug. 14	June 24, 1854	60	2,031	5,600	Sent home 19,000 bone.
Indian Ocean ..	Dec. 2	Sept. 17, 1855	1,640	.....	.....	Built at Fairhaven 1851.
....do	July 17	May 12, 1854	667	.....	....	Built at Bath, Me., 1851; second mate, Mr. Lumm, died at sea June 15, 1853.
North Pacific ..	July 21	Mar. 31, 1855	.....	1,387	6,000	Sent home 120 sperm, 18,777 bone.
....do	Aug. 16	Apr. 5, 1854	222	2,314	16,200	Sent home 19,203 bone.
....do	Dec. 4	Apr. 18, 1855	2	1,511	21,300	Added 1851; withdrawn 1855.
....do	July 11	Mar. 17, 1854	.....	2,540	29,500	Built at New Bedford 1851; sent home 30,790 bone.
Pacific Ocean ..	Nov. 1	Apr. 12, 1857	965	30	.....	Sent home 1,235 sperm.
North Pacific ..	Oct. 29	Mar. 15, 1854	77	1,740	15,400	Built at Gardiner, Me., 1851; sent home 93 sperm, 825 whale, and 16,410 bone.
....do	Aug. 20	Apr. 29, 1855	.....	1,234	9,000	Boat's crew lost at Rorotonga December 20, 1854; sent home 21,233 pounds bone.
Indian Ocean ..	Sept. 20	Oct. 18, 1854	1,125	.....	.....	Bought from New York 1851.
North Pacific ..	July 23	Apr. 24, 1854	59	2,771	31,300	Sent home 1,874 whale and 24,750 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
New Bedford, Mass.—Continued.				
James Allen	Ship	355	A. Newcomb	G. Allen
James Andrews	Bark	275	H. Beetle	C. Hitch
James Edward	Ship	434	R. Luce, jr	George F. Barker
Janus	do	321	J. Cornell	T. & A. R. Nye
James Maury	do	395	—— Whelden	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	Ship	415	—— Pierce	H. F. Thomas
Lancaster	do	383	E. C. Almy	T. & A. R. Nye
Lexington	Bark	201	—— 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	341	D. Cochran	J. B. Wood & Co
Magnolia	do	396	G. L. Cox	William G. E. Pope
Manuel 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	297	T. Percival	S. Thomas & Co.
Menkar	do	371	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
Moctezuma	do	436	W. E. Tower	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
Newton	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	383	—— Norton	Ed. W. Howland
Olympia	do	296	James Russell	William Phillips
Orozimbo	do	588	—— Johnson	B. Ricketson
Osceola	Bark	158	—— King	William C. N. Swift
Ospray	do	236	T. Macomber	Swift & Allen
Peri	do	205	—— Higgins	R. French
Phœnix	Ship	423	—— Bellows	J. A. Parker
Pioneer	Bark	231	F. Billings	J. D. Thompson
Parachute	Ship	331	William A. Barton	B. B. Howard

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Ind. and Pacific.	May 14	Mar. 18, 1855	1, 561	.....	....	
Atl. and Indian.	June 2	Nov. 4, 1853	400	16	.....	Bought from New York 1851; built 1847; sent home 331 sperm.
North Pacific..	Sept. 11	.....	.....	.....	....	Added 1851; sent home on voyage 170 sperm, 530 whale, 15,000 pounds bone; sold 350 whale; lost 1854.
....do	Nov. 4	Apr. 21, 1854	120	1, 090	19, 700	Sent home 1,038 whale; sold 170 sperm at Lahaina.
....do	Oct. 21	Sept. 26, 1855	21	1, 844	11, 600	Sent home 10 sperm and 160 whale.
Pacific Ocean ..	Nov. 17	June 10, 1854	55	2, 385	24, 000	Sent home 10,213 pounds bone.
North Pacific..	May 21	July 24, 1854	65	981	17, 500	Sold 110 whale at Talcahuano; sent home 267 sperm and 10 blackfish.
....do	Nov. 24	June 16, 1854	163	2, 636	.....	Sent home 30,104 pounds bone.
....do	Aug. 28	May 7, 1853	112	2, 286	38, 800	
....do	Sept. 9	May 3, 1855	.....	1, 412	2, 100	Second mate, George W. Clark, died 1853; sent home 1,350 sperm and 39,066 bone.
....do	July 2	May 14, 1854	40	1, 101	9, 500	Sent home 70 sperm and 693 whale.
Atlantic	Apr. 3	Oct. 29, 1852	129	.....	.....	Bought from Providence 1850.
North Pacific..	Nov. 18	.....	.....	.....	.....	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.
.. .do	Aug. 12	June 10, 1854	200	1, 808	....	Sent home 180 sperm.
....do	July 1	July 8, 1854	219	1, 692	11, 900	Sent home 225 sperm, 266 whale, and 28,044 pounds bone.
....do	Sept. 19	May 12, 1854	144	1, 632	24, 300	Added 1851; sent home 1,983 whale and 25,600 pounds bone.
Pacific Ocean ..	July 5	May 1, 1854	19	2, 029	.....	Bought from New York 1851; nearly new; sent home 995 whale and 23,470 bone.
North Pacific..	Nov. 22	Apr. 24, 1855	.....	1, 579	23, 500	Sent home 17,253 pounds bone.
....do	June 28	Apr. 8, 1854	.....	1, 818	28, 300	Sent home 23,700 pounds bone.
....do	Nov. 27	Apr. 11, 1855	75	1, 133	10, 500	Added 1851; sent home 31 whale and 3,665 bone; sold to Boston 1855; condemned and broken up at Buenos Ayres 1859.
....do	July 2	Apr. 20, 1853	.....	1, 607	21, 4 0	
....do	Aug. 18	Apr. 6, 1854	41	2, 525	34, 100	Sent home 200 whale and 24,700 bone.
Pacific Ocean ..	Nov. 1	Apr. 6, 1856	2, 050	.....	.....	
Atl. and Indian.	May 21	June 27, 1854	311	138	500	Sent home 136 sperm.
North Pacific..	Sept. 26	May 6, 1855	.....	188	3, 500	Sent home 171 sperm.
....do	Dec. 4	June 5, 1856	186	1, 240	19, 000	Sent home 104 sperm, 2,039 whale, and 34,9?8 pounds bone.
....do	Nov. 9	May 27, 1855	50	2, 789	33, 800	Sent home 12 sperm, 84 whale, and 24, 800 pounds bone.
....do	June 18	May 4, 1855	1	1, 093	10, 600	Sent home 4,939 pounds bone.
Pacific Ocean ..	Nov. 1	Mar. 17, 1855	890	.....	.....	
North Pacific..	July 19	Feb. 18, 1854	237	2, 923	18, 600	Sent home 35,433 pounds bone.
....do	Aug. 6	May 11, 1854	7	2, 794	27, 000	A condemned slaver; bought from New York 1850; sent home 600 whale and 32 510 pounds bone.
....do	Oct. 4	Apr. 24, 1855	251	2, 681	15, 500	Bought from New York 1851; formerly in China trade; sent home 750 whale and 22,950 pounds bone.
Pacific Ocean ..	July 8	Apr. 24, 1855	872	19	.....	Built at Fairhaven 1851; second mate, John Smith, drowned in a gale August, 1852; sent home 265 sperm and 6 blackfish.
North Pacific..	Sept. 1	Apr. 8, 1854	61	1, 97?	10, 600	
....do	Sept. 13	Mar. 26, 1854	55	2, 250	.....	Capt. Cary came home sick 1852; sent home 50 sperm, 50 whale, and 27,983 bone.
....do	Oct. 2	Apr. 7, 1855	151	1, 400	5, 600	Sent home about 500 whale.
Atlantic	Apr. 10	Aug. 13, 1853	294	19	.....	
North Pacific..	Oct. 9	May 28, 1853	133	2, 307	34, 700	Added 1850.
....do	Aug. 23	Apr. 21, 1855	38	628	3, 400	Sent home 17,600 pounds bone.
....do	Aug. 15	May 10, 1854	.....	1, 620	23, 200	Sent home 24,115 pounds bone.
Atlantic	July 7	Oct. 1, 1853	187	17	.....	Sent home 114 sperm.
Indian Ocean ..	June 4	Oct. 1, 1854	545	.....	.....	Formerly a brig; bought from Baltimore 1851.
Atlantic	Dec. 9	Oct. 15, 1853	180	.....	...	Sent home 49 sperm.
North Pacific..	Aug. 6	Mar. 23, 1854	.....	3, 211	34, 100	Sent home 40 sperm, 439 whale, and 29,600 pounds bone.
Atlantic, &c ...	June 24	Apr. 8, 1854	49	735	7, 100	Sent home 14,600 bone; withdrawn 1854.
North Pacific..	Oct. 8	June 2, 1855	52	1, 649	10, 000	Sent home 14,891 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
New Bedford, Mass.—Continued.				
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. Cuminskey	E. C. Jones
Sarah Sheafe	Bark	400	Thomas Wall	Cranston Wilcox
Scotland	Ship	384	G. A. Smith	O. & E. W. Seabury
Sea Flower	Bark	150	J. W. Bolles	Charles Almy
Stafford	do	206	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, 2d	do	315	—— Maynard	C. R. Tucker & Co
Tropic Bird	Bark	220	—— 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. Gardner	Alexander Gibbs
Fairhaven, Mass.				
Albion	Ship	320	—— Soule	E. Sawin
Bruce	Bark	172	—— Dyer	James Tripp, 2d
Clifford Wayne	Ship	305	—— Davis	E. Sawin
Columbus	do	388	—— Crowell	Gibbs & Jenney
E. L. B. Jenney	do	380	—— Marsh	do
Florida	do	524	Isaiah 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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*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	1,505	.....	.....	Sent home 60 sperm, 907 whale, and 19,500 pounds bone.
North Pacific..	Oct. 16	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	381	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	19	.....	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, 959 whale, and 17,208 bone.
... do	Dec. 24	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	.....	289	.....	
Atlantic	Apr. 19	Sept. 28, 1853	24[illegible]	88	800	Built 1851; sent home 80 sperm.
Pacific Ocean ..	May 22	Mar. 16, 1854	660	1,187	....	Sent home 137 sperm and 25 whale.
North Pacific..	July 18	May 25, 1854	363	1,778	14,300	Sent home 16 075 pounds bone.
....do	Oct. 9	July 20, 1854	.....	2,052	16,100	Added 1851 from New York; sent home 25 sperm and 22,675 pounds bone.
Pacific Ocean ..	Dec. 16	Apr. 22, 1855	.....	697	10,800	
North Pacific..	July 17	June 19, 1854	2[illegible]	1,307	3,000	Sent home 10,260 pounds bone.
Atl. and Indian.	July 17	Mar. 25, 1854	44[illegible]	62	800	Bought from New York 1851.
North Pacific..	Aug. 21	May 29, 1854	1	1,550	18,500	Bought from New London 1851; built at Mattapoisett 1832; sent home 220 sperm and 261 whale.
Pacific Ocean ..	Aug. 5	July 28, 1855	883	5	.....	Sent home 580 sperm.
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	1,27[illegible]	.....	.....	
North Pacific..	Oct. 29	June 19, 1854	103	2,344	24,700	Sent home 12,321 pounds bone; did not sail again; sold and broken up, 1858.
Pacific Ocean ..	Sept. 9	May 12, 1856	2,688	.....	.....	Sent home 1,800 sperm.
North Pacific..	June 2	Apr. 20, 1854	28	2,760	25,000	Sent home 16,250 pounds bone.
Pacific Ocean ..	Oct. 1	May 30, 1855	30	1,434	10,700	Sent home 19,000 pounds bone.
North Pacific..	Sept. 9	.....	.....	.....	.....	Condemned and broken up at Honolulu 1857.
....do	Sept. 3	.....	.....	.....	.....	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.
Atlantic	July 26	.....	.....	.....	.....	Wrecked at sea; added 1851.
North Pacific..	Nov. 9	Mar. 12, 1854	.....	1,513	8,400	Sent home 950 whale and 38,000 bone.
....do	Sept. 15	Apr. 20, 1854	.....	2,310	17,000	Sent home 32,877 bone; bought from Boston; built 1839; sold to Boston 1855, for merchant-service.
....do	Oct. 9	Feb. 17, 1854	62	3,063	16,000	Built at Fairhaven 1851; sent home 1,850 whale and 47,498 pounds bone; sold 160 whale at Valparaiso.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
Fairhaven, Mass.—Continued.				
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	I. F. Terry
Zone	do	365	Avery F. Parker	Levi Jenney, jr
Dartmouth, Mass.				
A. R. Tucker	Bark	220	Thomas Bailey	Abner R. Tucker
Brunswick	Ship	295	—— Wing	do
Gov. Hopkins	Brig	111	—— Taylor	do
Westport, Mass.				
Catherwood	Brig	199	—— Allen	Thomas W. Mayhew
D. Franklin	Bark	171	—— Gifford	Job Davis
Gov. Carver	do	180	—— West	Henry Wilcox
Greyhound	do	249	—— Wing	do
Harbinger	Ship	262	—— Cornell	Alexander H. Corey
Leonidas	Brig	128	—— Cornell	C. A. Church
Mattapoisett	Bark	150	—— Manchester	H. Wilcox
President	do	180	—— Cook	Andrew Hicks
Rajah	do	250	—— Fisher	H. Wilcox
Sea Fox	Brig	250	—— Spooner	A. Hicks
Sea Queen	do	263	Joseph Marshall	do
Mattapoisett, Mass.				
Cachelot	Bark	230	—— Hosmer	Wilson Barstow
Lagrange	do	170	—— Jenney	R. L. Barstow
Massasoit	do	206	—— Haskins	
Oscar	do	369	—— Dexter	S. K. Eaton
R. L. Barstow	do	208	—— Taber	R. L. Barstow
Sarah	Ship	370	Ezra Smalley	Loring Meigs
Sun	Bark	183	—— Flanders	R. L. Barstow
Edgartown, Mass.				
Almira	Ship	362	—— Jenks	Abraham Osborne
Champion	do	399	—— Ripley	Benjamin Worth
Splendid	do	392	—— Fisher	A. Osborne
Nantucket, Mass.				
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. Whippey	Obed Starbuck
Massachusetts	do	360	Seth Nickerson	Zenas L. Adams
Napoleon	do	360	William Holley	J. W. Barrett & Sons
Narragansett	do	398	James Coleman	Z. L. Adams

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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, 1852; —— 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 266 sperm and 44,298 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 433 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	.....	
....do	May 9	Mar. 14, 1853	270	.....	.....	
Atl. and Indian.	Dec. 4	Mar. 17, 1854	350	192	500	
....do	July 28	Nov. 8, 1853	836	4	.....	Built 1851.
Pacific Ocean ..	Dec. 21	.....	.....	.....	.....	Sent home 231 sperm; condemned at Paita October 5, 1855.
Atlantic	Dec. 11	Sept. 20, 1854	431	20	.....	Sent home 72 sperm.
....do	Jan. 2	Sept. 22, 1851	380	10	.....	
....do	Nov. 11	Sept. 19, 1851	405	12	.....	
North Pacific..	Sept. 11	Apr. 27, 1855	.....	.....	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 412 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	280	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, 218	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	100	2, 252	28, 000	Sent home 180 sperm, 500 whale, 16,000 bone.
..do	Sept. 8	Apr. 16, 1853	100	2, 000	30, 000	
North Pacific..	Oct. 1	May 1, 1854	112	1, 853	.....	Added 1851; sent home 15,400 bone.
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. Capt. E. E. Austin was sent to bring the ship home.
....do	July 23	July 27, 1854	.....	.....	.....	
Pacific Ocean ..	Nov. 1	May 31, 1855	810	23	8, 300	
North Pacific..	Sept. 6	Apr. 9, 1855	15	1, 559	15, 700	Sent home 400 sperm, 800 whale, 15,000 bone.
....do	Sept. 20	Mar. 12, 1853	270	2, 585	40, 300	
Pacific Ocean ..	July 13	July 20, 1854	492	1, 263	.....	Sold to New Bedford.
....do	July 6	May 31, 1855	1, 757	.....	.....	

Table showing returns of whaling-vessel

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
Nantucket, Mass.—Continued.				
Norman	Ship	338	Joseph C. Chase	G. & M. Starbuck
Oneco	Schooner	90	Peter C. Raymond	
Palmyra	do	100	Benjamin Raymond	E. W. Perry
Peru	Bark	257	Charles E. Starbuck	David Thain
President	Ship	293	William C. Folger, 2d	Joseph Starbuck
Rambler	do	318	John Porter	Frederick W. Paddock
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
Falmouth, Mass.				
Awashonks	Ship	342	—— Lawrence	Oliver C. Swift
Provincetown, Mass.				
A. Nickerson	Schooner	10[illegible]	—— Cornell	J. H. Hilliard
Alexander	do	..	—— Young	B. Allstrum
Antarctic	do	..	—— Howard	J. E. Bowley
Belle 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	..	—— Handy	Samuel Cook
R. E. Cook	do	80	—— Cook	John Dunlap
Rienzi	do	109	—— Joseph	J. E. Bowley
Rob't Raikes	do	110	—— Swift	Ephraim Cook
Sam'l Cook	Brig	126	—— Cook	S. Cook
Sea Shell	Schooner	..	—— Cook	E. Cook
Shylock	do	115	—— Hersey	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	—— Tillson	Henry Cook
Willis Putnam	do	100	—— Genn	E. L. Smith
Orleans, Mass.				
Esther	Brig	136	—— Macy	Winsor Snow
Virginia	Schooner	115	—— Morton	do
Holmes' Hole, Mass.				
Warren	Ship	461	—— Smith	Thomas Bradley
Sandwich, Mass.				
Amelia	Schooner	127	—— Hoxie	W. F. Lapham
Ocean	Brig	165	—— Wright	do
Lynn, Mass.				
Com. Preble	Ship	323	—— Lampher	Andrews Breed
Beverly, Mass.				
Gem	Brig	162	—— Ryder	F. W. Choate
N. D. Chase	Bark	242	—— Miller	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Oct. 21	Aug. 4, 1855	20	1, 180	.....	
Atlantic	May 10	Oct. 15, 1851	89	.....	.....	
....do	July 5	Aug. 10, 1852	67	.....	.....	Sent home 30 sperm; built at Plymouth 1839.
Pacific Ocean ..	July 16	May 31, 1855	664	.....	.....	Sent home 1,080 sperm; sold 200 blackfish.
....do	July 21	May 23, 1855	600	50	.....	Sold to New Bedford 1855.
....do	Oct. 23	.....	.....	.....	.....	Condemned at Upola 1855.
....do	Oct. 26	Nov. 14, 1853	630	1, 570	.....	Bought the whale-oil at Navigator Islands of ship York.
....do	Dec. 5	.....	.....	.....	.....	Lost going into the Arctic, off Company Island, April 26, 1853; had 400 sperm.
North Pacific..	Oct. 15	Mar. 17, 1854	18½	2, 285	26, 300	Sent home 100 sperm, 1,050 whale.
Atlantic	June 18	Dec. 29, 1852	4	2	.....	
North Pacific..	Aug. 12	July 25, 1854	513	1, 828	.....	First mate, Mr. Jones, killed by a whale 1853. Sent home 243 whale.
Atlantic	May 22	Oct. 29, 1851	110	.....	.....	Withdrawn 1852; lost on Manatilla reef July 16, 1852.
....do	Mar. 31	Sept. 28, 1851	45	.....	.....	Added 1851.
....do	May 26	Oct. 23, 1851	60	.....	.....	Do.
....do	Apr. 14	.....	.....	.....	.....	Run into by steamship William Penn and sunk; four men lost 1851.
North Atlantic	Mar. 25	Sept. 20, 1851	150	.....	.....	
Atlantic	Apr. 29	Dec. 7, 1851	25	.....	.....	Withdrawn 1852.
....do	May 20	Oct. 18, 1851	160	.....	.....	Added 1851.
....do	Apr. 3	Nov. 10, 1851	65	.....	.....	
....do	May 15	Oct. 15, 1851	95	.....	.....	
....do	Apr. 21	Oct. 16, 1851	150	.....	.....	
....do	Mar. 1	Sept. 29, 1851	270	.....	.....	
....do	May 21	Sept. 12, 1851	80	.....	.....	Added 1851.
....do	Jan. 7	Aug. 9, 1851	.....	12	.....	Blackfish.
....do	Apr. 14	Oct. 10, 1851	115	.....	.....	
....do	May 19	Jan. 28, 1852	.....	8	.....	Added 1850; withdrawn 1852.
....do	Apr. —	Oct. 26, 1851	50	.....	.....	
....do	May 20	Aug. 15, 1851	40	20	.....	Added 1851; the 20 barrels were blackfish; withdrawn 1852.
....do	Apr. 30	Oct. 22, 1851	10	2	.....	
....do	Apr. 14	Sept. 16, 1852	250	.....	.....	
....do	May —	June 10, 1852	60	.....	.....	
....do	May 19	.....	.....	.....	.....	Transferred to Orleans.
...do	.....	Dec. 1, 1851	160	2	.....	
....do	Apr. 29	Jan. 15, 1852	200	.....	.....	
....do	May 16	July 3, 1852	50	.....	.....	Nine men died on the voyage. Withdrawn 1853.
Atlantic	July 31	May 24, 1852	60	20	.....	Formerly of Salem; wrecked near Chatham; bought by Cape Cod Whaling Company and fitted.
....do	May 19	Dec. 31, 1851	210	.....	.....	Added 1850.
North Pacific..	July 30	Apr. 27, 1855	43	1, 330	12, 000	Added 1851; badly burned by the crew 1852; sold to New Bedford 1855; sent home 12,700 bone.
Atlantic	July 3	Feb. 25, 1852	115	1	.....	
North Atlantic	Mar. 29	Jan. 24, 1852	.....	14	.....	Added 1851.
Indian Ocean ..	Aug. 21	June 15, 1853	172	2, 150	28, 000	
Atlantic	Apr. 7	Nov. 24, 1851	250	.....	.....	Sailed once and returned leaking 8,000 strokes per hour.
Indian Ocean ..	Sept. 26	Oct. 19, 1852	420	.....	.....	Added 1851.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
New London, Conn.				
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	—— Lane	Miner, Lawrence & Co.
Corinthian	Ship	505	—— Rogers	Perkins & Smith
Columbus	Bark	344	—— Harris	Chester & Harris
Dove	do	151	—— Rose	Williams & Haven
Dover	Ship	430	—— 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	441	—— Lester	Benjamin Brown's Sons
Indian Chief	do	401	—— Bailey	Frink & Prentis
Isaac Hicks	do	495	—— Skinner	Miner, Lawrence & Co.
Jefferson	do	396	—— Williams	do
John E. Smith	Schooner	119	—— Babcock	E. V. Stoddard
Julius Cæsar	Ship	347	—— Morgan	do
Marcia	Schooner	128	—— Church	do
McLellan	Ship	376	—— Quail	Perkins & Smith
Mogul	do	395	—— Fitch	William & Barnes
Montezuma	do	424	—— Benjamin	do
N. America	Bark	388	—— 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
Fall River, Mass.				
Ærial	Bark	225	Charles Petty	John S. Cotton
Warren, R. I.				
Sea	Ship	807	—— Sowle	S. P. Child
Smithfield	Bark	164	—— Coit	R. B. Johnson
Warren	Ship	383	—— Heath	Joseph Smith
Newport, R. I.				
Antelope	Bark	340	Oliver Potter	Macy & Clark
Mechanic	Ship	335	J. C. Corey	Peleg Clark
Boston, Mass.				
Afton	Bark	242	—— Cannon	Oliver Locke
Rothschild	do	261	—— Small	Philip A. Locke
September	Brig	115	—— Farwell	Francis Fluker
Salem, Mass.				
Margaretta	Bark	230	—— Prior	Benjamin Webb
Mystic, Conn.				
Coriolanus	Ship	268	—— Grinnell	Charles Mallory

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Desolation Isld	Aug. 12	June 14, 1856	.....	115	.....	
North Pacific..	July 15	.....	.....	.....	.....	Sent home 1,710 whale; shipped 212 sperm, 116 whale, to London; sold at Honolulu December 19, 1854.
....do	Oct. 7	Sept. 5, 1856	50	1, 626	13, 900	Sent home 85 sperm, 2,944 whale, 12,600 bone.
....do	July 11	Apr. 30, 1856	.....	1, 342	13, 300	Sent home 3,151 whale, 27,700 bone.
....do	July 2	May 2, 1853	.....	2, 07[illegible]	30, 400	Sent home 57 whale.
....do	July 2	May 8, 1853	61	2, 395	37, 900	
....do	July 29	May 2, 1854	.....	1,517	....	Sold to Provincetown 1854.
Desolation Isld	Aug. 19	June 24, 1853	.....	3, 058	10, 000	Added 1851.
North Pacific..	Sept. 24	May 2, 1854	27	562	3,000	Sent home 40 sperm, 783 whale, 22,000 bone.
Indian Ocean ..	Dec. 16	June 27, 1854	524	15	.....	
North Pacific..	Sept. 4	May 19, 1855	.....	1, 21[illegible]	16, 000	Sent home 40 sperm, 2,415 whale, and 12,998 pounds of bone.
Desolation Isld	July 29	June 17, 1856	.....	133	.....	
North Pacific..	Sept. 16	Apr. 5, 1854	73	3, 936	11, 500	
....do	July 2	Apr. 20, 1854	21	1, 921	7, 400	Sent home 18,300 bone; sold to Fairhaven 1855.
....do	June 24	Apr. 4, 1854	97	1, 678	.....	Sent home 20,000 pounds of bone.
....do	July 26	Apr. 1, 1855	1	2, 303	23, 800	Captain Bailey came home sick 1853; Mr. Barker, first mate, murdered by one of the crew—a Kanaka—1852; sent home 8,500 pounds of bone.
....do	Sept. 11	Apr. 6, 1855	.....	2, 165	16, 200	Sent home 40 sperm, 1,700 whale, and 48,670 pounds of bone.
Ind. and Arctic	June 2	Feb. 9, 1853	68	2, 600	.....	Sent home 41,284 pounds of bone.
Desolation Isld	Aug. 4	June 26, 1854	.....	205	1, 400	Added 1851.
....do	Aug. 18	June 4, 1853	.....	2, 391	10, 500	Do.
....do	Aug. 4	May 6, 1853	.....	639	.....	
Davis's Strait..	Feb. 8	Oct. 28, 1851	.....	258	4, 900	Sailed again in 1852 and was lost in Davis's Strait.
North Pacific..	Aug. 6	June 25, 1853	26	2, 154	39, 800	Sent home 24,570 bone; sold 400 whale at Pernambuco.
....do	July 15	May 27, 1854	133	2, 444	600	
Ind. and Pacific	June 3	Apr. 20, 1855	61	860	12, 500	Sent home 40 sperm, 508 whale, 15,772 bone.
North Pacific..	Aug. 21	Mar. 29, 1854	.....	1, 111	7, 200	Sent home 108 sperm, 518 whale, 25,252 bone.
....do	Oct. 4	.....	.....	.....	.....	Lost 1852 in the Arctic; had 600 whale, saved 200.
....do	Aug. 12	June 9, 1854	206	2, 266	31, 100	Sent home 5,500 bone.
....do	June 10	Apr. 19, 1855	3	1, 975	28, 300	Captain House was killed by a whale; Mr. Burch, who assumed command, died at Honolulu November 27, 1852; sent home 14,983 pounds of bone.
Atlantic	May 12	June 1, 1852	310	.....	.....	Added 1851.
North Pacific..	Nov. 17	Apr. 7, 1855	54	4, 721	19, 200	Bought from New York 1851; the largest whaler in service; sold 1855.
Atl. and Indian	June 4	Apr. 22, 1853	456	.....	.....	Added 1851.
North Pacific..	Nov. 19	.....	.....	.....	.....	Burned July 10, 1852, in Anadir Sea.
Pacific Ocean ..	Nov. 19	May 31, 1855	50	339	6, 000	Added 1851; sent home 250 sperm, 500 whale.
North Pacific..	Aug. 16	Apr. 7, 1855	22	1, 189	.....	Sold to New Bedford 1855; sent home 3,818 pounds of bone.
Indian Ocean ..	Sept. 18	May 17, 1853	.....	10	.....	Added 1851; withdrawn 1853; sent home 135 sperm.
Atlantic	June 1	June 15, 1852	277	.....	.....	
North Atlantic	Feb. 21	June 2, 1852	150	.....	.....	Added 1851.
Atlantic	May 3	July 26, 1852	320	37	.....	Added 1851.
North Pacific..	Aug. 7	May 27, 1853	99	1, 860	24, 300	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1851.				
Mystic, Conn.—Continued.				
Hellespont	Ship	346	—— Manwarring	Randall, Smith & Ashly.
Meteor	do	325	—— Jeffrey	do
Robin Hood	do	395	—— McGinley	C. Mallory.
Romulus	do	365	—— Baker	do
Shepherdess	Bark	274	—— Watrous	Randall, Smith & Ashly.
Stonington, Conn.				
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	—— Keene	J. F. Trumbull
Tiger	Ship	311	—— Gavit	do
Tybee	do	299	—— Barber	do
United States	Bark	244	—— Wilcox	do
Greenport, N. Y.				
Delta	do	314	—— Weeks	Ireland, Wells & Carpenter.
Italy	Ship	299	—— Rowley	David G. Floyd.
Neva	do	362	—— Case	Ireland, Wells & Carpenter.
Nile	do	403	—— Conklin	do
Pioneer	Bark	235	—— Baldwin	D. G. Floyd
Philip, 1st	do	293	—— Sisson	Ireland, Wells & Carpenter.
Sag Harbor, N Y.				
Black Eagle	do	311	Jeremiah Ludlow	Thomas Brown
Columbia	do	285	—— Hallock	John Budd
Emerald	Ship	518	—— Jaggar	do
Levant	do	382	Mercator Cooper	Huntting Cooper
Mary Gardner	do	316	David Smith	Gilbert H. Cooper.
Nimrod	Bark	280	—— Green	Charles T. Dering.
Noble	do	273	—— Nicholl	do
Tuscany	Ship	299	—— Haisey	John Budd.
Washington	Bark	236	—— Edwards	T. Brown
William Tell	Ship	370	—— Taber	do
Cold Spring, N. Y.				
Alice	Bark	281	—— White	John H. Jones
Huntsville	Ship	523	—— Smith	do
Monmouth	Bark	273	—— Ludlow	do
N. P. Tailmadge	Ship	370	—— Edwards	do
Splendid	do	473	—— Smith	do
Truro, Mass.				
Eschol	Brig	143	—— Smith	Richard Sevens

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.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific..	Sept. 1	.....	.....	.....	.....	Condemned 1855; sent home 190 sperm and 9,317 pounds of bone.
....do	Nov. 8	Mar. 23, 1856	47	1,000	32,000	Sent home 1,829 whale and 20,633 bone; one of "Stone Fleet No. 1."
....do	Sept. 13	Mar. 24, 1854	373	2,897	14,500	
....do	Aug. 16	May 11, 1854	108	1,600	12,300	
....do	Sept. 8	May 23, 1853	147	1,950	26,600	
North Pacific..	July 23	Apr. 20, 1854	.....	2,959	30,000	Sent home 255 whale and 1,000 bone; sold to New Bedford 1854.
Arctic	Sept. 2	Apr. 3, 1854	250	2,375	36,000	Withdrawn 1855; sold to New York.
North Pacific..	Aug. 11	May 8, 1855	38	1,188	7,800	Withdrawn 1855; sold to New Bedford; sent home 5,246 pounds of bone.
....do.	Oct. 2	.....	.....	.....	.....	Condemned at Honolulu 1854; sent home 1,775 whale and 25,881 pounds of bone.
....do	Nov. 19	Apr. 9, 1855	.....	1,380	15,000	Withdrawn 1855; sold to New Bedford; sent home 341 whale and 16,500 bone.
....do	Nov. 3	Apr. 8, 1855	.....	2,640	25,000	Sent home 3,997 bone; added 1851; withdrawn 1855.
Pacific Ocean..	Aug. 6	Sept. 18, 1852	.....	Clean	.....	Added 1851.
North Pacific..	Sept. 19	May 21, 1853	133	1,365	21,200	
....do	Oct. 6	May 31, 1855	80	1,288	13,000	Sent home 700 whale and 15,000 bone.
Pacific Ocean..	Aug. 6	June 5, 1852	52	1,535	800	
Arctic	Aug. 1	.....	.....	.....	.....	Sent home 585 whale and 20,218 bone; sold to New London 1856.
....do	Aug. 2	May 10, 1854	25	2,600	12,000	Sent home 12,600 pounds of bone.
....do	Oct. 1	June 12, 1854	46	2,351	13,500	Sent home 365 whale and 18,750 bone.
....do	Sept. 1	Apr. 19, 1855	16	2,305	14,100	Broken up 1857; sent home 300 sperm and 29,592 pounds of bone.
South Atlantic	Oct. 31	May 15, 1855	250	550	3,500	
Arctic	July 14	Apr. 6, 1854	.....	2,231	.....	
Arctic	July 24	Apr. 5, 1854	.....	718	.....	Built 1851; sent home 85 whale, 20,098 bone.
North Pacific..	Aug. 2	Apr. 27, 1855	.....	1,409	14,000	Sent home 7,885 pounds of bone.
....do	Aug. 19	May 12, 1855	55	2,471	14,300	Added 1851; built 1835; was a Havre packet 15 years; sent home 35,720 bone.
....do	Aug. 7	.....	.....	.....	.....	Sent home 12,560 bone; lost 1855.
South Atlantic	July 24	Oct. 7, 1852	25	300	.....	Built 1851; Captain Smith died August, 1852; ship returned in consequence.
....do	July 7	Aug. 10, 1853	690	290	1,200	Sent home 40 sperm.
....do	June 5	Aug. 6, 1853	291	600	3,500	
North Pacific..	Oct. 1	Apr. 22, 1854	.....	1,600	1,200	Sent home 920 whale.
...do	Oct. 14	May 28, 1853	129	1,787	21,400	Bought from Greenport 1851.
....do	Sept. 20	Apr. 22, 1854	.....	1,341	.....	
North Pacific.	Oct. 6	Apr. 13, 1854	33	1,186	7,100	
....do	Dec. 4	Apr. 7, 1854	22	2,589	29,000	Sent home 370 whale and 1,700 bone.
Atl. and Indian	Aug. 28	May 3, 1854	345	1,380	11,700	
North Pacific..	Oct. 3	Apr. 26, 1855	.....	1,435	14,000	Sent home 10,960 bone; sold.1855.
....do	Oct. 15	Apr. 12, 1853	.....	2,359	34,200	
Atlantic	Feb. 8	Nov. 10, 1851	175	8	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
New Bedford, Mass.				
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	Philander Gifford	Wm. G. E. Pope
Anaconda	Bark	383	Thos. H. Lawrence	I. B. Richmond
Antarctic	Ship	319	Ebenezer Bradbury, jr	Wm. P. Howland
Archer	Ship	322	G. C. Macomber	Edward W. Howland
Arnolda	do	360	Edward Harding	Jas. B. Wood & Co
Barclay	do	281	Adolph P. Taber	Henry Taber & Co
Callao	do	324	Hiram Baker	do
Caroline	do	364	Geo. W. Gifford	William Gifford
Carolina	do	395	Wanton H. Gray	S. Thomas & Co
Catalpa	Bark	260	Josiah Hamblin	I. Howland, jr, & Co
Canton	Ship	409	Andrew J. Wing	E. Perry & W. C. N. Swift
China	do	370	Willis Howes	William Phillips
Chili	do	291	Matt. Anderson	Benj. B. Howard
Cleora	Bark	263	James L. Smith	Charles Hitch & Son
Cleone	Ship	373	W. H. Sherman	Edmund Maxfield
Congress, 2d	do	376	R. M. Hathaway	Gideon Allen
Copia	do	315	Chas. H. Newell	Lemuel Kollock
Daniel wood	do	345	Jos. R. Tallman	J. B. Wood & Co
Desdemona	do	295	John Ellis	T. & A. R. Nye
Dunbarton	Bark	199	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	391	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. Jenckes	do
Hector	do	380	Henry D. Norton	William J. Rotch
Herald	do	274	George C. Rule	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	Otis 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. Slocum
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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Aug. 24	Apr. 28, 1856	296	1,309	21,000	Sent home 29,000 bone.
Indian Ocean ..	June 1	Mar. 4, 1856	633	1,058	700	Bought from Baltimore 1852; sent home 84 sperm, 11,298 bone.
Pacific Ocean ..	Sept. 20	July 14, 1856	855	522	.....	
Atlantic	June 12	Aug. 28, 1853	73	13	.....	Sent home 85 sperm.
Pacific Ocean ..	Nov. 24	Aug. 11, 1856	1,480	8	.....	Built at Baltimore; added 1852.
....do	May 3	.....	.....	.....	.....	First mate, Edward Howland, lost overboard 1852; lost near Chatham Islands 1853; Mr. Macy, first mate, and one man lost; sent home 15 sperm.
....do	Oct. 5	May 30, 1856	1,635	.....	.....	Sent home 292 sperm.
....do	July 19	Sept. 26, 1855	429	1,913	.....	Sent home 23 sperm.
Atlantic	July 7	Apr. 20, 1854	587	365	2,400	Sent home 141 sperm.
North Pacific ..	July 27	May 27, 1855	94	2,005	26,100	Sent home 108 sperm, 1,584 whale, 1,800 bone.
....do	Aug 3	Mar. 8, 1856	12	1,690	8,200	Sent home 159 sperm, 11,100 bone.
....do	Dec. 14	July 12, 1856	202	250	4,000	Bought from New York 1852.
Atlantic & Ind.	Aug. 12	Apr. 11, 1856	806	21	.....	Formerly a freighter; built 1844; added 1852.
North Pacific ..	Aug. 10	.....	.....	.....	.....	Lost on a reef in Pacific Ocean with cargo of 1,300 barrels whale.
....do	June 22	May 29, 1856	54	1,660	10,600	
Pacific Ocean ..	July 13	.....	395	848	.....	Sent home 643 whale.
....do	May 18	Mar. 31, 1855	1,243	.....	.....	Bought from Boston 1852; sent home 131 sperm.
North Pacific ..	Aug. 17	May 28, 1855	50	2,160	30,500	Built at Mattapoisett 1847; bought from Yarmouth 1852.
Atlantic & Ind.	May 20	Apr. 10, 1855	.....	1,822	19,000	Bought from New York 1851; built at New York 1831; rebuilt 1840; sent home 35 sperm, 1,000 whale.
North Pacific ..	Oct. 13	May 28, 1855	.....	952	9,000	Condemned at New Bedford 1855; sent home 550 whale, 10,557 bone.
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.
....do	Oct. 25	July 6, 1855	1,466	.....	.....	
....do	Dec. 25	May 26, 1854	121	168	700	Captain Hathaway died at St. Helena March 15, 1854.
Atlantic & Ind.	July 7	Aug. 15, 1854	1,004	1,209	3,500	Sent home 190 sperm.
North Pacific ..	Aug. 4	Mar. 15, 1856	.....	2,012	.....	Bought from Nantucket 1852; sent home 2,514 whale, 23,511 bone.
Pacific Ocean ..	July 25	June 2, 1855	116	528	2,400	Sent home 15 sperm, 3,701 bone.
....do	Oct. 5	May 19, 1856	.....	2,075	22,000	Bought from Nantucket 1852; sent home 9 sperm, 1,323 whale, 7,470 bone.
....do	Sept. 23	June 28, 1856	1,502	.....	.....	Built at Mattapoisett 1852.
....do	Nov. 28	May 8, 1857	606	1,171	.....	Sent home 57 sperm, 3,000 bone; seized by convicts at Gallipagos Islands; recaptured by a Swedish frigate.
....do	Oct. 4	May 23, 1857	.....	356	.....	Sent home 716 sperm.
....do	Dec. 18	July 2, 1856	365	.....	.....	Sent home 731 sperm.
....do	Nov. 30	Sept. 13, 1856	646	26	.....	Sent home about 150 sperm, 150 whale.
....do	July 13	May 5, 1856	752	54	.....	Sent home 335 sperm.
....do	June 1	July 28, 1855	232	1,346	7,900	Bought from New York 1852; sent home 108 sperm, 15,269 bone.
... do	Sept. 1	Nov. 2, 1855	140	1,414	.....	Sent home 225 sperm, 17,000 bone.
....do	July 4	June 16, 1856	183	183	1,400	Built at Newburyport 1851; sent home 1,440 sperm.
....do	May 18	.....	.....	.....	.....	Crew mutinied; killed captain, first and second mates, and several of the crew.
....do	Oct. 25	June 23, 1857	557	20	.....	Built at Mattapoisett 1852; sent home 901 sperm.
Atlantic	May 4	May 26, 1854	675	143	1,200	Bought from Nantucket 1852; sent home 291 sperm.
Indian Ocean ..	May 4	Feb. 17, 1855	491	892	6,000	Bought from New York 1851; sent home 490 sperm, 300 whale.
Pacific Ocean ..	Oct. 11	July 25, 1857	1,385	80	500	Bought from Baltimore 1852.
....do	Dec. 25	Oct. 19, 1856	552	.....	.....	First mate taken out of his boat by a line and drowned; bought from Warren 1852.
... do	May 17	Aug. 24, 1854	598	13	.....	Bought from Baltimore 1852; sent home 458 sperm.
Indian Ocean ..	June 15	May 11, 1856	2,101	.....	.....	Built at Newburyport 1852.
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.
1852.				
New Bedford, Mass.—Continued.				
Maria	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	335	Austin Smith	do
Montezuma	Bark	196	Chas. W. Kempton	Jas. H. Slocum
Montgomery	do	248	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	176	—— Hamlin	Allen Lucas
Osceola, 2d	do	197	C. M. Skiff	J. & W. R. Wing
Osceola, 3d	do	200	E. H. Chisole	Cranston Wilcox
Pacific	Ship	385	James R. Allen	Pardon Tillinghast
Polar Star	do	445	Joseph Holley	C. R. Tucker & Co
Rainbow	do	474	H. M. Plasket	William. Gifford
Rambler	do	399	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	542	Ephraim Harding	Abraham Ashley, 2d
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. Deblois	W. & G. D. Watkins
William and Eliza	Ship	321	Ezra Pickens	H. Taber & Co
Winslow	Bark	263	D. P. Eldridge	Wm. H. Reynard
Fairhaven, Mass.				
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	299	—— Meader	N. Church
Martha, 2d	do	301	—— Stewart	William G. Blackler
Ph'pe Delanoye	do	383	David G. Pierce	Warren Delano
Sam. Robertson	do	421	William Washburn	I. F. Terry
Tahmiroo	do	371	George F. Neil	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
Dartmouth, Mass.				
H. H. Crapo	Bark	199	Spooner Jenking	Abner R. Tucker

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Dec. 14	Apr. 6, 1856	699	.....	.....	
Indian Ocean ..	July 21	Oct. 18, 1855	1,125	468	4,600	
Pacific Ocean ..	Sept. 20	May 28, 1854	974	2	.....	Added 1852.
Atlantic	May 3	Dec. 14, 1852	.....	4	.....	
Indian Ocean ..	July 22	June 10, 1854	305	224	1,300	
Pacific Ocean ..	Oct. 28	.....	.....	.....	.....	Sent home 310 sperm and whale.
North Pacific ..	Nov. 13	Apr. 10, 1855	.....	1,979	18,100	
Pacific Ocean .	July 15	Mar. 21, 1855	1,047	1,348	13,000	Sent home 95 sperm.
Indian Ocean ..	May 25	Mar. 22, 1855	500	.....	.....	Sailed under Captain Abner Tripp; returned in consequence of his death.
Pacific Ocean ..	June 10	June 21, 1855	100	36	.....	Bought from Nantucket 1852; built 1845.
North Pacific ..	July 28	May 4, 1855	11	1,756	19,600	Sent home 257 sperm; bought from New York.
Pacific Ocean ..	Oct. 14	Mar. 24, 1856	470	1,575	8,600	Sent home 19,140 bone.
Atlantic	May 6	Aug. 31, 1854	20	2	.....	Formerly a brig; bought from Providence 1852; sent home 72 sperm.
....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.
....do	June 29	Apr. 20, 1854	67	.....	.....	Formerly a brig in southern lumber trade; built 1847; added and rerigged 1852; sent home 100 sperm.
Pacific Ocean ..	Oct. 5	Apr. 7, 1855	.....	2,025	20,500	
North Pacific..	Oct. 11	June 11, 1856	131	540	7,200	Built at Mattapoisett 1852; sent home 68 sperm, 728 whale, 6,749 bone.
....do	Oct. 26	June 2, 1856	48	900	8,000	Built at Fairhaven 1852; sent home 789 whale; 13,800 bone.
Pacific Ocean ..	Oct. 4	June 10, 1856	95	2,934	16,300	Bought from Boston 1852; sent home 91 sperm, 908 whale, 12,120 bone.
Atlantic	Dec. 14	Nov. 11, 1854	78	413	500	Bought from New York 1852; built 1849.
Pacific Ocean ..	June 1	June 22, 1855	580	7	.....	Captain Howland died at Paita October 25, 1853.
North Pacific ..	Dec. 14	June 21, 1856	90	3,179	.....	Sent home 33,200 bone.
South Pacific ..	May 18	.....	.....	.....	.....	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.
Indian Ocean ..	Dec. 22	.....	.....	.....	.....	Lost on Chatham Island 1855; sent home 274 sperm, 409 whale 63,000 bone.
North Pacific ..	June 26	Apr. 26, 1856	100	1,375	13,100	Added 1852; sent home 298 sperm, 143 whale, 11,693 bone.
Indian Ocean ..	Oct. 28	.....	.....	.....	.....	Bought from New York 1852; missing.
Pacific & N. W	Oct. 14	May 19, 1856	535	768	1,400	Sent home 373 sperm and whale and 9,631 bone.
Pacific Ocean ..	June 29	July 9, 1855	202	1,060	.....	Added 1852; sent home 135 sperm, 12,100 bone.
Indian Ocean ..	Dec. 18	May 27, 1856	1,287	.....	.....	
Atlantic	May 22	June 6, 1855	227	.....	.....	Formerly in merchant-service; added 1852; sent home 297 sperm, 250 whale.
North Pacific	Sept. 29	July 27, 1856	21	1,984	.....	Sent home 30,600 bone.
Pacific Ocean ..	Sept. 8	May 7, 1855	1,210	.....	.....	
North Pacific..	Oct. 25	May 3, 1855	.....	2,401	.....	Bought from New Bedford 1852; sent home 112 whale, 12,900 bone.
Pacific Ocean ..	Dec. 14	July 20, 1857	870	28	.....	
Indian Ocean ..	May 19	Nov. 16, 1857	1,607	.....	.....	
Pacific Ocean ..	Sept. 6	Sept. 28, 1855	225	873	.....	Sent home 211 sperm, 523 whale, 15,568 bone.
North Pacific..	Aug. 18	Apr. 5, 1856	86	3,000	10,000	Sent home 56 sperm, 117 whale.
....do	June 29	Apr. 6, 1856	.....	1,172	.....	Sent home 120 sperm. 11,000 bone.
Pacific Ocean ..	Jan. 3	May 22, 1856	335	.....	.....	Bought from Boston 1852; sold to New Bedford 1856.
Atlantic	Jan. 1	Apr. 25, 1855	852	73	.....	Bought from Bristol 1851.
Indian Ocean ..	Oct. 25	June 9, 1855	386	.....	.....	
Pacific Ocean ..	Aug. 13	May 1, 1854	869	8	.....	Built 1852; sent home 98 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
Westport, Mass.				
Elizabeth	Bark	270	Edward G. Sowle	Andrew Hicks
George and Mary	do	165	George Manchester	Rescom Macomber
Janet	do	194	John H. Ricketson	Henry Wilcox
Mattapoisett	do	150	Benjamin C. Wing	do
Sacramento	do	218	James W. Sowle	Alex. H. Corey
Solon	do	129	Joseph E. Smith	Henry Smith
T. Winslow	do	136	Allen Hart	John Hicks
U. States	do	217	Reuben C. Hicks	A. Hicks
Mattapoisett, Mass.				
America	Brig	148	—— Clark	R. L. Barstow
Annawan	do	159	—— Phinney	Seth Freeman
Clara Bell	Bark	295	Daniel Flanders	R. L. Barstow
Excellent	Brig	70	Benjamin Smith	John T. Atsatt
Massasoit	Bark	206	Amos Haskins	Caleb King, jr
Sarah	do	179	Bartlett Mayhew	Wilson Barstow
Samuel and Thomas	do	191	Ephraim Poole	R. L. Barstow
Willis	do	164	—— Briggs	do
Newport, R. I.				
George	Bark	220	—— Dexter	Josiah S. Munroe
William Lee	Ship	311	L. Gruninger	do
New London, Conn.				
Corea	Ship	365	—— Cranskie	Frink & Prentis
Delaware	do	299	C. Strong Holt	Williams & Barnes
Exile	Schooner	83	—— Butler	E. V. Stoddard
H. Brewer	Bark	293	—— Brown	Perkins & Smith
Iris	do	245	—— Rice	Frink & Prentis
N. S. Perkins	Ship	309	—— Allyn	
Pearl	Bark	195	—— Forsyth	Williams & Haven
Peruvian	Ship	388	—— Morgan	E. V. Stoddard
Topaz	Brig	138	—— Anthony	Benj. Brown's Sons
Stonington, Conn.				
Byron	Bark	170	—— Holt	John F. Trumbull
Cincinnati	Ship	457	—— Williams	F. Pendleton & Co.
Flying Cloud	Schooner	100	—— Wilcox	J. F. Trumbull
Sarah E. Spear	Bark	150	—— Pendleton	do
United States	do	244	—— Wilcox	do
Greenport, N. Y.				
Caroline	Ship	252	J. M. Case	Wells & Carpenter
Pioneer	Brig	235	H. A. Babcock	David G. Floyd
Mystic, Conn.				
Æronaut	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
Sag Harbor, N. Y.				
Charlotte	Brig	230	—— Halsey	William R. Post
Gentleman	Bark	227	—— Cartwright	Gilbert H. Cooper
Mary Gardner	do	316	—— Lowen	do
Odd Fellow	do	239	—— Y ung	Thomas Brown

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	July 17	Aug. 19, 1854	213	216	60	Added 1852.
....do	June 23	Apr. 3, 1854	101	15	.....	Built 1852, at Dartmouth.
....do	June 18	July 26, 1854	340	.....	.....	
....do	May 30	Sept. 6, 1853	117	.....	.....	
Indian Ocean	July 22	July 27, 1854	472	.....	.....	Added 1852, from Providence; second mate, T. Allen, killed by a whale August, 1852.
Atlantic	July 9	Oct. 15, 1853	115	40	.....	
....do	June 14	Aug. 14, 1853	151	25	.....	
Atlantic & Ind	Nov. 11	Apr. 11, 1856	631	8	.....	Sent home 13 sperm.
Atlantic	Apr. 27	Sept. 19, 1853	222	7	.....	
....do	May 4	Oct. 29, 1853	134	4	.....	
Atlantic & Ind	Aug. 7	June 27, 1855	794	91	2,000	Built 1852 at Mattapoisett.
Atlantic	June 10	June 27, 1853	30	6	.....	Added 1852; sent home 17 sperm.
....do	Nov. 20	July 24, 1853	60	.....	.....	
....do	Dec. 6	Dec. 3, 1853	393	.....	.....	
....do	Sept. 5	Sept. 1, 1854	389	11	.....	
....do	May 3	Apr. 21, 1854	363	24	.....	
Indian Ocean	Sept. 29	May 15, 1854	.....	.....	.....	Added 1852; Captain Dexter died April 18, 1853; no oil reported.
Indian & Pacific	Feb. 14	May 38, 1856	700	.....	.....	Illegally detained in Tombez three months.
North Pacific	.....	Apr. 19, 1853	.....	1,652	37,000	Added 1852.
....do	July 14	May 8, 1857	.....	1,116	.....	Added 1852; sent home 1,750 whale, 62,200 bone.
Desolation Isld	Aug. 18	June 12, 1859	.....	212	.....	
....do	Sept. 29	July 15, 1854	137	1,748	6,400	Added 1852; built 1850 at Robinson, Me.
South Atlantic	Oct. 7	July 15, 1856	32	700	.....	Added 1852; sent home 900 whale, 8,000 bone.
North Pacific	Sept. 22	Mar. 18, 1857	.....	1,296	.....	Built 1852; sent home 328 whale, 21,045 bone.
Atlantic & Ind	Mar. 10	Apr. 8, 1854	47	388	2,900	Added 1852; sent home 369 sperm, 50 whale, 1,400 bone.
Desolation Isld	Aug. 19	July 6, 1854	43	1,946	4,300	
Atlantic	June 23	.....	.....	.....	.....	Wrecked and condemned at Falkland Islands April, 1853; oil, 95 barrels, saved; added 1852.
South Atlantic	June 1	Nov. 13, 1853	.....	680	4,000	Withdrawn 1855; sold to New Bedford.
Indian Ocean	Aug. 24	May 7, 1856	.....	1,382	17,000	
Patagonia	July 20	May 7, 1853	.....	40	.....	Added 1852 from Rockland; built 1851.
S. Shetland I	Sept. 27	May 18, 1853	.....	530	.....	Elephant.
Patagonia	July 20	May 10, 1853	.....	2,029	.....	
South Atlantic	Aug. 19	Aug. 5, 1854	700	300	.....	
....do	Oct. 15	Sept. 3, 1852	150	.....	.....	Sold to New Bedford 1855.
S. Shetland I	Aug. 9	May 22, 1853	.....	1,188	.....	
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 1855.
South Atlantic	Sept. 16	Apr. 13, 1854	56	1,144	8,500	
S. Shetland I	Aug. 18	July —, 1853	.....	.....	.....	Added 1852; no report of oil.
Patagonia	July 12	May 12, 1854	.....	.....	.....	No report of oil.
South Atlantic	July 21	June 21, 1854	134	204	.....	Captain Halsey left in 1853, sick.
North Pacific	Aug. 30	Apr. 24, 1856	39	134	3,000	Added 1852 from New Suffolk; withdrawn 1856; sent home 7,000 bone.
....do	Nov. 27	May 15, 1856	.....	1,207	18,600	Sent home 247 whale, 12,740 bone.
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.
1852.				
San Francisco, Cal.				
Aquetnet	Ship	300	—— Taylor	Chas. H. Todd
Columbia	Schooner	110	—— Phillips	Martin Phillips
Emily Farnham	Ship	216	—— Miller	Brigham & Reynolds
Emperor	Schooner	110	—— Minor	J. B. Minor
Mary Helen	Brig	160	—— Scammon	Harrington & Ludlow
Nile	Ship	320	Otis Webb	Moore & Folger
Russell	Bark	301	—— Cootey	do
Zoroaster	Brig	159	—— Thomas	Webb & Harris
Sippican, Mass.				
Altamaha	Schooner	119	Chas. B. Hammond	Stephen C. Luce
Holmes' Hole, Mass.				
Helen Augusta	Bark	270	—— West	Thomas Bradley
Nantucket, Mass.				
Barclay	Ship	301	David Cottle	John H. Shaw
Catawba	do	335	Obed Swain, 2d	
Constitution	do	318	Joseph Winslow	C. G. & H. Coffin
Daniel Webster	do	336	Henry Starbuck	Zenas 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
Edgartown, Mass.				
Ellen	Bark	232	James E. Huxford	Wm. H. Munroe
Mary	Ship	343	Gustavus A. Baylies	Abraham Osborn
Sarah	Bark	286		
Walter Scott	Ship	369	—— Collins	Benjamin Worth
Sandwich, Mass.				
Amelia	Schooner	127	Abraham Hoxie	W. F. Lapham
Ocean	Brig	165	—— Chadwick	do
Provincetown, Mass.				
Alleghany	Schooner		—— Cook	
Alexander	do	75		B. Allstrum
Antarctic	do	136	—— Snow	J. E. Bowley
Chanticleer	do	87	—— Cook	Samuel Cook
E. Nickerson	Brig	131	—— Ryder	Enoch Nickerson
F. Bunchinia	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	108	—— Joseph	Philip Cook
Jane Howes	Brig	109	—— Doyle	J. E. Bowley
John Adams	Schooner	104	Reuben Freeman	John Adams
Lewis Bruce	Brig	113	—— Young	B. Allstrum
Louisa	Schooner	109	—— Handy	S. Cook
Parker Cook	Bark	135	—— Cook	Ephraim Cook
Phenix	Brig	120	—— Puffer	
Preston	Schooner	75	—— Handy	S. Cook

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Arctic	Apr. 3	Oct. 31, 1852	.....	500	.....	
Ceros Island	Apr. 1	Aug. 11, 1852	.....	200	.....	Elephant.
N. W Coast	Apr. 15	.....	.....	.....	.....	No report.
Ceros Island	Apr. 1	.....	.....	.....	.....	No report.
Elephanting	Apr. 1	Aug. 26, 1852	.....	350	.....	Elephant.
Pacific & Arctic	Jan. 25	Oct. 30, 1852	.....	1,800	.....	
....do	Jan. 19	Sept. 21, 1852	.....	1,500	.....	
Gulf of Cal	May 1	Aug. 18, 1853	275	100	.....	The 100 barrels were elephant-oil.
Atlantic	July —	Aug. 15, 1853	60	40	.....	Added 1852; withdrawn 1853.
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.
Pacific Ocean	July 13	.....	.....	.....	.....	Condemned at Tahiti 1856; oil shipped home by schooner Heloise and lost near Rio.
....do	Dec. 25	May 31, 1857	789	.....	.....	Sent home 417 barrels sperm; Broken up 1856.
....do	Sept. 2	July 14, 1856	1,600	130	.....	
....do	Aug. 28	July 15, 1856	750	.....	.....	Sold to New Bedford.
....do	Dec. 15	June 1, 1857	1,060	.....	.....	Built 1852 at Mattapoisett; Captain Upham died on the voyage; sold to New Bedford.
Atlantic	June 6	Sept. 12, 1854	165	25	.....	Built 1848 at Woolwich, Me.
Pacific Ocean	Aug. 5	May 11, 1856	300	1,200	.....	
....do	Oct. 2	.....	.....	.....	.....	Built 1852 at Newburyport; sent home 443 barrels sperm; burned at Payta October, 1854.
Atlantic	May 20	June 21, 1853	Clean	.....	.....	
....do	Sept. 26	Aug. 22, 1853	60	30	.....	
Indian Ocean	Dec. 6	Oct. 19, 1856	1,000	.....	.....	Broken up at New Bedford 1857.
Pacific Ocean	May 19	Aug. 7, 1856	1,300	100	.....	Was taken upon the marine railway at Brant Point, Nantucket, and the hull repaired; burned there in 1859.
....do	Dec. 22	July 14, 1856	734	.....	.....	Sent home 350 barrels sperm; sold to Edgartown.
Sooloo Sea	June 1	Apr. 20, 1856	835	382	6,300	Added 1852 from New York; built 1848; sent home 30 sperm.
Pacific Ocean	June 8	Apr. 28, 1856	77	1,857	14,100	Added 1852.
.....	.....	.....	.....	.....	.....	Condemned at Callao 1852.
North Pacific	Jan. 28	Aug. 10, 1855	168	628	4,500	Added 1851.
Atlantic	June 10	Mar. 19, 1853	129	4	.....	
....do	Feb. 26	Feb. 15, 1853	250	.....	.....	Formerly a Boston and Baltimore packet; added 1851.
Atlantic	May 16	Sept. 14, 1852	.....	150	.....	Added 1852.
....do	Apr. —	Aug. 6, 1852	160	.....	.....	
....do	Jan. 12	Oct. 20, 1852	240	50	.....	
....do	Mar. 27	Sept. 25, 1852	120	.....	.....	
....do	Jan. 12	Oct. 2, 1852	175	100	.....	
....do	May 20	May 9, 1854	520	20	.....	Built 1852; sent home 220 barrels humpback.
....do	Jan. 27	Oct. 29, 1852	230	8	.....	Withdrawn 1853.
....do	May 22	Oct. 14, 1852	240	.....	.....	
....do	Mar. 22	Sept. 11, 1852	175	.....	.....	
....do	Feb. 1	Jan. 15, 1854	81	7	.....	
....do	Mar. 24	Apr. 6, 1853	60	.....	.....	
....do	Apr. 26	Sept. 3, 1852	205	.....	.....	
....do	Apr. 2	Nov. 2, 1852	170	.....	.....	Sold to Orleans 1853.
....do	May 14	Sept. 10, 1852	.....	250	.....	
... do	Apr. 26	Nov. 12, 1853	115	.....	.....	
....do	June 29	Jan. 10, 1854	202	.....	.....	Added 1852.
....do	May 5	Sept. 16, 1852	120	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1852.				
Provincetown, Mass.—Continued.				
R. E. Cook	Schooner	80	—— Nickerson	John Dunlap
Rienzi	...do	109	—— Katon	J. E. Bowley
S. R. Soper	...do	130	—— Soper	S. Soper
Sam'l Cook	Brig	126	—— Smith	S. Cook
Shylock	Schooner	115	—— Green	Nathaniel Holmes
Union	...do	90	—— Genn	Jonathan Nickerson
Walter Erwin	...do	130	—— Nickerson	Atkins Nickerson
Walter K	...do	114	—— Tilson	Henry Cook
Orleans, Mass.				
Corvo	Bark	175	William Martin	Thomas A. Snow
Esther	Brig	136	—— Hopkins	Heman Smith
Virginia	Schooner	115	—— Pettengill	...do
Truro, Mass.				
Eschol	Brig	143	—— Smith	Richard Stevens
Germ	...do	171	—— Ryan	...do
Beverly, Mass.				
B. Franklin	Bark	164	—— Brown	F. W. Choate
Gem	Brig	162	—— Cook	...do
N. D. Chase	Bark	242	—— Chase	...do
Boston, Mass.				
Rothschild	Bark	261	—— Small	Philip A. Locke
September	Brig	115	—— Heath	Francis Fluker
Fall River, Mass.				
Ærial	Bark	225	—— Baker	John S. Cotton
Caravan	Ship	330	—— Bragg	Wm. Lindsey
D. M. Hall	Bark	263	—— Manchester	John S. Cotton
Salem, Mass.				
Margaretta	Bark	230	—— Holmes	Benjamin Webb
Warren, R. I.				
Belle	Bark	286	—— Borden	S. P. Child
Benjamin Rush	Ship	385	—— Munroe	...do
Bowditch	...do	399	—— Waldron	...do
Covington	Bark	351	—— Newman	C. T. Child
Florence	...do	326	Charles Barton	R. B. Johnson
Mary Frances	...do	311	—— Smith	S. P. Child
Millinoket	...do	180	—— Worth	R. B. Johnson
1853.				
New Bedford, Mass.				
Adeline	Ship	320	Joseph Brotherson	C. R. Tucker & Co
Abm. Barker	...do	400	Abm. Barker, jr	Abraham Barker
Afton	Bark	249	James Archer	F. & G. R. Taber
Alfred	Schooner	184	R. W. Dexter	William G. E. Pope
America	Bark	257	Abner West	Jos. A. Beauvais
Andrews	...do	303	Obed Smith	William P. Howland
Brandt	Ship	310	Henry M. Bonney	Alexander Gibbs
Balæna	...do	301	John S. Dorman	J. & J. Howland
Bevis	Bark	214	Seth D. McFarlin	Benjamin B. Howard
Canton Packet	Ship	274	Gilb. B. Borden	I. H. Bartlett & Son
Chas. W. Morgan	...do	351	Tristram P. Ripley	I. Howland, jr., & Co
Charles	...do	290	John Manter	L. Kollock & Son
Champion	...do	336	William B. Waterman	James D. Thompson
Charleston Packet	Bark	184	Benjamin F. Ellis	Thomas Knowles & Co
Chris. Mitchell	Ship	387	Frederick Slocum	David B. Kempton

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Apr. 30	Aug. 8, 1852	150	.....	.....	
....do	Apr. 16	Oct. 14, 1852	170	.....	.....	
....do	Apr. 16	Dec. 20, 1852	85	.....	.....	Added 1852.
....do	May 26	Aug. 29, 1853	154	.....	.....	
....do	Mar. 12	Dec. 8, 1852	10	.....	.....	Withdrawn 1853.
... do	June 8	Sept. 9, 1852	.....	160	.....	
....do	Mar. 22	Jan. 11, 1853	150	.....	.....	
....do	Apr. 29	June 27, 1853	74	.....	.....	Also 15 barrels blackfish.
Atlantic	May 19	Oct. 27, 1853	360	.....	.....	Added 1852 from New York.
....do	June 28	July 30, 1853	70	25	.....	
....do	Apr. 24	Sept. 10, 1852	275	.....	.....	
Atlantic	June —	Oct. 20, 1853	70	.....	.....	
....do	Apr. 26	.....	.....	.....	.....	Bought from Boston 1852; condemned at Saint Thomas November 4, 1852.
Atlantic	June 15	Sept. 21, 1853	250	50	.....	
....do	Feb. 16	Apr. 28, 1853	300	.....	.....	
....do	Dec. 18	Oct. 30, 1854	260	.....	.....	Added 1851.
Atlantic	Aug. 14	Aug. 8, 1854	291	4	.....	Sold to Orleans 1854.
....do	July 8	June 18, 1853	120	150	.....	Sold to Orleans 1853.
Atlantic	July 13	Sept. 12, 1853	80	41	.....	Sent home 31 sperm.
North Pacific	Sept. 22	Apr. 14, 1856	.....	1, 944	11, 600	Sold to New Bedford 1856; sent home 20,303 bone.
Indian Ocean	June 8	Sept. 23, 1852	140	2	.....	Added 1852; sailed again October 27, 1852; returned September 5, 1853, with 259 sperm and 1 whale.
Atlantic	Sept. 17	Dec. 8, 1853	180	30	.....	
Pacific Ocean	Aug. 15	Mar. 24, 1856	114	498	.....	Built at Warren 1852; sent home 5,600 bone.
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.
North Pacific	Aug. 19	May 20, 1856	.....	2, 524	16, 500	Sent home 22,050 bone.
....do	July 20	Apr. 14, 1856	32	1, 538	2, 700	Sent home 25 sperm, 206 whale, 20,000 bone.
Indian Ocean	Sept. 22	June 5, 1855	1, 118	100	.....	Added 1852.
Pacific Ocean	Sept. 19	June 25, 1856	804	.....	.....	
Indian Ocean	May 24	Apr. 29, 1855	240	.....	.....	Third mate died at sea 1852; sold to New Bedford 1855.
Pacific Ocean	Aug. 29	July 12, 1856	33	1, 674	14, 400	Sent home 1,236 whale, 31,320 bone.
North Pacific	July 20	May 6, 1857	138	430	5, 100	
Atlantic	Aug. 9	May 5, 1856	336	67	.....	Bought from Boston 1853.
....do	Nov. 5	Apr. 7, 1855	86	40	.....	Sold to Boston for a Fayal packet 1855.
....do	May 7	Sept. 22, 1854	309	61	.....	Sold to Mattapoisett 1855.
Pacific Ocean	June 20	Mar. 25, 1858	530	.....	.....	Sent home 200 sperm.
.....	.....	.....	.....	.....	.....	Lost on Gallipagos Islands 1853.
....do	Sept. 16	May 13, 1858	970	.....	.....	Sent home 473 sperm.
Indian Ocean	July 27	May 27, 1856	642	5	.....	
North Pacific	Nov. 7	Apr. 24, 1857	17	1, 401	13, 300	Sent home 400 sperm, 542 whale, 11,500 bone.
....do	Sept. 20	Apr. 27, 1856	268	1, 958	12, 000	Sent home 10,700 bone.
Pacific Ocean	Sept. 1	.....	.....	.....	.....	Lost 1855.
....do	Sept. 22	July 3, 1855	511	1, 841	27, 000	Sent home 90 sperm.
Indian Ocean	Sept. 16	.....	.....	.....	.....	Condemned at Mahe 1853.
North Pacific	July 5	Apr. 14, 1856	129	2, 635	14, 600	Bought from Nantucket 1853; sent home 12,000 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
New Bedford, Mass.—Continued.				
Cicero	Ship	252	Fobes W. Manchester	L. Kollock & Son
City	do	351	S. Henry Gifford	Abm. H. Howland
Clarice	Bark	237	Peleg W. Gifford	Edward C. Jones
Condor	Ship	349	Stephen Kempton	Charles W. Morgan
Cortes	do	382	Charles F. Stetson	G. & M. Howland
Cornelia	Bark	219	Reuben W. Crapo	L. Kollock & Son
Cossack	do	256	Ansel Tripp	Charles Hitch & Son
Edward	do	274	Abner Smith	T. Knowles & Co
Eagle	Ship	336	—— Cannon	Swift & Perry
Eliza F. Mason	do	582	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	Rodney French
Gen. Pike	do	313	Henry Tew	William Gifford
George	do	280	Jonathan Jenney	John A. Parker
Gideon Howland	do	379	Charles R. Bryant	I. Howland, jr., & Co.
Gov. Troup	do	430	Anthony Milton	E. C. Jones
Hecla	Bark	207	Henry T. Gifford	T. Knowles & Co.
Hercules	do	335	Joshua W. Potter	Perry & Swift
Hibernia	Ship	327	John M. Honeywell	Robert Gibbs
Hope	Bark	186	Crary Waite	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
James Arnold	Ship	393	Thomas Sullivan	Henry Taber & Co.
Jireh 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	425	Martin Palmer	J. Bourne, jr.
Lagoda	do	341	Benjamin B. Lamphier	do
Lapwing	do	432	William Weeks	E. C. Jones
Levi Starbuck	do	376	William Jernegan	E. W. Howland
Lewis	do	308	Charles A. Bonney	Chapman & Bonney
Lexington	Bark	201	Hilliard Mayhew	B. B. Howard
Liverpool	Ship	306	Henry P. Barker	Abm. Barker
Louisiana	do	297	Jeremiah 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
Marcia	Ship	315	Isaac H. Wing	E. W. Howland
Mary Frazier	do	288	James S. Hazard	Benjamin F. Howland
Mary Ann	Bark	214	A. H. Macomber	J. A. Parker
Metacom	Ship	360	E. H. Woodbridge	J. B. Wood & Co.
Midas	do	326	Ezra T. Howland	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls*	*Lbs.*	
Pacific Ocean..	July 7	Apr. 14, 1856	82	643	6,300	Sent home 6,140 bone.
....do	June 20	.....	.....	.....	....	Lost in Saghalien Bay, September 7, 1854.
....do	Oct. 16	June 2, 1857	1,270	11	....	
North Pacific..	Sept. 16	May 19, 1856	169	1,69[illegible]	70[illegible]	Sent home 40 whale.
....do	Sept. 13	Feb. 22, 1857	691	1,83[illegible]	11,20[illegible]	Sent home 14,000 bone.
South Atlantic	Oct. 24	May 7, 1857	93	590	1,80[illegible]	Sent home 403 sperm, 205 whale, 2,500 bone.
North Pacific..	Aug. 1	Apr. 24, 1857	76	1,27[illegible]	9,30[illegible]	Sent home 7,170 bone.
....do	Oct. 6	May 11, 1856	25	1,98[illegible]	15,000	Sent home 10,361 bone.
....do	Oct. 12	Apr. 5, 1856	.....	1,96[illegible]	24,20[illegible]	Sent home 350 whale. 6,500 bone.
....do	Dec. 2	Apr. 10, 1857	2	1,12[illegible]	16,80[illegible]	Bought from Baltimore 1853; built 1851; fired by crew and considerably burned 1855; sent home 20 sperm, 997 whale, 12,300 bone.
....do	Oct. 15	Sept. 4, 1856	312	1,93[illegible]	.....	Sent home 7,659 bone.
Pacific Ocean..	Sept. 1	Sept. 16, 1857	724	.....	.....	Sent home 406 sperm, 14,790 bone.
....do	June 25	July 8, 1857	214	19	.....	Bought from Warren 1852; sent home 331 sperm.
North Pacific .	Sept. 5	May 6, 1857	210	1,610	7,700	
Pacific Ocean..	Nov. 16	Apr. 10, 1858	627	74	.....	Sent home 405 sperm.
North Pacific ..	Nov. 17	June 15, 1856	152	1,154	5,400	Sent home 8,580 bone; Captain Tew died May 11, 1856.
Atlantic & Ind	Sept. 20	Aug. 2, 1857	42	937	....	Sent home 54 sperm. 9,000 bone.
North Pacific..	Sept. 2	May 7, 1857	.....	1,27[illegible]	5,500	Sent home 84 sperm, 1,026 whale, 20,000 bone.
....do	Aug. 2	Mar. 16, 1856	.....	3,301	.....	Sent home 14,000 bone.
Indian Ocean ..	Apr. 21	Nov. 16, 1855	192	.....	.....	
North Pacific ..	Dec. 1	May 30, 1857	1,845	.....	.....	
Atlantic & Ind	June 7	Aug. 8, 1857	199	537	.....	Sent home 45 whale, 12,000 bone.
Indian Ocean ..	Aug. 16	May 4, 1856	905	.....	.....	Sent home 1,209 sperm.
North Pacific ..	Oct. 18	July 2. 1857	212	66[illegible]	5,100	
Indian Ocean ..	June 16	June 9, 1854	62	.....	.....	Sent home 27 sperm,
North Pacific ..	Dec. 13	Oct. 8, 1857	.....	1,18[illegible]	.....	Sent home 450 whale, 3,000 bone; Captain Kelley was hurt in Marguerita Bay.
Pacific Ocean ..	May 3	Nov. 29, 1856	2,550	63	500	Built 1852.
North Pacific ..	Sept. 6	May 5, 1857	45	1,74[illegible]	2,900	Built at Dartmouth 1853. Sent home 973 whale, 12,000 bone.
Atlantic & Pac	May 2	.....	.....	.....	.....	Added 1853.
Pacific Ocean ..	Oct. 29	Aug. 2, 1867	314	40	.....	Added 1853; sent home 875 sperm, 561 whale.
North Pacific ..	Sept. 17	May 16, 1857	.....	46[illegible]	5,000	Sent home 20,100 bone.
....do	Aug. 30	Apr. 11, 1857	.....	2,536	7,700	Sent home 20,481 bone; sold to Fairhaven and broken up 1857.
Pacific Ocean..	Oct. 29	May 7, 1857	147	20	.....	Formerly a merchantman; added 1853; sold to Westport 1857.
North Pacific ..	Sept. 22	.....	.....	.....	.....	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; lo-t on Company's Island May 13, 1855; had 500 sperm, 1,200 whale.
....do	Nov. 3	May 25, 1856	.....	1,683	23,000	Captain Lamphier drowned by the upsetting of his boat at Shantoe Islands October 9, 1855; sent home 149 sperm, 825 whale, 12,500 bone.
Atlantic & Ind	Aug. 11	Feb. 27, 1856	2,100	177	.....	Built at Mattapoisett 1853.
North Pacific ..	Oct 12	Apr. 30, 1857	.....	2,302	9,600	Sent home 390 sperm, 50 whale, 22,865 bone.
....do	Aug. 15	May 6, 1857	8	2,267	.....	Added 1853; sent home 520 whale, 38,600 bone.
Indian Ocean ..	Apr. 19	Nov. 14, 1854	52	28	.....	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	.....	.....	
North Pacific ..	Aug. 2	July 12, 1856	157	1,543	19,200	Sent home 580 whale, 10,000 bone.
...do	July 20	Apr. 15, 1857	107	1,370	.....	Sent home 8,100 bone.
Pacific Ocean..	Nov. 23	July 11, 1856	234	....	.....	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	1,70[illegible]	24,300	Sent home 1,090 sperm, 18,800 bone.
Atlantic	May 9	May 20, 1856	455	39	.....	Formerly a brig; bought from New York and rerigged 1852; sent home 310 sperm; sold 1856 to Mattapoisett.
North Pacific ..	Aug. 9	May 6, 1857	2	1,052	11,300	Sent home 477 whale, 28,300 bone.
Pacific Ocean..	July 27	Mar. 21, 1857	549	740	250	Sent home 7, 740 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
New Bedford, Mass.—Continued.				
Miantonomi	Ship	427	William W. Clement	Swift & Allen
Minerva	do	40[illegible]	Peter Pease	William Gifford
Montpelier	do	32[illegible]	Job Macomber	J. R. Thornton
Montreal	do	54[illegible]	S. L. Gray	C. R. Tucker & Co.
Morea	do	33[illegible]	Thomas B. Peabody	B. B. Howard
Morning Star	Bark	30[illegible]	William Cleveland	S. Thomas & Co.
Mt. Wollaston	Ship	32[illegible]	William R. Potter	Wood & Nye
Nassau	do	40[illegible]	H. C. Murdock	Perry & Swift
Nauticon	do	37[illegible]	William H. Luce	A. H. Howland
Nye	Bark	211	—— Howland	Abner R. Tucker
Ocean	Ship	349	William C. Fuller	J. R. Thornton
Ohio	do	383	John Barrett	E. W. Howland
Othello	do	424	John A. Beckerman	T. & A. R. Nye
Pantheon	do	271	Gardner Hazard	Lorenzo Pierce
Pauline	Bark	271	J. E. Stanton	Swift & Allen
Petrel	Ship	359	Moses G. Tucker	J. R. Thornton
Reindeer	do	450	Peter Cromwell	E. W. Howland
Rebecca Sims	do	400	Samuel B. Gavitt	William R. Rodman
Robert Edwards	do	35[illegible]	John A. Kelley	J. & J. Howland
Roscoe, 2d	Bark	235	Asa R. Gifford	J. Bourne, jr
Rousseau	Ship	30[illegible]	Charles S. Pope	G. & M. Howland
Sally Anne	do	312	Jabez S. Hathaway	D. R. Greene & Co
Sea Breeze	Bark	493	—— Cushman	O. & E. W. Seabury
Sea Flower	do	15[illegible]	E. G. Cudworth	Charles Almy
Sea Gull	Ship	455	Charles Nichols	J. R. Thornton
Seine	do	281	Amb. S. Landra	Rodney French
Smyrna	Bark	219	George Bliss	Richmond & Wood
Statira	do	348	James Burdett	William Hathaway, jr
St. George	Ship	40[illegible]	Joseph Dias, jr	Abm. Barker
Superior	Bark	27[illegible]	Charles L. Norton	James B. Wood & Co
Sea Breeze	do	493	—— Smith	O. & E. W. Seabury
Susan	do	261	Jos. K. Green	A. H. Howland
Swift	Ship	321	Frederick Vincent	Thomas S. Hathaway
Triton	do	300	John B. Dornin	I. Howland, jr., & Co
Tropic Bird	Bark	220	Alfred C. Davis	William P. Howland
Washington	Ship	344	Richard Holley	J. Bourne, jr
Wm. Badger	do	334	Jason L. Braley	B. B. Howard
Wm. Thompson	do	495	James W. White	Perry & Swift
William Wirt	do	387	Edward R. Ashley	Edmund Maxfield
Young Hector	do	411	Peter G. Smith	W. P. Howland
Young Phenix	do	377	Charles Tobey	J. A. Parker

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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, 800	
....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, 12,000 whale, 35,399 bone.
....do	Oct. 13	May 1, 1856	43	1, 953	22, 600	Sent home 35 sperm, 225 whale, 8,000 bone.
Pacific Ocean	Nov. 10	May 18, 1857	712	.....	.....	Built at Dartmouth 1853; sent home 791 sperm; Mr. Lestes, 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 (2,300 barrels oil and 10,000 pounds bone) saved and sent home; sent home also about 15,000 bone.
Atlantic	Dec. 16	.....	.....	.....	.....	
Pacific Ocean	May 27	June 29, 1 56	1, 563	.....	.....	Sent home 403 sperm.
North Pacific	Nov. 10	May 6, 1857	237	2, 595	.....	Sent home 245 sperm, 23,075 bone.
Pacific Ocean	Aug. 11	June 15, 1858	1, 599	1	.....	Built 1853 at Fairhaven; sent home 237 sperm.
....do	Nov. 24	.....	.....	.....	.....	Sent home 54 sperm, 130 whale, 11,594 bone; burned by crew at Nukahiva March 25, 1856; saved 300 sperm.
Indian Ocean	Sept. 20	May 30, 1857	446	71	.....	Sent home 792 sperm.
North Pacific	Oct. 4	June 23, 1857	63	1, 055	5, 900	Built at Mattapoisett 1853; sent home 14 sperm, 970 whale, 16,193 bone.
....do	Oct. 4	Feb. 14, 1856	60	2, 212	.....	Built at Mattapoisett 1853; (?) sent home on voyage 250 sperm, 20,000 pounds bone, and sold and sent home 275 whale.
....do	Dec. 2	June 9, 1857	.....	920	11, 300	Sent home 1,250 whale, 10,000 bone; sold to Fairhaven 1857.
....do	Sept. 6	July 24, 1857	761	17	.....	Sent home 624 sperm.
....do	Nov. 17	July 24, 1856	14	1, 448	5, 600	
....do	Oct. 17	July 5, 1857	29	794	5, 900	Sent home 121 sperm, 6,426 bone.
Pacific Ocean	July 9	.....	.....	.....	.....	Lost on Friendly Islands April 2, 1854.
....do	Dec. 5	June 30, 1856	711	1, 046	.....	Sent home 243 sperm, 7,000 bone.
Atlantic	June 7	Sept. 2, 1857	81	11	.....	
Pacific Ocean	June 9	Aug. 26, 1857	2, 025	10	.....	Built at Fairhaven 1853.
North Pacific	Oct. 18	Aug. 28, 1858	65	925	1, 500	Sent home 250 whale, 12,800 bone.
Indian Ocean	Dec. 9	Sept. 9, 1857	701	.....	.....	
Pacific Ocean	Aug. 31	A g. 8, 1857	1, 037	33	.....	Sent home 85 sperm.
North Pacific	Sept. 10	May 6, 1857	2	1, 100	9, 900	Sent home 76 sperm, 1,058 whale, 9,450 bone.
Pacific Ocean	May 18	Mar. 16, 1857	795	272	.....	Sent home 4,200 bone.
....do	Sept. 1	Nov. 25, 1853	26	.....	.....	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, 880 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, 350	11, 500	Sent home 31,553 bone.
....do	Oct. 2	May 10, 1856	97	2, 480	22, 900	Bought from Fairhaven 1853; third mate, James Clark, drowned October 6, 1853; sold and sent home 80 sperm, 400 whale, 23,000 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, 27,549 bone

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
Fairhaven, Mass.				
Adeline Gibbs	Ship	351	G. P. Pomeroy	Gibbs & Jenney
Arab	do	336	Edwin Grinnell	Ezekiel Sawin
Arab	Bark	276	Asa E. Copeland	I. F. Ferry
Belle	do	320	Ichabod Handy	Edmund Allen
Erie	Ship	451	Jared Jernegan	Nathan Church
Favorite	Bark	293	Shubael S. Spooner	F. R. Whitwell
Harvest	do	314	Obadiah B. Spencer	Jabez Delano, jr
Iowa	do	265	Stephen Merrihew	Levi Jenney, jr
John A. Robb	do	273	William H. Skinner	L. C. Tripp
Oregon	Ship	339	Henry Eldridge	do
Sharon	do	354	John Church	Gibbs & Jenney
Speedwell	do	496	Benjamin F. Gibbs	Stephen C. Gibbs
Syren Queen	do	461	Ira Lakey	Gibbs & Jenney
Dartmouth, Mass.				
A. R. Tucker	Bark	218	Joseph C. Smith	Abner R. Tucker
Brunswick	Ship	295	Henry P. Butler	do
Nye	Bark	211	Frederick S. Howland	Tucker & Cummings
Westport, Mass.				
Barclay	Bark	186	Weston S. Tripp	Alexander H. Corey
Catherwood	do	199	Ingraham D. Oliver	C. A. Church
Champion	do	209	John S. Gardner	Andrew Hicks
D. Franklin	do	171	David S. Russell	Job Davis
Mattapoisett	do	150	Leander Smith	Henry Wilcox
Mexico	Brig	130	Job Collins	do
Platina	Bark	266	David E. Allen	A. Hicks
President	do	180	Horace Young	do
Sea Fox	do	246	Stephen H. Comery	do
T. Winslow	do	136	Davis A. Blake	John Hicks
Edgartown, Mass.				
Alfred Tyler	Bark	225	—— Ripley	John A. Baylies
American	Ship	329	—— Jernegan	do
Champion	do	399	—— Pease	Benjamin Worth
Europa	do	400	John H. Pease	Abraham Osborne
Monterey	Schooner	100	Consider Fisher	
Vineyard	Ship	381	—— Fisher	B. Worth
Wareham, Mass.				
G. Washington	Ship	374	Granville S. Allen	Stephen C. Gibbs
Sandwich, Mass.				
Amelia	Brig	127	Elijah A. Chadwick	W. F. Lapham
Ocean	do	165	—— Chadwick	do
Provincetown, Mass.				
Alleghany	Schooner			
Alexander	do	75		B. Allstrum
Antarctic	do	136	—— Snow	J. E. Bowley
Chanticleer	do	87	—— Cook	Samuel Cook
E. Nickerson	do	131	—— Soper	Enoch Nickerson
Franklin	Bark	172	O. W. Allerton	Samuel Soper
Hanover	Schooner	114	—— Holmes	T. Hilliard
Harriet Neal	do	125	—— Cook	R. L. Thatcher
H. N. Williams	do	108	—— Fisher	Philip Cook

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Sept. 12	May 10, 1857	150	2,066	.....	Sent home 563 whale, 29,800 pounds bone.
Pacific Ocean ..	Dec. 9	May 30, 1857	40	1,471	14,100	
North Pacific ..	Oct. 3	May 9, 1857	.....	625	.....	Sent home 812 whale, 1,397 pounds bone.
Pacific Ocean ..	Jan. 7	Aug. 21, 1857	605	.....	.....	Sent home 387 sperm, 593 cocoa-oil.
North Pacific ..	Sept. 1	Mar. 8, 1857	.....	3,011	10,600	Sent home 70 whale, 24,297 pounds bone.
....do	Nov. 10	May 30, 1857	100	850	4,500	Sent home 639 whale, 12,000 pounds bone.
....do	Oct. 29	May 6, 1857	105	1,040	10,000	Captain Spencer came home sick 1857.
Atl. and Pac...	May 27	Apr. 27, 1856	353	175	1,300	Bought from Baltimore 1853; built 1843; sent home 40 sperm.
Pacific Ocean ..	Oct. 28	June 23, 1857	370	.....	.....	Sent home 620 sperm.
North Pacific ..	Sept. 16	May 31, 1857	220	595	.....	Sent home 1,550 pounds bone.
Pacific Ocean ..	Jan. 6	Sept. 6, 1856	772	.....	.....	Sent home 983 sperm.
North Pacific ..	Nov. 16	Apr. 9, 1857	62	1,854	10,800	Built at Fairhaven 1853; sent home 334 whale, 18,360 pounds bone.
....do	Oct. 29	Apr. 15, 1858	.....	1,100	16,100	Built at Mattapoisett 1853; Captain Lakey took command of Arctic 1855; sent home 2,814 whale, 38,489 pounds bone.
Pacific Ocean ..	Nov. 16	June 21, 1857	344	49	.....	Sent home 431 sperm.
North Pacific ..	July 28	July 14, 1856	.....	690	5,800	Third mate, Mr. Randall, drowned in a gale October, 1852; sent home 575 whale, 14,000 pounds bone.
Atlantic	Dec. 16	Mar. 26, 1856	783	664	2,600	Sent home 75 sperm, 2,600 pounds bone.
Atlantic	Jan. 8	Aug. 21, 1854	466	40	.....	
....do	Aug. 29	.....	.....	.....	.....	Lost on Gallipagos Islands Nov. 18, 1855.
Pacific Ocean ..	Nov. 15	Apr. 16, 1857	828	.....	.....	
Atlantic	June 16	Mar. 7, 1855	407	22	.....	
....do	.....	Sept. 6, 1853	117	}	{	Sailed again Nov. 10, 1853; returned Sept. 4, 1854, with 259 sperm, 18 whale.
	Nov. 10	.....	.....	}	{	
....do	Jan. 31	.....	.....	.....	.....	Condemned at Saint Thomas Mar. 25, 1854.
Indian Ocean ..	Oct. 6	Feb. 21, 1857	909	.....	.....	
Pacific Ocean ..	Nov. 29	Aug. 21, 1853	334	5	.....	Captain Young left ship 1856.
....do	Nov. 28	June 1, 1858	615	32	.....	Sent home 200 sperm.
Atlantic	Dec. 2	June 6, 1855	135	10	.....	Sent home 21 sperm.
North Pacific ..	Aug. 31	May 13, 1857	10	550	.....	Sent home 11 000 pounds bone; renamed Eureka in 1857.
....do	Oct. 13	Apr. 16, 1857	138	1,135	6,600	Added 1853; sent home 540 whale, 9,500 pounds bone.
....do	Sept. 9	May 20, 1856	.....	1,857	16,700	Sent home 10,440 pounds bone.
....do	Oct. 4	June 12, 1857	131	890	11,800	Bought from Salem 1853; sent home 37 sperm, 98 whale, 30,000 pounds bone.
Atlantic	May 2	June 24, 1853	.....	60	.....	Monterey formerly in fishing business; added 1853; sailed again 1853; returned August 16, 1854, with 102 sperm, 8 whale.
North Pacific ..	July 16	Apr. 7, 1856	281	2,064	26,200	Sent home 13 sperm.
North Pacific ..	Aug. 22	.....	.....	.....	.....	Sent home 252 sperm, 5,601 pounds bone.
Atlantic	May 11	Sept. 2, 1856	.....	Clear	.....	Formerly a schooner; rig changed 1853; sold.
....do	May 11	Apr. 25, 1856	380	140	1,000	
Atlantic	May —	Sept. 4, 1853	.....	200	.....	
....do	May —	Sept. 15, 1853	108	.....	.....	
....do	Mar. 19	July 24, 1854	135	10	.....	
....do	May 10	Sept. 19, 1853	135	15	.....	
....do	Mar. 8	Sept. 25, 1853	145	100	.....	
....do	.....	.....	.....	.....	.....	Lost on Isle of Sal, Cape de Verdes; saved 140 barrels whale.
....do	May 22	Oct. 21, 1853	50	6	.....	
....do	Mar. 9	June 24, 1854	90	.....	.....	
....do	Apr. 19	Jan. 15, 1854	80	7	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
Provincetown, Mass.—Continued.				
John Adams	Schooner	104	—— Burke	John Adams
Louisa	...do	109	—— Rider	S. Cook
Medford	...do	105		
Montezuma	...do	100	—— Freeman	
Mountain Spring	...do	86	—— Young	J. E. Bowley
Preston	...do	75	—— Smith	S. Cook
Richard	...do	100	—— Young	
R. E. Cook	...do	80	—— Higgins	John Dunlap
Rienzi	...do	109	—— Katon	J. E. Bowley
S. R. Soper	...do	130	—— Soper	Samuel Soper
Seychelle	Ship			
Spartan	Bark	190	—— Cook	Stephen Nickerson
Union	Schooner	90	—— Genn	Jonathan Nickerson
Walter Ervin	...do	130	—— Nickerson	Atkins Nickerson
Walter K	...do	114	—— Heath	Henry Cook
Waldron Holmes	...do	90	—— Young	Alstrum & Holmes
Orleans, Mass.				
Lewis Bruce	Brig	113	Reuben Freeman	Leander Crosby
September	..do	115	—— Allerton	Heman Smith
Virginian	Schooner	115	—— Pettengill	...do
Gloucester, Mass.				
Flying Arrow	Schooner	110	—— Cornell	Merchent & Wells
Beverly, Mass.				
B. Franklin	Bark	164	—— Johnson	F. W. Choate
Eben Dodge	...do	221	—— Osborn	...do
Gem	Brig	162	—— Cook	...do
Lady Suffolk	Bark	210	—— Miller	...do
Lynn, Mass.				
Com. Preble	Bark	323	Samuel M. Prentice	Andrews Breed
Mattapoisett, Mass.				
Elizabeth	Bark	219	Asa Hoxie	R. L. Barstow
March	Brig	89	M. Adams	...do
Sun	Bark	184	—— Tatch	...do
Sippican, Mass.				
Admiral Blake	Schooner	120	Benjamin B. Handy	B. B. Handy
Holmes's Hole, Mass.				
Pocahontas	Ship	341	—— Butler	Thomas Bradley
Falmouth, Mass.				
Com. Morris	Ship	355	Lewis H. Lawrence	Oliver C. Swift
Hobomok	...do	414	—— Childs	...do
Nantucket, Mass.				
Game Cock	Schooner		William Patterson	
Ganges	Ship	315	John B. Nickerson	Meader & Easton
Harvest	...do	360	Benjamin F. Riddell	Rand & Paddack
Henry	...do	340	David Bunker, 2d	Perry & Gardner
Hamilton	Schooner		James McGuire	
Lexington	Ship	399	Peter C. Brock	Perry & McCleave
Massachusetts	...do	360	Horace Nickerson	Zenas L. Adams

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	May —	Sept. 19, 1853	243	.....	.....	Put into Newport Sept. 17, dismasted.
....do	Apr. 11	Oct. 20, 1853	75	.....	.....	
....do	May 16	Jan. 20, 1854	20	.....	.....	Added 1853.
....do	May —	Sept. 20, 1853	30	17	.....	Added 1853.
....do	Apr. 20	Sept. 20, 1853	15	20	.....	New 1853.
... do	Feb. 18	Sept. 17, 1853	25	.....	.....	
....do	Apr. 11	July 25, 1854	124	3	.....	Added 1853.
....do	Apr. 22	Apr. 23, 1853	.....	10	....	The R. E. Cook sailed again in 1853 or 1854; returned July 28, 1856, with 220 barrels of whale.
	May —	Sept. 19, 1853	35	.....	....	
....do	Apr. 27	Oct. 20, 1853	15	.....	.....	
....do	Feb. 25	Aug. 22, 1853	150	100	.....	
....do	Apr. 22	Apr. 22, 1853	.....	30	.....	Sailed again April 25 and seen next day returning with two small whales, about 15 barrels each.
....do	Apr. 19	Aug. 15, 1854	191	6	.....	Sent home 58 sperm.
....do	June 10	Sept. 2, 1853	.....	140	.....	
....do	Apr. 27	Jan. 4, 1854	150	.....	.....	
....do	July 15	June 27, 1853	74	.....	.....	Withdrawn 1853.
....do	May 10	Sept. 14, 1853	117	.....	.....	Built 1853.
Atlantic	May 7	Oct. 22, 1853	15	82	.....	Bought from Provincetown 1853.
... do	Aug. 24	May 2, 1854	.....	.....	.....	Added 1853; had 25 sperm at last report.
....do	Mar. 7	Oct. 5, 1853	100	.....	.....	
Atlantic	Feb. 19	Aug. 29, 1854	82	.....	.....	Built at Essex in 1853; withdrawn 1854.
South Atlantic	Oct. 13	June 10, 1855	54	.....	.....	Sent home 22 sperm.
Indian Ocean	July 15	Oct. 28, 1855	253	8	.....	Added 1852 from merchant-service, nearly new.
Atlantic	June 7	Apr. 23, 1854	88	.....	.....	Withdrawn 1855.
Atl. and Ind	Aug. 19	July 29, 1853	65	.....	.....	Bought from Boston 1853; returned on account of a defective mast; sailed again; Captain Miller died at sea Nov. 12, 1853; sent home 36 sperm.
Pacific Ocean	Oct. 7	May 10, 1857	108	2,550	17,200	Sent home 220 whale, 44,400 pounds bone; sold 1857 and withdrawn.
Pacific Ocean	June 21	.....	.....	.....	.....	Sent home 883 sperm; condemned at Talcahuano March, 1856.
Atlantic	June 8	Aug. 29, 1854	182	46	.....	Bought from New Bedford 1853.
Atlantic & Ind	Oct. 14	Sept. 8, 1855	380	.....	.....	Sent home 147 sperm.
Atlantic	May 2[illegible]	Oct. 5, 1853	140	6	.....	Added 1853.
Pacific Ocean	July 26	May 31, 1857	40	88	6,000	Sent home 100 sperm, 150 whale, 28,800 bone; sold to New Bedford 1857.
Pacific Ocean	Dec. 7	Oct. 17, 1858	1,098	.....	.....	
North Pacific	Sept. 30	Aug. 2, 1856	307	2,477	18,400	Sent home 4,700 pounds bone.
Atlantic	June 20	July 24, 1853	Clean	.....	.....	Made two voyages between these dates.
Pacific Ocean	Oct. 19	.....	.....	.....	.....	Condemned at Talcahuano June, 1858.
....do	Aug. 9	Nov. 10, 1857	495	770	.....	Sent home 100 sperm, 450 whale, 22,537 pounds bone; sold to New Bedford.
....do	Oct. 18	.....	.....	.....	.....	Sent home 446 sperm, 42 whale, 576 pounds bone; condemned at Talcahuano 1858.
Atlantic	Apr. 8	Sept. 15, 1853	.....	101	.....	Made five voyages between these dates; built at New York 1844.
Atl. and Pacific	May 21	June 25, 1856	310	1,637	.....	Sold 20 whale; sent home 19,952 bone.
North Pacific	Aug. 16	June 20, 1856	30	1,500	.....	Sent home 15,500 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
Nantucket, Mass.—Continued.				
Monticello	Ship	368	Eben Baker	John H. Shaw
Oneco	Schooner		Alexander Brown	
Omega	Ship	363	William T. Hawes	G. & M. Starbuck & Co.
Phœnix	do	325	Israel Morey	Gardner & McCleave
Potomac	do	356	Enoch Ackley	I. & P. Macy
Tyleston	Brig	111	William H. Tice	E. W. Gardner
William P. Dolliver	Schooner		David Patterson	
Zenas Coffin	Ship	368	J. R. Rose	C. G. & H. Coffin
Fall River, Mass.				
A. Houghton	Bark	320	John Marble	Brown & Durfee
Aerial	do	225	—— Borden	John S. Cotton
D. M. Hall	do	263	—— Pratt	do
Cold Spring, N. Y.				
Splendid	Ship	473	—— Smith	John H. Jones
Warren, R. 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	223	—— 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
New London, Conn.				
Alert	Bark	398	—— Church	Williams & Haven
Amaret	Brig		—— Buddington	Perkins & Smith
Candace	Bark	310	—— Star	Williams & Haven
Clematis	Ship	311	—— Benjamin	Williams & Barnes
Corinthian	do	505	—— Rogers	Perkins & Smith
George & Mary	do	356	—— Walker	Williams & Haven
Georgiana	Brig		—— Buddington	Perkins & Smith
Jefferson	Ship	396	—— Williams	Miner, Lawrence & Co.
Julius Cæsar	do	347	—— Babcock	E. V. Stoddard
Lark	Bark	388	—— Kiblon	Perkins & Smith
Marcia	Schooner	128	—— Church	E. V. Stoddard
Mechanic	do		—— Edwards	Perkins & Smith
Mogul	Ship	393	—— Clark	Williams & Barnes
Phœnix	do	404	—— Pendleton	Miner, Lawrence & Co.
Tenedos	Bark	245	—— Norey	do
Stonington, Conn.				
Charles Phelps	Ship	362	—— Layton	C. P. Williams

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Nov. 15	Jan. 15, 1858	1, 18	.....	.....	Sold to New London 1859.
Atlantic	Aug. 4	Sept. 6, 1853	.....	.....	.....	No report.
North Pacific ..	Dec. 8	May 7, 1857	10	1, 900	.....	Sold to Edgartown; sent home 11,056 bone.
....do	July 19	May 13, 1856	7	975	.....	Sent home 90 sperm, 1,000 whale, 10,800 pounds bone.
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.
....do	Oct. 30	.....	.....	.....	.....	Encountered gales off Cape Horn; returned to Pernambuco and was condemned; took no oil.
Atlantic	Apr. 19	Sept. 21, 1853	.....	180	.....	W. P. D. bought from New Bedford; built 1852; made four voyages between those dates.
North Pacific ..	Nov. 17	Feb. 15, 1857	80	2, 515	.....	Sold to New York; sent home $15,000 worth of oil and bone.
Atlantic	June 27	Feb. 14, 1857	70	80	.....	Built at Robbinston, Me., 1853; sent home 1,400 pounds bone.
Indian Ocean ..	Dec. 13	Nov. 4, 1856	.....	30	.....	Sent home 326 sperm; sold, 1857, to Newport.
....do	Oct. 7	.....	.....	.....	.....	Sold at Papeete 1855.
North Pacific ..	Oct. —	Apr. 4, 1856	.....	2, 090	12, 000	Sent home 1,050 whale.
North Pacific ..	Aug. 9	May 23, 1856	.....	917	13, 500	
N. W. Coast....	Dec. 1	Apr. 18, 1856	.....	2, 460	29, 300	Bought from New York 1853; sent home 508 whale, 17,910 pounds bone.
Mobile.....	Nov. 21	May 2, 1854	.....	223	3, 000	
Indian Ocean ..	Apr. 30	Feb. 11, 1856	49	.....	.....	
Ind. and Pacific	Nov. 17	May 31, 1857	1	1, 593	.....	Sent home 350 whale, 22,690 pounds bone; sold to Boston 1859.
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.
Indian Ocean ..	Jan. 1	June 3, 1856	1, 20	.....	.....	Built at Warren 1852.
Atlantic	June 21	Aug. 29, 1855	27	.....	.....	
Desolation Isl'd	Oct. 7	June 18, 1856	.....	3, 374	7, 400	
Davis's Strait..	July 13	Aug. 29, 1854	.....	369	8, 000	Added 1853.
North Pacific ..	June 21	.....	.....	.....	.....	Sent home 500 whale, 8,000 pounds bone; condemned 1855.
Pacific Ocean ..	Aug. 30	Aug. 12, 1856	8	2, 374	10, 300	
Desolation Isl'd	Nov. 15	June 9, 1856	.....	3, 20	8, 60	Sent home 13,337 pounds bone.
Pacific Ocean ..	Aug. 18	June 3, 1857	21	939	12, 30	Sent home 40 sperm, 560 whale, 26,000 bone.
Davis's Strait..	July 13	Oct. 9, 1854	.....	890	16, 000	Bought 1853.
North Pacific ..	Aug. 1	.....	.....	.....	.....	Lost on Cape Elizabeth, Saghalien Islands, 1855; saved 300 barrels of oil; sent home 800 whale, 11,000 pounds bone.
Desolation Isl'd	Sept. 3	Apr. 7, 1856	.....	1, 565	4, 10	
Pacific Ocean ..	Sept. 21	Apr. 12, 1857	]	1, 451	.....	Sent home 2,154 whale.
Desolation Isl'd	Aug. 2	June 16, 1856	.....	218	.....	
....do	Oct. 26	.....	.....	.....	.....	Added 1853; tender to Corinthian; carried into New South Wales in October, 1856, in distress, the captain and two of the crew having been washed overboard in a gale.
North Pacific ..	Sept. 30	May 18, 1857	4	903	55	Sent home 539 whale, 14,000 pounds bone; broken up 1858.
....do	Oct. 13	May 18, 1857	9	1, 377	19, 65	Sent home 94 sperm, 2,234 whale, 35,298 bone.
South Pacific ..	Aug. 31	May 20, 1856	5	1, 138	7, 80	
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 1865.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1853.				
Stonington, Conn.—Continued.				
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	—— Kane	do
Tiger	do	311	—— Lax	do
United States	Bark	244	—— Wilcox	do
Greenport, N. Y.				
Armida	Schooner			
Bayard	Ship	339	—— Graham	Wells & Carpenter
Oregon	Bark	224	—— Terry	do
Mystic, Conn.				
Aeronaut	Ship	265	—— Eldridge	Charles Mallory
Coriolanus	do	268	—— Guynn	do
Lion	Schooner	150	G. H. Buckminster	do
Shepherdess	Bark	274	—— Watrous	Randall, Smith & Ashbey
Wilmington	Schooner	100	—— Gilderdale	C. Mallory
Sag Harbor, N. Y.				
Ann	Bark	299	—— Hedges	Thomas Brown
Jefferson	Ship	435	—— Hunting	do
Noble	Bark	273	—— Nicoll	Charles T. Dering
Nimrod	do	280	—— Green	do
Parana	Brig	209	—— Smith	T. Brown
Timor	Ship	280	—— Rogers	Hunting Cooper
Washington	do	340	—— Brown	do
San Francisco, Cal.				
Aquetnet	Ship	300		Charles H. Todd & Co
Equator	Bark	263	—— Russell	
H. Thompson	do		—— Glover	
Jupiter	Schooner	90		Eldridge & Pousland
Nile	Brig	320		More & Folger
R. Adams	Bark	271	—— Andrews	William Bailey
Venezuela	Brig		—— Russell	
1854.				
New Bedford, Mass.				
Alex. Coffin	Ship	381	Isaiah Purrington	Jona. Bourne, jr
Alto	Bark	236	Angler Snell	Richmond & Wood
Alfred Gibbs	Ship	425	—— Nichols	Wood & Nye
Amethyst	do	359	William F. Jones	Frederick Parker
Atlantic	Bark	367	William J. Wyer	William Hathaway
Barclay	Ship	281	And. 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
Cachelot	Bark	230	Thomas J Lee	Abraham Ashley, 2d
Cambria	Ship	362	—— Pease	James B. Wood & Co
California	do	398	W. B. Manchester	I. Howland, jr., & Co
Chandler Price	do	441	John Curn	W. G. E. Pope
Congress	do	339	Reuben Kelley	Edward C. Jones
Corinthian	do	401	Thomas N. Russell	G. & M. Howland

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Oct. 6	June 1, 1857	10	90	13, 500	Sold to New Bedford and broken up 1858.
S. Shetland Isl's	July 28	.....	.....	.....	.....	
North Pacific..	Sept. 29	May 20, 1856	90	1, 570	21, 000	Sent home 1,000 whale.
S. Shetland Isl's	July 28	.....	.....	.....	.....	
N. W. Coast...	July 14	June 29, 1856	.....	90	12, 000	Sent home 37 sperm, 1,036 whale, 13,000 pounds bone; withdrawn 1858; sold.
S. Shetland Isl's	July 28	July —, 1854	.....	.....	.....	Transferred to Honolulu; no report of oil.
.....	.....	.....	.....	.....	.....	Made short voyages, and brought blubber home to be tried out.
Arctic Ocean ..	Aug. 11	.....	.....	.....	.....	Bayard sent home 155 sperm, 608 whale, 9,200 pounds bone.
South Atlantic	June 2	Aug. 19, 1854	302	270	1, 300	Added 1853; built at Hallowell, Me., 1848; sailed under Captain Babcock, who came home sick, 1853.
S. Shetland Isl's	July 28	July 13, 1854	.....	490	.....	
North Pacific ..	Oct. 2	Aug. 15, 1856	39	1, 708	12, 600	
S. Shetland Isl's	July 28	.....	.....	.....	.....	Lost on English Bank March 22, 1854.
North Pacific ..	Sept. 2	May 11, 1856	.....	1, 570	700	Sent home 870 whale, 32,248 pounds bone.
S. Shetland Isl's	July 28	.....	.....	.....	.....	Added 1853; no report.
South Atlantic	July 15	July 1, 1855	193	105	.....	
North Pacific ..	Oct. 26	Mar. 19, 1857	.....	3, 400	.....	Sent home 1,647 pounds bone.
South Atlantic	Nov. 15	Sept. 2, 1855	240	703	4, 000	
....do	Nov. 26	Nov. 3, 1855	22	840	4, 200	Sold 1855.
....do	June 16	June 15, 1854	29	662	1, 200	Bought 1853.
North Pacific ..	June 7	May 24, 1856	324	1, 541	9, 600	Sent home 50 sperm, 800 whale, 10,222 bone.
....do	Sept. 2	May 23, 1855	.....	519	11, 500	Sent home 5,371 bone; withdrawn 1855.
Pacific Ocean ..	Dec. 25	.....	.....	.....	.....	
....do	Feb. —	Nov. 17, 1853	.....	700	.....	
....do	Apr. 8	Sept. 28, 1853	.....	140	.....	
.....	.....	Nov. 6, 1853	.....	180	.....	Elephant.
Pacific Ocean ..	Apr. —	.....	.....	.....	.....	No report.
.....	Nov. —	Apr. 2, 1854	200	50	.....	
Pacific Ocean ..	Apr. 4	.....	.....	.....	.....	No report.
North Pacific..	Sept. 21	.....	.....	.....	.....	Sent home 150 sperm, 1,709 whale, and 20,500 bone; lost in Ochotsk Sea 1856.
Indian Ocean ..	June 4	Apr. 8, 1857	842	4	.....	
Pacific Ocean..	Nov. 1	July 22, 1858	1, 860	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	.....	.....	
Atl. and Indian	Aug. 1	Aug. 24, 1857	410	1, 010	2, 100	Withdrawn 1859.
North Pacific..	Nov. 1	May 3, 1858	38	1, 144	12, 000	Four men lost while fast to a whale June 11, 1856; sent home 216 sperm, 939 whale, and 19,330 bone.
Pacific Ocean..	June 19	July 22, 1858	2	874	800	Bought from Stonington 1854; sent home 169 sperm; withdrawn 1858 for guano trade; sold 1861 to New York.
North Pacific..	Sept. 11	May 7, 1859	16	538	600	Sent home 13,722 bone.
Pacific Ocean..	Aug. 2	June 20, 1857	954	20	.....	Bought from Mattapoisett 1853; sent home 22 sperm.
North Pacific..	Sept. 16	Apr. 29, 1858	.....	1, 708	14, 300	Sent home 229 sperm, 930 whale, and 10,800 bone.
....do	Nov. 2	Apr. 23, 1858	54	1, 814	14, 900	Sent home 83 sperm, 985 whale, and 11,381 bone.
....do	Sept. 11	May 30, 1857	27	1, 615	.....	Captain Curn 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, 1858	.....	1, 842	16, 300	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				
New Bedford, Mass.—Continued.				
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
Dominga	do	230	—— Phinney	do
Draco	do	257	Charles P. Worth	J. Bourne, jr
Dunbarton	do	199	Joseph P. Nye	Isaac B. Richmond
Elisha Dunbar	do	257	James L. Lincoln	W. & G. D. Watkins
Eliza Adams	Ship	403	Jona. C. Hawes	E. C. Jones
E. Swift	Bark	420	Josiah E. Chase	Swift & Allen
Emily Morgan	Ship	368	Joseph B. Chase	William J. Rotch
Endeavour	Bark	252	Israel Horsley	A. Ashley, 2d
Enterprise	Ship	291	—— Russell	C. Hitch & Son
Euphrates	do	365	Charles B. Killmer	E. W. Howland
Europa	do	380	William H. Vinal	E. C. Jones
Fabius	do	432	Lyman Wing	C. R. Tucker & Co
Fortune	Bark	291	Henry W. Beetle	James Beetle
Geo. Washington	do	242	William O. Harps	C. Hitch & Son
Gratitude	do	337	John B. Cornell	Swift & Allen
Harrison	Ship	371	Samuel T. Braley	Edmund Maxfield
Harvest	Bark	263	F. H. Winslow	Lorenzo Pierce
Henry Kneeland	Ship	304	Jonathan Whalon	Benjamin B. Howard
Helen Snow	Bark	299	Reuben D. Weeks	Cook & Snow
Hillman	Ship	383	Christopher Cook	H. Taber & Co
Hunter	do	453	James W. Munroe	Jona. Bourne, jr
Ionia	Bark	234	David B. Randall	C. Wilcox
Iris	Ship	311	Edward S. Devoll	E. C. Jones
Isaac Howland	do	399	Reuben R. Hobbs	I. Howland, jr., & Co
Janus	do	321	Hudson Winslow	T. & A. R. Nye
Jeannette	do	340	John C. Peirce	I. B. Richmond
John Howland	do	377	Alex. G. Taylor	James H. Howland
John Wells	do	366	Alden Besse	T. Knowles & Co
Joseph Butler	Bark	193	Arthur F. White	I. Howland, jr., & Co
Joseph Meigs	Ship	356	—— Coffin	Kelley & Swift
Julian	do	356	Jacob L. Cleaveland	William Hathaway, jr
Lætitia	Bark	275	Randall Himes	—— & 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
L. C. Richmond	do	341	David Cochran	J. B. Wood & Co
Magnolia	do	396	G. L. Cox	W. G. E. Pope
Malta	Bark	151	Godfrey King	B. B. Howard
Manuel Ortez	do	351	Gilb. B. Heustis	Weston Howland
Maria Theresa	Ship	330	William Davis, jr	T. & A. R. Nye
Martha	Bark	271	Francis Smith	Swift & Allen
Martha, 2d	do	360	David R. Drake	William O. Brownell
Mary Wilder	Ship	213	Pres. N. Luce	Charles Almy
Mary	do	287	Silas Cottle	I. Howland, jr., & Co
Matthew Luce	Bark	410	James Coon	William Hathaway, jr
Menkar	Ship	371	Thomas R. Broomfield	Philip Anthony

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific..	Aug. 15	May 2, 1858	78	1,713	10,886	Sent home 290 sperm and 308 whale.
....do	Sept. 4	May 12, 1858	58	1,007	6,900	Sent home 95 sperm and 920 whale.
....do	Nov. 19	Aug. 22, 1858	29	1,550	4,300	Sent home 70 sperm, 160 whale, and 2,000 bone.
Pacific Ocean..	Sept. 12	Aug. 22, 1858	541	82	.....	Sent home 185 sperm.
Indian Ocean ..	June 22	Oct. 16, 1857	1,068	141	800	Sent home 91 sperm.
Atlantic	July 1	Oct. 28, 1855	199	162	1,400	
Indian Ocean ..	Nov. 14	Mar. 26, 1858	902	30	.....	Sent home 33 sperm.
North Pacific..	Oct. 18	May 1, 1857	138	2,737	31,700	
Pacific Ocean..	Nov. 28	Oct. 19, 1858	1,481	.....	.....	Built at Fairhaven 1854; sent home 100 sperm.
....do	Nov. 1	July 6, 1859	676	.....	.....	
....do	Nov. 1	July 8, 1857	46	1,050	.....	Sent home 13,800 bone.
North Pacific..	Sept. 11	.....	.....	.....	.....	Lost on Company's Island May 13, 1855.
....do	Oct. 27	May 2, 1857	123	1,423	20,100	Sent home 50 sperm, 1,000 whale, and 14,846 bone.
Pacific Ocean..	July 20	Apr. 17, 1856	280	2,408	1,800	Sent home 55 sperm.
North Pacific..	July 27	Mar. 17, 1857	45	2,355	17,500	Sent home 36 sperm and 21,500 bone.
....do	Aug. 9	May 4, 1856	128	1,775	23,900	
Indian Ocean ..	May 17	June 25, 1857	80	797	3,000	Sent home 104 sperm.
North Pacific..	Sept. 4	June 3, 1858	32	994	2,800	
....do	July 13	Sept. 16, 1857	1,227	1	.....	
Pacific Ocean..	Nov. 14	May 20, 1859	955	8	....	
Japan	Sept. 4	May 22, 1857	177	1,447	3,800	
Pacific Ocean..	Sept. 26	Aug. 30, 1857	887	6	.....	Sent home 381 sperm.
North Pacific..	Oct. 3	Feb. 14, 1857	197	2,349	.....	Sent home 19,000 bone.
Indian Ocean ..	Dec. 11	Nov. 24, 1858	741	394	1,500	
... do	Dec. 3	Aug. 30, 1857	476	.....	.....	
....do	Aug. 23	.....	.....	.....	.....	Lost at Port Gregory, New Holland, June 29, 1855.
Pacific Ocean..	Dec. 7	June 26, 1859	953	.....	.....	Sent home 439 sperm.
North Pacific..	Aug. 13	Apr. 22, 1858	.....	1,178	.....	Sent home 58 sperm, 1,673 whale, and 7,500 bone.
....do	Aug. 24	Apr. 29, 1858	233	1 873	.....	Sent home 6,300 bone.
....do	Nov. 8	Apr. 11, 1858	37	858	.....	Sent home 800 whale and 18,328 bone.
....do	July 18	Apr. 8, 1857	.....	1,955	15,600	Sent home 342 sperm, 297 whale, and 21,406 bone.
Pacific Ocean..	Sept. 29	.....	.....	.....	.....	Sent home 1,445 sperm; condemned at Manila June 16, 1859.
North Pacific..	Oct. 19	Apr. 4, 1858	.....	1,041	1,700	Sent home 20 sperm and 8,300 bone.
....do	Oct. 17	Apr. 22, 1858	.....	2,232	9,600	Sent home 69 sperm and 464 whale.
Atlantic	Nov. 19	Apr. 5, 1857	240	.....	.....	Sent home 300 sperm.
North Pacific..	Aug. 22	Apr. 23, 1858	.....	331	.....	Sent home 102 sperm, 970 whale, and 15,523 bone.
Pacific Ocean..	Oct. 10	July 19, 1858	230	13	.....	Sent home 197 sperm.
Indian Ocean ..	Dec. 19	.....	.....	.....	.....	Condemned at Mauritius September, 1856; shipped oil (about 250 sperm) to London.
North Pacific..	July 27	.....	.....	.....	.....	Sent home 87 sperm; lost on Sandy Island Reef January 26, 1855; four men lost; survivors landed on Feejee Islands after much suffering.
....do	Nov. 1	Aug. 1, 1857	47	2,027	.....	Sent home 100 whale and 7,915 bone.
....do	Oct. 21	May 22, 1858	.....	656	8,200	Sent home 56 sperm, 1,365 whale, and 18,700 bone.
Indian Ocean ..	July 13	Sept. 13, 1856	179	11	.....	Sent home 193 sperm.
North Pacific..	Sept. 2	May 30, 1857	195	1,047	.....	Sent home 6,470 bone.
....do	Oct. 24	July 6, 1857	.....	1,752	18,500	Sent home 18 sperm, 308 whale, and 13,568 bone.
Pacific Ocean..	May 21	May 20, 1858	895	.....	.....	
North Pacific..	July 6	May 29, 1857	85	1,811	13,400	Sent home 14,000 bone.
Pacific Ocean..	July 27	Apr. 7, 1857	956	.....	.....	Sent home 22 sperm.
....do	Oct. 2	Aug. 30, 1856	668	169	1,400	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	July 18	May 31, 1858	1,960	10	300	Built at Mattapoisett 1854; sent home 100 sperm.
North Pacific..	Aug. 8	.....	.....	.....	.....	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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Ca tain.	Managing owner or agent.
1854.				
New Bedford, Mass.—Continued.				
Milwood	Bark	254	Joseph D. Silvea	Gideon Allen
Moctezuma	Ship	436	Daniel Tinker	Simeon N. West
Newton	Bark	283	George Sherman	J. Bourne, jr
Nimrod	Ship	340	Neh. P. Baker	W. Gifford
Ohio	Bark	237	Daniel Baker	Cook & Snow
Oliver Crocker	Ship	352	Robert McCleave	J. B. Wood & Co
Ontario	do	489	George S. Tooker	W. O. Brownell
Onward	do	461	James A. Norton	E. W. Howland
Orozimbo	do	588	Lafayette Rowley	D. R. Green & Co
Orray Taft	Bark	176	Peleg Cornell	Allen Lucas
Osceola	do	158	George H. Macomber	Perry & Swift
Osceola, 2d	do	197	Charles A. Hosmer	J. & W. R. Wing
Osceola, 3d	do	200	John D. Sampson	C. Wilcox
Ospray	do	236	—— Fisher	Swift & Allen
Peri	do	205	Elihu Russell	Rodney French
Pioneer	do	231	Thomas F. Lambert	J. D. Thompson
Richmond	do	180	Richmond Manchester	L. Kollock & Son
Robt. Morrison	do	307	Josiah C. Pease	T. Knowles & Co
Roman, 2d	Ship	350	Seth M. Blackmer	Abm. Barker
Roscius	do	300	Calvin Dexter	William P. Howland
Scotland	do	384	George A. Smith	O. & E. W. Seabury
Sea Flower	Bark	150	H. B. Macomber	C. Almy
Stafford	do	206	Hiram Francis	T. & A. R. Nye
Stephania	Ship	315	Matthew Fisher	J. Bourne, jr
Tamerlane	do	357	Josh. B. Winslow	T. Knowles & Co
Triton, 2d	do	315	George White	C. R. Tucker & Co
Thomas Nye	do	461	John C. Smith	T. & A. R. Nye
Two Brothers	do	288	John D. Childs	Wood & Nye
Twilight	do	386	Isaac B. Thompkins	William Phillips
Uncas	do	413	Clark W. James	A. H. Howland
Union	Bark	424	Zaccheus Macy	Chapman & Bonney
Vernon	do	307	H. B. Gardner	C. Hitch & Son
Waverly	Ship	327	Charles B. West	David B. Kempton
Wave	Bark	197	William B. Stanton	T. Knowles & Co
William C. Nye	Ship	389	John M. Sowle	C. R. Tucker & Co
Fairhaven, Mass.				
Albion	Ship	326	John F. Hinds	Ezekiel Sawin
Ansel Gibbs	do	319	Charles Stetson	Gibbs & Jenney
Arctic	do	431	William H. Phillips	Edmund Allen
Atkins Adams	do	330	George Wilson	William G. Blackler
Bruce	Bark	172	Thomas Nelson	Jenney & Tripp
Florida	Ship	523	Thomas W. Williams	Fish, Robinson & Co
Hesper	do	262	Dennis Stevens	Dexter Jenney
Java	do	292	Jarvis Wood	W. G. Blackler
Lagrange	Bark	280	William W. Thomas	do
Lydia	Ship	351	John W. Leonard	F. R. Whitwell
Mary Ann	do	335	Thomas Dallman	L. C. Tripp
Omega	do	305	Merrill W. Sanborn	Nathan Church
Pacific	do	314	Moses Snell	Reuben Fish
South Boston	do	339	Edward F. Randolph	E. Sawin
Dartmouth, Mass.				
B. Cummings	Bark	391	Spooner Jenkins	Tucker & Cummings

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean..	July 27	July 26, 1857	120	969	2,000	Sent home 17,200 bone.
North Pacific..	July 22	June 9, 1857	65	2,487	14,900	First mate, Abm. Spooner, taken out of his boat by a line June 20, 1855; sent home 45 sperm, 700 whale, and 26,160 bone.
....do	Oct. 15	.....	.....	.....	.....	Sent home 140 sperm, 600 whale, and 16,200 bone; stove by ice in Ochotsk 1857.
....do	Aug. 19	May 30, 1857	17	1,337	9,900	Sent home 308 sperm, 453 whale, and 17,884 bone.
Pacific Ocean..	Nov. 15	June 1, 1858	863	180	.....	
Indian Ocean ..	Sept. 21	Sept. 30, 1858	1,917	.....	.....	Sent home 500 sperm.
North Pacific..	Nov. 3	Apr. 4, 1858	95	2,753	29,800	Added 1854; sent home 32 sperm, 1,175 whale, and 61,355 bone.
....do	Oct. 17	May 30, 1858	28	1,377	8,150	Built at Mattapoisett 1854.
....do	Oct. 13	June 23, 1857	301	2,225	19,200	Built 1803; sent home 1,061 whale.
Atlantic	Nov. 20	Aug. 25, 1856	540	62	.....	
....do	June 14	Oct. 1, 1856	198	171	400	Sent home 702 sperm.
Atl. and Indian	Aug. 22	Apr. 11, 1857	448	497	800	
Pacific Ocean..	June 2	June 3, 1856	146	.....	.....	
... do	Nov. 23	Aug. 1, 1857	640	209	.....	Sent home 752 sperm.
Indian Ocean ..	June 9	May 26, 1857	1,048	52	500	Sent home 22 sperm.
....do	June 27	Apr. 9, 1858	389	801	6,000	
Pacific Ocean..	June 1	May 31, 1857	676	50	.....	Sent home 27 sperm.
North Pacific..	Aug. 15	May 11, 1857	102	1,661	21,600	Sent home 50 sperm.
....do	Aug. 16	May 15, 1857	18	1,934	28,700	Sent home 100 sperm, 448 whale, and 11,000 bone.
Pacific Ocean..	June 1	June 24, 1858	1,229	6	.....	Sent home 411 sperm.
North Pacific..	Aug. 16	May 6, 1857	162	2,945	15,500	
Atlantic	Nov. 19	May 16, 1856	131	.....	.....	Sent home 145 sperm.
Atl. and Indian	Aug. 21	June 23, 1857	235	280	.....	Sent home 353 sperm.
Indian Ocean ..	Aug. 2	Feb. 9, 1857	438	1,040	10,300	
North Pacific..	Oct. 1	June 1, 1858	3	2,658	15,000	Sent home 760 whale.
....do	Sept. 26	June 5, 1858	165	1,853	.....	Sent home 10,058 bone.
....do	Sept. 1	Apr. 25, 1857	60	2,743	23,700	Sent home 65 sperm and 14,100 bone.
South Pacific ..	June 14	July 18, 1858	383	262	.....	Sent home 28 sperm and 2,355 bone.
Indian Ocean ..	July 20	Apr. 6, 1858	1,330	127	1,000	Built at Fairhaven 1853.
North Pacific..	Oct. 16	June 24, 1857	193	1,932	9,500	
Atlantic	May 23	Aug. 4, 1855	.....	6	.....	
North Pacific..	Oct. 8	.....	.....	.....	.....	Sent home 2,269 whale and 7,000 bone; sold to Honolulu November 30, 1857.
....do	Nov. 8	May 1, 1858	85	1,115	.....	Sent home 104 whale and 12,788 bone.
Indian Ocean ..	May 28	Apr. 20, 1856	376	4	....	Sent home 85 sperm.
North Pacific..	Oct. 17	June 13, 1857	394	1,641	8,800	
North Pacific .	Nov. 8	May 3, 1857	.....	1,357	.....	Sold to New York 1863 for merchant service.
....do	Dec. 20	Apr. 17, 1859	1,470	.....	.....	Sent home 473 whale.
....do	July 27	May 20, 1856	805	1,440	.....	Captain Phillips took command of Syren Queen 1855.
Pacific Ocean..	Dec. 9	July 19, 1858	1,580	350	.....	
....do	June 28	.....	.....	.....	.....	Wrecked and condemned at Zanzibar June 17, 1856; bought by parties in Providence.
North Pacific ..	Oct. 11	Apr. 6, 1858	.....	2,463	9,700	Sent home 150 sperm, 356 whale, 18,316 bone.
Pacific Ocean ..	July 27	July 23, 1858	590	48	.....	Sent home 438 sperm.
North Pacific ..	Apr. 19	May 11, 1857	50	2,100	1,500	Sent home 63 sperm, 70 whale, 800 bone; transferred to New Bedford and altered to a bark 1857.
Pacific Ocean .	May 21	Apr. 15, 1857	1,426	150	.....	Sent home 86 sperm; sold to New Bedford 1857.
North Pacific ..	Oct. 14	May 21, 1858	119	329	4,800	Sent home 400 whale.
Pacific Ocean ..	Sept. 16	Apr. 1, 1858	1,520	.....	.....	
North Pacific ..	Aug. 31	May 11, 1857	.....	1,588	10,900	First mate, D. R. Remson, died June 6, 1853; sent home 16,600 bone.
....do	Sept. 21	Feb. 21, 1857	65	830	.....	Sent home 85 sperm, 13,107 bone; sold to New Bedford 1858.
....do	Nov. 4	May 21, 1858	154	1,232	16,000	Sent home 837 whale, 7,341 bone.
Pacific Ocean ..	Nov. 14	June 26, 1859	1,424	3	.....	Built 1854; sent home 200 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				
Dartmouth, Mass.—Continued.				
Cape H. Pigeon	Ship	300	William H. Almy	William Potter
H. H. Crapo	Bark	19[illegible]	Archelaus Baker, jr.	Tucker & Cummings
Westport, Mass.				
Elizabeth	Bark	270	Dennis Cook	Andrew Hicks
George and Mary	do	165	George L. Manchester	Rescom Macomber
Gov. Carver	do	180	Orvin B. Higgins	Henry Wilcox
Grayhound	do	249	Frederick 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
Mattapoisett, Mass.				
America	Brig	148	Cyrus Fisher	R. L. Barstow
Annawan	do	159	James M. Clark	Josiah Holmes, jr
Excellent	do	70	Leonard West	R. L. Barstow
Massasoit	Bark	206	E. B. Handy	Caleb King, jr.
Oscar	do	369	Franklin Cross	J. Holmes, jr., & Bro
R. L. Barstow	do	203	Warren Luce	R. L. Barstow
Sarah	do	179	Job E. Rounseville	Atsatt & Sturtevant
Sippican, Mass.				
Adm'l Blake	Schooner	120	Benjamin B. Handy	B. B. Handy
Altamaha	do	119	Charles Hammond	Stephen C. Luce
Holmes' Hole, Mass.				
Helen Augusta	Bark	270	—— West	Thomas Bradley
Ocmulgee	Ship	458	—— West	do
Nantucket, Mass.				
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. Coffin
Enterprise	do	413	John Brown	E. W. Gardner
Hamilton	Schooner		Hiram Bailey	
Mohawk	Ship	350	Charles Grant	I. & P. Macy
Palmyra	Schooner	100	Benjamin Raymond	Thomas Potter
Spartan	Ship	333	Elihu F. Turner	David Thain
Three Brothers	Ship	384	Charles E. Cleaveland	G. & M. Starbuck & Co.
William P. Dolliver*	Schooner	90	Nathan Manter / Hiram Bailey	
Edgartown, Mass.				
Navigator	Ship	350	—— Fisher	John A. Baylies
Splendid	do	392	—— Smith	Abraham Osborne
Falmouth, Mass.				
Awashonks	Bark	343	—— Tobey	Oliver C. Swift
Sandwich, Mass.				
Amelia	Brig	127	Nathaniel Hamlen	W. F. Lapham
Ocean	do	163	Josh. T. Chadwick	do
Provincetown, Mass.				
Alleghany	Schooner	95	—— Cook	E. & E. K. Cook
Alexander	do	75	—— Cornell	B. Allstrum

* Several other schooners sailed

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	June 12	July 28, 1858	1, 150	150	.....	Built 1854; sent home 330 sperm.
....do	June 12	.....	.....	.....	.....	Lost at sea January 19, 1857, with a full cargo of sperm oil; the captain and one man—the sole survivors—were rescued by the English steamer England.
Indian Ocean ..	Oct. 1	May 7, 1857	365	.....	.....	
Atlantic	July 2	Aug. 30, 1855	123	.....	.....	
Pacific Ocean..	Nov. 17	June 9, 1857	764	11	.....	
....do	July 2	Nov. 17, 1856	266	71	500	
Atlantic	Mar. 5	July 10, 1855	82	44	.....	Sent home 160 sperm.
Ind. and Pac..	Nov. 10	Apr. 16, 1857	337	69	.....	Sent home 125 sperm.
Atl. and Ind ..	Apr. 6	Apr. 15, 1856	113	180	.....	
Atlantic	May 28	.....	.....	.....	.....	Condemned at Teneriffe July, 1855; oil (50 barrels) sent home.
....do	May 22	Sept. 4 1855	200	.....	.....	Sent home 84 sperm.
....do	May 13	Aug. 15, 1855	142	1		
Pacific Ocean ..	Apr. 11	Dec. 20, 1857	726	.....	.....	Sent home 26 sperm.
....do	Nov. 28	Apr. 30, 1857	.....	1, 757	.....	Set on fire and considerably damaged 1855, at Honolulu; sent home 23 sperm, 380 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	890	2, 000	Sent home 3 000 bone.
Atl. and Ind ..	Sept. 14	May 2, 1857	185	2, 308	8, 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	.....	.....	
....do	May 22	Aug. 8, 1858	665	.....	.....	Sent home 570 sperm.
North Pacific ..	Dec. 16	May 5, 1858	213	2, 500	.....	Second mate, Charles H. Ellis, killed by the falling of a block December, 1855; sold to New Bedford; broken up 1858; sent home 23,000 bone.
Atlantic	Apr. 25	July 26, 1854	.....	136	.....	
Pacific Ocean	Aug. 13	Aug. 23, 1858	1, 746	.....	.....	
North Atlantic	May 11	Aug. 7, 1855	100	22	.....	Sold to Mattapoisett.
Pacific Ocean..	July 3	June 21, 1858	1, 600	.....	.....	
....do	July 10	Apr. 20, 1859	.....	6, 000	.....	Sent home 179 sperm, 31,000 bone; largest quantity ever brought into Nantucket.
Atlantic	Apr. 26	June 26, 1854	18	97	.....	
	Dec. 17	.....	32	284	.....	
North Pacific ..	Oct. 5	June 19, 1858	80	1, 500	3, 700	First mate, Jonathan V. Smith, died 1855; sent home 200 whale.
....do	Nov. 2	June 2, 1858	.....	850	.....	Sent home 243 sperm, 520 whale, 10,400 bone.
North Pacific ..	Nov. 23	Nov. 27, 1858	1, 227	.....	.....	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.
1854.				
Provincetown, Mass.—Continued.				
Antarctic	Schooner	136	—— Costa	J. E. & G. Bowley
Chanticleer	...do	87	—— Young	Samuel Cook
E. Nickerson	...do	132	—— Freeman	Samuel Soper
John Adams	..do	99	—— Birch	John Adams
Louisa	...do	97	—— Tilson	S. Cook
Montezuma	...do	92	—— Freeman	—— Freeman
M. Spring	...do	86	—— Young	J. E. & G. Bowley
M. King	..do	86	—— Petingill	Thatcher, Cook & Co
Parker Cook	Bark	130	—— Cook	E. & E. K. Cook
Rienzi	Schooner	108	—— Long	J. E. & G. Bowley
S. R. Soper	...do	130	—— Soper	S. Soper
Union	...do	97	—— Genu	Jonathan Nickerson
W. Holmes	...do	89	—— Young	—— Young
Walter Irvin	...do	133	—— Nickerson	S. Soper
Orleans, Mass.				
Esther	Brig	135	—— Lamson	Heman Smith
Lewis Bruce	...do	113	—— Freeman	Leander Crosby
Rothschild	Bark	261	O. W. Allerton	Heman Smith
September	Brig	115	Nathaniel Ryder	do
Virginian	Schooner	114	John Smith, jr	do
Wm. Martin	...do	134	—— Martin	do
Beverly, Mass.				
Eben Dodge	Bark	221	—— Osborn	F. W. Choate
Lady Suffolk	...do	210	—— Robertson	do
N. D. Chase	...do	242	—— Hussey	do
Salem, Mass.				
Messenger	Bark	216	—— Holmes	Benjamin Webb
Newport, R. I.				
George	Bark	220	—— Spooner	Josiah S. Munroe
Helen Augusta	Ship	536	—— Marble	do
Providence, R. I.				
Lion	Ship	298	—— Hardwick	Lloyd Bowers
Warren, R. I.				
Dolphin	Bark	325	—— Cutler	R. B. Johnson
Dromo	...do	267	—— Taber	Charles T. Child
New London, Conn.				
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's Sons
Gen. Williams	..do	446	—— Miller	Williams & Barnes
H. Brewer	Bark	293	—— Smith	Perkins & Smith
India	Ship	433	—— Allen	Williams & Haven
Montezuma	..do	424	—— Forsyth	Williams & Barnes
New England	Bark	368	—— Smith	Minor Lawrence & Co.
Pearl	...do	193	—— Forsyth	Williams & Haven
Ripple	.. do	234	—— Morgan	E. V. Stoddard
Venice	...do	353	—— Lester	Weaver, Rogers & Co.
Cold Spring, N. Y.				
Alice	Bark	281	—— Penney	John H. Jones

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	.....	July 24, 1854	135	10	.....	
....do	May 19	Sept. 13, 1854	.....	252	.....	
... do	Sept. —	June 16, 1854	.....	455	.....	
North Atlantic	Apr. 19	Sept. 16, 1854	156	.....	.....	
Atlantic	May 22	Nov. 7, 1854	.....	32	.....	
....do	May 21	Sept. 5, 1854	159	6	.....	
....do	Jan. 8	Aug. 15, 1854	31	.....	.....	
....do	June 8	Sept. 11, 1854	34	.....	.....	
....do	May 20	Oct. 4, 1855	364	.....	.....	
....do	May 14	Sept. 24, 1854	49	.....	.....	
North Atlantic	Mar. 1	Aug. 28, 1854	175	.....	.....	
Atlantic	June 18	Aug. 30, 1854	.....	179	.....	Sold to New Bedford 1854.
....do	May 24	Sept. 16, 1854	62	.....	.....	Withdrawn 1855.
....do	Apr. 21	Oct. 19, 1854	248	4	.....	
Atlantic	Jan. 6	.....	.....	.....	.....	
....do	Apr. 24	Oct. —, 1854	19	.....	.....	
....do	Dec. 8	Aug. 20, 1855	90	190	.....	Bought from Boston 1854.
....do	July 17	.....	.....	.....	.....	Bought from Boston 1853; missing; had a crew of 16 officers and men.
North Atlantic	Apr. 19	.....	.....	.....	.....	Missing; had a crew of 22 officers and men.
Atlantic	July 13	Sept. 26, 1855	190	100	.....	
South Pacific	Nov. 28	Oct. 23, 1856	215	.....	.....	Sold to New Bedford 1856; sent home 65 sperm.
Atlantic	Oct. 12	Apr. 23, 1856	125	20	.....	
South Atlantic	Dec. 21	Dec. 28, 1856	.....	15	.....	Sent home 25 sperm.
Atlantic	June 14	Aug. 30, 1856	231	219	1,200	Withdrawn 1856.
Atlantic	Aug. 25	.....	.....	.....	.....	Condemned at St. Helena December 26, 1856.
North Pacific	Nov. 28	.....	.....	.....	.....	Burned by crew at Munganui, New Zealand, 1856; built 1847.
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.
Indian Ocean	May 17	Jan. 17, 1858	770	48	.....	
....do	Aug. 16	Oct. 28, 1856	175	1,400	5,300	Withdrawn 1857.
Davis's Straits	Sept. 7	Aug. 12, 1855	.....	Clean	.....	Arrived on Labrador late, and was frozen into the ice from October, 1854, to July, 1855.
North Pacific	Nov. 21	Nov. 22, 1855	120	1,500	7,000	
....do	June 28	June 1, 1858	9	1,330	.....	Sent home 1,228 whale.
Indian Ocean	Oct. 12	May 21, 1856	115	1,593	11,800	
South Atlantic	Sept. 7	May 10, 1857	158	9	.....	Sent home 75 sperm, 110 whale.
Ind. & N. P	June 7	Apr. 11, 1857	35	2,611	.....	Sent home 26,125 bone.
North Pacific	July 1	June 29, 1857	121	710	6,150	Withdrawn 1859.
....do	Sept. 12	Apr. 15, 1858	.....	650	600	Sent home 2,055 whale.
Desolation	Aug. 19	.....	.....	.....	.....	Condemned at St. Helena February 19, 1857.
Honolulu	July 13	July 28, 1858	.....	1,370	.....	Sent home 1,840 whale, 57,769 bone; withdrawn 1858.
North Pacific	Oct. 22	June 22, 1857	266	1,930	11,300	Sent home 13,500 bone.
Pacific Ocean	Aug. 23	May 30, 1857	144	1,500	10,000	
Indian Ocean	May 23	Apr. 19, 1856	3	2	.....	
Atlantic	June 5	Mar. 21, 1856	50	1,012	8,800	Sent home 450 whale, 5,000 pounds bone.
North Pacific	Oct. 11	May 17, 1858	.....	2,065	24,100	Withdrawn 1859; sold to Calcutta 1863.
North Pacific	Oct. 31	Apr. 24, 1858	25	1,333	21,000	Sent home 1,457 whale, 22,397 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1854.				
Cold Spring, N. Y.—Continued.				
Huntsville	Ship	523	—— Grant	John H. Jones
Monmouth	Bark	273	—— Eldridge	do
Sheffield	Ship	579	—— Green	do
Stonington, Conn.				
Tekoa	Schooner	145	—— Keene	John F. Trumbull
United States	Bark	244	—— Holt	do
Greenport, N. Y.				
Caroline	Bark	252	—— Case	Wells & Carpenter
Italy	Ship	299	—— Weld	David G. Floyd
Neva	do	362	—— Hand	Wells & Carpenter
Oregon	Bark	224	—— Babcock	do
Philip, 1st	do	293	—— Sisson	do
Roanoke	do	252	—— Wade	do
Mystic, Conn.				
Leander	Bark	213	—— Kimball	Charles Mallory
Robin Hood	Ship	395	—— McGenley	do
Romulus	do	365	—— Baker	do
Sag Harbor, N. Y.				
Black Eagle	Bark	311	—— Edwards	Thomas Brown
Montauk	Ship	512	—— French	John Budd
Odd Fellow	Bark	239	—— Goodale	T. Brown
Parana	Brig	209	—— Smith	do
Tuscany	Ship	299	—— White	J. Budd
William Tell	do	370	—— Smith	T. Brown
San Francisco, Cal.				
Charles Carroll	Ship	376	—— Hunting	More, Folger & Dow
Cynosure	Schooner		—— Gregory	Wood & Co
Emeline	do		—— Osborn	Blanchard & Connor
Nonpariel	Brig	130	—— Sayre	Moore & Folger
R. Adams	Bark	271	—— Andrews	William Bailey
1855.				
New Bedford, Mass.				
Alexander	Ship	421	—— Dougherty	Swift & Perry
Alice Frazier	Bark	406	C. M. Newell	L. Kollock & Son
Alice Mandell	Ship	413	John S. Dennis	C. R. Tucker & Co
Arnolda	do	360	Andrew S. Sarvent	James B. Wood & Co
Baltic	Bark	395	L. B. Brownson	Alexander Gibbs
Barnstable	Ship	373	Nehemiah C. Fisher	David B. Kempton
Benjamin Tucker	do	349	Albert D. Barber	C. R. Tucker & Co
Byron	Bark	179	William E. Tower	Zeno Kelley

* No oil reported.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Oct. 15	May 6, 1858	.....	651	.....	Sent home 1,457 whale, 32,035 pounds bone; sold to New York October, 1858.
South Atlantic.	Nov. 28	June 2, 1857	201	371	3,100	
Arctic Ocean ..	Sept. 12	May 4, 1859	.....	900	.....	Sold to Boston 1860; sent home 1,191 whale, 44,495 pounds bone.
South Atlantic	Mar. 24	.....	.....	.....	.....	Withdrawn 1855.
North Pacific ..	Nov. 21	.....	.....	.....	.....	Sent home 59 sperm, 1,546 whale; condemned at Honolulu January, 1857, and broken up.
South Atlantic	Dec. 6	Apr. 19, 1857	104	318	2,500	
Arctic Ocean ..	Sept. 26	.....	.....	.....	.....	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.
North Pacific ..	Aug. 30	Mar. 18, 1857	.....	2,505	1,900	Withdrawn 1859.
South Atlantic.	Nov. 1	July 15, 1856	525	100	.....	
North Pacific ..	July 17	Apr. 24, 1858	.....	1,225	.....	Built at Rochester, Mass., 1825; new topped 1853; picked up a dismasted Japanese junk with 27 people on board; carried her into Loo Choo; sold to New London 1858; sent home 1,453 whale, 21,337 pounds bone.
South Atlantic.	Oct. 10	Mar. 18, 1857	488	351	.....	
Indian Ocean...	Aug. 9	Apr. 4, 1856	35	373	3,000	
Japan Sea	Oct. 4	Aug. 2, 1857	179	1,982	.....	Sent home 75 sperm, 32,000 pounds bone.
....do	Oct. 4	May 30, 1857	301	1,958	8,500	
Arctic Ocean ..	Nov. 4	Aug. 16, 1858	(*)	(*)	(*)	Built 1851; sent home 75 sperm, 872 whale, 1,360 bone; sold to New Bedford 1859.
North Pacific ..	Sept. 5	June 26, 1859	.....	630	.....	Sold to Boston 1860; sent home 70 sperm, 700 whale, 11,604 pounds bone.
South Atlantic	July —	May 29, 1856	222	796	900	
Patagonia, &c..	Aug. 12	Mar. 24, 1856	79	359	100	
Arctic Ocean ..	Sept. 20	.....	.....	.....	.....	Withdrawn 1855.
North Pacific ..	Aug. 24	May 6, 1857	150	1,400	14,000	Sent home 1,490 whale.
North Pacific ..	Nov. 28	.....	.....	.....	.....	No report.
Pacific Ocean..	Dec. 4	.....	.....	.....	.....	No report.
....do	Dec. 6	May 10, 1855	190	.....	.....	Sperm and elephant.
....do	Dec. 30	Oct. 14, 1855	150	150	.....	Part blackfish.
....do	Sept. 12	Apr. 1, 1855	200	50	.....	
Indian Ocean...	Sept. 3	.....	.....	.....	.....	Lost on coast of New Zealand, January 3, 1858; had 1,300 sperm; saved a part.
North Pacific ..	Oct. 31	May 9, 1859	4	990	5,400	Sent home 245 sperm, 12,500 pounds bone.
....do	Aug. 10	.....	.....	.....	.....	Sent home 282 sperm, 598 whale, 11,230 bone; lost on Prate Shoals, China Sea, March, 1857; two men lost.
....do	Nov. 12	Apr. 26, 1859	24	1,303	11,200	Sent home 1,190 whale, 59,100 pounds bone.
....do	Sept. 26	May 23, 1859	52	2,365	15,000	Captain Brownson came home 1858; sent home 38 sperm, 407 whale, 4,400 pounds bone; sold and withdrawn 1859; lost 1859.
....do	Oct. 31	May 4, 1859	55	1,472	3,500	Sent home 203 sperm, 470 whale, 11,400 bone.
....do	Nov. 22	June 1, 1859	190	1,520	2,200	Dismasted in a gale 1856; refitted at Honolulu at an expense of over $8,000; sent home 810 whale, 19,400 pounds bone.
Pacific Ocean ..	Aug. 27	Mar. 9, 1861	495	77	650	Bought from Stonington 1855; Captain Tower died at sea October, 1856.

only freight.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
New Bedford, Mass.—Continued.				
Callao	Ship	324	Alden B. Howland	Henry Taber & Co
Canton	do	280	S. E. Cook	C. 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
Cleora	do	263	Shubael H. Norton	Charles Hitch & Son
Cleone	do	373	John E. Simmons	Edmund Maxfield
Columbus	do	313	Joseph S. Taylor	William R. Rodman
Congress, 2d	Ship	376	F. E. Stranburg	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 F. Thomas
Dunbarton	Bark	199	Joseph P. Nye	Isaac B. Richmond
E. Corning	do	325	Francis O. Rotch	Alexander Gibbs
Elizabeth	Ship	329	Obed Pierce	T. & A. R. Nye
Emma C. Jones	do	347	Weston Jenney	Edward C. Jones
Emily	Bark	333	Augustus Hale	Charles Almy
Eugenia	do	356	William Cottle	Swift & Allen
Falcon	Ship	273	Shubael 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 Lucas
Golconda	Ship	331	Philip How'and	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. Lvon	T. Knowles & Co
James Allen	Ship	355	William Devoll	G. Allen
James Edward	do	434	Freeman H. Smith	Abraham Barker
James	Schooner	78	Zenas F. Eldridge	Luther S. Chase
James Maury	Ship	395	E. L. Curry	C. R. Tucker & Co
J. D. Thompson	Bark	432	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
Kutusoff	Ship	415	Andrew J. Wing	H. F. Thomas
Marengo	do	426	James T. Skinner	Jona. Bourne, jr
Margaret Scott	Bark	307	Jacob A. Howland	Rodney French
Marion	do	328	Alfred C. Davis	William P. Howland
Mercury	do	340	William C. Hayden	I. Howland, jr., & Co
Messenger	Ship	291	Isaac H. Jenney	John R. Thornton
Mulinoket	Bark	180	—— Taber	Benjamin F. Howland

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Oct. 3	June 11, 1858	163	1, 433	10, 500	Sent home 6,300 pounds bone.
....do	Sept. 5	Sept. 17, 1858	1, 237	175	1, 300	Sent home 13 sperm.
Atl. and Indian.	Sept. 29	May 16, 1858	192	961	.....	Bought from Stonington 1855; Captain Nickerson came home sick 1855.
Pacific Ocean ..	Oct. 11	Apr. 30, 1858	85	1, 470	8, 000	Sent home 300 whale, 28,700 pounds bone.
Indian Ocean...	Nov. 1	Mar. 21, 1860	153	565	250	Sent home 2,600 pounds bone.
Indian and Pac.	June 19	Apr. 29, 1858	1, 378	.....	.....	Sent home 135 sperm.
North Pacific ..	Aug. 16	Apr. 11, 1858	145	2, 255	1, 200	Altered from a ship 1855; sent home 222 sperm, 308 whale, 14,184 pounds bone.
Pacific Ocean ..	Mar. 7	Mar. 6, 1859	1, 319	202	.....	Sent home 599 sperm.
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, 16,100 pounds bone.
Pacific Ocean ..	Sept. 3	June 1, 1859	982	1, 057	.....	
North Pacific ..	Oct. 6	May 30, 1859	117	2, 072	12, 600	Sent home 30 whale, 15,314 pounds bone; sold for freighting 1859.
Pacific Ocean ..	Nov. 7	May 9, 1860	1, 662	1	.....	
North Pacific ..	Aug. 14	Mar. 24, 1859	56	1, 941	13, 000	Sent home 80 sperm, 793 whale, 15,500 bone.
Atlantic	Nov. 14	Aug. 22, 1858	237	20	.....	Sent home 160 sperm; withdrawn 1859.
Atl. and Indian.	Aug. 25	June 4, 1860	660	6	.....	Bought from New York 1855; sent home 650 sperm.
Pacific Ocean ..	Oct. 11	Oct. 7, 1859	1, 335	.....	.....	Sent home 370 sperm.
South Atlantic	May 29	June 1, 1858	811	1, 371	7, 000	Sent home 45 sperm.
Pacific Ocean ..	Oct. 18	Sept. 6, 1857	471	3	.....	Formerly in merchant-service; added 1855.
....do	Nov. 6	May 17, 1859	1, 351	215	.....	
South Pacific ..	Aug. 11	July 27, 1859	35	619	1, 100	Second mate, Matthew Towne, killed by falling from aloft December, 1855; sent home 3,800 pounds bone.
North Pacific ..	Oct. 3	June 19, 1860	18	684	.....	Sent home 4,279 whale, 43,849 pounds bone; sold to the United States 1861; one of "Stone Fleet," No. 1.
... do	Oct. 9	.....	.....	.....	.....	Burned at Talcahuano March 16, 1856, by crew.
Atl. & Indian..	Aug. 15	May 13, 1858	295	142	.....	Sent home 360 sperm, 140 whale.
Indian Ocean..	June 21	June 30, 1859	1, 467	120	.....	Sent home 105 sperm.
North Pacific ..	Oct. 9	Apr. 18, 1858	179	2, 983	2, 000	Sent home 42 sperm, 460 whale, 17,400 pounds bone.
Pacific Ocean..	July 24	July 23, 1859	1, 214	17	.....	Built 1855; sent home 544 sperm.
Indian Ocean..	Aug. 13	July 30, 1858	1, 020	282	3, 000	
Ind. & Pacific..	July 18	June 17, 1858	963	1, 250	6, 200	Sent home 35,000 pounds bone.
Pacific Ocean ..	Sept. 4	May 18, 1859	61	1, 499	13, 700	Sent home 177 sperm, 320 whale, 3,900 bone.
Indian Ocean ..	June 7	June 25, 1859	1, 558	247	1, 400	
North Pacific ..	Nov. 16	.....	.....	.....	.....	Added 1855; shipped 30 sperm, 300 whale, 3,000 pounds bone, to London; Captain Smith died at Mauritius May 20, 1856; abandoned and sold at Mauritius 1857.
Atlantic	May 24	Aug. 25, 1855	.....	9	.....	Sold to Sippican 1856.
North Pacific ..	Nov. 29	May 5, 1859	102	1, 628	2, 200	Sent home 108 sperm, 840 whale, 22,177 pounds bone.
....do	Sept. 18	Apr. 3, 1858	76	2, 324	1, 800	Built 1855; sent home 82 sperm, 275 whale, 36,500 pounds bone.
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.
Atl. & Indian..	Oct. 3	May 6, 1859	577	.....	.....	
Indian Ocean ..	Jan. 8	Dec. 10, 1858	50	1, 900	.....	Sent home 143 sperm, 80 whale, 10,870 pounds bone; withdrawn 1859.
Atl. & Indian..	Sept. 12	July 3, 1857	388	63	.....	Sent home 162 sperm, 167 whale.
North Pacific ..	Nov. 14	Apr. 6, 1860	.....	1, 445	13, 013	Sent home 21,852 pounds bone; withdrawn 1860; condemned at Rio Janeiro 1861.
Indian Ocean ..	Oct. 10	Apr. 16, 1859	.....	1, 486	.....	Sent home 40 sperm, 544 whale, 19,000 bone; altered from a ship 1855; sent home 60 sperm.
Pacific Ocean ..	Aug. 2	July 24, 1857	82	2, 742	8, 200	Added 1855; sent home 27 sperm, 163 whale.
....do	Oct. 8	Apr. 19, 1859	1, 188	49	.....	Sent home 387 sperm.
... do	Oct. 4	Apr. 27, 1859	459	.....	.....	
Indian Ocean ..	Aug. 14	Mar. 31, 1859	260	1, 330	8, 800	
Pacific Ocean ..	Aug. 6	Sept. 21, 1858	115	2	.....	Bought from Warren 1855; sent home 394 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
New Bedford, Mass.—Continued.				
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 & Son
Olympia	do	296	John Ryan, jr	William Phillips
Pacific	Bark	383	John W. Sherman	Swift & Perry
Pamelia	do	300	Edward Coggeshall	William H. Reynard
Parachute	Ship	331	Andrew J. Cory	B. B. Howard
Phœnix	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 Babcock	C. W. Morgan
Roman	Ship	375	Zeb. A. Devoll	E. C. Jones
Roscoe	Bark	362	Alfred M. Coffin	And. Robeson
San Francisco	do	268	Elisha G. Cudworth	William Phillips
Sappho	do	320	Alexander Seabury	O. & E. W. Seabury
Sarah Sheafe	do	402	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	449	Marcus W. Taber	Frederick Parker
Tropic Bird	Bark	220	Cyrus E. Clark, jr	William P. Howland
Union	do	124	R. F. Ellis	Chapman & Bonney
Vigilant	do	282	Joseph McCleave	W. & G. D. Watkins
Virginia	do	346	Thomas M. Peakes	William Hathaway, jr
Warren	do	461	Preserved S. Wilcox	William Wilcox
Wavelet	do	300	George Swain	Lawrence Grinnell
Wm. Hamilton	Ship	463	D. P. West	I. Howland, jr., & Co
Winslow	Bark	263	William Watson	W. H. Reynard
Zephyr	Ship	361	James W. Ferril	Alexander Gibbs

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Nov. 5	June 25, 1859	1,002	1,864	1,900	Sent home 17,141 pounds bone.
Indian Ocean ..	June 5	May 26, 1858	235	2,070	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	.....	
Pacific Ocean ..	Aug. 23	June 18, 1858	385	1	.....	Built 1845; third mate and boat's crew lost November 19, 1856, fast to a whale.
North Pacific ..	Sept. 1	.....	.....	.....	.....	Stove by ice and sunk in Ochotsk June 15, 1856; saved 230 sperm, 40 whale.
Pacific Ocean ..	Jan. 17	July 23, 1858	1,090	.....	.....	Bought from Nantucket, 1854; sent home 519 sperm.
....do	Aug. 15	.....	.....	.....	.....	Sent home 48 sperm, 487 whale, 6,500 pounds bone; lost in Potter's Bay, (Ochotsk,) October 7, 1856.
....do	July 26	June 27, 1859	916	107	.....	Sent home 455 sperm, 32 whale.
North Pacific ..	Aug. 1	May 21, 1859	166	1,769	7,700	Sent home 145 sperm, 580 whale, 19,200 pounds bone.
Pacific Ocean ..	Oct. 15	June 10, 1859	1,553	.....	.....	Bought from Stonington, 1855.
North Pacific ..	Aug. 15	July 5, 1859	140	1,321	6,200	Sent home 600 whale, 20,600 pounds bone; sold and withdrawn, 1859.
Indian Ocean ..	July 24	Mar. 20, 1859	934	.....	.....	
....do	June 4	Aug. 22, 1858	1,344	.....	.....	Added 1855; sent home 38 sperm.
Pacific Ocean ..	Aug. 7	May 10, 1859	94	1,802	17,300	Sent home 1,340 whale.
Ind. & Pacific..	July 1	May 24, 1859	.....	.....	.....	Sent home 255 sperm. 395 whale, 19,400 pounds bone; no oil on board; withdrawn. 1861, for merchant service.
Pacific Ocean ..	Aug. 28	Feb. 27, 1857	171	.....	.....	Built 1855.
....do	Oct. 4	June 1, 1859	1,189	.....	.....	Bought from Nantucket, 1855.
North Pacific ..	Sept. 10	July 13, 1859	1,780	620	700	
....do	Nov. 16	June 9, 1859	.....	1,648	15,000	Sent home 1,749 whale.
Pacific Ocean ..	Aug. 1	July 27, 1859	869	.....	.....	Altered from a ship, 1855; sent home 588 sperm.
Atlantic	Mar. 12	Nov. 19, 1856	196	723	.....	Sent home 80 sperm.
Pacific Ocean ..	Aug. 18	May 28, 1859	670	660	300	Sent home 6 sperm, 170 whale, 4,800 bone.
....do	Sept. 19	May 28, 1859	.....	1,431	600	Took a bowhead whale, yielding 100 barrels oil, 2,000 pounds bone; sent home 958 whale, 20,617 pounds bone; sold and withdrawn, 1859; sold to Boston, and condemned at Baltimore, 1861.
....do	Sept. 6	July 28, 1860	1,570	.....	.....	Built at Fairhaven, 1855; sent home 129 sperm.
South Pacific ..	June 27	Aug. 7, 1859	1,250	60	.....	Sent home 385 sperm, 1,300 pounds bone.
Pacific Ocean ..	Oct. 3	May 5, 1859	.....	2,200	1,300	Captain Walker came home, 1858; sent home 138 sperm, 799 whale, 37,543 pounds bone; sold and withdrawn, 1860; one of "Stone Fleet" No. 1.
....do	Nov. 6	Apr. 1, 1860	759	677	.....	Bought from New York, 1855; built 1848; sent home 676 sperm, 105 humpback.
Indian Ocean ..	Jan. 14	May 8, 1859	82	2,014	.....	Sailed November 23, 1854; returned in December, leaky; sent home 260 sperm, 460 whale, 16,578 pounds bone.
Atlantic	June 4	Dec. 14, 1856	136	23	.....	Sent home 50 sperm.
....do	Aug. 31	July 8, 1857	30	138	.....	Formerly a schooner; added, 1854, from Provincetown; sold to Mattapoisett, 1857.
Pacific Ocean ..	Nov. 16	May 28, 1859	10	530	5,400	Sent home 400 sperm on voyage; third mate, Charles Swartwout, and four men lost by running on to a loose whale while fast to another, and the boat upsetting.
....do	Aug. 15	June 19, 1860	826	49	.....	
Ind. & Pacific..	Oct. 4	May 8, 1860	.....	415	.....	Sent home 1,181 whale, 13,652 bone; added 1855, from Holmes's Hole; third mate, Watson Burpee, lost overboard October 17, 1855; withdrawn 1860; finally condemned at St. Catharine's, March, 1861.
Pacific Ocean ..	Oct. 9	.....	.....	.....	.....	Bought from New London, 1855; built 1853; sent home 2,714 whale, 34,133 pounds bone; sold at San Francisco, 1860.
North Pacific ..	Sept. 11	.....	.....	.....	.....	Sailed June 19; returned July 16; Captain hurt; sent home a small quantity of oil; lost off coast of Chili January 27, 1856.
Indian Ocean ..	Aug. 21	.....	.....	.....	.....	Sent home 369 sperm; lost on a reef near Honolulu, March 17, 1858.
Pacific Ocean ..	Dec. 14	Aug. 5, 1859	887	1	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
Fairhaven, Mass.				
Clifford Wayne	Ship	305	William H. Swain	Ezekiel Swain
General Scott	do	333	Isaac Daggett	L. C. Tripp
Gen. Scott	Bark	366	Benjamin Clough	Nathan Church
Hudson	Ship	368	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	338	Phineas Fish	Reuben Fish
Northern Light	do	513	E. A. Chapel	Edmund Allen
Phipe Delanoye	do	383	Thomas M. Gardner	Warren Delano
William and Henry	do	261	Isaac Grinnell	I. F. Terry
Winthrop	Bark	218	Issacher H. Akin	Dexter Jenney
Wolga	do	285	William H. Crowell	Jenney & Tripp
Zone	do	365	Moses R. Fish	do
Dartmouth, Mass.				
Brighton	Bark	354	Abner Tucker	Tucker & Cummings
Charles and Edward	Ship	150	William H. Salter	William Potter, 2d
Elliot C. Cowdin	do	280	Thomas S. Bailey	Tucker & Cummings
Westport, Mass.				
Barclay	Bark	186	Weston S. Tripp	Alexander H. Corey
D. Franklin	do	171	Leander Smith	Job Davis
George and Mary	do	165	Samuel B. Devoll	Rescom Macomber
Janet	do	194	Henry S. West	Henry Wilcox
Leonidas	Brig	128	Asa Grinnell	C. A. Church
Mattapoisett	Bark	150	James M. Sowle	H. Wilcox
Mermaid	do	330	Gorham B. Howes	Andrew Hicks
Sea Queen	do	261	James H. Houghton	do
T. Winslow	do	130	George F. Davoll	John Hicks
Mattapoisett, Mass.				
America	Bark	257	—— 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 Meigs
Sarah	Bark	179	Job P. Rounesville	Attsatt & Sturtevant
Sm'l & Thomas	do	191	—— Briggs	R. L. Barstow
Willis	do	164	James King	do
Nantucket, Mass.				
Alabama	Bark	340	Thomas Coffin, 2d	John H. Shaw
Alpha	Ship	345	William H. Haswell	Hadwen & Barney
Apphia Maria	Bark	260	Charles H. Chase	J. H. Shaw
Citizen	Ship	360	William Cash	C. G. & H. Coffin
Hamilton	Schooner	75	—— Sheffield	J. B. Macy
Homer	Brig	140	Lewis B. Imbert	E. G. Kelley
James Loper	Ship	348	Obed Ramsdell	Obed Starbuck
Nantucket	do	351	Richard C. Gibbs	Perry & Dunham

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Nov. 20	June 10, 1860	731	.....	.....	Sent home 77 sperm, 43 whale.
....do	Oct. 11	Dec. 20, 1859	1,434	7	.....	Sent home 234 sperm, 80 whale.
Indian Ocean ..	Sept. 4	July 20, 1858	488	1,608	.....	Bought from New London, 1855; sent home 14,700 pounds bone.
North Pacific ..	Nov. 26	Apr. 25, 1859	50	1,975	17,400	Bought from Mystic, 1855; sent home 150 sperm, 1,005 whale, 9,700 pounds bone.
Pacific Ocean ..	Nov. 8	Apr. 16, 1859	33	860	.....	Built at Fairhaven, 1855; sent home 124 sperm, 1,850 whale, 28,349 pounds bone; sold to New Bedford 1859.
....do	Nov. 3	Aug. 7, 1858	1,495	16	.....	Altered from a ship.
Ind. & Pacific..	July 17	May 9, 1859	55	1,149	.....	Captain Fish died 1856; sent home 57 sperm, 12,700 pounds bone; sold to New Bedford 1860.
North Pacific ..	Oct. 10	June 19, 1860	.....	900	12,000	Sent home 25 sperm, 2,752 whale, 37,401 pounds bone; sold to New Bedford 1861.
Pacific Ocean ..	Dec. 25	July 25, 1860	1,000	300	.....	Withdrawn for merchant service, 1860.
....do	Dec. 3	May 29, 1859	175	920	8,850	Sent home 59 sperm, 293 whale, 4,086 bone.
....do	Aug. 11	Oct. 29, 1858	760	77	600	
Indian Ocean ..	Aug. 18	May 28, 1859	24	645	3,500	Sent home 503 whale, 1,800 pounds bone; sold to Boston 1859.
Pacific Ocean ..	Sept. 4	May 9, 1858	1,384	.....	.....	
Indian Ocean ..	June 5	.....	.....	.....	.....	Bought from New Bedford 1855; Elijah R. Gifford, first mate, killed by a whale December 19, 1855; condemned at Sydney May 14, 1859; sent home 620 sperm, 477 whale, 5,831 pounds bone.
Atlantic	June 13	Aug. 6, 1856	244	45	.....	Sent home 25 sperm; added 1855.
Pacific Ocean ..	Oct. 9	Mar. 3, 1860	911	90	.....	Sent home 59 sperm; added 1855; sold to New Bedford 1860.
Atlantic	May 7	.....	.....	.....	.....	Lost on Cape Antonio March 18, 1856.
....do	May 30	Sept. 6, 1856	200	75	.....	
....do	Oct. 24	Aug. 6, 1857	280	23	.....	
Indian Ocean .	May 10	May 21, 1858	249	287	4,500	
Atlantic	Aug. 22	May 1, 1857	209	50	.....	Sent home 150 sperm.
....do	Oct. 23	Apr. 11, 1857	570	4	....	
Pacific Ocean ..	Aug. 6	June 19, 1860	1,215	7	.....	Built 1855; sent home 471 sperm.
....do	July 19	July 11, 1858	1,111	.....	.....	
Atlantic	July 17	July 7, 1857	161	10	....	Sent home 250 sperm.
Atlantic	Sept. 28	Aug. 24, 1858	576	151	300	Bought from New Bedford 1855; sold 1856.
....do	Dec. 18	July 25, 1857	302	31	.....	Sent home 176 sperm.
....do	Aug. 20	May 4, 1858	971	10	....	Sent home 1,900 bone.
....do	Oct. 29	Aug. 9, 1857	.....	Clean	....	Her last voyage; she went ashore and broke up in a gale in March, 1860; sent home 270 sperm.
....do	June 21	Aug. 12, 1856	247	29	.....	Sent home 35 sperm.
Pacific Ocean .	Oct. 15	May 8, 1859	32	620	7,500	Sent home 225 sperm, 2,004 whale, 28,300 bone.
Atlantic	Dec. 4	June 2, 1858	425	28	....	
Indian & Pacific	Feb. 21	Apr. 29, 1858	121	274	....	Sent home 127 sperm.
Pacific Ocean .	May 25	Oct. 2, 1856	323	63	.....	Sent home 266 sperm.
Pacific Ocean .	June 27	Sept. 28, 1859	1,151	.....	....	Returned September 1, leaking; sailed again September 24; sent home 54 sperm.
....do	July 9	July 29, 1859	1,281	....	.....	
....do	May 23	.....	.....	.....	.....	Condemned at Valparaiso March, 1859.
....do	Oct. 29	July 4, 1859	2,012	130	.....	Sent home 900 bone; sold to New York.
Atlantic	Nov. 23	No report...	.....	.....	.....	
....do	Aug. 12	Oct. 30, 1856	107	20	.....	
Pacific Ocean ..	Sept. 18	Aug. 14, 1860	928	64	.....	Sold to New York.
....do	June 14	.....	.....	.....	.....	Lost on Nashawena, homeward bound; had 736 sperm, 794 whale; sent home 240 sperm, 320 whale, 3,000 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
Nantucket, Mass —Continued.				
Narragansett	Ship	398	George W. Gardner	Zenas L. Adams
Norman	do	338	Charles C. Ray	G. & M. Starbuck
Ocean Rover	do	417	Charles A. Veeder	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
Edgartown, Mass.				
Almira	Ship	362	—— Crosby	Abraham Osborn
Monterey	Schooner	80	Wimpenney	Ira Darrow
Walter Scott	Ship	369	—— Collins	Benjamin Worth
Washington	Schooner	140	—— Fisher	John A. Baylies
Holmes's Hole, Mass.				
Eliza Jane	Schooner	130	—— West	Thomas Bradley
Pavilion	Brig	150	—— Adams	do
Sippican, Mass.				
Adm'l Blake	Schooner	120	Benjamin B. Handy	Benjamin B. Handy
Altamaha	do	119	Consider Fisher	Stephen C. Luce
Sandwich, Mass.				
Amelia	Brig	127	David S. Russell	W. F. Lapham
Provincetown, Mass.				
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. Bunchinia	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	—— Pettengill	Johnson & Cook
Olive Clark	do	95	—— Tuck	S. Soper
Richard	do	92	—— Young	Philip Cook
Rienzi	do	108	—— Caton	J. E. & G. Bowley
Samuel Cook	Brig	126	—— Genn	S. Cook
S. R. Soper	Schooner	130	—— Soper / —— Needham	S. Soper
Spartan	Bark	188	—— Cook	Stephen Nickerson
Union	Schooner	97	—— Genn	Jonathan Nickerson
Walter Irvin	do	133	—— Paine	S. Soper
Orleans, Mass.				
Lewis Bruce	Brig	135	—— Ryder	Heman Smith
Medford	do	108	—— Lamson	do
Rothschild	Bark	261	—— Allerton	do
Beverly, Mass.				
B. Franklin	Bark	164	—— Brown	F. W. Choate
Warren, R. I.				
Florence	Bark	326	—— Champlin	R. B. Johnson
Smithfield	do	164	—— McCleave	do
Wm. Henry	do	186	—— Coit	Charles T. Child

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean..	Nov. 22	May 20, 1860	83	.....	.....	
....do	Oct. 16	May 12, 1860	97	.....	.....	
....do	July 11	Oct. 26, 1858	1,721	....	.....	Built 1855; sold to the Spanish government.
....do	Oct. 4	Aug. 1, 1859	820	.....	.....	Sent home 73 whale.
Atlantic	Nov. 30	July 14, 1856	.....	530	....	Built at Manchester 1853. Captain Bailey was drowned at Bona Vista May 31, 1856.
....do	Nov. 8	.....	.....	.....	.....	
North Pacific..	Oct. 8	.....	.....	.....	.....	Burned at Sandwich Islands 1858.
Pacific Ocean..	Aug. 21	May 6, 1858	345	2,000	3,700	
Atlantic.....	May 15	.....	.....	.....	.....	Sent home 12,000 bone; sold at Talcahuano February, 1858; sent home 192 sperm, 10 whale.
North Pacific..	Nov. 26	June 11, 1859	181	506	500	Sent home 12,000 bone.
Atlantic	Oct. 11	July 28, 1856	34	11	.....	Added 1855.
Atlantic	Aug. 25	Oct. 31, 1856	2	.....	.....	Added 1855; withdrawn 1856.
....do	Oct. 27	Apr. 10, 1858	280	.....	.....	Added 1855; sent home 163 sperm.
Atlantic	May 12	Aug. 31, 1855	207	12	.....	Took, in all, 240 sperm, 8 blackfish; worth
....do	May 10	Nov. 12, 1855	70	.....	.....	$13,510.
Atlantic	Oct. 16	Sept. 2, 1856	.....	.....	.....	Returned clean; sold to Mattapoisett 1856.
Atlantic	May 15	Sept. 3, 1855	.....	164	.....	
....do	Apr. 6	May 6, 1856	40	164	.....	
....do	May 11	Sept. 1, 1855	.....	165	.....	
....do	Aug. 24	June 22, 1856	175	325	.....	
Indian Ocean ..	July 17	Sept. 16, 1856	204	520	4,000	Sent home 217 sperm; added 1855.
Atlantic	Apr. 24	Oct. 25, 1856	59	.....	.....	
....do	May 15	Oct. 6, 1855	.....	58	.....	Withdrawn 1856.
....do	May 11	Sept. 3, 1855	116	.....	.....	
	.....	Apr. 19, 1856	84	8	....	
....do	May 1	.....	.....	.....	.....	Capsized in Cintra Bay 1855; Captain Young and two men saved, thirteen lost.
....do	Apr. 14	Aug. 31, 1855	29	3	.....	
....do	Apr. 25	Apr. 12, 1856	.....	250	.....	Added 1855.
....do	May 18	Oct. 3, 1855	.....	.....	.....	No report.
....do	Apr. 17	Nov. 22, 1855	170	.....	.....	
....do	May 8	Sept. 14, 1855	.....	80	.....	Added 1855; withdrawn 1856.
....do	Apr. 3	Sept. 2, 1855	227	4	.....	
	Oct. 16	Sept. 11, 1856	42	152	.....	
Ind. & Atlantic	June 11	Sept. 6, 1857	450	450	4,000	
Atlantic	Nov. 9	Sept. 26, 1855	.....	150	.....	
....do	Nov. 9	Sept. 16, 1856	40	150	.....	
Atlantic	Apr. 21	Apr. 25, 1856	....	313	2,800	Sent home 50 sperm.
....do	Mar. 20	July 3, 1856	155	4	.....	Added 1855; sent home 50 sperm.
....do	Sept. 12	Sept. 30, 1856	325	380	.....	
Atlantic	Aug. 15	Aug. 28, 1856	16	169	.....	Sold to Fall River 1856.
Pacific Ocean ..	Nov. 13	.....	.....	.....	.....	Captain Champlin died in Japan Sea 1858; sent home 200 sperm, 300 whale, 3,675 bone; condemned at Honolulu 1859.
Atlantic & Ind.	Oct. 26	.....	.....	.....	.....	Condemned at Pernambuco December, 1855.
....do	May 10	July 21, 1857	432	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1855.				
Newport, R. I.				
Antelope	Bark	340	Oliver Potter	S. W. Macy
Mechanic	do	335	T. J. Corey	Oliver Read
New London, Conn.				
Corea	Ship	365	—— Fish	Frink & Prentis
Georgiana	Brig	190	—— Buddington	Perkins & Smith
George Henry	Bark	303	James Buddington	do
Hannibal	Ship	441	—— Royce	Benj. Brown's Sons
John & Elizabeth	do	396	—— Destin	Williams & Haven
John E. Smith	Schooner	119	—— Fisher	R. H. Chappell
Laurens	Ship	420	—— Smith	Perkins & Smith
N. America	Bark	388	—— Lyons	Williams & Haven
North Star	Ship	399	—— Fish	Williams and Barnes
Peruvian	do	388	Lucius L. Butler	E. V. Stoddard
Pioneer	Bark	235	—— Morgan	do
Vesper	Ship	321	—— Hempstead	Williams & Barnes
Zoe	Brig	197	—— Royce	Thomas Fitch, 2d
Greenport, N. Y.				
Kanawha	Bark	269	—— Terry	Wells & Carpenter
Prudent	do	298	—— Hamilton	David G. Floyd
Sag Harbor, N. Y.				
Ann	Bark	299	—— Hamilton	Thomas Brown
Concordia	do	265	—— McCorkle	do
Emerald	Ship	518	—— Hallock	John Budd
Noble	Bark	273	—— Jennings	Gilbert H. Cooper
Washington	do	236	—— Babcock	T. Brown
San Francisco, Cal.				
Eagle	Schooner	..	—— Dubois	
Francis	Brig	..	—— Chester	G. B. Post & Co
Herald	Ship	262	—— Derrick	Benjamin F. Hardy
Hopewell	Schooner		—— Reynolds	
Leonore	Ship	370	—— Scammon	Tubbs & Co
Nonpareil	Brig	133	—— Andrews	Moore & Folger
R. Adams	Bark	271	—— Andrews	William Bailey
S. McFarland	Brig	142	—— Miller	J. G. Wallace
Mystic, Conn.				
Aeronaut	Ship	265		Charles Mallory
1856.				
New Bedford, Mass.				
Abigail	Ship	310	Rufus N. Smith	William G. E. Pope
Active	Bark	33	William Wood	Cook & Snow
Adeline	Ship	32	Asa Taber	C. R. Tucker & Co
Addison	do	42	Samuel Lawrence	Isaac B. Richmond
Afton	Bark	249	James M. Clark	F. & G. R. Taber
Anaconda	do	383	Samuel T. Crenner	I. B. Richmond
Archer	Ship	32	Matthew L. Smith	Edward W. Howland

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls*	*Lbs.*	
Pacific Ocean.	Oct. 4	June 10, 1859	381	5[illegible]	700	Sold to New Bedford 1859.
North Pacific..	Nov. 27	Apr. 12, 1860	36	530	.....	Sold 1860; one of "stone fleet," No. 2; sunk 1861.
North Pacific..	Aug. 18	June 26, 1859	.....	1,237	.....	Added 1855; sent home 1,120 whale, 24,900 bone. One of "stone fleet," No. 1.
Davis's Strait..	Apr. 11	Sept. 27, 1856	.....	.....	.....	Returned clean; lost 14 men from scurvy; wintering in Frobisher's Straits.
....do	May 29	Dec. 20, 1855	.....	184	.....	Added 1855; fell in with the abandoned English discovery ship Resolute and carried her into New London.
Spitzbergen Sea	May 21	Mar. 21, 1856	.....	28	.....	First American vessel sailing for this sea.
Indian Ocean...	Sept. 11	June 11, 1856	.....	518	5,110	
Atlantic	Sept. 18	June 21, 1856	.....	365	3,000	Added 1855.
Desolation Isld	Sept. 17	May 8, 1857	.....	4,324	.....	Do.
Atlantic	Aug. 7	June 18, 1858	.....	1,534	1,790	
Pacific Ocean.	Sept. 11	.....	.....	.....	.....	Lost on Bedout Island, New Holland, July 12, 1856.
South Atlantic	May 15	Apr. 7, 1856	.....	88	500	
Desolation Isld	Oct. 4	June 13, 1857	55	1,448	1,000	Added 1855.
Indian Ocean..	July 19	June 20, 1858	129	2,540	1,200	
Desolation Isld	Oct. 26	Apr. 4, 1857	11	1,074	.....	Added 1855; sent home 225 elephant.
Atlantic & Ind	Nov. 6	Apr. 30, 1860	35	890	900	Bought from New York 1855; built 1847; sold 1860; Greenport's last whaler.
Atlantic	Dec. 29	May 18, 1859	128	2,000	11,000	Second mate killed by natives of Easter Island 1856; added 1855, from Stonington; sold 1859; sent home 742 whale, 6,700 bone.
Indian Ocean..	Dec. 7	.....	.....	.....	.....	Sent home 280 sperm, 720 whale, 6,000 bone; condemned at St. Helena February 25, 1858.
South Atlantic.	Oct. 25	Oct. 10, 1858	38	1,030	6,400	
North Pacific..	Oct. 26	May 9, 1859	.....	570	.....	Sent home 112 sperm, 412 whale, 8,100 bone
South Atlantic	Nov. 9	July 9, 1857	950	250	1,200	One of "stone fleet," No. 2; sunk 1862
....do	Aug. 5	Dec. 4, 1858	279	780	1,000	Sent home 160 sperm, 466 whale, 3,000 bone.
Pacific Ocean..	Aug. 26	July 25, 1856	.....	.....	.....	No report.
....do	Jan. 11	.....	.....	.....	.....	Do.
North Pacific..	Jan. 9	.....	.....	.....	.....	Do.
Pacific Ocean.	Dec. 19	.....	.....	.....	.....	Do.
....do	Dec. 3	July 25, 1856	60	500	.....	
....do	Dec. 13	Aug. 15, 1857	24	10	.....	
....do	Apr. 28	.....	.....	.....	.....	Do.
....do	Dec. 27	.....	550	.....	.....	Last reported at Panama November 2, 1856.
.....	.....	.....	.....	.....	....	Lost 1856.
North Pacific..	Aug. 25	Aug. 18, 1860	504	70[illegible]	630	Sent home 1,600 pounds bone.
Pacific Ocean..	June 3	July 9, 1860	807	9[illegible]	.....	Sent home 786 sperm, 33 whale.
North Pacific..	Oct. 22	June 25, 1860	182	900	4,100	Sent home 321 whale, 11,000 pounds bone.
Pacific Ocean.	Nov. 25	June 14, 1860	.....	66	.....	Sold 60 sperm, 1,717 whale, 10,282 bone.
Atl. and Indian	May 26	Aug. 28, 1858	765	.....	.....	Sent home 120 sperm.
Pacific Ocean..	Oct. 2	Aug. 14, 1860	1,341	.....	.....	Sent home 265 sperm.
....do	Oct. 7	Apr. 13, 1861	1,357	.....	.....	Mr. Corbin, first mate, died from injuries received from a whale August, 1860; sold to the United States 1861; sunk off Charleston—one of the "stone fleet."

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
New Bedford, Mass.—Continued.				
Bevis	Bark	214	David G. Pierce	John A. Macomber
Caroline	Ship	364	George W. Gifford	William Gifford
Carolina	do	395	—— Harding	S. Thomas & Co.
Catalpa	Bark	260	William F. Snow	I. Howland, jr., & Co.
Canada	Ship	545	Barton Ricketson	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	370	John W. Thompson	William Phillips & Son
Chili	do	291	Benjamin S. Clark	Azel Howard
Chris. Mitchell	do	387	Edward Manchester	David B. Kempton
Cicero	do	252	Charles Courtney	L. Kollock & Son
Condor	do	349	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	327	S. H. Gifford	B. Franklin Howland
Daniel Wood	Ship	345	Thomas Morrison	Jas. B. Wood & Co
Eagle	Bark	336	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 & Penniman
Empire	Ship	403	Stephen G. Russell	George F. Parker
Europa	do	380	Edward B. Phinney	Edward C. Jones
Fanny	Bark	39	Benjamin L. Boadry	Swift & Allen
Florida	Ship	330	Coddington P. Fish	E. C. Jones
Fortune	Bark	291	Matthew Anderson	James Beetle
Gay Head	Ship	389	William Lowen	Jas. B. Wood & Co.
Gen. Pike	do	313	James Russell	William Gifford
Gov. Troup	do	430	Anthony Milton	E. C. Jones
Gypsy	do	360	Austin Smith	I. Howland, jr., & Co.
Hecla	Bark	207	Orrick Smalley	T. Knowles & Co.
Hector	Ship	380	Amos A. Chase	William J. Rotch
Helen Mar	Bark	367	Henry F. Worth	L. Kollock & Son
Hiawatha	Ship	381	John Ellis	T. & A. R. Nye
Hope	Bark	186	Shubael F. Brayton	Zeno Kelley
Huntress	do	383	William Allen	Cook & Snow
Hydaspe	Ship	313	Pardon Taber	J. B. Wood & Co
Jireh Perry	do	435	George H. Cannon	Swift & Perry

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Aug. 5	.....	.....	.....	.....	Sent home 54 sperm; lost on Point Mangle, New Granada, July 29, 1857.
Ind. and Pacific	Aug. 5	.....	.....	.....	.....	Built at Dartmouth 1843; sent home 95 sperm, 882 whale, 6,039 pounds bone; lost on Minerva Shoals May 24, 1859; one man lost.
Pacific Ocean ..	Oct. 3	Apr. 13, 1861	40	597	5,400	Sailed under command of James Gray, who came home sick 1856; sent home 1,185 whale, 11,644 pounds bone; withdrawn 1861.
....do	June 20	June 19, 1860	824	5	.....	Sent home 274 sperm; sold and withdrawn 1860; sold to San Francisco 1862.
North Pacific..	Oct. 16	.....	.....	.....	.....	Sent home 50 sperm; lost on coast of Brazil on account of intemperance of Brazilian officials; subsequently paid for by Brazilian government.
....do	Aug. 25	.....	.....	.....	.....	Bought from Fall River 1856; sent home 45 sperm, 569 whale, 5,809 pounds bone; condemned at Montevideo March, 1860.
....do	Sept. 15	Apr. 16, 1859	118	822	13,800	Sent home 108 sperm, 978 whale, 14,900 bone.
... do	Oct. 15	June 26, 1859	37	1,375	16,200	Sent home 195 sperm, 844 whale.
Indian Ocean ..	July 31	June 8, 1860	704	12[illegible]	.....	Sent home 67 sperm.
North Pacific..	Aug. 16	May 17, 1860	97	1,670	9,400	Sent home 55 sperm, 473 whale, 14,000 pounds bone; withdrawn for merchant-service 1861; sold to San Francisco 1861.
....do	Aug. 12	May 16, 1860	.....	485	4,600	Sent home 226 sperm, 598 whale, 8,900 bone.
....do	Aug. 7	.....	.....	.....	.....	Sent home 73 sperm, 2,779 whale, 35,621 pounds bone; condemned at Honolulu December, 1858.
....do	Oct. 24	Apr. 12, 1860	.....	1,803	8,850	Built at Mattapoisett 1856; sent home 1,920 whale, 24,176 pounds bone.
Pacific Ocean ..	Oct. 4	July 2, 1861	733	.....	.....	Sent home 535 sperm; one of the "stone-fleet No. 1."
... do	Feb. 19	June 26, 1860	400	332	.....	Built 1855; sent home 147 sperm.
North Pacific..	Oct. 2	Apr. 12, 1860	.....	617	6,200	Sent home 1,290 whale, 23,393 pounds bone.
Pacific Ocean ..	Oct. 22	Mar. 28, 1861	930	.....	.....	Altered from a ship 1856.
Atlantic	May 15	Aug. 18, 1858	303	90	.....	Bought from Beverly 1856; sent home 170 sperm.
Pacific Ocean ..	July 8	Apr. 24, 1860	741	55	.....	
North Pacific..	Nov. 13	June 13, 1860	143	955	5,400	Built at Mattapoisett 1856; sent home 146 sperm, 890 whale, 11,800 pounds bone.
....do	Aug. 11	May 9, 1860	33	967	7,600	Sent home 1,412 whale, 8,424 pounds bone.
Ind. and Pacific	June 24	Apr. 30, 1860	883	680	.....	Sent home 59 sperm, 1,800 pounds bone.
North Pacific..	July 19	Apr. 30, 1860	.....	1,179	.....	Sent home 52 sperm, 800 whale, 31,648 pounds bone.
....do	Oct. 16	Apr. 25, 1859	.....	1,605	10,000	Sent home 32 sperm, 919 whale, 13,597 bone.
....do	Oct. 22	1860 or 1861	.....	.....	.....	Sent home 1,850 whale, 17,700 pounds bone; one of "stone-fleet" No. 1.
....do	Oct. 20	Aug. 28, 1860	89	1,170	985	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 8 sperm, 728 whale, 19,053 bone.
....do	Sept. 9	Mar. 12, 1859	113	1,950	5,100	Sent home 759 whale, 5,900 pounds bone.
... do	Aug. 27	Apr. 16, 1859	.....	1,430	11,000	Sent home 305 sperm, 907 whale, 16,600 bone.
Indian Ocean ..	May 15	Oct. 31, 1856	23	6	.....	Left Captain Smith sick at Fayal; sent home 98 sperm.
Pacific Ocean ..	June 3	June 2, 1859	562	80	.....	Sent home 632 sperm.
....do	Nov. 17	July 19, 1860	894	.....	.....	Sent home 910 sperm; captured by a rebel privateer subsequently.
....do	Jan. 15	Mar. 17, 1861	65	1,261	8,500	Built 1855; sent home 239 sperm, 490 whale, 16,497 pounds bone; sold to Boston 1862.
....do	Oct. 11	Mar. 26, 1861	1,246	.....	.....	Built at New Bedford 1856; sent home 250 sperm; sold to Boston 1862, for merchant-service.
Indian Ocean .	Aug. 21	June 1, 1859	312	2	.....	
Atl. and Indian	Aug. 11	July 19, 1857	161	4	.....	Built at Mattapoisett 1856; sent home 290 sperm, 240 whale, 2,000 pounds bone.
Ind. and Pacific	Aug. 14	June 19, 1859	1,319	322	.....	Sent home 177 sperm.
North Pacific ..	Sept. 2	May 27, 1860	75	1,127	7,200	Second mate, Jabez Webb, killed by a whale March 21, 1860; sent home 54 sperm, 1,084 whale, 7,216 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
New Bedford, Mass.—Continued.				
Josephine	Ship	446	James R. Allen	Swift & Perry
Kingfisher	Bark	451	Martin Palmer	Jona. Bourne, jr
Lafayette	do	341	George G. Ray	I. H. Bartlett & Sons
Lagoda	Ship	341	John D. Willard	J. Bourne, jr
Lancer	do	395	Aaron C. Cushman	Richmond & Wood
Lapwing	do	432	Michael Cumiskey	E. C. Jones
Louisa	Bark	316	William R. Hathaway	Swift & Allen
Malta	do	151	Ingraham D. Oliver	Benjamin B. Howard
Maria	do	203	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	288	John Rounds	B. F. Howland
Mary	do	287	John R. Sands	I. Howland, jr, & Co
Merlin	Bark	348	John S. Deblois	W. & G. D. Watkins
Milton	Ship	388	Charles Halsey	Henry Taber & Co
Minerva	do	408	Charles H. Gifford	William Gifford
Montezuma	Bark	190	Dennis D. Baxter	James H. Slocum
Morea	Ship	330	Beriah C. Manchester	Azel Howard
Morning Light	do	361	—— Norton	S. Thomas & Co.
Nassau	do	408	Henry Murdock	Swift & Perry
Niger	do	437	Nathan M. Jernegan	William Hathaway, jr.
Ocean	do	349	Ezra Gifford	John R. Thornton
Ocean Wave	Bark	388	Hiram Baker	H. Taber & Co
Orray Taft	do	176	John C. Clark	Allen Lucas
Osceola, 3d	do	206	John P. Carr	Cranston Wilcox
Polar Star	Ship	47[illegible]	Hiram Weeks	C. R. Tucker & Co
President	Bark	18[illegible]	Seth D. McFarlin	Edmund Maxfield
Rajah	do	250	Ansel N. Stewart	do
Rainbow	Ship	474	Benjamin H Halsey	W. Gifford
Rapid	do	507	David P. West	I. Howland, jr., & Co
Rambler	do	39[illegible]	James W. Willis	F. & G. R. Taber
Reindeer	do	45[illegible]	Edward R. Ashley	Edward W. Howland
Roscoe, 2d	Bark	235	Nathan H. Mendell	J. Bourne, jr
Saratoga	Ship	54[illegible]	Frederick Slocum	Abraham Ashley
Sea Breeze	Bark	47[illegible]	Benjamin F. Jones	O. & E. W. Seabury
Sea Flower	do	15[illegible]	Sylvanus Cleaveland	Charles Almy
Silver Cloud	do	451	Edward Coggeshall	Russell Maxfield

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	July 15	Apr. 24, 1859	63	1, 880	16, 900	Built 1856 at Fairhaven; sent home 94 sperm 1,494 whale, 21,000 pounds bone.
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 blockader 1861.
Pacific Ocean ..	Dec. 18	May 13, 1861	950	.....	....	Sent home 300 sperm.
....do	July 17	June 27, 1860	165	1, 280	11, 500	Sent home 893 whale; 15,436 pounds bone.
....do	Aug. 4	June 3, 1860	1, 539	7	.....	Captain Cushman died November 23, 1856; sent home 54 sperm.
Indian Ocean ..	June 3	Nov. 4, 1859	1, 700	850	.....	Sent home 18 sperm, 6,000 pounds bone.
North Pacific..	Sept. 23	May 9, 1860	58	879	4, 800	Sent home 104 sperm, 831 whale, 18,500 bone.
Atlantic	Oct. 22	.....	.....	.....	.....	Sent home 80 sperm; condemned and sold at Fayal August 27, 1857.
Ind. and Pacific	Sept. 1	Aug. 11, 1859	684	.....	.....	
Atl. and Indian	Sept. 16	June 18, 1858	293	233	.....	Sent home 1,200 pounds bone.
North Pacific..	Nov. 20	June 26, 1860	130	1, 547	12, 000	Altered from a ship 1856; sent home 50 sperm. 1 400 whale, 26,176 pounds bone.
Indian Ocean ..	June 10	Apr. 13, 1860	423	428	1, 700	Sent home 238 sperm, 84 whale, 300 bone.
North Pacific..	Sept. 23	June 10, 1860	166	1, 213	8, 600	Sent home 93 sperm, 985 whale, 8,838 bone.
Pacific Ocean ..	Nov. 2	May 27, 1859	344	914	2, 200	Sold and broken up 1860.
....do	June 25	June 19, 1859	1, 506	31	.....	Built at Mattapoisett 1856; took 2,000 sperm all told.
....do	Sept. 10	Mar. 22, 1860	22	2, 043	14, 200	Sent home 95 sperm, 883 whale, 22,826 bone.
....do	July 10	Apr. 14, 1860	27	925	.....	Built at Charlestown 1816; sent home 10 sperm, 949 whale, 28,618 pounds bone; sold and withdrawn 1860.
....do	June 8	Aug. 23, 1858	339	99	.....	Sent home 59 sperm.
North Pacific..	Sept. 2	.....	.....	.....	.....	Sent home 790 sperm, 1,558 whale, 22,600 pounds bone; condemned at Honolulu November 13, 1859.
Pacific Ocean ..	June 4	July 9, 1859	300	1, 039	500	Built at South Dartmouth 1856; sent home 229 sperm, 650 whale, 2,100 pounds bone.
North Pacific..	Nov. 17	May 10, 1860	.....	1, 642	7, 800	Sent home 127 sperm, 610 whale, 28,870 bone.
Pacific Ocean ..	Sept. 2	Aug. 14, 1860	1, 535	10	500	Sent home 97 sperm.
....do	Oct. 22	Aug. 11, 1859	2, 101	.....	.....	
North Pacific..	Oct. 28	.....	.....	.....	.....	Built 1856, at New Bedford; sent home 180 sperm, 350 whale, 7 000 pounds bone; lost on Elbow Island October 12, 1859.
Atlantic	Nov. 20	July 16, 1858	372	42	.....	Sent home 71 sperm.
Atl. and Indian	July 29	Sept. 11, 1858	497	17	.....	
North Pacific..	Aug. 26	July 18, 1860	261	1, 392	.....	Sent home 297 sperm, 350 whale, 18,888 bone.
Indian Ocean ..	Nov. 3	Apr. 19, 1859	621	5	.....	Bought from Westport 1856; sent home 425 sperm, 37 whale.
Atl. and Indian	June 6	.....	.....	.....	.....	Bought from Westport 1856; lost off Techantar 1858; Captain Stewart, mate, and 11 men lost; sent home 9 sperm, 35 whale.
North Pacific..	Oct. 11	Apr. 18, 1859	122	1, 802	2, 000	Sent home 18 sperm, 904 whale, 26,522 bone.
....do	Oct. 1	.....	.....	.....	.....	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 Jeannette; condemned 1860; sent home 1,512 whale, 15,600 pounds bone.
....do	Oct. 15	June 27, 1860	.....	2, 325	6, 300	Sent home 195 whale, 18,853 pounds bone; sold to Boston 1860.
....do	Oct. 15	Mar. 24, 1860	2	1, 995	12, 000	Sent home 45 sperm, 2,353 whale, 14,213 bone.
Ind. and Pacific	Sept. 18	May 4, 1859	282	220	1, 500	Sold and withdrawn 1859.
North Pacific..	Nov. 3	June 1, 1860	110	1, 926	10, 000	E. W. Kemp on, first mate, died at Lahaina November, 1857; sent home 80 sperm, 500 whale, 17,914 bone; withdrawn 1860; sold at Barcelona 1863.
Pacific Ocean ..	Oct. 1	Mar. 2, 1861	1, 475	50	.....	Second mate, George W. Reed, drowned March, 1857; sent home 182 sperm, 1,450 whale.
Atlantic	June 5	Sept. 2, 1857	81	11	.....	Sent home 121 sperm; sold to Providence 1858.
North Pacific..	Nov. 12	Aug. 14, 1860	840	1, 475	.....	Bought from Boston 1856; sent home 305 sperm, 537 whale, 22.352 pounds bone; sold to New York 1862, for China trade.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
New Bedford, Mass.—Continued.				
Sunbeam	Bark...	360	Samuel H. Cromwell..	J. & W. R. Wing .....
Susan	..do	261	Joseph K. Green	Abraham H. Howland .
Swallow	Ship ...	439	Herman N. Stewart..	William O. Blackler ..
Thos. Dickason	...do ...	454	Henry D. Plaskett...	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 & Eliza	Ship	321	Charles A. Crocker...	H. Taber & Co.....
William Rotch	...do	290	William M. Ellison...	E. W. Howland.....
William Wirt	...do ...	387	Abraham Osborn, jr..	E. Maxfield .....
Dartmouth, Mass.				
Brunswick	Ship ...	297	Henry P. Butler	Tucker & Cummings ..
Charles & Edward	...do ...	150	William H. Salter....	William Potter, 2d.....
Matilda Sears	Bark...	300	Peleg S. Wing	.....do .....
Nye	..do	211	Fred. S. Howland.....	Tucker & Cummings ..
Westport Point, Mass.				
Aurora	Bark...	351	Joseph Marshall	Andrew Hicks.....
D. Franklin	do ...	171	David S. Russell	Job Davis .....
Kate Cory	Schooner	130	George L. Manchester	Alex. H. Cory.....
Solon	Bark...	12	William Childs	Henry Smith.....
United States	...do ...	217	Warren Woodward...	A. Hicks.....
Sippican, Mass.				
Admiral Blake	Schooner	120	Jared Blankenship...	Peleg Blankenship.....
Altamaha	...do	119	—— Fisher.....	Stephen C. Luce .....
James	...do	80	Benjamin B. Handy ..	B. B. Handy.....
Sandwich, Mass.				
Ocean	Bark...	165	Henry G. Smith	W. F. Lapham .....
Fairhaven, Mass.				
Alfred	Schooner	180	Lucius L. Butler.....	I. F. Terry.....
Amazon	Bark....	318	Robert Eldridge	Nathan Church.....
Arctic	Ship	431	Charles A. Evans ...	Edmund Allen.....
E. L. B. Jenney	Bark...	380	William Marsh	Gibbs & Jenney .....
Iowa	..do	263	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 .....

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Ind. and Pacific	July 21	Apr. 13, 1860	1,514	.....	.....	Built at Mattapoisett 1856.
Pacific Ocean ..	Nov. 10	.....	....	.....	.....	Lost at Esmeraldas, S. A., June 20, 1857; saved 250 sperm; the sixth vessel lost by A. H. Howland in 8 years.
Indian Ocean ..	Oct. 9	Dec. 22, 1860	600	890	.....	Built at Fairhaven 1856.
North Pacific..	Nov. 2	June 18, 1860	28	376	4,700	Sent home 1 803 whale, 28,531 pounds bone.
Pacific Ocean ..	June 10	June 10, 1859	1,439	199	.....	Built 1856 at Mattapoisett; sent home 437 sperm, 30 whale.
....do	Sept. 16	Apr. 30, 1861	1,202	110	.....	Sent home 200 sperm; one of "stone-fleet" No. 2; sunk 1862.
....do	Aug. 15	June 30, 1860	177	10	.....	Sailed July 29; returned August 10, with a defective mainmast.
Indian Ocean ..	July 22	.....	.....	.....	.....	Built in 1805 at New Bedford; sent home 270 sperm; lost on Fortuna Island August 19, 1859; oil (450 sperm) saved.
Atl. and Indian	July 8	May 20, 1860	120	588	4,000	Bought from Fairhaven 1856; sent home 129 sperm, 44 whale, 4,298 pounds bone; withdrawn 1864; after went whaling from Honolulu; lost in Arctic 1871.
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.
Indian Ocean ..	Oct. 9	Sept. 19, 1859	677	589	.....	
Atlantic	Oct. 21	May 15, 1858	140	20	.....	
Indian Ocean ..	June 17	Aug. 9, 1860	1,051	197	.....	Built 185 at Dartmouth; sent home 100 sperm, 175 whale, 2,000 pounds bone.
Atlantic	May 19	Aug. 22, 1858	12	.....	.....	Sent home 400 sperm; Captain Howland came home sick 1857.
Pacific Ocean ..	Nov. 10	July 12, 1861	1,505	.....	.....	Built at Dartmouth 1856.
Atlantic	Nov. 11	Aug. 1, 1859	95	275	.....	Sold to New Bedford 1861.
....do	May 20	May 13, 1857	149	36	.....	Built at Westport 1856.
....do	June 16	June 20, 1858	140	100	.....	Sent home 27 sperm.
Ind. and Pacific	June 23	.....	.....	.....	.....	Wrecked and abandoned at sea May 1, 1860, with 550 sperm on board; had sent home 175 sperm.
Atlantic	May 13	Sept. 14, 1856	100	32	.....	
....do	May 22	Aug. 31, 1858	193	150	.....	Sent home 99 sperm.
....do	May 20	Aug. 31, 1856	193	.....	.....	Bought from New Bedford 1856; took, in all, 220 sperm, worth $10,000.
Atlantic	June 26	July 20, 1857	.....	Clean	.....	
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.
Indian Ocean ..	Oct. 15	June 7, 1860	10	1,522	7,000	Altered from a ship 1856; sent home 276 sperm, 10,685 pounds bone; one of the "stone-fleet" sunk off Charleston 1861.
Pacific Ocean ..	July 23	.....	.....	.....	.....	Captain Evans was drowned off New Zealand 1857; his successor, —— Beekman, came home 1858; sent home 2,128 whale, 28,568 pounds bone; withdrawn 1861; sold to New York; lost in Arctic 1876.
....do	Nov. 11	.....	.....	.....	.....	Altered from a ship 1856; sent home 900 sperm; condemned at Sydney January, 1862; sold oil (1,100 sperm) there.
... do	Oct. 19	Aug. 25, 1859	342	647	.....	Sold to New York 1859.
Indian Ocean ..	May 20	Apr. 1, 1860	1,001	189	.....	Sold 1860.
Desolat'n Island	Aug. 23	Oct. 17, 1858	.....	3,399	.....	John Faustin, third mate, and three men drowned while chasing whales September, 1857; first ship from New Bedford district to Hurd's Island; elephant-oil; withdrawn for freighting 1859; condemned at Pernambuco June, 1863.
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.
1856.				
Fairhaven, Mass.—Continued.				
South Seaman	Ship	497	Thomas A. Norton	E. Allen
Tahmaroo	Ship	371	Jas. B. Robinson	Fish & Robinson
Mattapoisett, Mass.				
Amelia	Brig	127	Charles W. Kempton	L. Meigs & Co
Elvira	do	131	Stephen Merrihew	do
Mary Ann	Bark	214	Joseph R. Taber	R. L. Barstow
March	Brig	89	Henry Lewis	do
Palmyra	Schooner	100	Benjamin Smith	L. Meigs
R. L. Barstow	Bark	203	—— Devoll	R. L. Barstow
Sun	do	184	Ephraim Poole	do
Nantucket, Mass.				
Hero	Ship	313	William Holway	G. & M. Starbuck & Co
Homer	Brig	140	James L. Fisher	E. G. Kelley
Hamilton	Schooner	...	David Patterson	...
Islander	Bark	347	Charles E. Starbuck	Matthew Crosby
Lexington	Ship	399	James Fisher	Edward W. Perry
Mary	do	369	John C. Brock	do
Massachusetts	do	360	Thomas Chatfield	Zenas L. Adams
Phœnix	Bark	323	J. Hinckley	Gardner & McLeave
Sea Ranger	do	370	Henry W. Davis	Samuel C. Wyer
Watchman	Schooner	140	Charles W. Hussey	J. B. Macy
Wm. P. Dolliver	do	86	James McGuire do James Russell	do
Edgartown, Mass.				
Champion	Ship	400	—— Coffin	Benjamin Worth
Delaware	Schooner	132	James McGuire	Henry Pease
Ellen	Bark	239	—— Slocum	Henry Colt
Louisa Sears	do	180	Edward Mayhew	Abraham Osborn
Mary	Ship	343	—— Jenks	do
Richard Mitchell	do	386	James Huxford	Henry Colt
Rose Pool	Bark	285	Alex. P. Fisher	Joseph Holley
Vineyard	do	381	—— Caswell	Benjamin Worth
Washington	Schooner	140	—— Blankenship	John A. Baylies
Holmes's Hole, Mass.				
Helen Augusta	Bark	270	—— Worth	Thomas Bradley
Falmouth, Mass.				
Hobomok	Ship	414	—— Marchant	Oliver C. Swift

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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.
North Pacific..	Aug. 5	Feb. 21, 1860	45	1,290	2,600	Took, in all, 275 sperm, 2,300 whale, 17,700 pounds bone; sold to New Bedford 1860; the Tahmaroo was afterward sold at Fayal, 1861.
Atlantic	Dec. 19	June 19, 1858	100	87	.....	Bought from Sandwich 1856; fired into and boarded by English steamer Lex on the coast of Africa, 1857.
....do	July 24	.....	.....	.....	.....	Bought from Boston 1856; condemned at Saint Thomas April 21, 1859.
Indian Ocean ..	Sept. 4	Sept. 24, 1858	676	103	.....	Bought from New Bedford 1856; sent home 27 sperm.
Atlantic	Nov. 13	Sept. 7, 1857	142	6	.....	
....do	June 24	Nov. 9, 1857	193	.....	.....	Bought from Nantucket 1856; sent home 60 sperm.
....do	Aug. 19	Aug. 30, 1858	704	115	.....	
....do	Apr. 20	Oct. 18, 1857	375	229	.....	Sent home 157 sperm.
Pacific Ocean ..	Oct. 11	July 11, 1860	1,150	250	.....	
Atlantic	Nov. 20	Sept. 9, 1857	77	54	.....	
... do	July 21	Aug. —, 1856	.....	40	.....	
Pacific Ocean .	Aug. 19	June 9, 1861	800	.....	.....	Built at Fairhaven 1856.
....do	Sept. 19	.....	.....	.....	.....	Sent home 82 sperm, 628 whale, 12,385 bone; lost on Strong's Island 1859; saved 100 barrels sperm.
....do	Sept. 9	Apr. 29, 1861	1,170	.....	.....	Sold to New York and fitted for California.
....do	Sept. 28	Oct. 14, 1860	.....	1,540	.....	Sent home 43,000 pounds bone; sold to San Francisco 1861.
North Pacific..	Oct. 19	.....	.....	.....	.....	Captain Hinckley came home sick; sent home 150 sperm, 1,075 whale; lost on Elbow Island, Ochotsk Sea.
Pacific Ocean ..	Sept. 16	Oct. 14, 1860	1,713	51	.....	Built at Mattapoisett 1856; sold to Providence; afterward bought for New Bedford.
Atlantic	Sept. 23	Aug. 26, 1858	44	386	1,350	Obtained 4 barrels of ambergris, which sold for $10,000.
....do	June 24 Aug. 20 Oct. 30	Aug. 15, 1856 Aug. 25, 1856 Oct. 20, 1857	 20	55 Clean 66	.....	Added 1856.
North Pacific.	Oct. 5	Mar. 21, 1860	170	1,140	2,000	
Atlantic	Nov. 7	.....	.....	.....	.....	Bought from Provincetown 1856; lost in a white squall.
Ind. and Pacific	Aug. 14	Nov. 25, 1859	425	515	.....	Sent home 121 sperm.
Atl. and Indian	Oct. 30	Aug. 17, 1858	417	302	.....	Bought from Plymouth 1856; built 1847 a brig; Captain Mayhew died at Saint Helena April 25, 1857.
North Pacific..	Aug. 6	Apr. 3, 1860	23	1,089	4,600	Sent home 254 sperm, 427 whale, 21,199 bone.
Ind. and Pacific	Nov. 19	May 9, 1860	500	2,175	1,900	Bought from Nantucket 1856; sent home 4,700 pounds bone; sold to New Bedford for merchant service 1861; sold to Bremen 1863.
Ind. and Pac ...	July 21	July 20, 1860	222	808	.....	Bought from Boston 1856; sent home 102 sperm, 100 whale, 4,528 bone.
North Pacific..	Aug. 6	May 23, 1859	119	1,496	9,500	Sent home 165 sperm, 19,500 bone.
Atlantic	Sept. 3	Sept. 9, 1857	90	64	.....	
Atlantic	June 19	Dec. 6, 1858	71	910	1,200	Sent home 27 sperm.
Pacific Ocean ..	Nov. 21	Mar. 21, 1860	30	1,572	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 Live Oak.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
Provincetown, Mass.				
Acorn	Bark	215	—— Puffer	Nickerson & Tuck
Alleghany	Schooner	95		Daniel C. Cook
Alexander	do	75	—— Cook	Johnson & Cook
Antarctic	do	136	—— Costa	J. E. & G. Bowley
Chanticleer	do	87	—— Young	Samuel Cook
E. Nickerson	do	132	—— Freeman	Samuel Soper
Eschol	Brig	145	—— Nickerson	Hannum & Co
F. Bunchinia	Bark	200	—— Tuck	Nickerson & Tuck
John Adams	Schooner	99	—— Burch —— Doyle	John Adams
J. H. Duvall	Bark	200	—— Young	J. E. & G. Bowley
Montezuma	Schooner	92	—— Chapman	T. & S. Hilliard
M. King	do	80		Johnson & Cook
Olive Clark	do	95	—— Martyne	S. Soper
Parker Cook	Bark	130	—— Cook	E. & E. K. Cook
Richard	Schooner	92		Philip Cook
Rienzi	do	108	—— Katon	J. E. & G. Bowley
Union	do	97		Jonathan Nickerson
V. Doane	do	99	—— Cook	H. & S. Cook & Co
Walter Irvin	do	133	—— Holmes	S. Soper
Orleans, Mass.				
Lewis Bruce	Brig	135		Heman Smith
Medford	do	108	—— Snow	do
Wm. Martin	Schooner	134	—— Martin	do
Beverly, Mass.				
Lady Suffolk	Bark	210	—— Robertson	F. W. Choate
Fall River, Mass.				
B. Franklin	Bark	164	—— Brown	
Warren, R. I.				
Belle	Bark	280	—— Smith	S. P. Child
Benjamin Rush	Ship	385	—— Wyatt	do
Bowditch	do	399	—— Martin	R. B. Johnson
Brutus	do	470	—— Henry	do
Covington	Bark	351	—— Newman	Charles T. Child
Hector	do	225	—— Johnson	R. B. Johnson
Sea Shell	do	331	—— Ware	do
Xanthe	do	325	Charles Barton	do
Newport, R. I.				
William Lee	Bark	311	W. L. Slocum	Josiah S. Munroe
New London, Conn.				
Agate	Brig	187	—— Allen	C. A. Williams & Co
Alert	Bark	398	—— Church	E. V. Stoddard
Amaret	Brig	91	—— Quaile	Perkins & Smith
Atlantic	Schooner	130	—— Brown	do
Atlas	do	81	—— Starr	do
Benj. Morgan	Ship	407	—— Sisson	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atl. and Ind ...	July 25	June 12, 1859	595	.....	.....	Added 1856.
Atlantic	... .	Aug. 26, 1856	.....	220	.....	
North Atlantic	June 10	Aug. 26, 1856	10	130	.....	
Atlantic	Sept. 12	Sept. 3, 1857	210	.....	.....	
North Atlantic	May 12	Aug. 26, 1856	.....	264	.....	
Atlantic	Aug. 18	Aug. 4, 1857	65	200	1,800	Sent home 54 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. 28, 1860	504	683	4,300	Bought from Boston, 1856.
.....	.....	Sept. 5, 1857	7	150	.....	
Atlantic	Nov. 12	Dec. 28, 1856	57	.....	.....	
....do	Apr. 28	June 16, 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	300	60	.....	
.....	.....	Oct. 9, 1856	.....	90	.....	
North Atlantic.	May 12	Apr. 17, 1857	101	52	.....	Sent home 45 sperm.
Atlantic	Apr. 28	Dec. 28, 1856	.....	60	.....	
N. Atlantic ..	May 20	Sept. 6, 1856	131	.....	.....	Added 1856.
	Dec. 27	Aug. 22, 1857	100	120	.....	
Atlantic	Nov. 17	Jan. —, 1858	.....	50	.....	
Atlantic	June 26	May 23, 1857	58	28	.....	
....do	Aug. 18	Sept. 7, 1857	55	287	2,100	
....do	Jan. 30	Sept. 28, 1856	.....	192	800	
North Atlantic.	Dec. 26	Aug. 24, 1858	225	90	.....	
North Atlantic.	May 30	Oct. 19, 1857	346	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	.....	1,020	13,000	Sent home 22 sperm, 3,639 whale, 50,436 bone; sold to New York 1860; thence to New Bedford same year.
....do	Aug. 16	May 8, 1860	....	640	9,000	Sent home 38 sperm, 463 whale, 6,687 bone.
Ind. and Pac ...	June 27	May 28, 1859	420	.....	.....	Sold to Boston 1859; was built at Warren 1842.
Pacific Ocean ..	Oct. 23	Oct. 4, 1860	848	.....	.....	Withdrawn for China trade 1862.
Ind. and Pac ...	Aug. 14	Jan. 11, 1860	1,019	.....	.....	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	.....	3,615	500	
Davis's Strait..	May 21	—— —, 1857	.....	190	2,200	
Desolat'n Island	July 19	Jan. 12, 1857	2	.....	.....	Added 1856.
....do	July 31	.....	.....	.....	.....	Lost at Desolation Island 1858.
North Pacific..	Oct. 23	May 8, 1860	54	904	800	Sent home 30 sperm, 1,450 whale, 17,703 bone; withdrawn, 1860; sold to New York 1861; used for United States storeship; broken up 1866.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
New London, Conn.—Continued.				
Brooklyn	Ship	30	—— Rose	Perkins & Smith
Clematis	do	311	—— Watrous	Williams & Barns
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
Hannibal	Ship	441	C. B. Chappell	B. Brown's Sons
Indian Chief	do	401	—— Huntley	George Huntley
Iris	Bark	245	—— Bolles	Frink & Prentiss
Isaac Hicks	Ship	495	—— Norie	Lawrence & Co
John & Elizabeth	do	290	—— Eldridge	Williams & Haven
John E. Smith	Schooner	119	—— Anderson	R. H. Chappell
Julius Cesar	Ship	347	—— Bartlett	E. V. Stoddard
Marcia	Schooner	128	—— Fowler	R. H. Chappell
North West	Ship	304	—— 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
Tenedos	Bark	245	—— King	Lawrence & Co
Stonington, Conn.				
Cincinnati	Ship	457	—— Williams	Stanton & Pendleton
Newburyport	Bark	341	—— Crandall	J. E. Smith & Co.
Tybee	do	299	—— Freeman	do
Greenport, N. Y.				
Oregon	Bark	224	—— Case	Wells & Carpenter
Mystic, Conn.				
Coriolanus	Ship	268	—— Nash	Charles Mallory
Leander	Bark	213	—— Chester	do
Shepherdess	do	274	—— Watrous	Randall, Smith & Ashbey
Sag Harbor, N. Y.				
Columbia	Bark	285	—— White	John Budd
Mary Gardner	do	316	—— Nicoll	W. & H. G. Cooper
Nimrod	do	280	—— Green	do
Odd Fellow	do	239	—— Goodale	Thomas Brown
Parana	Brig	209	—— Royce	do
Susan	Schooner	134	Edwin Smith	J. E. & E. Smith
S. S. Learned	do	116	—— Taber	H. & S. French
Timor	Ship	280	—— White	Huntting Cooper
W. F. Safford	Brig	174	—— Royce	T. Brown

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Sept. 6	May 5, 1859	264	1, 240	.....	Sent home 11,500 bone; sold to Boston 1859.
....do	Oct. 8	Aug. 7, 1859	35	2, 400	6, 000	
Desolat'n Island	July 9	Apr. 10, 1858	.....	3, 482	436	Withdrawn for South American trade 1859.
Atlantic & Ind	July 10	.....	.....	.....	.....	Sent home 57 sperm, 523 whale, 5 000 bone; lost in Shanta Bay August 10, 1858.
....do	July 26	May 7, 1859	45	1, 800	700	Sent home 21,280 bone; sold to Boston 1860.
Pacific Ocean ..	Sept. 16	May 27, 1860	106	215	3, 400	Added 1856; sent home 70 sperm, 883 whale, 9,084 bone; withdrawn and sold 1860; wrecked at Bliss's Island January, 1862.
Desolat'n Island	Aug. 13	Apr. 10, 1858	.....	512	.....	Bought from Boston 1856.
Davis's Strait.	May 21	Sept. 17, 1857	.....	416	.....	
Pacific Ocean ..	Nov. 6	Nov. 23, 1859	.....	1, 880	24, 600	Sent home 356 whale, 6,500 bone.
S. A. & Indian .	Sept. 29	.....	.....	.....	.....	Stove by ice and lost in Arctic August 25, 1857; third mate and boat's crew lost.
Pacific Ocean ..	Oct. 29	May 5, 1859	535	665	5, 500	Sent home 23 sperm, 1,076 bone; sold to Boston 1859.
Desolat'n Island	July 19	June 2, 1858	.....	4, 275	600	Withdrawn and sold for merchant-service 1862.
North Pacific ..	July 24	.....	.....	.....	.....	Sent home 38 sperm, 1,770 whale, 12,000 bone; condemned and broken up at Honolulu November, 1858.
Atlantic	July 14	Aug. 17, 1857	8	.....	.....	
S. A. & Ind.....	Oct. 11	May 28, 1859	311	1, 598	5, 600	Sold and broken up 1859.
South Atlantic	Aug. 21	.....	.....	.....	.....	Lost at Prince Rupert's Bay December 29, 1856; saved 30 sperm, 12 whale.
S. A. & Indian..	Oct. 4	.....	.....	.....	.....	Formerly the Bengal; rebuilt and renamed 1856; sold at Mauritius April 6, 1863; sent home 4 000 bone.
Desola'n Island	July 12	May 12, 1858	.....	991	.....	Added 1856.
Atlantic & Ind	May 27	Dec. 7, 1858	2	499	.....	
S. A. & Indian..	June 4	June 28, 1857	184	186	650	
....do	June 25	.....	.....	.....	.....	Added 1856; sent home 72 sperm; missing; supposed to be lost with all on board.
South Atlantic	May 13	June 14, 1857	332	240	1, 550	
North Atlantic	Apr 10	Sept. 30, 1856	.....	50	.....	Added 1856; withdrawn 1857.
	Nov. 4	July 19, 1857	.....	130	600	
....do	Oct. 26	.....	.....	.....	.....	Added 1856; wrecked at sea September 25, 1862.
S. Shetlands ...	Aug. 7	May 12, 1860	22	706	7, 000	Sent home 16 sperm, 986 whale, 21,406 bone; one of "stone fleet," No. 1.
Ochotsk	Oct. 21	Mar. 26, 1860	.....	600	7, 000	Sent home 1,140 whale, 11,880 bone; sold to New York 1860.
....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.
....do	Oct. 20	June 12, 1860	72	628	8, 000	Sent home 40 sperm, 1,653 whale, 21,252 bone; sold to New York 1860.
Atlantic	Sept. 4	May 7, 1859	257	591	250	Sold to Fairhaven for West India trade 1859.
Indian Ocean..	Nov. 5	May 28, 1859	244	1, 350	1, 700	Sent home 13 sperm.
Atlantic & Ind	May 20	June 29, 1857	.....	916	6, 000	
North Pacific ..	Sept. 3	May 9, 1860	250	630	4, 000	Sent home 227 sperm, 400 whale; sold to Boston 1860.
Pacific Ocean ..	Apr. 25	May 31, 1858	143	960	5, 700	Sent home 100 sperm.
Atlantic & Ind	July 17	May 31, 1859	510	51	....	Sent home 320 sperm.
S. A. & Indian	June 9	Sept. 17, 1858	316	162	1, 000	
South Atlantic	Aug. 13	July 6, 1858	253	211	600	
Straits of Lutka	June 9	Sept. 8, 1857	.....	450	4, 900	Sent home 380 sperm.
Falk. Islands ..	July 28	June 1, 1857	375	.....	.....	Bought from Harwich 1856.
Sts. of Belleisle.	June 24	Apr. 8, 1858	.....	30	100	Added 1856; chartered by United States Government for light-house service 1857.
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.
Spitzbergen ...	May 5	.....	.....	.....	.....	Added 1856; withdrawn 1860.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1856.				
San Francisco, Cal.				
Charles Carroll	Ship	376	—— Hunting	Moore & Folger
Cynosure	Schooner	94	—— Edwards	Wood & Co
Eagle	...do	75	—— Claxton	G. B. Post & Co
Emeline	.. do	75	—— Moore	Blanchard & Conner
Francis	Brig	114	—— Poole	G. B. Post & Co
Henry	Schooner	...	—— Reynolds	J. W. Growley
Leverett	Brig	147	—— Brooks	W. R. Roberts
May Flower	Ship	350	—— Gardner	Robert B. Swain & Co
S. McFarland	Brig	142	—— Osborne	J. G. Wallace
Cold Spring, N. Y.				
Splendid	Ship	473	—— Pierson	S. A. & W. E. Jones
1857.				
New Bedford, Mass.				
Abraham Barker	Ship	400	George W. Slocum	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
Clarice	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	403	Reuben T. Thomas	E. C. Jones
Emerald	Bark	350	Abraham W. Peirce	Henry F. Thomas
Emily	...do	333	Presbury N. Luce	Charles Almy
Endeavour	...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	340	Michael Baker, 3d	T. & A. R. Nye
George Howland	...do	374	G. P. Pomeroy	G. & M. Howland
George	Bark	280	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	360	Frederick W. Mantor	...do
Helen Snow	...do	299	Ebenezer F. Nye	Cook & Snow

sailing from American ports—Continued.

Whaling-ground.	Date.		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Jan. 8	Nov. 8, 1856	.....	750	.....	Condemned 1857.
Pacific Ocean ..	Mar. 24	Nov. 13, 1856	.....	350	.....	
....do	Aug. 30	Apr. 27, 1857	.....	450	.....	
....do	Jan. 4	.....	.....	.....	.....	No report.
....do	May 26	May 2, 1857	.....	425	.....	Sailed in 1857 and was lost in Magdalena Bay.
....do	Aug. 9	.....	.....	.....	.....	Withdrawn 1857.
....do	July 28	.....	.....	.....	.....	
....do	May 28	Sept. 15, 1857	250	.....	.....	
....do	June 26	.....	.....	.....	.....	Sent East 600 whale.
North Pacific ..	Sept. 15	Apr. 27, 1860	.....	1,049	21,000	Sold to Boston 1860.
Indian Ocean ..	Aug. 17	Mar. 24, 1861	219	1,792	7,100	Sent home 9,729 bone; sold to New York 1862, for merchant service.
Pacific Ocean ..	June 29	May 2, 1862	492	3	.....	Sent home 642 sperm, 193 whale, 2,400 bone; sold to Fairhaven 1862.
North Pacific ..	Oct. 14	May 2, 1861	.....	1,324	13,200	Carried a steam whaleboat as an experiment, but it was not used; was temporarily in merchant service; one of "stone fleet," No. 2; sunk 1862; sent home 160 sperm, 284 whale, 19,552 bone.
Pacific Ocean ..	Sept. 2	.....	.....	.....	.....	Captain Perry was replaced by Captain Wilson; sold at Valparaiso May 8, 1861.
....do	June 9	May 19, 1861	1,934	.....	.....	Sent home 50 sperm.
North Pacific ..	Sept. 29	May 20, 1862	2	1,835	3,850	Sent home 70 sperm, 321 whale, 17,677 bone; withdrawn 1862.
Pacific Ocean ..	Oct. 10	May 23, 1862	386	17	.....	Sent home 300 sperm, 25 whale.
Indian Ocean ..	Jan. 1	May 31, 1859	479	1,919	12,000	
....do	July 3	.....	.....	.....	.....	Sent home 30 sperm; burned at Cape Crusade with 300 barrels of oil by the crew, March, 1858.
....do	July 12	Aug. 26, 1860	636	27	.....	Sent home 300 sperm.
Ind. & Pacific..	Aug. 20	Mar 28, 1861	79	477	.....	Sent home 2,452 bone; one of the "stone fleet;" sunk off Charleston, 1861.
North Pacific..	Oct. 2	Apr. 14, 1861	.....	1,710	8,900	Sent home 87 sperm, 195 whale, 15,858 bone; withdrawn 1861 for merchantman; sold at Hong Kong 1863.
....do	Sept. 30	May 8, 1861	70	1,976	.....	Sent home 1,373 whale, 3 cocoanut, 45,500 bone.
Ind. & Pacific..	July 15	Aug. 31, 1861	67	2,550	.....	Sent home 144 sperm, 1,349 whale, 33,522 bone; sold to Honolulu 1862; name changed to Kamehameha III.
Pacific Ocean ..	Oct. 17	May 8, 1861	814	.....	.....	Withdrawn 1861 for merchant service.
North Pacific..	Oct. 14	May 6, 1860	.....	953	9,600	Sailed October 1; returned leaking, 4,500 strokes in 24 hours; sent home 779 sperm, 14,354 bone.
....do	Oct. 15	Apr. 6, 1861	.....	1,707	13,500	Sent home 44 sperm, 423 whale, 15,196 bone.
....do	Aug. 4	Apr. 18, 1862	167	2,304	12,050	Sent home 115 sperm, 703 whale, 15,602 bone.
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.
Pacific Ocean ..	Sept. 29	.....	.....	.....	.....	Sent home 996 sperm; condemned and sold at Valparaiso February 15, 1861.
....do	Aug. 18	June 9, 1862	1,358	5	.....	Bought from Nantucket 1857; sent home 204 sperm.
North Pacific..	Oct. 14	July 11, 1861	.....	2,226	.....	Sent home 58 sperm, 902 whale, 19,216 bone.
....do	Nov. 14	Nov. 29, 1861	375	401	.....	Altered from a ship 1857; sent home 58 sperm, 758 whale, 5,530 bone.
....do	Sept. 7	Apr. 29, 1861	376	2,070	.....	Sent home 21,281 bone.
....do	Aug. 11	Apr. 8, 1861	110	1,016	2,500	Sent home 87 sperm, 1,066 whale, 16,000 bone; sold to New York 1862 for merchant service.
....do	July 2	June 28, 1861	65	759	1,400	Sent home 437 whale, 7,000 bone.
....do	Oct. 20	June 13, 1861	386	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.
1857.				
New Bedford, Mass.—Continued.				
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	383	Joseph C. Little	Henry Taber & Co
Hope	...do	295	Leonard S. Gifford	Wilcox & Richmond
Huntress	Bark	383	William Allen	Cook & Snow
James Arnold	Ship	393	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 F. 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. R. Wing
Kensington	Ship	357	Charles F. Stetson	David B. Kempton
Lætitia	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
Manuel Ortez	Bark	351	James S. Hazard	Weston Howland
Majestic	Ship	297	Job Macomber	S. Thomas & Co
Marcia	...do	315	Randall Billings	E. W. Howland
Margaret Scott	Bark	300	Oliver S. Cleaveland	Rodney French
Maria 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	326	Joseph R. Tallman	...do
Milwood	...do	254	Lawrence Gruninger	Gid. Allen & Son
Moctezuma	Ship	436	Joseph Tinker	Simeon N. West
Montreal	...do	543	Nathaniel W. Sowle	C. R. Tucker & Co
Morning Star	Bark	305	Henry D. Norton	S. Thomas & Co
Nimrod	Ship	340	Willis Howes	William Gifford
Ohio	...do	383	John Barrett	E. W. Howland

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	July 15	June 14, 1861	1, 299	½	.....	Sent home 40 sperm; one of the "stone fleet;" sunk off Charleston 1861.
North Pacific..	Sept. 1	June 8, 1861	186	1, 486	12, 70(	Sent home 758 whale, 16,995 bone.
....do	Oct. 10	May 7, 1862	74	2, 802	.....	Sent home 47 sperm, 284 whale, 1,714 bone; sold and withdrawn.
North Pacific ..	June 18	May 7, 1861	.....	2, 300	.....	Added 1857; sent home 56 sperm, 613 whale, 30,371 pounds bone; withdrawn 1861.
....do	July 7	July 25, 1861	235	1, 279	2, 350	Sent home 256 sperm, 272 whale, 15,513 bone.
Pacific Ocean ..	Sept. 7	.....	.....	.....	.....	Sold 575 gallons sperm at Talcahuano and 115 barrels sperm at Sydney; sent home 101 sperm, 14 whale; lost on Brampton Shoals October, 1863, with 750 sperm and 200 cocoanut.
Indian Ocean ..	Sept. 27	Sept. 13, 1861	684	313	.....	Sailed once and returned with 14 of her crew in irons for mutiny; sent home 363 sperm, 450 whale, 8,300 bone; sold to Boston 1862 for China trade.
Pacific Ocean ..	Aug. 18	Nov. 4, 1861	2, 503	.....	.....	Sent home 98 sperm.
North Pacific..	Oct. 22	Apr. 12, 1860	145	1, 446	17, 000	Formerly ship; bought from Fairhaven and rerigged 1857; sent home 42 sperm.
....do	July 15	Aug. 15, 1861	61	1, 407	3, 200	Altered from a ship 1857; sent home 460 sperm, 1,031 whale, 23,158 pounds bone.
Pacific Ocean ..	Dec. 2	Aug. 10, 1862	532	23	.....	Sent home 992 sperm; sold to Sydney 1862 for a whaler.
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.
Pacific Ocean ..	Oct. 1	May 8, 1861	920	.....	.....	
North Pacific..	July 21	Aug. 20, 1858	.....	Clean	.....	
S. A. and Ind ...	Aug. 25	Apr. 13, 1860	968	430	.....	
Indian Ocean ..	Oct. 20	Aug. 27, 1861	255	1, 629	6, 800	Sent home 233 sperm, 8,116 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
Pacific Ocean ..	June 12	June 26, 1860	684	18	.....	Sent home 580 sperm.
....do	Aug. 31	.....	.....	.....	.....	Bought from Fairhaven 1857; sent home 708 sperm, 13 whale; condemned at Pernambuco July, 1861.
North Pacific..	Nov. 3	Sept. 17, 1861	.....	871	2, 750	Sent home 313 sperm, 625 whale, 14,900 bone.
Indian Ocean ..	July 21	Apr. 14, 1861	.....	.....	.....	Sent home 37 sperm, 6,400 pounds bone; one of "stone fleet" No. 1.
North Pacific..	Oct. 20	July 17, 1861	.....	1, 941	.....	Sent home 33 sperm, 653 whale, 7,788 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
....do	Oct. 5	June 10, 1860	110	1, 403	11, 93(	Sent home 460 whale, 13,000 pounds bone; sold to New York 1861.
....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.
... do	Aug. 25	May 16, 1861	.....	1, 686	9, 000	Sent home 252 sperm, 460 whale, 18,123 pounds bone; sold to Boston 1862.
Atl. and Ind...	Sept. 16	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.
North Pacific..	Oct. 13	May 26, 1861	65	227	3, 400	Sent home 9,250 pounds bone; one of the "stone fleet;" sunk off Charleston 1861.
....do	July 15	May 11, 1860	39	1, 862	1, 400	Built at New Bedford 1857; sent home 903 whale, 44,971 pounds bone.
Pacific Ocean ..	June 16	June 18, 1860	953	.....	.....	
North Pacific..	July 16	.....	.....	.....	.....	Sent home 110 sperm, 199 whale, 12,142 pounds bone; lost on Tutuilla, Navigator's Islands, December, 1860; saved and sold 700 barrels oil.
....do	July 7	Apr. 1, 1860	124	353	4, 000	Altered from a ship 1857; Captain Tallman died at Ayan August 5, 1859; sent home 106 sperm, 192 whale, 4,333 bone.
Indian Ocean ..	Sept. 3	Dec. 14, 1861	600	.....	.....	
North Pacific..	Oct. 9	Apr. 11, 1861	.....	1, 518	14, 500	Sent home 62 sperm, 3,668 pounds bone; sold to New York 1862.
....do	Nov. 11	May 20, 1862	83	2, 928	17, 000	Sent home 434 whale, 15,154 pounds bone; sold to New York 1862.
Pacific Ocean ..	July 21	June 26, 1862	465	.....	.....	Sent home 630 sperm, 1,800 pounds bone.
North Pacific..	Sept. 18	July 14, 1861	30	1, 040	.....	Sent home 11 sperm, 576 whale, 25,643 bone.
....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.
1857.				
New Bedford, Mass.—Continued.				
Oneida	Ship	420	Frederick Vincent	Thomas S. Hathaway
Orozimbo	do	588	Francis Pease	D. R. Green & Co
Osceola	Bark	158	—— Webb	Charles S. Randall
Osceola, 2d	do	197	Joshua T. Chadwick	J. & W. R. Wing
Ospray	do	236	James E. Stanton	Swift & Allen
Paulina	do	271	John Steen	do
Peri	do	205	George H. Macomber	Rodney French
Pocahontas	Ship	341	John S. Dennis	
Petrel	do	350	William C. Fuller	John R. Thornton
Richmond	Bark	180	Edward B. Hussey	Cook & Snow
Rob't Morrison	do	307	Benjamtn 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	268	—— 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	Jona. 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	389	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 Phenix	do	377	William Shockley	William Phillips & Son.
Dartmouth, Mass.				
A. R. Tucker	Bark	218	Oren Higgins	Tucker & Cummings
Liverpool	do	306	Joseph C. Smith	do
Westport, Mass.				
Champion	Bark	209	Edward G. Sowle	Andrew Hicks
Gov. Carver	do	180	John A. Beebe	Henry Wilcox

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Oct. 22	Dec. 7, 1861	1,550	.....	.....	Sent home 708 sperm, 634 whale, 8,876 pounds bone; added 1857, from merchant-service; withdrawn 1862, for merchant-service; captured and burned by the Florida 1863.
North Pacific..	Oct. 30	Apr. 5, 1860	.....	425	3,900	Sailed September 22; returned October 12, leaking 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.
Atlantic	Apr. 15	.....	.....	.....	.....	Sent home 203 sperm; sold 4,200 gallons whale at Pernambuco; condemned at Pernambuco April, 1859.
....do	June 23	Nov. 14, 1859	96	985	.....	Sent home 75 sperm.
Pacific Ocean ..	Oct. 10	July 30, 1862	396	.....	.....	Sent home 452 sperm.
....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.
Atl. and Ind...	July 13	Nov. 20, 1859	393	662	2,500	
.....	.....	.....	.....	.....	.....	Bought from Holmes' Hole 1857; lost at Cape de Verdes October 29, 1857.
Pacific Ocean ..	Aug. 31	May 20, 1862	1,409	91	.....	Withdrawn 1864; sent home 100 sperm.
Atl. and Ind...	Oct. 1	Mar. 24, 1860	156	134	600	Sent home 23 sperm, 161 whale, 18,000 pounds bone; withdrawn 1860, for freighting.
North Pacific..	Aug. —	Apr. 12, 1861	139	1,353	6,300	Sent home 76 sperm, 483 whale, 19,673 bone.
... do	Nov. 4	May 23, 1862	95	1,231	4,750	Sent home 108 sperm, 125 whale, 8,800 bone.
....do	Aug. 24	May 15, 1861	76	589	800	Sent home 5,750 pounds bone; withdrawn for merchant-service 1861; sold to the United States for a storeship 1861.
Ochotsk	Sept. 23	June 16, 1862	31	1,760	.....	Sent home 7,170 pounds bone.
Atlantic	May 13	May 17, 1859	370	230	.....	Sent home 75 sperm.
North Pacific..	Aug. 19	May 1, 1860	17	2,151	15,500	Sent home 80 sperm, 685 whale, 16,113 pounds bone; sold to New York 1861.
Atl. and Ind..	Oct. 3	Aug. 18, 1860	547	.....	.....	
....do	Oct. 30	Sept. 24, 1860	134	2,203	9,150	Withdrawn 1861; lost on coast of Ireland January, 1862.
Indian Ocean ..	July 18	Apr. 24, 1860	462	1,363	450	Sent home 54 sperm, 9,600 pounds bone.
North Pacific..	Sept. 22	Mar. 24, 1861	323	1,076	7,400	Sent home 240 whale, 9,525 pounds bone; withdrawn and sold 1861.
Pacific Ocean ..	June 24	.....	.....	.....	.....	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.
....do	June 30	Dec. 9, 1861	1,200	.....	.....	Sent home 181 sperm.
North Pacific..	Oct. 1	Apr. 6, 1861	.....	2,329	8,700	Sent home 196 sperm, 325 whale, 22,816 pounds bone; sold to Boston 1862.
Pacific Ocean ..	July 11	June 27, 1860	939	.....	.....	Altered from a ship 1857; sent home 240 sperm, 43 whale, 7,100 pounds bone.
Atlantic	Apr. 11	Dec. 3, 1859	179	333	.....	Sent home 102 sperm.
North Pacific..	Sept. 21	June 17, 1861	175	602	4,500	Sold for merchant-service 1862.
....do	Aug. 5	Apr. 28, 1861	25	1,572	7,900	Sent home 76 sperm, 485 whale, 13,747 bone.
Indian Ocean ..	Oct. 5	May 7, 1861	451	438	3,250	Withdrawn for merchant-service 1861; sold to the United States for a storeship 1861.
North Pacific..	Oct. 30	Apr. 18, 1861	68	1,106	14,400	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.
....do	Aug. 4	Sept. 6, 1860	251	2,502	.....	Sent home 88 sperm, 30,957 pounds bone.
Pacific Ocean ..	Sept. 1	July 29, 1861	1,164	9	.....	Sent home 29 sperm; withdrawn for merchant-service 1861.
North Pacific..	July 21	Mar. 22, 1860	819	1,636	.....	Took, in all, 1,150 sperm, 2,400 whale, 18,000 pounds bone.
Indian Ocean ..	Oct. 1	Mar. 31, 1861	456	3	.....	Sent home 323 sperm.
Atl. and Ind...	Oct. 10	Oct. 28, 1858	343	.....	.....	Altered from a ship 1857; bought from New Bedford.
Atlantic	Sept. 21	Aug. 7, 1859	254	7	.....	
Indian Ocean ..	Sept. 9	June 28, 1860	783	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
Westport, Mass.—Continued.				
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	Rescom Borden	do
Mattapoisett	Bark	150	George L. Manchester	H. Wilcox
Platina	do	266	David E. Allen	A. Hicks
Thos. Winslow	do	136	Thomas G. Reed	John Hicks
Sippican, Mass.				
Admiral Blake	Schooner	120	Jared Blankenship	P. Blankenship
Altamaha	do	119	—— Fisher	Stephen C. Luce
Hopeton	Brig	145	Obed Delano	Obed Delano
James	Schooner	80	Benjamin B. Handy, Zenas F. Eldridge	Benjamin B. Handy
Roswell King	do	134	Pardon Tripp	Peleg Blankenship
Wareham, Mass.				
G. Washington	Ship	374	Elihu S. Brightman	Stephen C. Gibbs
Sandwich, Mass.				
Ocean	Bark	165	Peleg Cornell	W. F. Lapham
Fairhaven, Mass.				
Adeline Gibbs	Ship	351	Sumner Withington	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	298	Calvin Manchester	N. Church
Omega	do	305	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. Hawes	Jenny & Tripp
Speedwell	do	496	Benjamin F. Gibbs	Stephen C. Gibbs
Mattapoisett, Mass.				
Annawan	Brig	159	Charles F. Keith	J. Holmes, jr., & Bro
Brewster	Ship	225	Grary B. Waite	do
Oscar	Bark	369	Thomas C. Landers	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	May 8	Oct. 6, 1861	471	2	....	Sent home 226 sperm.
Atlantic	July 9	Aug. 24, 1858	248	23	.....	
....do	Sept. 9	Oct. 16, 1860	474	580	.....	Bought from New Bedford 1857; sold to New Bedford 1861, to go to California.
....do	June 18	Aug. 22, 1858	3	3	.....	Sent home 230 sperm.
....do	July 30	July 9, 1859	224	23	.....	
Indian Ocean ..	June 9	Apr. 15, 1860	1,115	3	.....	Sent home 180 sperm.
Atlantic	Aug. 10	Sept. 3, 1859	39	9	.....	Sent home 161 sperm, 100 whale; transferred to New Bedford 1860.
Atlantic	May 7	Oct. 24, 1857	135	.....	.....	Sent home 220 sperm.
....do	July 31	Apr. 15, 1857	63	53	.....	
....do	June 16	Apr. 16, 1859	206	37	.....	Formerly a schooner; added and altered 1857.
....do	May 18	Sept. 5, 1857	111	15	.....	
	Oct. 21	Aug. 27, 1858	25	25	.....	
....do	May 21	Aug. 2, 1858	210	67	.....	Formerly a coaster; added 1857; sold to Fairhaven 1860.
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.
Atlantic	Sept. 29	June 25, 1859	408	47	.....	Returned once, the crew having mutinied. Sent home 130 sperm.
North Pacific ..	Oct. 1	Mar. 28, 1861	27	517	3,950	Sent 25 sperm, 330 whale, 7,164 bone.
....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.
Pacific Ocean ..	Oct. 22	May 20, 1862	1,303	6	.....	Sold to parties in Bridgewater for merchant-service 1862.
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.
....do	Nov. 11	Apr. 7, 1861	52	564	....	Libelled at Monganui, N. Z., 1860, for a misdemeanor by one of the crew, and voyage ruined.
....do	Aug. 18	July 12, 1861	74	413	3,600	One of the "stone fleet;" sunk off Charleston 1861.
....do	Oct. 21	May 16, 1861	1,516	94	.....	Sold to Sag Harbor 1861.
Pacific Ocean ..	Nov. 14	June 5, 1861	116	1,504	4,900	Daniel Donnavan, first mate, knocked overboard by a whale and drowned 1858; sent home 12,576 bone; sold to Boston 1862.
North Pacific ..	Sept. 9	July 19, 1861	150	850	900	Sold to New York for freighting 1861.
....do	Oct. 8	May 25, 1861	286	813	1,200	Sent home 126 sperm, 680 whale, 10,308 bone; sold to Bremen 1862, to be fitted by a branch establishment at Honolulu for whaling.
Indian Ocean ..	July 8	Sept. 11, 1861	1,800	.....	.....	Built at Fairhaven 1857; sold to New Bedford 1862.
Desolat'n 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.
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.
....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, 26,793 bone.
Atlantic	Oct. 12	Aug. 4, 1859	376	58	.....	Sent home 87 sperm.
Indian Ocean...	May 11	Aug. 28, 1860	1,057	.....	.....	Added 1856; sent home 83 sperm.
North Pacific ..	Sept. 29	Mar. 25, 1861	155	1,500	8,000	Sent home 25 sperm, 600 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.
1857.				
Mattapoisett, Mass.—Continued.				
Union	Bark	124	David Dexter	R. L. Barstow
Willis	do	164	James King	do
Nantucket, Mass.				
Catawba	Ship	335	Israel Morey	McCleave & Macy
Constitution	do	400	Joseph Winslow	C. G. & H. Coffin
Eliza Jane	Schooner	130	William T. Swain	McCleave & Macy
Nautilus	Bark	220	Edwin M. Hardwick	Zenas L. Adams
Edgartown, Mass.				
American	Bark	329	—— 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
Ocmulgee	Ship	458	—— Greene	A. Osborn
Omega	do	363	—— Sanborn	Benjamin Worth
Provincetown, Mass.				
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 Pettengill	Samuel Soper
Eschol	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	do	90	—— Banister	E. S. Smith & Co
Panama	Brig	125		John Adams
R. E. Cook	Schooner	80	—— Genn	R. & E. Cook
Richard	do	92	—— Young	Philip Cook
Rienzi	do	108	—— Milliken	J. E. & G. Bowley
S. R. Soper	do	130		Samuel Soper
Thriver	do	95	—— Small	S. Small
Union	do	97		Jonathan Nickerson
V. Doane	do	99	—— Cook	H. & S. Cook & Co
V. H. Hill	do	155	—— Freeman	J. E. & G. Bowley
Orleans, Mass.				
Lewis Bruce	Brig	135	—— Nickerson	Heman Smith
Rothschild	Bark	261	—— Holman	do
Beverly, Mass.				
Lady Suffolk	Bark	210	—— Robertson	F. W. Choate
N. D. Chase	do	242	—— Ryder	do
Salem, Mass.				
Messenger	Ship	216	—— Holmes	Benjamin Webb
New London, Conn.				
Amaret	Brig	91	—— Quayle	Perkins & Smith
Atlantic	Schooner	130	—— Rathbone	do
Architect	Bark	400	—— Fish	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Nov. 4	Sept. 11, 1861	190	8	.....	Sent home 56 sperm; bought from New Bedford 1857.
....do	June 3	Sept. 21, 1858	293	19	.....	Sent home 268 sperm.
South Atlantic	Sept. 3	Apr. 19, 1859	24	2, 827	.....	Sold to New York.
Pacific Ocean	Sept. 18	July 1, 1863	1, 600	.....	.....	Built at Mystic 1857; sold to New York 1863.
South Atlantic	Aug. 15	Apr. 9, 1859	.....	550	.....	Added 1857; sold to New Bedford; tender to ship Catawba.
Indian Ocean	June 22	.....	.....	.....	.....	Bought from Boston 1857; sent home 80 sperm; lost at Port Dauphin.
Ind. and Pacific	Aug. 4	Apr. 17, 1861	.....	335	4, 900	Sent home 36 sperm, 390 whale, 366 bone; one of the "stone fleet;" sunk off Charleston 1861.
Pacific Ocean	July 2	.....	.....	.....	.....	Added 1857; sent home 25 sperm, 11 whale; withdrawn 1860.
North Pacific	Sept. 17	July 27, 1862	563	1, 845	1, 200	Sent home 170 sperm, 6,562 bone.
Indian Ocean	Oct. 21	May 19, 1861	.....	540	.....	Formerly the Alfred Tyler; sold to Boston 1861.
North Pacific	Nov. 11	Apr. 18, 1861	276	2, 622	.....	Bought from Holmes's Hole 1857; sent home 62 sperm, 21,736 bone.
....do	Oct. 14	Apr. 9, 1861	.....	1, 658	250	Sent home 1,039 whale, 48,864 bone; bought from Nantucket 1857; sold to Boston for freighting 1862.
.....	.....	Jan. 9, 1858	.....	178	.....	
North Atlantic	May 1	Sept. 6, 1857	.....	225	.....	
....do	Apr. 29	Sept. 14, 1857	.....	200	.....	
....do	.....	Aug. 27, 1857	.....	80	.....	Added 1857.
....do	.....	.....	.....	.....	.....	A missing vessel; captain had wife and two children with him.
....do	May 5	May 19, 1858	200	140	300	Sold to Beverly 1858.
Atlantic	May 6	Sept. 14, 1857	.....	160	.....	Added 1857.
.....	.....	Dec. 2, 1858	50	.....	.....	
.....	.....	Sept. 6, 1857	.....	180	.....	Do.
North Atlantic	Dec. 19	Aug. 12, 1858	12	230	.....	Added 1857; built at Essex 1853.
Atlantic	.....	Nov. 17, 1857	415	.....	.....	Added 1857; sent home 107 sperm.
....do	Feb. 25	Sept. 5, 1857	.....	130	.....	Added 1856.
North Atlantic	May 6	Aug. 27, 1857	.....	210	.....	
Atlantic	June 16	June 16, 1857	.....	20	.....	
.....	.....	Aug. 28, 1858	156	30	.....	
.....	.....	July 25, 1857	200	130	.....	
Atlantic	May 23	June 12, 1859	380	.....	.....	Added 1857.
....do	May 22	.....	.....	.....	.....	Withdrawn 1859.
....do	Dec. 22	July 28, 1858	140	100	.....	
South Atlantic	May 23	Sept. 15, 1858	230	120	.....	Added 1857; sent home 98 sperm.
Atlantic	July 6	May 26, 1858	125	.....	.....	
....do	Jan. 6	Sept. 16, 1858	46	64	.....	
....do	Dec. 23	June 4, 1859	250	.....	.....	Built 1851; sent home 90 sperm.
Indian Ocean	June 8	Oct. 13, 1859	140	575	5, 500	Built 1848; sent home 280 barrels whale and 3,000 pounds bone.
Atlantic	Apr. 29	Aug. 25, 1859	362	114	.....	Added 1857; sent home 35 sperm.
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 22 was full.
Desolation Isld	July 9	July 28, 1858	.....	283	.....	Withdrawn 1859.
North Pacific	Aug. 25	.....	.....	.....	.....	Bought from New York 1857; built at Rockland, Me., 1854; sent home 1,552 whale and 17,396 bone; withdrawn 1859.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
New London, Conn.—Continued.				
Delta	Ship	314		
Delaware	do	299	—— Kenworthy	Williams & Barnes
Dove	Bark	151	—— Church	Williams & Haven
Electra	Ship	348	—— 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	356	—— 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	420	—— Morgan	do
Mary Powell	Schooner	240	—— Nash	Lawrence & Co
Merrimac	Bark	414	—— Rice	C. A. Williams & Co
Montezuma	Ship	424	—— Homan	Williams & Barnes
N. S. Perkins	do	309	—— Kiblon	Perkins & Smith
New England	Bark	368	—— Hempstead	Lawrence & Co
Peruvian	Ship	388	—— Rose	E. V. Stoddard
Phœnix	do	404	—— Hempstead	George Huntley
Pioneer	Bark	235	—— Brown	E. V. Stoddard
Ripple	do	234	—— Chadwick	do
R. B. Coleman	Schooner	115	—— Jerome	do
Tempest	Bark	330	—— Allen	Frink & Prentiss
Zoe	do	196	—— Rogers	T. Fitch
Fall River, Mass.				
A. Houghton	Bark	326	—— Robinson	Brown & Durfee
B. Franklin	do	164	—— Brown	John B. Reed
Warren, R. 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
Stonington, Conn.				
Tekoa	Schooner	143	—— Anthony	J. E. Smith & Co
Greenport, N. Y.				
Caroline	Bark	252	—— Pontus	Wells & Carpenter
Roanoke	do	252	—— Wade	do
Sag Harbor, N. Y.				
Augusta	Bark	390	James M. Tabor	W. & G. H. Cooper
Excel	do	375	—— Winters	Wade & Brown

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
.....	.....	....	.....	.....	.....	Sent home 385 whale and 6,425 bone; lost 1857; bought from Greenport same year.
Indian & Pac ..	June 30	.....	.....	.....	.....	Oliver Rogers, third mate, and 2 men killed by a whale; lost on Ballenas Bar, Lower California, 1860; sent home 130 sperm, 2,308 whale, and 24,369 bone.
South Atlantic	June 13	May 12, 1858	94	.....	.....	
North Pacific ..	June 11	Apr. 30, 1859	.....	2,305	1,500	Sent home 20,427 bone.
Atlantic & Ind.	Oct. 9	Mar. 23, 1859	.....	15	.....	
.....	.....	June 6, 1861	.....	692	1,400	Fortune sent home 563 whale and 3,356 pounds bone.
North Pacific ..	Mar. 18	.....	.....	.....	.....	Formerly a packet between San Francisco and the Sandwich Islands; fitted from Honolulu; sold to Honolulu 1858; sent home 480 whale and 3,000 bone.
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.
Davis's Strait..	Apr. 11	Dec. 20, 1857	.....	443	6,500	
Desolation Isld.	May 30	.....	.....	.....	.....	Added 1857; sold to Warren 1859.
North Atlantic	Sept. 1	Sept. 5, 1858	.....	42	800	Sent home 120 whale and 1,260 bone; withdrawn 1858.
Pacific Ocean ..	July 1	Dec. 12, 1860	.....	600	.....	Sent home 1,303 whale and 7,097 bone.
Desolation Isld.	Aug. 4	Aug. 16, 1859	.....	4,196	.....	Elephant-oil.
Indian Ocean ..	June 8	May 17, 1858	.....	1,558	.....	Added 1857.
North Pacific ..	July 20	.....	.....	.....	.....	Added 1857; sent home 22,444 bone; condemned at Honolulu December, 1858.
....do	Sept. 29	Aug. 22, 1861	41	2,318	13,300	Sent home 89 sperm and 25,272 bone; one of "stone fleet" No. 2; sunk 1862.
Ochotsk	May 25	.....	.....	.....	.....	Sent home 283 sperm and 217 whale.
North Pacific ..	Sept. 7	Nov. 4, 1861	.....	1,492	.....	Sent home 11,991 bone; one of "stone fleet" No. 2; sunk 1862.
South Atlantic.	Aug. 21	July 12, 1858	71	108	700	
Pacific Ocean ..	Oct. 29	July 10, 1861	.....	1,275	.....	Sent home 990 whale and 5,560 bone; one of the "stone fleet;" sunk off Charleston 1861.
Desolation Isld.	July 9	July 10, 1859	.....	1,498	.....	Sent home 900 elephant.
Indian & Pac ..	Sept. 1	.....	.....	.....	.....	Sent home 297 sperm, 2,474 whale, and 10,046 bone.
Desolation Isld.	June 25	.....	.....	.....	.....	Added 1857; out of the business 1859.
Pacific Ocean ..	May 21	Apr. 11, 1861	.....	765	6,450	Added 1857; sent home 1,491 whale and 13,023 bone.
Desolation Isld.	June 10	Apr. 15, 1859	.....	1,030	.....	Sent home 250 elephant; sold to Honolulu 1859.
Pacific Ocean ..	July 7	May 27, 1861	825	.....	.....	Sent home 648 sperm; sold to Newport 1861 for California trade.
Atlantic	Nov. 7	June 19, 1858	151	134	.....	
North Pacific ..	Nov. 14	Apr. 12, 1861	.....	390	.....	
Indian Ocean ..	Feb. 27	Apr. 4, 1861	265	295	.....	Sent home about 90 sperm and 225 whale; withdrawn 1861.
....do	Oct. 3	Jan. 4, 1861	512	1,452	3,100	Built at Warren 1857; sent home 115 sperm and 1,497 whale and elephant; withdrawn temporarily 1861; sold to New York 1861.
South Atlantic.	Oct. 1	May 28, 1859	.....	260	.....	
North Pacific ..	July 15	.....	.....	.....	.....	Sent home 600 whale and 5,890 bone; condemned at Honolulu September 11, 1859.
Indian & Pac ..	June 12	Feb. 25, 1860	185	375	.....	Sold to Boston 1860.
Pacific Ocean..	July 24	Jan. 19, 1861	30	286	700	Formerly a brig; packet between Savannah and New York; added and altered 1857; sent home 282 whale and 1,011 bone; sold to Greenport 1861.
South Atlantic.	July 27	May 28, 1859	.....	1,420	10,000	Formerly a brig; added and altered 1857.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1857.				
Sag Harbor, N. Y.—Continued.				
Jefferson	Ship	435	—— Huntting	Wade & Brown
Noble	Bark	273	—— Jennings	W. & G. H. Cooper
Parana	Brig	209	—— Royce	Wade & Brown
Susan	Schooner	134	—— Smith	J. E. & E. Smith
Union	Bark	300	Jeremiah Hedges	Wade & Brown
William Tell	Ship	370	—— Austin	do
Cold Spring, N. Y.				
Monmouth	Bark	273	—— Ormsby	John H. Jones
San Francisco, Cal.				
Boston	Brig	181	—— Scammon	Tubbs & Co
Carib	Bark	205	—— Reynolds	Joseph W. Gawley
Francis	Brig	114	—— Andrews	J. C. Hewlett
Sarah Warren	Bark	....	Jared F. Poole	do
Mystic, Conn.				
Cornelia	Ship	....	—— Eldridge	
1858.				
New Bedford, Mass.				
Afton	Bark	249	Francis Allen	F. and G. R. Taber
Andrews	do	303	Jeremiah C. Norton	William P. Howland
Balæna	Ship	301	John S. Dorman	James H. Howland
Bart Gosnold	do	356	George H. Clark	I. Howland, jr., & Co
Callao	Bark	324	—— 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, 2d	Ship	376	Francis E. Stranburg	Gideon Allen & Son
Corinthian	do	401	Valentine Lewis	Geo. & Matt. Howland
Coral	Bark	370	Benjamin H. Sisson	G. Allen & Son
Daniel Webster	Ship	336	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	Elial 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
Ionia	Bark	234	—— Russell	Cranston Wilcox
J. D. Thompson	do	432	William B. Waterman	James D. Thompson

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Sept. 9	Apr. 15, 1861	159	720	5,000	Sent home 79 sperm, 1,361 whale, and 12,922 bone; broken up 1861.
S. A. & Indian	Nov. 3	June 26, 1859	582	537	4,000	
Straits of Lutke	Nov. 2	Sept. 20, 1859	60	.....	.....	Sent home 200 whale and 600 bone.
Falklands	Dec. 12	Feb. 25, 1860	65	285	.....	
South Atlantic.	Sept. 9	May 8, 1861	.....	460	3,000	Bought from New York 1857; built 1849; sent home 44 sperm, 629 whale, and 3,900 bone.
North Pacific ..	Sept. 9	.....	.....	.....	.....	Sent home 126 whale and 1,800 bone; lost on East Cape July 14, 1859.
South Atlantic.	Aug. 22	.....	.....	.....	.....	Sent home 50 sperm and 17,056 bone; sold at Valparaiso 1862.
Coast California	July 1	May 14, 1858	.....	740	.....	
Pacific Ocean.	May 9	—— —, 1858	.....	.....	.....	Added 1857; no report.
Coast California	June 26	.....	.....	.....	.....	Lost in Margaritta Bay 1858.
....do	Aug. 9	May 23, 1858	.....	235	.....	Formerly in Oregon trade; added 1857.
.....	.....	June 6, 1858	.....	1,092	.....	
Pacific Ocean ..	Nov. 15	Aug. 9, 1862	186	2	.....	Sent home 552 sperm; sold to New York 1862.
....do	May 20	Sept. 16, 1862	267	.....	.....	Sent home 48 sperm.
....do	Oct. 5	July 26, 1863	220	.....	.....	Sent home 525 sperm; sold to Sag Harbor 1863.
North Pacific ..	Sept. 15	May 27, 1862	229	1,111	3,750	Sent home 140 sperm, 7,006 pounds bone.
Pacific Ocean ..	Aug. 25	July 20, 1862	197	1,333	.....	Sent home 17 sperm, 210 whale, 10,062 bone.
North Pacific ..	Oct. 5	Mar. 25, 1862	515	1,476	650	Sent home 131 whale, 32,450 pounds bone; sold 1862 on foreign account.
....do	May 10	May 17, 1862	438	1,660	.....	Built at Fairhaven 1857; sent home 712 sperm, 1,051 whale, 34,900 pounds bone.
....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, 16,081 pounds bone.
Indian Ocean ..	Dec. 1	Aug. 2, 1862	1,630	.....	.....	
Indian and Pac.	June 23	.....	.....	.....	.....	Captain Hines died at sea, October 31, 1858; sent home 45 sperm.
North Pacific ..	Oct. 5	Aug. 4, 1862	.....	1,904	.....	Sent home 382 whale, 19,663 pounds bone.
....	.....	—— —, 1859	.....	.....	.....	Altered from a ship 1858; no report.
North Pacific ..	Aug. 5	Aug. 2, 1862	130	1,127	7,000	
... do	Oct. 5	June 7, 1862	239	2,376	19,200	Sent home 35 sperm, 12,081 pounds bone.
....do	Oct. 19	Mar. 12, 1863	.....	2,100	.....	Altered from a ship 1858; sent home 94 whale, 21,500 pounds bone.
Cum Inlet.....	June 11	Nov 23, 1859	50	1,316	18,000	Bought from Nantucket 1857.
Pacific Ocean ..	Dec. 1	.....	.....	.....	.....	Condemned and sold at Tahiti, March, 1863.
....do	Oct. 19	.....	.....	.....	.....	Sent home 425 sperm; condemned at Paita, January 1, 1862; repaired at Paita.
Indian Ocean ..	Apr. 22	Apr. 24, 1862	925	534	3,600	
Pacific Ocean ..	Nov. 2	Sept. 20, 1861	275	.....	.....	Sent home 517 sperm.
Indian Ocean ..	Aug. 10	May 17, 1862	715	.....	.....	Sent home 70 sperm.
Atl'tic and Pac	Aug. 10	Aug. 28, 1860	120	1,100	2,200	
Pacific Ocean ..	May 31	June 23, 1861	1,285	.....	.....	Sold to New York 1862.
Atlantic	Aug. 11	May 8, 1861	954	177	.....	
North Pacific ..	Oct. 5	Apr. 23, 1862	.....	1,381	9,700	Sent home 18 sperm, 1,800 pounds bone; sold out of the service 1862.
....do	Aug. 25	Apr. 22, 1862	213	1,946	13,800	Sent home 289 sperm, 500 whale, 16,278 bone.
Atl'tic and Ind	May 17	.....	.....	.....	.....	Sent home 152 sperm, 894 whale, 5,200 bone; sold at Honolulu 1861.
Indian and Pac	June 9	May 29, 1862	107	1,732	14,500	Sent home 18 sperm, 1,081 whale, 15,388 bone.
Indian Ocean ..	Aug. 25	Nov. 4, 1861	310	655	4,500	One of "stone fleet," No. 2; sunk 1861.
Pacific Ocean ..	May 4	Nov. 4, 1861	299	618	4,750	Sent home 170 sperm.
North Pacific ..	Aug. 31	Aug. 21, 1861	247	1,500	8,100	Captain Waterman died August 25, 1859; sent home 7,600 pounds bone; sold to New London 1863.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1858.				
New Bedford, Mass.—Continued.				
Janus	Ship	321	John C. Smith	T. & A. R. Nye
Jeannette	...do	340	Hudson Winslow	Isaac B. Richmond
John Howland	...do	377	Alexander Whelden	James H. Howland
John P. West	Bark	420	Daniel Tinker, jr.	Simeon N. West
Joseph Grinnell	Bark	46	William W. Thomas	William G. Blackler
Joseph Meigs	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	271	John P. Cornell	Swift & Allen
Martha, 2d	...do	360	Barnard H. Daily	William O. Brownell
Mary Ann	...do	214	—— Macy	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	Reuben N. Crapo	Swift & Allen
Mt. Wollaston	Ship	325	John A. Coffin	Wood & Nye
Napoleon	...do	360	Thomas Dallman	Charles Almy
Ohio	Bark	237	David Baker	Lonne Snow
Oliver Crocker	Ship	352	David Cochran	J. B. Wood & Co
Ontario	Bark	489	Josiah Foster	W. O. Brownell
Onward	Ship	461	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
Pioneer	...do	231	Henry P. Barker	J. D. Thompson
Plover	Ship	330	Augustus N. Perkins	W. & G. D. Watkins
Roscius	Bark	300	Frederick S. Howland	William P. Howland
Sea Gull	Ship	455	Charles Nichols	John R. Thornton
Tamerlane	Bark	357	Joshua B. Winslow	Thomas Knowles & Co.
Two Brothers	...do	288	Joshua B. Davis	Wood & Nye
Twilight	Ship	386	Sylvester Hathaway	William Phillips & Son
Wm. Gifford	Bark	320	Nehemiah P. Baker	William Gifford
Fairhaven, Mass.				
Arab	Bark	276	William Washburn	I. F. Terry
Atkins Adams	...do	33	William Wilson	William G. Blackler

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Oct. 9	May 20, 1862	28	1, 341	8, 600	
....do	Oct. 7	Aug. 8, 1862	130	1, 762	2, 100	Sent home 14,200 pounds bone; sold to New York 1862.
....do	Oct. 12	Sept. 6, 1863	....	2, 200	.....	Captain Whelden came home sick April, 1863; Benjamin F. Pierce, first mate, killed by a whale February 23, 1863; sent home 3,532 whale, 64,468 bone.
....do	May 24	May 20, 1863	20	1, 500	9, 000	Built at New Bedford 1857; John Lynch, second mate, died at Honolulu, January 12, 1862; sent home 68 sperm, 1,857 whale, 32,141 pounds bone.
Pacific Ocean .	June 24	May 20, 1863	1, 050	.....	.....	Built at Fairhaven 1858; sent home 216 sperm.
....do	June 16	Sept. 6, 1861	372	.....	.....	Sold to New York 1862.
North Pacific ..	Sept. 30	June 13, 1862	38	921	12, 800	Sent home 50 sperm, 2,400 pounds bone; sold to New York 1862.
....do	Oct. 7	Oct. 21, 1862	490	681	.....	Sent home 157 sperm, 6,166 pounds bone; sold to New York 1862.
....do	Oct. 26	.....	.....	.....	.....	Sent home 264 sperm, 600 whale, 6,952 bone; condemned at Saint Thomas 1861.
Atlantic	Sept. 15	Apr. 25, 1861	75	370	.....	Altered from a ship 1858; sent home 156 sperm; one of the "stone fleet;" sunk off Charleston 1861.
Pacific Ocean .	Aug. 3	Oct. 11, 1863	900	.....	.....	Sent home 500 sperm.
North Pacific .	July 27	.....	.....	.....	.....	Condemned at Sydney 1862; sold oil (230 sperm, 2,400 whale) at Sydney; sent home 100 sperm, 31,675 pounds bone.
Indian Ocean .	Aug. 17	July 27, 1861	575	.....	.....	
Pacific Ocean .	Sept. 14	July 18, 1863	.....	900	.....	Sent home 47 sperm, 1,419 whale, 5,700 bone.
North Pacific .	July 13	July 13, 1862	100	1, 522	9, 900	Sent home 172 sperm, 199 whale, 24,179 pounds bone.
Pacific Ocean ..	Dec. 16	Oct. 26, 1862	731	.....	.....	Sold to New York 1863.
Atl'tic and Ind	Nov. 24	Apr. 22, 1862	582	726	3, 300	Sold to Boston 1863 for merchant-service; sent home 234 whale, 2,000 pounds bone.
....do	Oct. 19	.....	.....	.....	.....	Missing; last seen off Gulf Stream in a gale 1859.
Pacific Ocean ..	July 20	Oct. 17, 1862	384	.....	.....	Sent home 734 sperm, 88 whale; sold to New York 1862.
... do	June 2	Sept. 18, 1862	1, 307	39	.....	Sent home 37 sperm.
....do	Dec. 24	July 6, 1862	1, 371	26	.....	
... do	Oct. 4	Aug. 20, 1862	1, 110	36	.....	
North Pacific ..	Oct. 26	Feb. 28, 1863	300	1, 200	1, 200	Sent home 93 sperm, 1,399 whale, 17,086 pounds bone.
....do	Oct. 26	July 23, 1862	32	1, 717	.....	Altered from a ship 1858; sent home 347 whale, 7,844 pounds bone.
....do	Oct. 5	July 5, 1862	175	1, 854	.....	Took on voyage 170 sperm, 6,350 whale, 63,000 pounds bone.
Atlanti	Sept. 1	Oct. 11, 1863	.....	600	9, 000	Sent home 449 sperm.
North Pacific ..	Aug. 17	Mar. 12, 1863	60	1, 500	2, 800	Built at Fairhaven 1855; sent home 56 sperm, 1,812 whale, 11,172 pounds bone; sold to Boston for China trade 1860.
Pacific Ocean ..	Oct. 5	May 10, 1863	800	.....	.....	Bought from Fairhaven 1858.
Indian and Pac	Aug. 10	July 31, 1861	140	160	1 500	
Indian Ocean ..	June 22	June 8, 1862	919	1	.....	Sent home 44 sperm.
Atlantic	Sept. 10	Aug. 2, 1861	1, 060	746	1, 500	Altered from a ship 1858; sent home 450 pounds bone.
Pacific Ocean ..	May 28	May 21, 1863	1, 750	.....	.....	Sent home 36 sperm; sold to Boston 1864, for merchant-service.
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.
Pacific Ocean ..	Nov. 3	June 30, 1863	1, 080	.....	.....	Altered from a ship 1858; sent home 473 sperm; sold and withdrawn 1864.
....do	Oct. 12	.....	.....	.....	.....	Lost at island of Hivaoa June 1, 1859; had trouble with the natives, but were protected by a missionary residing there.
North Pacific ..	Aug. 31	Feb. 28, 1863	300	1, 000	1, 200	Built at Dartmouth 1858; sent home 329 sperm, 11,230 pounds bone.
Atl. and Ind ...	Sept. 14	Apr. 23, 1860	.....	2, 000	1, 000	Had schooner Oxford for a tender.
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.
1858.				
Fairhaven, Mass.—Continued.				
Florida	Ship	523	Thomas W. Williams	Fish, Robinson & Co.
General Scott	Bark	360	James R. Huntting	Nathan Church
Mary Ann	Ship	335	Lemuel M. Potter	L. C. Tripp
South Boston	do	339	Edward F. Randolph	Ezekiel Sawin
Zone	Bark	365	James G. Frazer	Jenney & Tripp
Mattapoisett, Mass.				
Amelia	Brig	127	Charles W. Kempton	Loring Meigs & Co
Clara Bell	Bark	295	Timothy H. Fisher	R. L. Barstow
Elvira	Brig	131	Shubael P. Edwards	L. Meigs & Co
Mary Ann	Bark	214	Thomas H. Macy	R. L. Barstow
Massasoit	do	235	Thomas Percival	L. Meigs & Co
March	Brig	89	Henry Lewis	R. L. Barstow
Palmyra	Schooner	100	Benjamin Smith	L. Meigs & Co
Sarah	Bark	179	Job P. Rounseville	Atsatt & Sturtevant
Sun	do	184	Daniel Flanders	R. L. Barstow
Holmes' Hole, Mass.				
Pavilion	Brig	150	—— Adams	Thomas Bradley
Sippican, Mass.				
Admiral Blake	Schooner	120	Jared Blankenship	Peleg Blankenship
Retrieve	do	100	William C. Hathaway	Benjamin B. Handy
Beverly, Mass.				
Eschol	Brig	143	Foster Brown	F. W. Choate
Dartmouth, Mass.				
Cape Horn Pigeon	Ship	300	Reuben G. Weeks	William Potter, 2d
Charles and Edward	do	150	Frederick P. Cornell	do
Liverpool	do	306	Charles D. Davenport	Tucker & Cummings
Nye	Bark	211	William Childs	do
Westport, Mass.				
Elizabeth	Bark	270	Hiram Francis	Andrew Hicks
George and Mary	do	165	Allen W. Pierce	Rescom Macomber
Kate Cory	Brig	132	Weston S. Tripp	Alexander H. Cory
Leonidas	do	128	Samuel B. Devoll	C. A. Church
Sacramento	Bark	218	Thaddeus Defriez	A. H. 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
Fall River, Mass.				
B. Franklin	Bark	164	George E. Brown	John B. Reed
Edgartown, Mass.				
Almira	Ship	372	—— Smith	Abraham Osborn
Navigator	do	350	Jared Fisher, jr	John A. Baylies
Splendid	do	392	Shubael Norton	A. Osborn
Washington	Schooner	140	—— Fisher	William H. Munro

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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, 9,158 bone.
Pacific Ocean ..	Nov. 27	June 29, 1863	1,350	.....	.....	Sold to Quebec 1864.
North Pacific ..	Oct. 8	.....	.....	.....	.....	Asa Hoxie, first mate, drowned while fast to a whale in March, 1862; sent home 1,590 whale, 6,843 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	120	60	.....	Sent home 142 sperm.
Pacific Ocean..	June 24	Oct. 9, 1864	509	.....	.....	Boat's crew lost while fast to a whale December, 1863; 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	6	770	.....	Sent home 103 sperm, 328 whale, 4,200 lbs. bone; sold to Boston 1862.
....do	May 26	June 11, 1859	99	4	.....	Sent home 362 sperm.
....do	Apr. 1	Oct. 2, 1860	99	2	.....	Sold to New Bedford 1861; sent home 80 sperm.
....do	Sept. 28	Sept. 12, 1860	260	25	.....	Sent home 35 sperm.
....do	Oct. 6	July 30, 1860	306	23	.....	Sent home 150 sperm; sold to New Bedford 1860.
Atlantic	July 9	Aug. 7, 1860	302	54	.....	Sent home 42 sperm; sold to Fairhaven in 1860.
Atlantic	Apr. 29	July 13, 1859	34	44	.....	Sent home 81 sperm.
....do	May 13	Aug. 23, 1858	148	5	.....	Bought from Gloucester 1858.
.....	Nov. 11	June 1, 1859	150	430	.....	Bought from Provincetown 1858.
Pacific Ocean ..	Oct. 5	June 26, 1862	344	27	.....	Sent home 183 sperm.
Atlantic	June 17	Aug. 7, 1860	198	54	.....	Sent home 90 sperm; sold to New York 1860.
....do	Nov. 25	.....	.....	.....	.....	
....do	Sept. 28	Aug. 17, 1860	507	543	2,434	Sold to New Bedford 1860.
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. 20, 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. 21	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	354	.....	Sent home 114 sperm.
Ind. and 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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1858.				
Warren, R. I.				
Dolphin	Bark	325	—— Norie	R. B. Johnson
Nantucket, Mass.				
Atlantic	Ship	321	Zenas M. Coleman	Zenas L. Adams
Edward Carey	do	353	Francis M. Gardner	G. & M. Starbuck & Co.
Homer	Brig	140	George Haggerty	McCleave & Macy
Key West	Schooner		James McGuire	
Spartan	Ship	333	Obed R. Bunker	Gardner & Chase
Watchman*	Schooner	140	Charles W. Hussey	J. B. Macy
Provincetown, Mass.				
Alleghany	Schooner	95	—— Young	Daniel C. Cook
Alexander	do	75	—— Dunham	Johnson & Cook
Antarctic	do	136	—— Young	J. E. & G. Bowley
Chanticleer	do	87		Samuel Cook
Emporium	do	8[illegible]	—— Cook	D. C. Cook
Estella	do	94	—— Chapman	J. E. & G. Bowley
John Adams	do	99	—— Cook	John Adams
Metropolis	do		—— Graham	
N. J. Knights	do	95	—— Sparks	D. Connell
Olive Clark	do	95		Samuel Soper
Oneco	Ship		—— Harwich	
Oread	do	90	—— 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	155	—— Cornell	J. E. & G. Bowley
Walter Irvin	do	133	—— Small	S. Soper
W. Holmes	do		—— Holmes	
Orleans, Mass.				
Medford	Brig	108	—— Snow	Calvin Snow
New London, Conn.				
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	446	S. W. Fisk	Williams & Barns
Georgiana	Brig	190	—— 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	—— Bailey	Williams & Barns
Mystic, Conn.				
Cornelia	Schooner	197	—— Buddington	Charles Maliory

* Four other schooners sailed, but returned clean.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Hurd's Island..	Sept. 30	.....	.....	.....	.....	Built at Warren 1850; lost on coast of Patagonia 1859.
Pacific Ocean ..	Aug. 2	Aug. 23, 1862	1,316	.....	.....	Sold to New York.
....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.
South Atlantic	July 6	Oct. 4, 1859	.....	325	.....	Sold to Fairhaven.
Naut. Shoals ...	July 7	July 25, 1858	.....	14	.....	
Pacific Ocean ..	Oct. 19	Aug. 23, 1863	643	557	.....	Sold to New Bedford.
Atlantic	.....	.....	.....	563	.....	
North Atlantic	Apr. 10	Sept. 10, 1858	.....	147	.....	
....do	Apr. 22	Aug. 27, 1858	12	175	.....	
....do	Apr. 19	Aug. 16, 1859	30	100	.....	Sent home 30 sperm.
.....	... .	Sept. 20, 1858	.....	214	.....	
North Atlantic	May 3	Oct. 2, 1858	.....	128	.....	
....do	Apr. 19	Aug. 24, 1858	12	90	.....	
....do	Apr. 15	Apr. —, 1859	89	.....	.....	
....do	Apr. 22	.....	.....	.....	.....	No report.
....do	May 4	Sept. 10, 1858	.....	218	.....	
.....	.....	Sept. 14, 1858	.....	140	.....	Sailed again September 30; Soper, master; no report; withdrawn 1858.
North Atlantic	May 5	.....	.....	.....	.....	No report.
....do	Nov. 7	June 26, 1859	285	.....	.....	Sent home 100 sperm.
....do	Apr. 8	July 25, 1859	185	...	.....	Sent home 69 sperm.
... do	Apr. 29	Sept. 7, 1858	.....	196	.....	
Atlantic	.....	Aug. 6. 1858	115	100	.....	
... do	Jan. 8	Dec. —, 1858	115	30	.....	
South Atlantic	June 4	July 11, 1860	441	94	.....	Sent home 76 sperm.
Atlantic	Nov. 6	Oct. 12, 1859	240	150	.....	
....do	Jan. 9	Oct. 4, 1858	149	104	.....	
North Atlantic	Apr. 23	.....	.....	.....	.....	No report; withdrawn 1859.
....do	Mar. 3	July 16, 1859	25	224	.....	Sent home 119 sperm; sold 1860.
Hurd's Island..	June 29	May 14, 1860	.....	3,537	2,900	
Indian Ocean ..	Nov. 24	.....	.....	.....	.....	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.
Hurd's Island..	June 10	May 16, 1860	.....	388	.....	
North Pacific ..	Oct. 5	July 12, 1861	.....	3,945	16,700	Sent home 63 sperm, 12,265 bone.
Davis Straits ..	June 1	Dec. 9, 1859	.....	847	15,000	Sailed for $9,000; cargo worth $21,000.
Hurd's Island..	July 20	Apr. 30, 1861	.....	4,000	2,900	
....do	June 28	.....	.....	.....	.....	Lost at Hurd's Island October 21, 1859, with 400 barrels of oil; had landed 1,000 barrels; built at Belleville, N. J., 1848.
Indian Ocean ..	Sept. 20	.....	.....	.....	.....	Condemned and sold at Hobart Town April, 1861.
North Pacific ..	May 4	Apr. —, 1869	.....	500	.....	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.
Hurd's Island..	July 7	Apr. 16, 1861	.....	651	.....	
North Pacific ..	Aug. 12	Sept. 16, 1859	52	223	1,200	Broken up 1859.
....do	Sept. 8	.....	.....	.....	.....	Bought from Greenport 1858; sold to Honolulu 1861.
Desolation Isl'd	June 10	Nov. 17, 1859	14	510	.....	
North Pacific ..	Aug. 10	.....	.....	.....	.....	Sent home 42 sperm, 800 whale; condemned and sold at Honolulu April 1, 1861.
Hurd's Island..	July 14	May 12, 1860	.....	1,317	600	Sent home 400 elephant-oil.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1858.				
Mystic, Conn.—Continued.				
Frank	Schooner	200	—— Chester	Charles Mallory
Leander	Bark	213	—— Chester	do
Robin Hood	Ship	395	—— McGinley	do
Romulus	do	365	—— Turner	do
New Haven, Conn.				
Ocean	Ship	567	W. W. Clark	Amos F. Barnes
Sag Harbor, N. Y.				
Nimrod	Bark	280	—— Green	W. & G. H. Cooper
Odd Fellow	do	239	—— Rose	Wade & Brown
S. S. Learned	Schooner	116	—— Goodbee	H. & S. French
San Francisco, Cal.				
Carib	Bark	205	—— Reynolds	Jos. W. Gawley
Ocean Bird	Ship		—— Scammons	
Sarah Warren	Bark		—— Poole	J. C. Hewlett
1859.				
New Bedford, Mass.				
Alice Frazier	Bark	406	Washingt'n T. Walker	L. Kollock & Son
Alfred Gibbs	Ship	425	Edward Nichols	Wood & Nye
Atlantic	do		Francis J. Silvea	
Arnolda	do	360	James A. Crowell	James B. Wood & Co.
Benjamin Tucker	do	349	Samuel E. Cooke	C. R. Tucker & Co
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	Isaachar H. Akin	Charles Hitch & Son
Columbus	do	313	Edwin A. Luce	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
Eugenia	Bark	356	Solomon F. Hamblin	Swift & Allen
Falcon	do	273	Bartlett Mayhew, 2d	Thomas Knowles & Co.
Florida	Ship	330	Coddington P. Fish	E. C. Jones
Gen. Pike	Bark	313	John P. Fisher	William Gifford
Golconda	do	331	Joseph R. Green	George & M. Howland
Gov. Troup	Ship	430	Reuben Kelley	E. C. Jones

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Desolation Isl'd	June 18	.....	.....	.....	.....	Added 1858; struck an iceberg and was lost at Desolation Island February, 1859; mate, Charles Francis, lost also.
S. A. and Ind...	June 11	.....	.....	.....	.....	Sent home 475 whale; 3,000 bone; condemned at Pernambuco January 3, 1860.
Indian Ocean...	May 25	Sept. 17, 1861	21	791	.....	Sent home 9,391 bone; one of the "stone fleet;" sunk off Charleston 1861.
Desolation Isl'd	June 3	May 9, 1860	.....	2, 538	.....	Sold to New York 1860.
Pacific Ocean ..	Aug. 7	.....	.....	.....	.....	Bought from Warren 1858; sent home 64 sperm, 1,103 whale, 1,652 bone; sold at San Francisco for merchant-service.
Atl. & Indian ..	Dec. 1	.....	.....	.....	.....	Condemned at Sydney November 25, 1860; oil sold.
....do	Sept. 29	Mar. 6, 1861	350	600	.....	
North Atlantic	June 7	Nov. 21, 1858	1[illegible]	291	.....	Returned 1858.
Pacific Ocean ..	May 17	.....	.....	.....	.....	No report; sailed 1859; Easton, captain; returned 1860, with 600 whale.
....do	.....	Apr. 27, 1860	.....	1, 200	.....	
Coast California	June 10	.....	.....	.....	.....	No report.
North Pacific ..	Sept. 22	.....	.....	.....	.....	Third mate, Mr. Littlefield, died from an accident May, 1861; lost in the Ochotsk January, 1860.
Pacific Ocean ..	Nov. 2	Jan. 25, 1864	857	95	600	Sent home 500 sperm.
....	.....	.....	.....	.....	.....	
North Pacific ..	Aug. 16	July 17, 1863	80[illegible]	.....	.....	Sent home 174 sperm.
Indian Ocean ..	Aug. 2	.....	.....	.....	.....	Captain Cook was killed by a whale October 26, 1860.
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 Oldensburg flag.
....do	May 12	.....	.....	.....	.....	Sent home 255 sperm.
North Pacific ..	Oct. 4	May 12, 1863	135	1, 800	.....	Sent home 2,280 whale, 23,834 bone.
Pacific Ocean ..	Dec. 3	July 14, 1864	682	.....	.....	Sent home 425 sperm.
Indian Ocean ..	May 10	.....	.....	.....	.....	Condemned at Mauritius July, 1862.
Pacific Ocean ..	Aug. 10	.....	.....	.....	.....	Sent home 75 sperm.
Indian Ocean ..	Aug. 10	May 4, 1863	900	350	.....	Sent home 125 sperm, 3,000 bone.
Pacific Ocean ..	Oct. 19	.....	.....	.....	.....	Sent home 200 sperm; condemned and sold at Valparaiso July, 1863.
....do	Apr. 20	Mar. 26, 1863	1, 200	250	.....	Sent home 207 sperm.
....do	Dec. 9	Apr. 24, 1864	570	.....	.....	Sent home 100 sperm; sold to New York 1864 for merchant-service.
....do	May 3	Sept. 18, 1863	900	80	1, 800	Sent home 456 sperm.
North Pacific ..	Nov. 17	Apr. 18, 1863	.....	2, 000	20, 000	Fourth mate died 1860; crew refused duty at Honolulu and were discharged by the consul; sent home 1,611 whale, 24,467 bone.
Pacific Ocean ..	Oct. 6	July 10, 1864	961	.....	.....	Sent home 55 sperm.
Atlantic	Oct. 5	May 23, 1862	460	.....	.....	Altered from a ship 1859
North Pacific ..	July 26	Apr. 9, 1863	4[illegible]	2, 200	600	Sent home 338 sperm, 1,096 whale, 38,186 bone.
....do	Sept. 6	Jan. 30, 1863	450	2, 000	6, 000	Altered from a ship 1859; took, in all, 450 sperm, 2,000 whale, 18,000 bone—valued at $100,000.
Pacific Ocean ..	Oct. 15	.....	.....	.....	.....	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.
Indian Ocean ..	June 28	Oct. 5, 1862	635	540	2, 000	The larger part of the crew mutinied and deserted at St. Catharine's; sent home 240 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1859.				
New Bedford, Mass.—Continued.				
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	399	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
James Maury	Ship	395	Lyman Wing	C. R. Tucker & Co
Japan	do	487	Charles Grant	William G. Blackler
John Dawson	Bark	237	John W. Cornell	J. & W. R. Wing
Josephine	Ship	446	James L. Chapman	Swift & Perry
Marengo	do	426	Frederick 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	—— Cleaveland	William Hathaway, jr
Mercury	Ship	340	Edward F. Lakeman	I. Howland, jr., & Co.
Messenger	Bark	291	John W. Gifford	John R. Thornton
Millinoket	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	374	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	390	Ezra Gifford	J. R. Thornton
Osceola, 2d	Bark	197	John E. Barker	J. & W. R. Wing
Osceola, 3d	do	200	Otis F. Hamblin	Cranston Wilcox
Pacific	do	385	Jacob A. Howland	Swift & Perry
Pacific, 2d	do	314	Joseph C. Smith	William H. Reynard
Pamelia	do	300	Henry A. Slocum	do
Parachute	Ship	331	Timothy Howland	Edmund Maxfield
President	Bark	293	William J. Macy	Richmond & Richardson
President, 2d	do	189	Isaac Wordell	E. Maxfield
Rainbow	Ship	474	James Nichols	William Gifford

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	May 5	.....	.....	.....	.....	Added 1859; sent home 1,375 whale, 3,600 bone; put under Hawaiian flag 1862; captured and burned by the Shenandoah; paid for by the English government.
Indian Ocean ..	Aug. 23	.....	.....	.....	.....	Sent home 300 sperm; condemned at Mauritius 1861.
Pacific Ocean ..	Aug. 4	May 29, 1863	400	.....	.....	Captain Nickerson died of heart disease March 4, 1861; sent home 695 sperm, 519 bone.
....do	Oct. 25	June 28, 1864	772	.....	.....	Charles Floyd, first mate, drowned 1863; boat stove while fast to a whale.
....do	May 10	Aug. 30, 1863	650	.....	.....	Captain Beebe came home sick 1861; sent home 115 sperm.
Indian Ocean...	Aug. 1	.....	.....	.....	.....	Lost at island of Coetiva 1862; saved 200 barrels oil.
Pacific Ocean ..	July 6	Mar. 26, 1863	1,550	.....	.....	Sold to Honolulu 1863; name changed to Hae Hawaii.
....do	June 8	Aug. 30, 1863	1,865	635	.....	Sent home 177 sperm.
....do	Nov. 5	.....	.....	.....	.....	Sent home 738 sperm; condemned at Talcahuano 1863; named changed to Narcissa and went whaling from Talcahuano.
....do	Oct. 20	Oct. 25, 1863	1,000	1,000	8,000	
North Pacific ..	Dec. 31	Apr. 15, 1864	.....	698	.....	Sent home 40 sperm, 12,443 bone.
Pacific Ocean ..	Aug. 2	May 27, 1863	2	2,500	12,000	
Indian Ocean ..	Oct. 4	Feb. 5, 1865	666	454	.....	Altered from a ship 1859; Captain Van Wyke left at Callao sick 1864.
....do	Sept. 6	Sept. 15, 1862	792	2,321	5,550	Sent home 12,000 bone.
Pacific Ocean .	May 31	May 19, 1863	1,200	.....	.....	Added 1859 from Fairhaven; sent home 499 sperm; sold to Boston 1863.
Atl. & Indian ..	July 16	Nov. 3, 1861	617	.....	.....	Sent home 380 sperm.
North Pacific ..	July 14	July 27, 1862	295	2,319	.....	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.
Indian Ocean ..	Aug. 12	Apr. 22, 1863	.....	3,100	8,780	Sent home 30 sperm.
Pacific Ocean ..	Sept. 29	.....	.....	....	.....	Condemned at Talcahuano 1863; used as a coaler till 1866, then fitted again for a whaler; sent home 840 sperm.
Atl. & Indian ..	June 7	May 14, 1863	1,300	30	.....	Sent home 322 sperm.
Pacific Ocean ..	May 18	May 22, 1863	1,200	....	.....	Manuel Frates, fourth mate, killed by a whale August, 1862; sent home 200 sperm; sold to Boston for China trade 1865.
Indian Ocean ..	June 28	Oct. 21, 1862	1,083	6	.....	
....do	June 7	.....	.....	.....	.....	Altered from a ship 1859.
Atl. & Indian ..	May 3	May 24, 1862	153	.....	.....	Sent home 230 sperm; sold to Dartmouth 1862.
North Pacific ..	Nov. 15	May 21, 1863	175	1,800	6,000	Sent home 88 sperm, 1,546 whale, 28,500 bone.
Pacific Ocean ..	Sept. 22	May 20, 1862	638	1,012	2,100	Sent home 80 sperm, 9,000 bone; sold to Boston 1862.
....do	Nov. 1	July 13, 1864	1,003	48	.....	Altered from a ship 1859.
North Pacific ..	Aug. 10	Apr. 18, 1864	265	1,938	21,950	Sent home 269 sperm, 1,025 whale, 10,700 bone.
Indian Ocean ..	Oct. 19	.....	.....	.....	.....	Lost on Sandal Wood Island (Malay Archipelago) April 7, 1863; crew in boats 9 days and 10 nights, with but little bread and water; sent home 76 sperm.
Pacific Ocean ..	Nov. 29	Oct. 28, 1863	220	.....	.....	Sold to Edgartown 1864.
Indian Ocean ..	Dec. 20	Mar. 26, 1863	920	.....	.....	Sent home 650 sperm.
Pacific Ocean ..	Jan. 2	June 20, 1862	896	....	....	
Indian Ocean ..	June 15	June 7, 1862	107	2,420	3,000	Sent home 106 sperm, 1,040 whale, 17,932 bone.
....do	May 10	.....	.....	.....	.....	Sent home 123 sperm; sold to Sag Harbor 1864.
....do	May 4	May 4, 1862	975	17	.....	Sent home 190 sperm, 1,000 bone; withdrawn 1862.
Ind. and Pacific	Nov. 11	.....	.....	.....	.....	Lost near Papeete June 10, 1864; saved 880 sperm out of 1,225.
Pacific Ocean ..	Oct. 10	June 18, 1864	978	.....	.....	Altered from a ship 1859; sent home 319 sperm.
Atl. & Indian ..	June 13	May 10, 1862	185	.....	.....	
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.
1859.				
New Bedford, Mass.—Continued.				
Rodman	Bark	371	William Whitton, jr	William G. E. Pope
Roman	Ship	370	John C. Hamblin	E. C. Jones
Roscoe	Bark	362	William H. Almy	Loum Snow
San Francisco	do	268	Daniel F. Worth	William Phillips & Son.
Seine	do	281	John S. Smith	Rodney French
Smyrna	do	219	Isaac P. Webb	Charles S. Randall
Thomas Pope	Ship	323	Charles H. Robbins	William G. E. Pope
Trident	do	449	Elisha H. Fisher	Frederick Parker
Vigilant	Bark	282	Frederick P. Cole	W. & G. D. Watkins
Waverly	do	327	William H. Vinal	David B. Kempton
Zephyr	Ship	361	Joseph S. Taylor	Thomas Nye, jr
Fairhaven, Mass.				
Emerald	Schooner	101	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	F. R. Whitwell
Winthrop	Bark	218	William P. Weeks	Albert Sawin
Mattapoisett, Mass.				
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	—— Michell	R. L. Barstow
Sarah	Ship	370	Henry P. Butler	L. Meigs
Samuel & Thomas	Bark	191	Asa Hoxie	R. L. Barstow
Willis	do	164	James King	do
Sippican, Mass.				
Altamaha	Schooner	119	John C. Clark	Stephen C. Luce
Hopeton	Brig	145	Otis S. Snow	Obed Delano
James	Schooner	80	Benjamin B. Handy	Benjamin B. Handy
Retrieve	do	100	William C. Hathaway	do
Roswell King	do	134	Pardon Tripp	Peleg Blankenship
Sandwich, Mass.				
Ocean	Bark	165	Peleg Cornell	W. F. Lapham
Falmouth, Mass.				
Com. Morris	Ship	357	Silas Jones	Oliver C. Swift
Holmes's Hole, Mass.				
America	Bark	257	—— Luce	Thomas Bradley
Helen Augusta	do	270	—— West	do
Beverly, Mass.				
Eschol	Brig	143	—— Hoxie	F. W. Choate
Lady Suffolk	Bark	210	—— Robertson	do
Dartmouth, Mass.				
Benj. Cummings	Bark	391	David Briggs	Tucker & Cummings
Brunswick	Ship	295	Varenus Baker	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Nov. 17	.....	.....	.....	.....	Sent home 1,550 sperm, 250 whale; sold at Mauritius 1863.
Indian Ocean ..	Aug. 22	May 9, 1863	1,500	750	.....	Sent home 74 sperm.
Pacific Ocean ..	Nov. 8	Apr. 12, 1860	79	6	.....	Captain Almy and 7 men (part of two boats' crews) killed by a whale 1859.
Atlantic	Aug. 1	.....	.....	.....	.....	Foundered at sea off Montauk Point February 24, 1862; sent home 2,000 bone.
Pacific Ocean ..	May 13	May 4, 1862	220	1	500	
Atlantic	Sept. 3	June 11, 1863	35	.....	.....	Sent home 435 sperm, 421 whale, 4,400 bone.
Indian Ocean ..	July 20	June 21, 1863	650	.....	.....	Sent home 312 sperm; sold to New York 1863, for African trade.
Pacific Ocean..	Dec. 21	June 7, 1864	1,110	.....	.....	Sent home 320 sperm.
....do	Aug. 23	June 18, 1864	427	549	.....	Sent home 435 sperm.
Ind. and Pacific	Apr. 26	May 4, 1863	1,550	750	1,200	Altered from a ship; sent home 326 sperm, 5,040 bone.
Indian Ocean ..	Nov. 21	.....	.....	.....	.....	Condemned at Mauritius 1863; shipped oil (900 sperm) to London.
Atlantic	May 2	Aug. 19, 1860	150	10	.....	Added 1859; sent home 200 sperm.
Pacific Ocean..	June 5	.....	.....	.....	.....	Sailed January 31; returned February 22, leaking 300 strokes per hour; sent home 951 sperm; condemned at Paita 1864.
....do	July 6	.....	.....	.....	.....	Sent home 180 sperm; transferred to New Bedford 1862.
Indian Ocean..	Aug. 27	May 13, 1863	860	.....	.....	Sent home 42 sperm.
....do	July 26	Sept. 29, 1862	290	48	.....	Sent home 30 sperm; sold to Boston for merchant service 1863.
Indian Ocean ..	Dec. 27	.....	.....	.....	.....	Sold to Holmes's Hole 1861.
Atlantic	Nov. 17	June 27, 1862	230	1	.....	Altered from a brig 1859; sold to New Bedford 1862; sent home 50 sperm.
Atlantic & Ind	May 26	.....	.....	.....	.....	Built at Mattapoisett 1859; captured and burned by the Alabama, with 900 barrels of oil, 1862; sent home 240 sperm, 250 whale, 2,000 bone.
Atlantic	May 20	Aug. 28, 1861	297	9	.....	Sold to New Bedford 1861; sold thence to Nantucket 1862.
Indian Ocean ..	Dec. 22	June 19, 1864	201	.....	.....	Transferred to New Bedford 1861.
Atlantic	Sept. 3	June 29, 1863	160	.....	.....	Sold to New Bedford 1863; sent home 400 sperm.
... do	June 2	Sept. 12, 1860	384	40	.....	
Atlantic	June 29	July 24, 1860	151	13	.....	
....do	June 2	Aug. 29, 1860	255	7	.....	Sent home 40 sperm.
....do	May 2	Sept. 16, 1859	163	6	.....	
....do	May 2	Sept. 11, 1859	53	1	.....	
....do	Apr. 26	Aug. 19, 1860	85	40	.....	Sent home 56 sperm.
Atlantic	Sept. 12	Aug. 25, 1861	447	3	.....	Sent home 214 sperm.
Pacific Ocean ..	July 13	June 19, 1864	931	232	1,700	Sent home 50 sperm; sold to New Bedford 1864.
Indian Ocean..	Dec. 13	May 9, 1862	705	.....	.....	
Atlantic	May 25	June 8, 1861	500	.....	.....	Withdrawn for merchant service 1861; sent home 106 sperm.
Atlantic	July 14	Sept. 12, 1860	110	.....	.....	Bought from Provincetown 1858.
....do	Aug. 24	Aug. 30, 1860	260	120	.....	Withdrawn; sold to Salem.
Pacific Ocean..	Sept. 12	Aug. 3, 1866	.....	101	.....	Sent home 387 sperm, 518 whale, 4,000 bone; sold to New Bedford 1866.
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.
1859.				
Westport, Mass.				
Champion	Bark	209	—— Coggeshall	Andrew Hicks
Janet	do	194	George G. Coffin	Henry Wilcox
Edgartown, Mass.				
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. Munro
Nantucket, Mass.				
Mohawk	Ship	350	George H. Swain	I. & P. Macy
Peru	Bark	257	Elihu F. Turner	Zenas L. Adams
Three Brothers	Ship	384	Calvin Swain	G. &. W. Starbuck
Watchman	Schooner	140	Charles W. Hussey	J. B. Macy
Provincetown, Mass.				
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	
Estella	do	94		
F. Bunchinia	Bark	200	—— Tuck	Nickerson & Tuck
John Adams	Schooner	99		John Adams
Montezuma	do	92	—— Chapman	T. & S. Hilliard
N. J. Knights	do	95	—— Soarks	D. Connell
Oread	do	90	—— Farwell	E. S. Smith & Co
R. E. Cook	do	80	—— Freeman	R. & E. Cook
Richard	do	92		David Conwell
Rienzi	do	108	—— Milliken	J. E. & G. Bowley
S. R. Soper	do	130	—— Soper	Samuel Soper
Thriver	do	95	Leonard Small	S. Small
V. Doane	do	99	—— Cook	H. and S. Cook & Co
Walter Irvin	do	133	—— Small	Samuel Soper
Orleans, Mass.				
Lewis Bruce	Brig	135	—— Cook	Heman Smith
Rothschild	Bark	261	—— Allerton	do
William Martin	Schooner	134	—— Martin	do
New London, Conn.				
Amaret	Brig	91	—— Quayle	Williams & Haven
Charles Carroll	Ship	412	—— Smith	Frink & Prentis
Clematis	do	311	—— 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. R. Chappell
Northwest	Ship	304	William Dunbar	Thomas Fitch
Pearl	Bark	195	—— Bartlett	Williams & Haven
Sag Harbor, N. Y.				
Columbia	Bark	285	—— McCorkle	John Budd
Concordia	do	265	—— Hamilton	Wade & Brown
Excel	do	375	—— Loper	do
Mary Gardner	do	316	—— Jennings	W. & G. H. Cooper

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	Oct. 6	June 20, 1863	370	.....	.....	Sold and withdrawn for merchant-service 1863.
Atlantic	July 14	May 9, 1863	800	.....	.....	Sent home 35 sperm.
Atlantic	Apr. 13	.....	.....	.....	.....	Sent home 100 sperm, 67 whale; lost in Fayal Harbor September 7, 1860.
North Pacific ..	Sept. 25	May 27, 1862	156	2, 304	10, 600	Sent home 16,866 bone.
....do	Dec. 11	.....	.....	.....	.....	Sent home 52 sperm, 1,000 bone; condemned at Honolulu June, 1861.
Atlantic	Oct. 5	Aug. 4, 1861	.....	12	.....	Sold to New York 1862; sent home 176 sperm.
Pacific Ocean ..	May 12	June 29, 1863	1, 000	.....	.....	Sold to New York.
....do	Sept. 25	May 7, 1863	1, 360	12	.....	Sold to New London.
....do	.....	Apr. 2, 1865	925	250	.....	Sold to New Bedford.
Atlantic	Sept. 6	Sept. 25, 1860	65	430	.....	
Atlantic	Dec. 13	Aug. 26, 1861	89	70	.....	
....do	May 17	Sept. 12, 1859	.....	115	.....	
....do	May 17	Sept. 10, 1859	.....	110	.....	
North Atlantic	Mar. 28	Sept. 18, 1859	.....	134	.....	
Atlantic	May 24	Sept. 12, 1859	.....	65	.....	
....do	May —	Sept. 12, 1859	196	.....	.....	
....do	May 16	Dec. 1, 1860	540	60	.....	Sent home 160 sperm.
....do	May —	Jan. —, 1861	125	20	.....	
N. Atlantic ..	May 24	Sept. 20, 1859	65	.....	.....	
	Nov. 28	Aug. 26, 1862	190	.....	.....	
....do	Feb. —	July 15, 1859	205	103	.....	
....do	Aug. 19	Sept. 9, 1860	183	14	.....	
Atlantic	May 16	Aug. 9, 1860	168	47	.....	
.....	.....	Sept. 20, 1859	.....	139	.....	Lost on island of Nevis April 7, 1860; saved 125 sperm.
North Atlantic.	Mar. 2	June 16, 1860	15	.....	.....	
Atlantic	Mar. 16	Aug. 19, 1859	300	.....	.....	
North Atlantic.	Aug. 19	.....	.....	.....	.....	Captain Small, second mate, and two men died January, 1862; sold to Beverly 1862; sent home 261 sperm.
....do	Feb. 11	July 16, 1859	144	108	.....	Added 1859.
....do	Feb. 15	June 9, 1860	215	81	.....	
Atlantic	May 30	Aug. 28, 1860	128	10	.....	Sent home 50 sperm.
....do	Jan. 8	Sept. 29, 1859	340	340	.....	
... do	May 17	Sept. 10, 1860	58	60	.....	Sent home 210 sperm.
Cumberland Sts	Apr. 13	.....	.....	.....	.....	Lost in Cumberland Straits September 27, 1860; the Amaret formed a part of the Kane Expedition.
Davis's Strait..	May 14	.....	.....	.....	.....	Wrecked in Mozambique Channel; condemned at Mata 1862; sent home 1,000 barrels of oil.
Indian Ocean ..	Oct. 11	.....	.....	.....	.....	Lost at Solomon Islands September, 1861; second mate, Benjamin Small, died 1861.
Desolat'n Isl'd	Aug. 11	July 15, 1861	.....	933	.....	One of the "stone fleet," No. 2.
North Pacific ..	Aug. 16	Mar. 26, 1862	80	1, 590	13, 850	Sent home 1,390 whale, 21,716 bone.
Desolat'n Isl'd	Sept. 1	.....	.....	.....	.....	No report.
... do	July 15	June 4, 1862	474	500	.....	
Indian Ocean ..	Sept. 1	.....	.....	.....	.....	
Ind. and Pacific	Oct. 17	Sept. 12, 1862	194	6	.....	
South Atlantic.	Aug. 1	Apr. 16, 1862	712	131	.....	Sent home 930 bone; sold to New York 1862.
Atlantic	May 23	May 8, 1862	109	938	1, 000	Sent home 2,400 bone.
Coast of Pat ...	July 1	May 26, 1861	68	940	3, 500	
Atlantic	Oct. 31	June 20, 1861	845	459	3, 000	Was chased two hours off Bermudas by rebel privateer on passage home.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1859.				
Sag Harbor, N. Y.—Continued.				
Myra	Brig	150	—— Havens	W. & G. H. Cooper
Noble	Bark	273	—— Fowler	do
S. S. Learned	Ship	116	—— Eldridge	H. & S. French
Susan	Schooner	134	—— King	do
Washington	Bark	236	—— Babcock	Wade & Brown
Stonington, Conn.				
Tekoa	Schooner	143	—— Stivers	J. E. Smith & Co
1860.				
New Bedford, Mass.				
Active	Bark	333	Davis Blake	Loum Snow
Adeline	Ship	329	Albert D. Barber	Charles R. Tucker & Co.
Addison	Bark	426	John C. Peirce	Isaac B. Richmond
Anaconda	do	383	John H. Paun	do
Antelope	do	340	—— Wrisley	S. Thomas & Co
Atlantic	do	367	William H. Sherman	William Hathaway, jr
Awashonks	do	342	John Marble	J. & W. R. Wing
Brutus	Ship		E. S. Davoll	
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
Cicero	Ship	252	John R. Stivers	L. Snow
Contest	do	441	Elijah B. Morgan	I. Howland, jr., & Co
Courser	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
Desdemona	do	295	Franklin Bates, jr	Thomas Nye, jr
Draper	do	291	Charles W. Parker	Charles E. Hawes
E. Corning	Bark	325	Charles Stetson	William C. N. Swift
Edward	do	274	Orrick Smalley	Thomas Knowles & Co.
Eliza	do	366	William Devoll	Cornell & Penniman
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, 2d
Fanny	do	391	George W. Bliven	Swift & Allen
Gay Head	Ship	389	Lewis H. Lawrence	J. B. Wood & Co
Java	Bark	295	Edward B. Phinney	G. & M. Howland
Java, 2d	do	292	T. C. Spaulding	William G. Blackler
Jireh Perry	Ship	435	Wanton H. Sherman	Swift & Perry
John Coggeshall	do	338	Aaron Dean	B. B. Howard
Kathleen	Bark	312	Charles C. Movers	J. & W. R. Wing
Kingfisher	do	451	Elisha Russell	Jona. Bourne, jr.
Lætitia	do	275	Joseph Stowell	George R. Taber
Lagoda	Ship	341	Z. A. Devoll	J. Bourne, jr
Lancer	do	395	George H. Allen	Joshua Richmond

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
South Atlantic.	June 20	Oct. 16, 1860	220	.....	.....	Added 1859.
....do	Sept. 1	Aug. 19, 1861	468	51	500	
....do	Apr. 20	.....	.....	.....	.....	Sent home 60 sperm; condemned at St. Catharine's 1862.
Atlantic	May 23	.....	.....	.....	.....	
South Atlantic.	May 2	May 6, 1862	552	603	4,000	Sold to New York 1862.
Atlantic	July 7	July 25, 1860	31	46	.....	
Pacific Ocean ..	Nov. 21	May 22, 1865	2	83	750	Sent home 865 sperm.
North Pacific ..	Sept. 19	May 7, 1865	28	1,084	6,000	Sent home 15 sperm, 2,250 whale, 18,500 bone.
Ind. and Pacific	Aug. 28	Apr. 22, 1867	.....	523	4,000	Altered from a ship 1860; sent home 238 sperm, 460 whale, 13,650 bone; withdrawn 1867 for freighting; lost.
Pacific Ocean ..	Nov. 17	Sept. 8, 1864	1,006	50	.....	Withdrawn 1864.
Davis's Strait..	Mar. 15	Oct. 12, 1863	.....	1,500	24,000	Sent home 50 sperm.
Pacific Ocean..	May 1	May 4, 1864	211	10	.....	Sent home 335 sperm.
Indian Ocean ..	Sept. 6	Apr. 4, 1862	148	100	550	Bought from Falmouth 1860; Captain Marble died October 22, 1861.
.....	Aug. —	.....	.....	.....	.....	Brutus bought from Warren 1860.
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.
Davis's Strait..	May 20	Nov. 3, 1861	.....	1,122	17,800	Built 1851; bought from Sag Harbor 1859; Walter Smith, third mate, died at sea 1860.
Indian Ocean ..	Oct. 10	Nov. 22, 1864	900	378	3,500	
Pacific Ocean..	Oct. 9	May 25, 1865	70	326	3,800	Sent home 116 sperm, 1,333 whale, 8,800 bone.
Atlantic	June 21	Apr. 25, 1861	.....	354	.....	Sent home 161 sperm, 2,256 bone.
Pacific Ocean ..	Aug. 14	June 9, 1864	159	.....	.....	First mate, Mr. Thomas, died December 18, 1860; Captain Hammett came home sick 1862; sent home 228 sperm.
Davis's Strait..	Mar. 21	Jan. 5, 1863	.....	.....	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.
Pacific Ocean ..	June 12	July 28, 1864	808	318	.....	Sent home 420 sperm, 3,000 bone.
....do	July 17	Mar. 15, 1865	450	.....	.....	Sent home 113 sperm.
Indian Ocean ..	May 8	July 10, 1864	705	100	450	Sent home 186 sperm; sold to Boston 1864.
Pacific Ocean.	Nov. 15	May 24, 1866	7	.....	.....	Sent home 737 sperm.
....do	July 2	June 27, 1864	14	48	.....	Sent home 448 sperm.
....do	Oct. 2	Dec. 30, 1864	950	.....	.....	
....do	May 22	May 4, 1864	1,097	13	.....	Bought from Dartmouth 1860; sent home 213 sperm; sold to New York 1864 for merchant service.
....do	Nov. 19	Apr. 24, 1866	14	387	5,600	Sent home 1,286 sperm.
....do	Nov. 1	.....	.....	.....	.....	Lost on Chatham Island April 15, 1862; saved 500 sperm; sent home 111 sperm.
....do	Oct. 30	Aug. 28, 1864	460	177	.....	
North Pacific ..	June 13	Apr. 14, 1864	112	2,348	28,550	Sent home 455 sperm, 1,680 whale, 28,400 bone.
Pacific Ocean .	Oct. 2	Apr. 12, 1865	.....	1,051	15,300	Sent home 631 sperm, 700 bone.
Indian Ocean ..	Sept. 6	May 28, 1864	1,292	284	1,700	
... do	June 27	Apr. 13, 1864	1,040	104	.....	
Pacific Ocean ..	Sept. 13	June 18, 1864	471	955	2,850	Sent home 274 sperm, 219 whale, 9,000 bone.
....do	June 9	May 2, 1864	33	924	6,700	Bought 1860 from Fairhaven; sent home 131 sperm, 1,100 whale, 13,300 bone; sold to New York 1864.
Indian Ocean ..	June 19	Apr. 13, 1864	1,258	25	.....	Sent home 214 sperm.
Atlantic	June 1	Mar. 30, 1861	214	11	.....	
Pacific Ocean ..	Oct. 19	May 4, 1864	600	.....	.....	Sent home 400 sperm.
....do	Aug. 27	Apr. 18, 1864	94	2,164	.....	Sent home 162 sperm, 25,400 bone.
....do	Aug. 25	Nov. 20, 1864	936	.....	.....	Sent home 763 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1860.				
New Bedford, Mass.—Continued.				
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	B. F. Howland
Mary & Susan	do	409	Philip Howland	T. Knowles & Co
Mary Wilder	do	213	Sylvanus Cleaveland	Charles Almy
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 Penniman	Thomas Knowles & Co
Nassau	Ship	408	E. P. Herendeen	Swift & Perry
Nye	Bark	211	Joseph B. Barker	Tucker & Cummings
Peri	do	205	John W. Norton	Rodney French
Polar Star	Ship	475	Daniel D. Wood	C. R. Tucker & Co
Reindeer	do	450	George W. Raynor	E. W. Howland
Roscoe	Bark	362	George H. Macomber	L. Snow
Sappho	do	320	Edward B. Coffin	O. & D. W. Seabury
Scotland	Ship	384	Humphrey W. Seabury	do
Solon	Bark	129	Joseph E. Smith	J. R. Thornton
Sophia Thornton	Ship	424	William P. Briggs	T. Nye, jr
Stafford	Bark	206	Obed Pierce	William Hathaway, jr
Stella	do	338	Frederick Hussey	L. Snow
Stephania	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
Tahmarco	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	197	Leonard Courtney	T. Knowles & Co
Young Phœnix	Ship	377	Benjamin F. Wing	William Phillips & Son
Fairhaven, Mass.				
Ansel Gibbs	Ship	319	Henry G. Chapel	Gibbs & Jenney
Arab	Bark	276	Joseph P. Nye	Damon & Judd
Emerald	Schooner	101	E. G. Cudworth	do
General Scott	Bark	360	James T. Eldridge	L. C. Tripp
Homer	Brig		John A. Benson	
Lydia	Ship	351	Elisha Babcock	Jenney & Tripp
Northern Light	do	513	Edward A. Chapel	Edmund Allen
Pavillion	Brig	156	George H. Cannon	Damon & Judd

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	June 14	.....	.....	....	.....	Sold at Mauritius 1863; renamed W. A. Farnsworth; returned to whaling under the Hawaiian flag, 1876; sent home 847 sperm.
North Pacific ..	Sept. 4	May 12, 1865	....	47[illegible]	.....	Sent home 152 sperm, 904 whale, 28,950 bone.
Pacific Ocean..	Oct. 2	July 2, 1865	851	1	.....	Sent home 90 sperm.
Indian Ocean ..	Aug. 1	Apr. 23, 1865	487	....	.....	Sent home 75 sperm, 1.600 bone; shipped 1,000 sperm to London.
Pacific Ocean..	Aug. 7	May 28, 1864	1,380	.....	.....	Sent home 489 sperm.
....do	Aug. 8	May 10, 1864	250	....	.....	Sent home 25 sperm; sold to New York 1864.
Indian Ocean ..	Nov. 1	Aug. 5, 1863	460	.....	.....	Sent home 195 sperm; altered from a ship 1860; Captain Woodward died 1861.
Pacific Ocean ..	June 12	Aug. 2, 1863	900	....	.....	Sent home 561 sperm.
North Pacific ..	Sept. 6	Apr. 6, 1865	.....	2,209	.....	Sent home 2,413 whale, 63,200 bone.
Pacific Ocean..	May 15	Apr. 27, 1864	1,866	.....	.....	Altered from a ship 1860; sent home 116 sperm.
Indian Ocean ..	Oct. 2	Apr. 21, 1863	100	500	8,000	
Atlantic	Oct. 2	.....	.....	.....	.....	Bought from Dartmouth 1860; captured and burned by the Alabama 1863.
Indian Ocean ..	May 2	.....	.....	.....	.....	Sold at Mauritius 1863.
North Pacific ..	Sept. 6	.....	....	.....	.....	Sent home 98 sperm; lost on Kamschatka May 28, 1861; first mate, James Wilson, and boat's crew lost in landing.
....do	Oct. 2	Feb. 27, 1864	.....	1,845	31,500	Was attacked by natives in the Arctic 1862; sent home 123 sperm, 3,648 whale, 31,100 bone.
Indian Ocean ..	May 15	Nov. 23, 1864	1,083	395	.....	Sent home 251 sperm, 800 bone.
Pacific Ocean..	May 3	July 18, 1863	1,450	12	.....	Sent home 21 sperm.
....do	May 22	Dec. 1, 1860	239	7	.....	
Atlantic	May 21	May 7, 1862	20	31	.....	Bought from Westport 1860; sent home 125 sperm.
Pacific Ocean..	Apr. 28	Sept. 10, 1864	1,256	18	.....	Sent home 68 sperm, 800 bone.
....do	Oct. 16	Sept. 10, 1864	210	.....	.....	Sent home 400 sperm.
....do	May 31	July 6, 1864	737	15	.....	Sent home 325 sperm.
Indian Ocean ..	Aug. 16	Apr. 17, 1864	783	1,034	150	Sent home 25 sperm. 9,300 bone.
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 sparm.
New Zealand ..	Nov. 13	.....	.....	.....	.....	Bought from Mattapoisett 1860; sent home 570 sperm; condemned at Bay of Islands August, 1863.
Atlantic	July 3	.....	.....	.....	.....	Bought from Fairhaven 1860; sent home 37 sperm.
North Pacific ..	Oct. 16	July 12, 1865	54	658	.....	Latham C. Ryder, first mate, died at Honolulu January 11, 1862; sent home 2,230 whale, 21,000 bone.
Atlantic	Apr. 24	July 2, 1862	148	.....	.....	Transferred from Westport 1859; sent home 137 sperm.
Pacific Ocean ..	Oct. 10	Apr. 23, 1865	257	.....	.....	
Atlantic	Apr. 16	Oct. 3, 1861	124	9	.....	Sent home 821 sperm.
....do	July 24	Sept. 23, 1862	257	.....	.....	Sent home 275 sperm.
Indian Ocean ..	Oct. 2	Nov. 19, 1863	1,200	800	.....	Sent home 140 sperm, 8,000 bone.
Davis's Strait..	Apr. 11	Nov. 11, 1861	.....	500	9,000	Sold to New Bedford 1861.
Atlantic	June 1	Sept. 6, 1861	278	1	.....	Sold to New London 1862 to replace the Alert.
....do	Sept. 5	Nov. 4, 1861	96	6	.....	Sent home 75 sperm; sold to Sippican 1862.
Pacific Ocean ..	Sept. 4	June 23, 1865	3	45	.....	Sent home 142 sperm; returned with all her original officers, an unusual circumstance.
.....	.....	.....	.....	.....	.....	Bought from Nantucket 1859; lost at Teceireo September 7, 1860; sent home 100 sperm.
Pacific Ocean..	May 16	May 17, 1864	754	709	600	Sent home 298 sperm; Lydia sold to New London 1864.
Davis's Strait..	July 21	Oct. 11, 1861	.....	1,104	21,000	Second mate, I. M. Larrabee, died April 20, 1861.
Atlantic	Nov. 22	May 15, 1863	65	.....	.....	Bought from Holmes' Hole, 1860; sent home 180 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1860.				
Fairhaven, Mass.—Continued.				
Syren Queen	Ship	461	C. B. Chapel	Gibbs & Jenney
William and Henry	do	261	William C. Parsons	I. F. Terry
Mattapoisett, Mass.				
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
Dartmouth, Mass.				
Charles and Edward	Ship	150	William D. Gifford	William Potter, 2d
Matilda Sears	Bark	300	Edward J. Howland	do
Beverly, Mass.				
Eschol	Brig	143	—— Robertson	F. W. Choate
N. D. Chase	Bark	242	—— Hamlin	do
Sippican or Marion, Mass.				
Admiral Blake	Schooner	120	William C. Hathaway	Peleg Blankenship
Hopeton	Brig	145	Edwin A. Perry	Obed. Delano
James	Schooner	80	Benj. B. Handy	Benj. B. Handy
Retrieve	do	100	Zenas F. Eldridge	do
Salem, Mass.				
Messenger	Ship	216	—— Holmes	Benjamin Webb
Westport, Mass.				
George and Mary	Bark	165	Allen W. Pierce	Rescom Macomber
Gov. Carver	do	180	John W. Sherman	Henry Wilcox
Leonidas	Brig	128	James L. Skiff	C. A. Church
Mattapoisett	Bark	150	Benjamin Gifford	Henry Smith
Mermaid	do	330	George W. Jenks	Andrew Hicks
Platina	do	266	David E. Allen	do
Fall River, Mass.				
B. Franklin	Bark	164	—— Brown	John B. Reed
Warren, R. I.				
Covington	Bark	351	—— Jenks	Charles T. Child
Edgartown, Mass.				
Champion	Ship	400	—— Worth	Benjamin Worth
Rose Pool	Bark	285	—— Fisher	Joseph Holley
Nantucket, Mass.				
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	313	Edward B. Hussey, jr	G. & M. Starbuck & Co.
Norman	do	338	Richard C. Gibbs	do
Watchman	Schooner	140	Charles W. Hussey	J. B. Macy

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs*	
Davis's Strait..	June 13	Oct. 11, 1861	.....	665	15, 700	Lost five men by scurvy; sold to Sydney, N. S. W., for merchant service 1861.
Pacific Ocean ..	Apr. 21	Mar. 10, 1864	29	.....	.....	Sent home 561 sperm.
Atlantic	Apr. 3	Sept. 9, 1861	15	33	.....	Sailed once and returned, leaking 500 strokes an hour; sent home 120 sperm; withdrawn 1861; finally wrecked and abandoned 1863.
Indian Ocean ..	Oct. 13	June 30, 1863	970	.....	.....	Sold to New Bedford 1863.
Atlantic	May 28	No report ...	.....	.....	.....	
....do	May 15	Sept. 11, 1861	191	.....	.....	
Pacific Ocean ..	Sept. 18	.....	.....	.....	.....	Sent home 1,175 sperm, 70 whale; sold at Talcahuano 1865 to sail under the Chilian flag.
....do	Nov. 1	Nov. 11, 1864	500	525	.....	Sent home 4,200 bone.
Atlantic	Oct. 6	May 5, 1862	23	40	.....	
Atl. and Pacific	Apr. 18	Sept. 21, 1861	4	70	.....	Sent home 79 sperm; sold to Liverpool, Nova Scotia, 1861.
Atlantic	Apr. 6	Sept. 20, 1860	182	2	.....	
....do	Oct. 9	Nov. 25, 1861	140	10	.....	Sold for merchant service 1862.
... do	Apr. 30	Aug. 29, 1860	103	.....	.....	
....do	Apr. 30	Sept. 6, 1860	118	.....	.....	
Atlantic	Apr. 18	July 17, 1861	330	16	.....	Sold to Boston 1861; Salem's last whaler; one of "stone fleet," No. 2; sunk 1861.
Atlantic	Nov. 19	Aug. 16, 1863	321	2	.....	Sold to Boston 1863 for merchant service.
Indian Ocean ..	Nov. 21	May 23, 1863	670	.....	.....	
Atlantic	Nov. 12	May 2, 1863	130	70	.....	Sent home 188 sperm; sold to N. Bedford 1863.
... do	May 29	Feb. 16, 1862	328	10	.....	
Pacific Ocean .	Oct. 4	Sept. 21, 1864	760	3	.....	Sent home 48 sperm; shipped 200 sperm to London.
Indian Ocean ..	Aug. 16	Dec. 8, 1863	800	20	.....	
Atlantic	Nov. 20	Oct. 30, 1862	15	.....	.....	Sent home 300 sperm; sold to New Bedford 1862; Fall River's last whaler.
Pacific Ocean ..	Nov. 7	.....	.....	.....	.....	Sent home 904 sperm, 144 whale, 2,700 bone; captured and burned by the Shenandoah in Behring Strait June, 1865; Warren's last whaler.
North Pacific ..	Oct. 26	Apr. 18, 1864	153	1, 525	15, 650	Sent home 113 sperm 8,900 bone.
Indian Ocean ..	Sept. 27	Aug. 25, 1863	1, 200	100	.....	Sold to Boston 1863 for merchant service.
Pacific Ocean ..	May 6	.....	.....	.....	.....	Sent home 4,000 gallons sperm-oil; lost on Chatham Islands.
....do	Apr. 26	.....	.....	.....	.....	Took 1,000 barrels sperm; sold at San Francisco.
....do	Apr. 30	.....	.....	.....	.....	Captain Abbott died at sea September 5, 1861; condemned at Upola.
....do	Sept. 30	.....	.....	.....	.....	Lost in Algoa Bay, New Holland, 1861.
....do	Aug. 20	May 3, 1865	1, 200	.....	... ..	Sold to New Bedford.
Atlantic	Nov. 30	Oct. 13, 1861	20	400	.....	Sold to Provincetown.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1860.				
Provincetown, Mass.				
Alleghany	Schooner	95	—— Cook	Daniel C. Cook
Alexander	...do	75		Johnson & Cook
Antarctic	...do	136		J. E. & G. Bowley
Chanticleer	...do	87	—— Young	Samuel Cook
Civilian	Bark	..	—— Burch	
Emporium	Schooner	80	—— Cook —— Curran	D. C. Cook
Estella	...do	94	—— Freeman	J. E. & G. Bowley
J. H. Duvall	Bark	200	—— Tribble	...do
Mermaid	Ship	158	Robert Soper, jr	S. R. Soper
N. J. Knights	Schooner	93	—— Sparks	D. Connell
S. R. Soper	...do	130	—— Holmes	Samuel Soper
Spartan	Bark	188	—— Cook	Stephen Nickerson
V. Doane	Schooner	99	—— Young	H. & S. Cook & Co
V. H. Hill	...do	152	—— Freeman	J. E. & G. Bowley
Walter Irvin	...do	134	—— Atkins	Samuel Soper
Weather Gage	...do	105	—— Small	H. & S. Cook & Co
Orleans, Mass.				
Lewis Bruce	Brig	137	—— Cornell	Heman Smith
Rothschild	Bark	261	—— Allerton	...do
New London, Mass.				
Alert	Bark	398	—— Parsons	E. V. Stoddard
Charles Colgate	Schooner	230	—— Nash	Lawrence & Co
E. R. Sawyer	...do	120	—— Lyon	E. V. Stoddard
Geo. Henry	Bark	303	Sidney O. Buddington	Williams & Haven
Georgiana	Brig	190	—— Tyson	...do
Hannibal	Ship	441	—— Rogers	Benj. F. Brown
Monticello	Bark	350	—— Church	Richard H. Chapell
Pioneer	...do	235	—— Lester	Williams & Haven
Silver Cloud	Schooner	140	—— Billings	R. H. Chapell
Stonington, Conn.				
Tekoa	Schooner	143	—— Williams	J. E. Smith & Co
Mystic, Conn.				
Coriolanus	Ship	268	—— Fish	Charles Malloy
Cornelia	Schooner	197	—— Chester	...do
Sag Harbor, N. Y.				
Parana	Brig	209	—— Green	H. & S. French
Susan	Schooner	134	—— King	...do
1861.				
New Bedford, Mass.				
A. R. Tucker	Bark	218	Asa Grinnell	J. & W. R. Wing
Adeline Gibbs	Ship	351	Henry W. Davis	Jonathan Bourne, jr.
Antelope	Bark	340	George Taber	S. Thomas & Co
Benjamin Tucker	Ship	349	William Childs	C. R. Tucker & Co
Chili	...do	291	Godfrey King	Azel Howard
Contest	...do	441	Thomas H. Norton	I. Howland, jr., & Co
Cornelia	Bark	219	Ephraim Poole	John P. Knowles, 2d
Dr. Franklin	...do	171	Beriah C. Manchester	Cobb & Manchester

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Result of voyage. Whale-oil.	Result of voyage. Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Jan. 8	July 26, 1860	100	140	.....	
.....	.....	June 14, 1860	210	5	.....	
.....	.....	Oct. 19, 1860	320	8	.....	
North Atlantic	Apr. 25	Sept. 3, 1860	67	15	.....	
Atlantic	May 26	Sept. 4, 1862	740	.....	.....	Added 1860; sent home 280 sperm.
....do	Feb. 7	Aug. 22, 1860	61	5	.....	
....do	Dec. 28	June 23, 1861	206	10	.....	
....do	May 5	Sept. 12, 1861	120	25	.....	
....do	July 17	.....	.....	.....	.....	Sold at Bombay; renamed Hannah Maria, and sailed under the English flag.
....do	Dec. 28	.....	.....	.....	.....	Added 1860; built at East Boston 1860; captured and burned by rebel privateer Calhoun 1861.
....do	Jan. 3	Aug. 14, 1860	84	130	.....	
North Atlantic	Jan. 13	Nov. 12, 1860	208	.....	.....	
Atlantic	July 17	Aug. 11, 1863	150	100	.....	
....do	Feb. 7	Aug. 28, 1860	120	20	.....	
North Atlantic	Jan. 2	Aug. 25, 1860	321	9	.....	
Atlantic	Dec. 28	Dec. 7, 1861	267	12	.....	
North Atlantic	Jan. 2	Aug. 14, 1860	81	136	.....	Added 1859.
Atlantic	Nov. 16	July 13, 1862	45	.....	.....	Transferred to Boston 1862.
....do	Jan. 20	Aug. 28, 1861	30	706	.....	Sent home 110 sperm; transferred to Boston 1862.
Hurd's Island	July 24	July 12, 1862	.....	3,190	1,850	
Desolation Isld	June 4	May 20, 1862	.....	1,289	.....	Added 1860.
....do	June 27	July 2, 1862	.....	493	.....	
Davis's Strait	May 29	Sept. 13, 1862	.....	564	10,100	
....do	May 1	Oct. 7, 1861	.....	695	14,700	
....do	Mar. 21	.....	.....	.....	.....	Sent home 8,000 bone; abandoned in Cumberland Inlet October, 1861.
Indian Ocean	Sept. 4	July 30, 1861	18	153	.....	Bought from Nantucket 1859.
Cumber'd Inlet	June 1	Oct. 22, 1861	.....	10	.....	Captain Lester died June 15, 1860.
Desolation Isld	June 13	.....	.....	.....	.....	Probably lost with all on board 1862; had sent home 700 barrels of elephant-oil.
South Atlantic	Nov. 13	Jan. 20, 1861	.....	.....	.....	Arrived at New York; sold to Fairhaven 1861.
Indian Ocean	July 10	.....	.....	.....	.....	Sent home 18 sperm, 75 whale; condemned at Mauritius November, 1861.
Hurd's Island	June 16	June 17, 1862	.....	968	.....	Sold to New London 1862.
Atlantic	May 16	July 2, 1862	110	.....	.....	Sent home 295 sperm, 200 whale, 1,800 bone; altered to a bark 1862.
....do	May 7	Aug. 7, 1861	341	176	.....	
....do	May 29	May 4, 1864	55	.....	.....	Sent home 376 sperm.
Pacific Ocean	Oct. 2	Apr. 24, 1866	90	41	350	
Hudson's Bay	Oct. 31	Oct. 12, 1863	.....	1,500	24,000	
Atlantic	May 8	.....	.....	.....	.....	Sent home 151 sperm; captured and burned by the Alabama, with 450 bbls. of oil, 1862.
Atl. and Ind	May 21	Apr. 27, 1864	334	94	.....	Sent home 266 sperm; sold and broken up 1864.
....do	May 30	Aug. 5, 1864	208	691	950	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.
Atlantic	May 5	Apr. 29, 1864	320	592	200	Sent home 120 sperm.
Atl. and Ind	Nov. 11	.....	.....	.....	.....	Bought from Westport 1861; sent home 250 sperm and 150 whale; sold at Talcahuano 1864, to fit under the Chilian flag; name changed to Mathieu & Branas.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1861.				
New Bedford, Mass.—Continued.				
Eben Dodge	Bark	221	Gideon C. Hoxie	B. Franklin Howland
George & Susan	Ship	356	N. M. Jernegan	George and M. Howland
Hector	do	380	Amos A. Chase	William J. Rotch
John Wells	do	366	Matthew Fisher	Thomas Knowles & Co.
Joshua Bragdon	Bark	270	—— Spooner	Charles S. Randall
Lafayette	Ship	311	Obed Sherman	I. H. Bartlett & Sons
Louisa	Bark	316	John Steen	Swift & Allen
Majestic	Ship	297	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	439	Frederick Slocum	William G. Blackler
Tropic Bird	Bark	220	Charles H. Hagar	W. P. Howland
Washington	do	344	John D. Willard	J. Bourne, jr
Fairhaven, Mass.				
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	Busel Tripp	Fisk, Robinson & Co.
Tekoa	do	143	John A. Benson	Damon & Judd
Mattapoisett, Mass.				
Sarah	Bark	179	James King	J. R. & W. L. Taber
Willis	do	164	Bradford B. Briggs	H N. Barstow
Sippican, Mass.				
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
Westport, Mass.				
Aurora	Ship	351	John Church	Andrew Hicks
Elizabeth	Bark	270	Hiram Francis	do
Kate Cory	Brig	132	Stephen Flanders	Alexander H. Cory
Sea Fox	Bark	246	John Horan	A. Hicks
Warren, R. I.				
Dromo	Bark	267	—— Ray	Charles T. Child
Edgartown, Mass.				
Ellen	Bark	232	—— Marchant	William H. Munroe

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atl. and Pacific	Nov. 25	.....	.....	.....	.....	Captured and burned by the Sumter December 7, 1861.
Pacific Ocean ..	Aug. 28	Aug. 25, 1864	176	1,258	7,850	Sent home 1,028 sperm and 2,150 bone; built at Dartmouth 1809.
Atl. and Pacific	May 22	.....	.....	.....	.....	Sent home 260 sperm, 140 whale, and 1,850 bone; captured and burned by the Shenandoah, at Ascension, 1865; value $31,000, and oil.
Atl. and Ind...	June 26	.....	.....	.....	.....	Sold 570 sperm and 120 whale at Sydney.
Atlantic	June 17	Oct. 5, 1864	276	10	.....	Captain William Childs took Captain Spooner's place 1863; sent home 344 sperm; sold to New York for merchant-service 1864.
....do	May 29	Dec. 4, 1861	213	.....	.....	
....do	July 3	Nov. 23, 1864	540	5	.....	Sent home 460 sperm, 640 whale, 5,000 bone.
....do	June 12	Nov. 26, 1861	158	.....	.....	
Pacific Ocean ..	May 15	Aug. 28, 1865	229	3	.....	Sent home 327 sperm.
....do	May 21	May 21, 1865	454	3	.....	Captain Allen died at sea June 9, 1864; sent home 170 sperm; sent also 128 sperm by Golconda; burned by the Florida.
Atl. and Ind...	Aug. 26	Dec. 28, 1862	359	.....	.....	Altered from a ship 1861.
Hudson's Bay..	Nov. 18	Oct. 17, 1862	.....	1,295	19,900	Bought from Fairhaven 1861; sent home 70 sperm.
Atlantic	Apr. 25	.....	.....	.....	.....	Bought from Mattapoisett 1861; sent home 120 sperm; withdrawn 1862 for a coaster.
Indian Ocean ..	June 5	Aug. 21, 1864	1,019	.....	.....	Sent home 120 sperm.
Atlantic	Oct. 8	Dec. 27, 1862	448	8	.....	Sent home 100 sperm; took a sperm whale which made 153 barrels.
Pacific Ocean ..	Oct. 1	Nov. 13, 1864	325	120	1,250	Sent home 635 sperm and 60 whale.
..do	May 1	Apr. 23, 1865	1,509	.....	.....	
Atlantic	Oct. 30	Nov. 26, 1863	125	.....	.....	Sent home 120 sperm.
Ind. and Pac..	July 22	May 26, 1865	136	1,075	5,100	Sent home 250 sperm, 400 whale, 8,960 bone.
Atlantic	Oct. 16	Sept. 24, 1862	447	.....	.....	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	125	10	.....	Altered to a brig 1862.
....do	May 8	Aug. 14, 1863	17	6	....	Sent home 100 sperm; bought from Sippican 1860.
....do	July 11	May 28, 1863	.....	6	.....	Bought from Stonington 1861; sent home 110 sperm.
Atlantic	May 9	Oct. 8, 1862	156	.....	.....	Sent home 153 sperm.
....do	June 9	Sept. 18, 1862	146	176	.....	
Atlantic	May 9	Sept. 27, 1861	135	.....	.....	
....do	May 21	.....	.....	.....	.....	Burned at sea by the rebel cruisers.
....do	May 16	Aug. 29, 1861	125	4	.....	
....do	May 16	.....	.....	.....	.....	Sent home 109 sperm; condemned at Fayal 1861.
Pacific Ocean ..	Nov. 20	Aug. 7, 1865	150	363	.....	Altered from a bark 1861; Edwin A. Sherman, third mate, died January, 1863, from injuries received from a whale; sold to New Bedford 1865; sent home 825 sperm and 6,700 bone.
Atlantic	May 13	Oct. 5, 1863	440	.....	.....	Sent home 350 sperm.
....do	Apr. 20	Apr. 18, 1862	305	12	.....	
Pacific Ocean ..	Nov. 4	Oct. 19, 1864	961	.....	.....	
Pacific Ocean ..	Nov. 5	.....	.....	.....	.....	Sent home 280 sperm; condemned at Paita 1864.
Atl. and Ind..	Jan. 5	.....	.....	.....	...	Sent home 99 sperm; condemned at Barbadoes 1863.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1861.				
Edgartown, Mass.—Continued.				
Mary	Ship	343	—— Morrison	Abraham Osborn
Nantucket, Mass.				
Samuel Chase	Schooner	65	James McGuire	
New London, Conn.				
Atlantic	Schooner			
Provincetown, Mass.				
Alleghany	Schooner	95	—— Cook	Daniel C. Cook
Alexander	do	75	—— Rich	Johnson & Cook
Antarctic	do	136	—— Cornell	J. E. & G. Bowley
Arizona	do	115	—— Cook	Stephen Cook
Courser	do	120	—— Young	H. & S. Cook & Co
E. H. Hatfield	do	125	—— Cook	E. & E. K. Cook
E. Gerry	do			
Emporium	do	80	—— Caton	D. C. Cook
F. Bunchiuia	Bark	200	—— Rich	Nickerson & Tuck
G. W. Lewis	Schooner	110	—— Holmes	—— Taylor
John Adams	do	99	Joseph Caton	John Adams
N. J. Knights	do	95	—— Sparks	D. Connell
Oread	do	98	—— Young	E. S. Smith & Co
Panama	Ship		George Pow	
Quickstep	Schooner	119	—— Cook	E. & E. K. Cook
R. E. Cook	do	80	—— Tilson	R. & E. Cook
Rienzi	do	108	—— 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	155	—— Freeman	J. E. & G. Bowley
Watchman	do	140		
Weather Gage	do	105	—— Small	H. & S. Cook & Co
Orleans, Mass.				
William Martin	Schooner	134	—— Martin	Heman Smith
Sag Harbor, N. Y.				
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	239	—— Weld	Wade & Brown
Susan	Brig	134	—— King	H. & S French
Union	Bark	300	—— Ludlow	O. R. Wade
Bark Carib, 205 tons, Captain Fay, (San Francisco,) sailed April 18, 1861, for the Arctic; no further report.				
1862.				
New Bedford, Mass.				
Abigail	Ship	310	Ebenezer F. Nye	Loum Snow
Ansel Gibbs	do	319	William Washburn	Jonathan Bourne, jr
Awashonks	Bark	34[illegible]	Peleg S. Wing	J. & W. R. Wing
Bartholemew Gosnold	Ship	356	John Bolles	I. Howland, jr., & Co
Black Eagle	Bark	311	Charles E. Allen	S. Thomas & Co
Brunswick	Ship	295	Allen T. Potter	J. & W. R. Wing

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean ..	June 19	July 26, 1865	656	.....	.....	
Shoals	.....	.....	.....	125	.....	Made five trips, humpbacking; sold to Dartmouth.
.....	.....	Sept. 18, 1861	50	.....	.....	
Atlant'c	Jan. 1	Aug. 20, 1861	4	140	.....	
....do	Mar. 12	Sept. 22, 1861	170	3	.....	
....do	Mar. 28	Sept. 4, 1862	194	57	.....	
....do	Jan. 22	Aug. 14, 1861	38	143	.....	Bought from Salisbury 1860; built 1858.
North Atlantic.	May 10	Oct. 4, 1861	.....	Clean	.....	
.....	.....	May 21, 1862	181	239	.....	Built 1861; sent home 50 sperm.
.....	.....	Sept. 10, 1861	156	.....	.....	
Atlantic	Aug. 15	July 10, 1862	109	14	.....	
....do	.....	Sept. 23, 1862	372	480	.....	Sent home 119 sperm.
....do	.....	Sept. 1, 1863	90	10	.....	Sent home 29 sperm.
....do	Feb. 5	.....	.....	.....	.....	Captured and burned by rebel privateer Calhoun 1861.
....do	Jan. 1	July 23, 1861	61	182	.....	Reported also in September with 60 sperm, 180 whale.
....do	Jan. 1	Aug. 5, 1861	130	110	.....	
.....	.....	.....	.....	.....	.....	Captured and burned by rebel privateer Calhoun 1861.
Atlantic	Jan. 9	Aug. 25, 1864	300	135	.....	Sent home 285 sperm, 60 whale.
....do	Mar. 25	Aug. 14, 1861	138	5	.....	
....do	Mar. 25	.....	.....	.....	.....	Captured and burned by a rebel privateer 1863.
....do	.....	Nov. —, 1862	75	.....	.....	
....do	Jan. 1	Aug. 8, 1861	146	152	.....	
....do	Feb. 7	Sept. 11, 1862	131	134	.....	
.....	.....	Oct. 13, 1861	20	360	.....	
Atlantic	Jan. 1	Aug. 14, 1861	144	149	.....	
Atlantic	Jan. 22	Sept. 6, 1861	336	27	.....	Transferred to Boston 1862.
Atl. and Indian	July 22	.....	.....	.....	.....	Sent home 147 sperm; condemned 1863.
Atlantic	Oct. 15	Apr. 27, 1863	400	700	3, 000	
South Atlantic	June 14	Apr. 20, 1863	240	.....	.....	Added 1861.
Atl. and Indian	Aug. 23	Mar. 13, 1864	555	335	2, 600	
Atlantic	Oct. 14	July 13, 1863	150	150	.....	Sold to New York 1863.
Atl. and Indian	Nov. 15	June 4, 1864	558	170	1, 100	
North Pacific ..	July 31	.....	.....	.....	.....	Sent home 355 sperm, 1,548 whale, 6,100 bone; captured and burned by the Shenandoah 1865, in Ochotsk; value, $30,000 and catchings; Captain Nye immediately manned two boats and started to warn the rest of the fleet.
Hudson's Bay..	Apr. 15	Oct. 11, 1863	.....	1, 000	17, 580	Bought from Fairhaven 1861; sent home 20 sperm.
Atlantic	May 28	Aug. 1, 1865	207	239	1, 050	Sent home 277 sperm, 500 bone.
Indian Ocean ..	Sept. 16	Apr. 16, 1866	.....	566	3, 750	Sent home 43 sperm, 1,080 whale, 14,700 bone.
Cumber'd Inlet	May 5	Sept. 24, 1863	.....	1, 650	30, 000	
North Pacific ..	Oct. 15	.....	.....	.....	.....	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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1862.				
New Bedford, Mass.—Continued.				
Callao	Bark	324	Frederick S. Howland	Henry Taber & Co
Camilla	do	429	Reuben T. Thomas	Swift & Allen
California	Ship	398	Charles E. Cleaveland	I. Howland, jr., & Co
Canton	do	280	Archelaus Baker, jr	C. R. Tucker & Co
Canton Packet	do	274	Obed Freeman	I. H. Bartlett & Sons
Cleone	Bark	273	—— Maxfield	Edmund Maxfield
Corinthian	Ship	401	Valentine 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	365	Thomas B. Hathaway	Edward W. Howland
Europa	do	380	Anthony Milton	Edward C. Jones
Fabius	do	432	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	280	Joseph D. Silva	Gideon Allen & Son
Globe	Bark	215	Alexander A. Tripp	Charles Tucker
Governor Troup	Ship	430	E. R. Ashley	E. C. Jones
Gratitude	Bark	337	Lewis N. Herendeen	Swift & Allen
Gypsey	do	360	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. Fisk	H. Taber & Co
James Arnold	do	393	David H. Bartlett	do
James	do	321	Joseph H. Cornell	Thomas Nye, jr
Jireh Swift	Bark	454	Thomas W. Williams	Swift & Allen
John Dawson	do	237	John W. Cornell	J. & W. R. Wing
Lafayette	do	357	William Lewis	I. H. Bartlett & Sons
Levi Starbuck	Ship		Thomas Mellen	
Marcella	Bark	210	Alfred K. Crosby	C. R. Tucker & Co
Martha, 2d	do	360	Barnard H. Dailey	William O. Brownell
Milwood	do	254	Rich W. Hathaway	G. Allen & Son
Morning Star	do	305	Hervey E. Luce	S. Thomas & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Sept. 2	Aug. 30, 1865	296	301	1,550	Sent home 550 sperm, 710 whale, 5,000 bone.
North Pacific	Dec. 23	Apr. 11, 1867	.....	700	.....	Sent home 75 sperm, 3,256 whale, 41,500 bone.
....do	Aug. 25	Apr. 11, 1866	.....	1,198	17,150	James B. Wood, first mate, died January 1, 1866; sent home 80 sperm, 1,050 whale, 11,900 bone.
Indian Ocean	Dec. 28	Apr. 7, 1866	1,415	81	.....	
Atlantic	Apr. 30	Nov. 27, 1862	311	2	.....	
....do	Sept. 9	Nov. 21, 1863	160	.....	.....	Sent home 92 sperm.
North Pacific	Aug. 30	Apr. 20, 1866	374	1,620	18,750	Sent home 215 sperm, 1,973 whale, 53,100 bone.
Atlantic	May 20	.....	.....	.....	.....	Formerly in Havana trade; added 1862; No further report.
Atl. and Indian	June 19	Oct. 8, 1865	313	.....	.....	Sent home 900 sperm.
Atlantic	June 17	Oct. 7, 1864	138	900	.....	Silas B. Plato, second mate, and boat's crew lost while fast to a whale December 29, 1863; sent home 632 sperm, 5,800 bone.
.....	Aug. —	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
North Pacific	Aug. 5	.....	.....	.....	.....	Captured and burned by the Shenandoah off Cape Thaddeus 1865; value, $32,000 and oil; sent home 1,883 whale, 19,400 bone.
....do	July 1	Sept. 16, 1867	90	230	.....	Sent home 178 sperm, 1,599 whale, 25,200 bone.
....do	Oct. 16	.....	.....	.....	.....	Sent home 285 sperm, 1,192 whale, 19,500 bone; lost on Solidad reef, coast of California, January 27, 1865.
Atlantic	July 8	June 17, 1865	197	722	.....	
Indian Ocean	Aug. 25	Apr. 20, 1866	906	290	1,650	
Pacific Ocean	June 4	Apr. 16, 1866	.....	1,035	11,800	Sent home 364 sperm, 2,950 whale, 36,996 bone.
....do	June 3	May 27, 1864	3	5	.....	Sent home 612 sperm.
Atlantic	June 10	Aug. 31, 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, 2,206 whale, 28,800 bone.
Pacific Ocean	June 19	.....	.....	.....	.....	Sent home 410 sperm, 600 whale; struck an iceberg 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 505 whale by Golconda, (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 whale, 5,200 bone; lost in the ice in the Arctic July, 1864.
....do	Sept. 2	May 8, 1865	222	60	5,800	Sent home 126 sperm, 2,073 whale, 19,800 bone.
....do	Oct. 28	.....	.....	.....	.....	Captain Fisk died February 28, 1864; sent home 20 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	829	401	.....	Sent home 350 sperm, 300 whale, 6,362 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 catchings; had 400 whale.
Atlantic	May 12	June 18, 1864	270	.....	.....	Sent home 548 sperm.
....do	May 20	.....	.....	.....	.....	Sent home 235 sperm; captured and burned by the Alabama 1863, with 184 sperm.
.....	Oct. —	.....	.....	.....	.....	Captured and burned by the Alabama five days out; value, $32,000.
Atlantic	May 14	Oct. 27, 1864	99	.....	.....	Sent home 684 sperm.
North Pacific	Oct. 1	.....	.....	.....	.....	Captain Dailey 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.
1862.				
New Bedford, Mass.—Continued.				
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 Taft	do	176	George E. Tyson	George Homer & Co
Osceola	Ship			
Osceola, 3d	Bark	200	Michael S. Hogan	Cranston Wilcox
Pacific	do	385	Jetur Rose	Swift & Perry
Pioneer	do	231	Henry R. Plaskett	J. D. Thompson
Plover	do	330	George N. Macy	W. & G. D. Watkins
President, 2d	do	189	Benjamin Gifford	E. Maxfield
Seine	do	281	Edwin A. Luce	J. P. Knowles, 2d
Solon	do	129	Daniel B. Baxter	J. & W. R. Wing
Swift	Ship	321	Francis S. Worth	Thomas S. Hathaway
Tamerlane	do	357	N. P. Gray	T. Knowles & Co
T. Winslow	Bark	136	E. G. Cudworth	John Hicks
Union	do	124	—— Dexter	J. P. Knowles, 2d
Virginia	do		Shadrach R. Tilton	
Wave	do	197	M. C. Fisher	T. Knowles & Co
Fairhaven, Mass.				
Alto	Bark	236	Joseph D. Nye	Damon & Judd
Erie	Ship			
Oxford	Brig			
Mattapoisett, Mass.				
Willis	Bark	164	B. B. Briggs	H. N. Barstow
Dartmouth, Mass.				
Cape Horn Pigeon	Ship	300	Daniel Sherman	William Potter, 2d
Sippican, Mass.				
Admiral Blake	Schooner	120	William C. Hathaway	Peleg Blankenship
Attamaha	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
Westport, Mass.				
Greyhound	Bark	249	James M. Sowle	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
Provincetown, Mass.				
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	115	—— Cook	Stephen Cook
C. L. Sparks	do	128	—— Sparks	D. Conwell
Courser	do	120	Silas S. Young	H. & S. Cook & Co
E. B. Conwell	do	132	—— Kilburn	D. Conwell
E. Gerry	do	104	—— Small	C. A. Homan
E. H. Hatfield	do	125	—— Cook	E. & E. K. Cook
Ellen Rizpah	do	100	—— Smith	Stephen Cook & Co
Estella	do	94	—— Snow	J. E. & G. Bowley
G. W. Lewis	do	110	—— Holmes	—— Taylor

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	Nov. 24	June 13, 1867	140	700	12, 000	Sent home 1,040 whale, 22,800 bone.
Pacific Ocean ..	June 17	June 19, 1866	1, 334	12	.....	
Atl. and Indian	Oct. 4	Dec. 11, 1864	.....	5	.....	Sent home 220 sperm, 300 whale.
Cumber'd Inlet.	Apr. 27	Oct. 25, 1867	.....	225	3, 000	
.....	.....	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
Pacific Ocean ..	Aug. 5	July 14, 1865	....	Clean	.....	Sent home 210 sperm, 375 whale, 4,900 bone.
North Pacific ..	Nov. 4	May 11, 1865	.....	817	.....	Sent home 83 sperm, 1,780 whale, 49,500 bone.
Atlantic	Apr. 29	Nov. 6, 1864	176	.....	.....	Sent home 15 sperm.
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.
Atlantic	June 16	Oct. 6, 1864	85	.....	.....	Sent home 657 sperm.
Pacific Ocean ..	July 8	June 11, 1865	661	2	.....	Sent home 211 sperm.
Atlantic	June 12	Oct. 19, 1863	60	.....	.....	Sent home 140 sperm.
Pacific Ocean ..	Oct. 12	.....	.....	.....	.....	Sent home 25 sperm; lost off Rorotonga July 15, 1863.
North Pacific ..	Aug. 26	Apr. 11, 1865	83	1, 194	1, 400	Sent home 700 whale, 14,670 bone.
Atlantic	July 28	Oct. 5, 1863	15	.....	....	
....do	Apr. 23	Sept. 6, 1863	25	.....	.....	Sent home 226 sperm.
.....	Aug. —	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
Atlantic	Oct. 26	Sept. 4, 1864	92	.....	.....	Sent home 370 sperm.
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.
Atlantic	Nov. 24	Sept. 15, 1864	50	.....	700	Sent home 303 sperm, 195 whale; sold to New Bedford 1865; Mattapoisett's last whaler.
Pacific Ocean ..	Sept. 15	Apr. 9, 1866	.....	723	12, 800	Sent home 325 sperm, 675 whale, 15,100 bone.
Atlantic	May 12	Oct. 18, 1862	10	5	.....	
....do	May 12	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
....do	May 20	Oct. 21, 1862	35	5	.....	Bought from Fairhaven 1862.
... do	May 20	Oct. 18, 1862	138	.....	.....	Withdrawn 1862.
....do	May 14	Sept. 6, 1862	62	7	.....	
Atlantic	June 20	Oct. 16, 1864	350	.....	.....	Sent home 343 sperm.
....do	June 26	.....	.....	.....	.....	Sent home 126 sperm; captured and burned by the Alabama 1863.
....do	May 20	Apr. 14, 1864	75	20	.....	Sent home 110 sperm.
Indian Ocean ..	Sept. 18	Apr. 27, 1866	1, 063	.....	.....	
Atlantic	Jan. 29	Aug. 18, 1863	190	110	.....	Added 1862.
....do	Apr. 13	Apr. 16, 1862	.....	.....	.....	Put into Gloucester leaking 650 strokes per hour; sold to Boston on voyage.
....do	Jan. 11	Sept. 23, 1862	68	71	.....	
.....	.....	May —, 1863	.....	.....	.....	No report.
Atlantic	Jan. 11	Aug. 19, 1862	182	157	.....	
....do	.....	June 18, 1863	75	225	.....	Added 1862.
....do	.....	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
....do	Jan. —	Aug. 28, 1862	245	38	.....	Added 1862.
....do	.....	Apr. —, 1863	50	.....	.....	
....do	Aug. 12	Oct. —, 1863	.....	.....	.....	No report.
....do	Aug. 11	Aug. 11, 1863	50	30	.....	Added 1862; built at Essex 1856.
....do	.....	Mar. —, 1863	100	.....	.....	
....do	.....	Sept. 1, 1863	90	10	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1862.				
Provincetown, Mass.—Continued.				
Montezuma	Schooner	92	—— Curren	T. & S. Hilliard
N. J. Knights	do	93		D. Conwell
Oread	do	98	—— Young	E. S. Smith & Co
R. E. Cook	do	80		R. & E. Cook
Rising Sun	do	108	—— Young	E. S. Smith & Co
V. Doane	do	99		H. & S. Cook & Co
Union	do	97		
Walter Irvin	do	138		Samuel Soper
Watchman	do	140		
Weather Gage	do	105	Samuel C. Small	H. & S. Cook & Co
Boston, Mass.				
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
Sandwich, Mass.				
Ocean	Bark	165	Peleg Cornell	W. F. Lapham
Holmes' Hole, Mass.				
America	Bark	257	—— Luce	Thomas Bradley
Salem, Mass.				
Falcon	Brig	159	—— Holmes	J. C. Osgood
Beverly, Mass.				
Eschol	Brig	143	—— Robertson	F. W. Choate
Thriver	Schooner	95	—— Holman	do
New London, Conn.				
Alert	Bark	398	Edwin Church	Richard H. Chapell
Arab	do	270		do
Electra	Ship	348	Oliver Sisson	Williams & Barns
E. R. Sawyer	Schooner	126	—— 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
Edgartown, Mass.				
Europa	Ship	400	—— Crosby	Abraham Osborn
Ocmulgee	do			
Splendid	do	392	James B. Huxford	Abraham Osborn
Vineyard	do	381	—— Caswell	Benjamin Worth
Nantucket, Mass.				
Islander	Ship	347	William Cash	Zenas L. Adams
Rainbow	do	80	James Maguire Robert F. Kent	Joseph B. Macy

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Jan. —	Aug. 26, 1862	126	168	.....	
....do	.....	Sept. 11, 1862	123	167	.....	
....do	Mar. 5	Sept. 18, 1862	64	42	...	Withdrawn 1864.
	Dec. 2	Aug. 20, 1863	115	.....	...	
....do	.....	.....	.....	.....	.....	
....do	Jan. 28	Nov. 22, 1862	217	5	.....	Added 1862.
....do	.....	July 23, 1863	.....	200	.....	
.....	.....	Nov. 12, 1862	109	22	.....	Added 1862.
Atlantic	.....	Nov. 13, 1862	182	10	....	
....do	.....	Apr. —, 1863	.....	100	.....	
....do	.....	.....	.....	.....	.....	Captured and burned by the Alabama 1862.
Atlantic	Apr. 13	Aug. 31, 1863	250	50	.....	Bought from Provincetown 1862; sent home 29 sperm; withdrawn 1863 for merchant-service.
....do	May 7	.....	.....	.....	.....	Transferred from Orleans 1862; sent home 300 sperm, 100 whale; condemned at Inagua March, 1864.
....do	Aug. 11	Aug. 6, 1864	150	2	.....	Added 1862; sent home 43 sperm.
....do	Apr. 18	Nov. 5, 1862	207	.....	.....	
Atlantic	May 6	No report	.....	.....	.....	Sent home 291 sperm; sold to Sag Harbor 1864.
Atlantic	Sept. 10	May 4, 1865	620	.....	.....	Sold to New Bedford 1865 to be broken up; Holmes' Hole's last whaler.
Atlantic	May 19	July 26, 1863	200	40	.....	Built at Hanover 1862; sent home 218 sperm.
Atlantic	June 9	Sept. 7, 1863	210	.....	.....	Sent home 102 sperm.
North Atlantic	Aug. 19	May 27, 1865	10	3	.....	Bought from Provincetown 1862; sent home 218 sperm.
.....	.....	.....	.....	.....	.....	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.
Pacific Ocean	Aug. 5	.....	.....	.....	.....	Lost on Nunivack Island July 14, 1863.
Hurd's Island	July 24	May 25, 1864	.....	556	.....	
Pacific Ocean	Oct. 4	.....	.....	.....	.....	Captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 150 whale, 1,500 bone.
Cumber'd Inlet	May 9	Nov. 3, 1863	.....	319	4,700	
Pacific Ocean	July 3	Oct. 6, 1864	5	1,117	19,700	
Desolation Isld	June 17	.....	.....	.....	.....	Lost at Hurd's Island February 1, 1864.
Pacific Ocean	Nov. 1	.....	.....	.....	.....	Sent home 1,483 whale, 5,600 bone; captured and burned by the Shenandoah April, 1865, off Ascension.
Hudson's Bay	May 24	Oct. 13, 1863	18	561	9,000	
North Pacific	Nov. 1	Apr. 7, 1866	.....	1,358	11,400	Sent home 250 sperm, 2,950 whale, 31,800 bone.
.....	.....	.....	.....	.....	.....	Captured and burned by the Alabama 1862; value, $51,750.
Indian Ocean	Aug. 11	Apr. 11, 1867	.....	1,300	20,000	Captain Huxford came home in 1863 sick; sent home 340 sperm, 358 whale.
North Pacific	Nov. 5	Aug. 17, 1866	407	925	14,600	Sent home 850 whale, 12,100 bone.
Pacific Ocean	June 13	July 13, 1865	2,400	560	.....	Sent home 1,800 pounds bone; sold to New Bedford.
Atlantic	May 8	July 3, 1862	35	56	.....	
	Nov. 17	June 23, 1863	29	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1862.				
Nantucket, Mass.—Continued.				
R. L. Barstow	Bark	200	Charles W. Hussey	Joseph B. Macy
1863.				
New Bedford, Mass.				
Andrews	Bark	303	Silas G. Baker	Jona. Bourne, jr
Annawan	do	159	John S. Howland	Edmund Maxfield
Arnolda	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	237	David R. Gifford	Edward C. Jones
Congress, 2d	do	376	Frs. 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	Reuben 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
Nassau	do	408	Samuel Greene	Swift & Perry
Nimrod	Bark	340	James M. Clark	William Gifford
Northern Light	Ship	513	Jacob Taber	Jona. Bourne, jr
Oliver Crocker	Bark	352	Clothier Pierce, jr	James B. Wood & Co
Ontario	do	489	William M. Barnes	William O. Brownell

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	May 9	July 26, 1865	360	556	.....	
Hudson's Bay	Apr. 29	Oct. 25, 1864	.....	1,046	17,150	
Atlantic	Apr. 8	May 5, 1865	1 21	45	.....	Bought from Mattapoisett 1862; returned once, damaged by a gale; sent home 210 sperm.
North Pacific	Dec. 1	Apr. 8, 1866	.....	800	13,000	Sent home 46 sperm, 1,836 whale, 20,000 pounds bone.
Atlantic	May 4	Sept. 11, 1865	233	.....	.....	Bought from Fall River 1862; sent home 340 sperm and 55 whale.
Indian Ocean	Oct. 17	Nov. 28, 1865	1,135	.....	.....	Bought from Mattapoisett 1863; sent home 30 sperm.
North Pacific	Dec. 3	.....	.....	.....	.....	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 Syra and broke in two in ten minutes.
....do	Dec. 1	June 12, 1867	125	270	.....	Sent home 824 whale and 13,200 bone.
Indian Ocean	Apr. 30	Apr. 10, 1866	1,078	65	500	
North Pacific	June 3	.....	.....	.....	.....	Altered from a ship 1863; Captain Stranburg died 1865; captured and burned by the Shenandoah in Behring Strait June, 1865.
....do	Nov. 4	Apr. 21, 1867	15	2,000	20,000	Sent home 158 sperm, 3,798 whale, and 50,800 pounds bone.
....do	Nov. 25	May 11, 1867	40	400	5,000	Sent home 2,273 whale and 35,000 bone.
Hudson's Bay	Apr. 21	Oct. 27, 1864	.....	636	9,700	
North Pacific	Oct. 20	Apr. 22, 1867	30	700	10,000	Captain Fish came home sick 1866; sent home 206 sperm, 1,215 whale, and 8,450 pounds bone.
....do	Nov. 12	Apr. 14, 1868	.....	867	.....	Sent home 170 sperm, 2,183 whale, and 12,100 pounds bone.
....do	July 7	June 13, 1868	207	700	.....	Sent home 770 sperm, 1,890 whale, and 10,200 pounds bone.
Atlantic	June 5	.....	.....	.....	.....	Bought from Surry, Me., 1862.
Pacific Ocean	Oct. 25	May 29, 1867	140	.....	.....	Sent home 972 sperm and 11 blackfish.
....do	Oct. 20	May 21, 1865	191	1,694	.....	Sent home 10,400 pounds bone.
North Pacific	Sept. 29	.....	.....	.....	.....	Captured and burned by the Shenandoah in Behring Strait June, 1865; sent home 160 sperm, 480 whale, and 7,180 bone.
....do	Dec. 9	Apr. 14, 1868	32	1,187	14,856	Captain Tinker came home 1867; sent home 409 sperm, 1,508 whale, and 28,000 bone.
....do	Apr. 14	June 12, 1867	95	1,200	.....	Sent home 12 sperm, 3,180 whale, and 45,700 pounds bone.
....do	Dec. 7	May 16, 1868	87	185	.....	Sent home 25 sperm, 731 whale, and 14,800 pounds bone.
....do	Dec. 16	.....	.....	.....	.....	Lost in North East Harbor, Ochotsk, 1864.
....do	July 20	May 25, 1867	35	550	.....	Sent home 70 sperm, 900 whale, and 44,250 pounds bone.
....do	Dec. 1	May 9, 1868	49	550	.....	Sent home 90 sperm, 2,013 whale, and 13,110 pounds bone.
....do	Nov. 26	May 7, 1869	223	.....	.....	Captured and bonded by the Shenandoah for $46,000 1865; sold out 1872; sent home 2,431 whale and 9,780 pounds bone.
....do	Dec. 3	.....	.....	.....	.....	Captured and burned by the Shenandoah June, 1865, in Behring Strait; sent home 209 sperm, 683 whale, and 8,100 bone.
Indian Ocean	Apr. 15	.....	.....	.....	.....	Sent home 171 sperm, 220 whale, and 3,800 bone; captured and burned by the Shenandoah in Behring Strait June, 1865.
Hudson's Bay	Apr. 29	Oct. 24, 1864	18	1,270	20,900	
North Pacific	Oct. 28	Mar. 12, 1864	.....	6	.....	Altered from a ship 1863; sent home 170 sperm; returned having left Captain Pierce sick at Falklands.
....do	July 2	.....	.....	.....	.....	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.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1863.				
New Bedford, Mass.—Continued.				
Onward	Ship	461	William H. Allen	E. W. Howland
Oriole	Bark	404	Jared Jernegan	E. C. Jones
Ocean	Ship			
Osceola, 2d	Bark	197	Zenas E. Bourne	J. & W. R. Wing
Ospray	do	236	Reuben W. Crapo	Swift & Allen
Robert Edwards	Ship	356	Caleb O. Hamblen	E. C. Jones
Roscius	Bark	300	—— Honeywell	W. P. Howland
Rousseau	do	306	Frederick A. Smith	G. & M. Howland
Samuel and Thomas	do	191	William Lewis	David B. Kempton
Sappho	do	320	Edward B. Coffin	Otis Seabury
Smyrna	do	219	Reuben 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
Fairhaven, Mass.				
Favorite	Bark	298	Thomas G. Young	F. R. Whitwell
Joseph Maxwell	Ship	302	Ariel Chase	do
Pavilion	Brig	150	Ichabod Handy	Damon & Judd
Tekoa	Schooner	143	Valentine C. Long	do
Mattapoisett, Mass.				
Sarah	Bark	179	Elihu B. Handy	J. R. & W. L. Taber
Sippican, Mass.				
Admiral Blake	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	
Nantucket, Mass.				
Rainbow	Schooner	80	R. F. Kent	Joseph B. Macy
Provincetown, Mass.				
Alleghany	Schooner	95	—— Nickerson	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. R. Soper
E. B. Conwell	do	132	—— Kilburn	D. Conwell
E. Gerry	do	104	—— Small	C. A. Homan
E. H. Hatfield	do	125	—— Small	E. & E. K. Cook
Emporium	do	80	—— Leach	D. C. Cook
Estella	do	94	—— Snow	J. E. & G. Bowley

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific..	June 2	Apr. 10, 1866	180	1,200	.....	Made a great voyage, took, in all, 180 sperm, 5,650 whale, and 62,100 pounds bone.
... do	June 3	Sept. 2, 1866	443	4	.....	Bought from Fairhaven 1862; sent home 264 sperm and 688 whale.
.....	.....	.....	.....	.....	.....	Captured and burned by the Alabama in '63.
Indian Ocean ..	Apr. 30	Apr. 2, 1866	.....	1,085	18,050	Sent home 500 sperm.
Atlantic	June 2	Nov. 13, 1864	534	20	.....	Sent home 600 sperm.
Indian Ocean ..	Aug. 5	Apr. 14, 1867	950	930	.....	
Atlantic	Mar. 27	Dec. 19, 1863	300	.....	.....	Sent home 380 sperm.
Indian Ocean ..	Mar. 25	July 14, 1866	1,014	.....	.....	
Pacific Ocean ..	Dec. 19	Jan. 18, 1866	489	209	.....	Bought from Mattapoisett 1863; shipped 5,724 gallons whale by Golconda; burned by Florida.
....do	Oct. 4	June 9, 1866	1,163	231	.....	Shipped 6,874 gallons whale by Golconda; burned by the Florida; sent home 280 sperm.
Atl. and Indian.	Dec. 3	.....	.....	.....	.....	Burned by the crew at St. Helena, with 350 whale on board; was built at Duxbury, Mass., 1822.
Atlantic	Oct. 23	June 24, 1865	117	351	1,600	Sent home 163 sperm and 300 whale.
....do	Oct. 9	Oct. 10, 1864	100	.....	.....	Sent home 100 sperm.
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 455 whale and 8,300 pounds bone.
....do	Nov. 25	May 20, 1868	.....	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.
Hudson's Bay..	Mar. 17	Dec. 19, 1863	350	100	1,200	
North Pacific..	May 16	.....	.....	.....	.....	Sent home 240 whale and 4,500 bone; taken and burned by the Shenandoah June, 1865, in Behring Strait; the Favorite was built at Boston about 1812, launched 1815.
....do	Dec. 16	July 1, 1868	86	540	8,00[illegible]	Stephen Bradley, 2d mate, drowned at Honolula April, 1866; sent home 180 sperm, 900 whale, and 16,650 pounds bone; sold to New Bedford 1868.
Hudson's Bay..	June 15	.....	.....	.....	.....	Lost in Hudson's Bay, crushed by ice, 1863; seven men lost; survivors suffered severely from cold and exposure.
Atlantic	June 29	Nov. 20, 1863	100	6	.....	
Atlantic	May 11	Nov. 23, 1864	21	5	.....	Sent home 427 sperm; sold to New Bedford 1865.
Atlantic	May 14	Oct. 9, 1863	105	8	.....	
....do	May 25	Oct. 17, 1863	115	.....	.....	Bought from Fairhaven 1862.
....do	May 9	Aug. 27, 1863	47	15	.....	Withdrawn 1863; lost on Fortune Island February 11, 1864, loaded with salt.
....do	May 26	Aug. 17, 1863	45	5	.....	Sold to Plymouth 1863, for mackerel fishing.
Atlantic	July —	Sept. —, 1863	Clean	.....	.....	
Atlantic	Feb. 14	Sept. 30, 1863	15	40	.....	
....do	May 23	Jan. —, 1864	70	.....	.....	
....do	May 26	Sept. 15, 1864	252	19	.....	
....do	Feb. 3	Aug. 7, 1864	200	240	1,000	Sent home 80 sperm.
....do	Mar. 19	Sept. 15, 1864	340	60	.....	Sent home 163 sperm; withdrawn 1864.
....do	Mar. 2	Aug. 31, 1864	55	25	.....	
....do	May 1	Aug. 18, 1863	120	114	.....	Sent home 42 sperm and 82 whale.
....do	Nov. 25	Oct. 31, 1864	185	54	.....	Sent home 223 sperm and 70 hump.
....do	Jan. 14	Aug. 30, 1863	100	.....	.....	
....do	Apr. 8	Jan. —, 1865	45	65	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1863.				
Provincetown, Mass.—Continued.				
F. Bunchinia	Bark	200	—— Goodspeed	J. E. & G. Bowley
Montezuma	Schooner	92	—— Curren	Freeman & Hilliard
N. J. Knights	do	95	—— Dyer	D. Conwell
R. E. Cook	do	80	—— Cook	Jesse Cook
Rising Sun	do	108	—— Young	E. S. Smith & Co.
Union	do	97	—— Nickerson / —— Smith	S. Freeman
V. Doane	do	99	—— Dyer	H. & S. Cook & Co
V. H. Hill	do	155	—— Freeman	J. E. & G Bowley
Walter Irvin	do	138		Samuel Soper
Watchman	do	140	—— Tillson	Jesse Cook
Boston, Mass.				
Lewis Bruce	Brig	135	—— Kilburn	Heman Smith
Wm. Martin	Schooner	134	—— —— / —— Currier	do
Salem, Mass.				
Falcon	Brig	159	—— Holmes	J. C. Osgood
Beverly, Mass.				
Eschol	Brig	143	—— Robertson	F. W. Choate
New London, Conn.				
Actor	Schooner	90	—— Spicer	S. Chapman
Charles Colgate	do	250	—— 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
Sag Harbor, N. Y.				
J. A. Robb	Bark	273	—— Greene	H. & S. French
Myra	Brig	150	—— Babcock	do
1864.				
New Bedford, Mass.				
A. R. Tucker	Bark	218	Issachar H. Aikin	J. & W. R. Wing
Ansel Gibbs	Ship	319	C. B. Kilmer	Jona. Bourne, jr.
Antelope	Bark	340	George E. Tyson	S. Thomas & Co.
Black Eagle	do	311	Edwin W. White	do
Cleone	do	373	Hervey E. Luce	Edmund Maxfield
C. C. Comstock	Schooner	95	Nehemiah West	Nehemiah West
Congress	Ship	339	John A. Castino	Edward C. Jones
Cornélia	Bark	219	Warren Luce	John P. Knowles, 2d
Edward	do	274	Charles Worth	Thomas Knowles & Co.
Endeavour	do	252	—— Wilson	Lorenzo Pierce
Fanny	do	391	James R. Huntting	Swift & Allen
Florida	Ship	330	Thomas E. Fordham	E. C. Jones
Gen. Pike	Bark	313	Shadrach R. Tilton	William Gifford

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	May 18	Sept. 15, 1864	35	150	.....	Built at New London; sold 1864 to Charleston.
....do	Apr. 1	Aug. 18, 1863	135	.....	.....	
....do	Jan. 14	July 23, 1863	.....	230	1,000	
....do	May 20	Aug. 31, 1863	22	85	.....	
....do	Apr. 3	June 10, 1864	18	290	.....	
....do	Apr. 3	Sept. 24, 1863	100	30	.....	
	Dec. 4	Sept. 17, 1865	148	20	.....	
....do	Jan. 20	July 23, 1863	.....	200	.....	
....do	Apr. 8	Apr. —, 1865	75	185	.....	
.....	.....	Aug. 19, 1863	175	.....	.....	
Atlantic	May 1	Aug. 21, 1864	55	240	300	Sent home 100 sperm.
Atlantic	Jan. 30	.....	.....	.....	.....	Transferred from Orleans, 1862.
....do	May 27	Aug. 30, 1863	155	5	.....	Transferred from Orleans, 1862.
	Nov. 11	June 20, 1864	16	440	.....	
Atlantic	Aug. 31	Sept. 30, 1864	90	20	.....	Sent home 80 sperm.
Atlantic	Oct. 29	May 13, 1865	17	100	.....	
Cumberland St	June 15	Oct. 25, 1863	.....	151	2,150	Withdrawn 1864.
Desolat'n Isl'd	May 23	Apr. 9, 1865	.....	1,265	.....	
Frobisher Strait	June 24	Sept. 8, 1864	.....	341	5,800	
Hudson Bay	Mar. 19	.....	.....	.....	.....	Lost in Hudson's Bay 1863.
....do	June 6	Oct. 4, 1864	.....	502	7,250	
North Pacific	May 26	Mar. 19, 1868	.....	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.
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.
....do	Oct. 5	Apr. 18, 1866	.....	310	1,500	Sent home 70 sperm, 192 whale.
Atlantic	June 6	Nov. 3, 1865	299	241	.....	Sent home 810 sperm, 216 whale, 2,300 bone.
Hudson's Bay	Mar. 15	Oct. 1, 1865	.....	885	12,900	
....do	Apr. 30	.....	.....	.....	.....	Lost in Cumberland Inlet 1866; sent home 375 whale, 1,500 pounds bone.
....do	May 7	Oct. 1, 1865	.....	781	12,400	
Atl. and Pacific	May 24	June 13, 1868	721	55	.....	Sent home 823 sperm, 172 whale, 3,898 bone.
Atlantic	Dec. 1	.....	.....	.....	.....	Bought from Edgartown 1864; formerly of ——; sent home 29 sperm; lost at Pernambuco January 19, 1866.
North Pacific	May 31	.....	.....	.....	.....	Sent home 370 sperm, 1,900 whale, 26,500 bone; stove by ice and abandoned in Anadir Sea May 13, 1867.
Atlantic	June 10	Nov. 1, 1865	52	.....	.....	Sent home 421 sperm.
Atl. and Pacific	Aug. 2	.....	.....	.....	.....	Captured and burned by the Shenandoah 1865; value $30,000 and oil.
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.
...do	Sept. 1	Apr. 24, 1869	76	1,040	.....	W. J. Huntting, first mate, died in Arctic July, 1867; sent home 322 sperm, 2,992 whale, and about 57,400 pounds bone.
....do	July 11	Sept. 20, 1868	150	653	3,730	Sent home 91 sperm, 1,035 whale, 44,950 bone.
....do	May 17	.....	.....	.....	.....	Captain Tilton died February 25, 1865; captured in Behring Strait in June, 1865, by the Shenandoah, 220 captured whalemen put on board and the vessel bonded; sent home 484 sperm, 720 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1864.				
New Bedford, Mass.—Continued.				
George	Bark	280	James E. Stanton	Gideon Allen & Son
Glacier	Schooner	262	George Taber	S. Thomas & Co.
Herald	Ship	303	Benjamin B. Handy	I. H. Bartlett & Sons
Henry Taber	Bark	355	David H. Bartlett	Henry Taber & Co.
Illinois	Ship	413	Joshua Davis	Wood & Nye
Isaac Howland	do	399	Jeremiah Ludlow	C. R. Tucker & Co
James Arnold	do	393	Jacob L. Cleaveland	H. Taber & Co.
James Maury	do	395	S. L. Gray	C. R. Tucker & Co
Java	Bark	295	Manuel Enos	G. & M. Howland
Java, 2d	do	292	Nathan S. Smith	Charles Hitch & Son
Jireh Perry	Ship	435	Benjamin H. Halsey	Swift & Perry
John Dawson	Bark	237	James Cottle, jr	J. & W. R. Wing
John Howland	do	377	Alexander Whelden	James H. Howland
Kathleen	do	312	Charles H. Robbins	J. & W. R. Wing
Lætitia	do	275	Joseph Stowell	do
Lagoda	do	341	Charles W. Fisher	Jona. Bourne, jr.
Leonidas	do	128	Francis M. Cottle	David B. Kempton
Louisiana	Ship	297	William H. Haskins	Thomas Nye, jr
Mary and Susan	Bark	409	Philip Howland	Thomas Knowles & Co.
Minerva Smyth	Ship	335	Obed Sherman	J. H. Bartlett & Sons
Minerva	Bark	291	Edward Penniman	Thomas Knowles & Co.
Milwood	do	254	James O. Aveline	Gid. Allen & Son
Morning Star	do	305	Charles E. Allen	S. Thomas & Co.
Napoleon	do	360	William C. Fuller	Charles Tucker
Northern Light	Ship	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.
Roscius	do	300	John M. Honeywell	William P. Howland
Roman	Ship	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	338	Seth M. Blackmer	Loum Snow
Stephania	do	315	James G. Sinclair	Jona. Bourne, jr.
Sunbeam	do	366	D. C. Barrett	J. & W. R. Wing
Thomas Winslow	do	133	John Grinnell	John Hicks
Tropic Bird	do	220	Charles H. Hagar	William P. Howland
Wm. Thompson	Ship	495	F. C. Smith	William C. N. Swift
Young Phœnix	do	377	Tristram P. Ripley	William Phillips & Son.
Fairhaven, Mass.				
Alto	Bark	236	Joseph P. Nye	Damon & Judd

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	June 21	Aug. 25, 1865	132	.....	.....	
Hudson's Bay	June 21	Nov. 13, 1865	18	328	5,500	Built at Fairhaven 1864.
Atlantic	Apr. 19	Dec. 19, 1864	110	.....	.....	
....do	Sept. 3	Dec. 7, 1865	118	236	.....	Sent home 110 whale, 2,800 pounds bone.
Pacific Ocean	Sept. 26	July 25, 1869	.....	1,550	.....	Sent home 139 sperm, 2,265 whale, 64,450 pounds bone.
North Pacific	Oct. 19	.....	.....	.....	.....	Captured and burned by the Shenandoah in Behring Strait June, 1865.
Atlantic	May 28	Nov. 2, 1865	494	10	300	Sent home 215 sperm.
North Pacific	June 1	May 18, 1868	151	691	.....	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, 26,333 bone.
Ind. and Pac	Aug. 25	Apr. 25, 1869	112	667	5,144	Sent home 1,075 whale, 13,500 bone.
Indian Ocean	Sept. 1	Oct. 13, 1867	1,600	70	.....	Sent home 700 pounds bone.
North Pacific	July 27	Mar. 26, 1868	81	1,147	.....	Captain Halsey came home sick 1866; Captain Green came home 1867; sent home 269 sperm, 1,558 whale, 39,379 bone.
Atlantic	July 19	Nov. 18, 1866	252	.....	.....	Sent home 565 sperm.
North Pacific	June 25	May 29, 1871	.....	1,800	.....	Altered from a ship 1864; Captain Whelden came home sick 1865; sent home 228 sperm, 6,689 whale, 48,472 pounds bone.
Indian Ocean	June 25	May 23, 1867	200	200	.....	Sent home 880 sperm, 1,250 bone; Captain Robbins came home sick 1865.
Pacific Ocean	Aug. 25	June 25, 1868	1,307	30	.....	Sent home 241 sperm.
....do	July 25	May 23, 1868	163	1,092	18,821	Sent home 88 sperm, 1,727 whale, 37,108 bone.
Atlantic	May 28	Aug. 18, 1865	21	42	.....	Altered from a brig 1864; bought from Westport 1863; sent home 155 sperm.
Indian Ocean	Apr. 25	.....	.....	.....	.....	Lost in Kotzebue Sound July 9, 1865; oil saved; sent home 147 sperm 21 whale.
Pacific Ocean	Aug. 30	July 3, 1867	850	.....	.....	Captain Howland died at sea November 11, 1866; sent home 917 sperm, 94 whale, and 600 bone.
Atlantic	Mar. 15	Dec. 6, 1864	272	7	.....	Returned to whaling 1864.
North Pacific	Oct. 12	Apr. 12, 1868	6	1,314	22,671	Fourth mate drowned at New Zealand 1866.
Hudson's Bay	Apr. 24	Oct. 28, 1864	100	.....	.....	Sent home 227 sperm, 2,082 whale, and 39,200 bone.
.. do	May 14	Oct. 14, 1865	.....	1,170	17,900	
Atl. and Pacific	May 31	Sept. 8, 1867	1,300	150	1,400	Sent home 151 sperm and 800 bone.
North Pacific	Dec. 8	Aug. 5, 1867	1,350	450	.....	Sent home 14,200 bone.
....do	Apr. 19	Apr. 6, 1868	.....	674	.....	Captain Lapham died at Plover Bay August 29, 1867; sent home 407 sperm, 2,438 whale, and 46,411 bone.
Hudson's Bay	Apr. 9	Oct. 6, 1865	.....	472	7,250	
Atlantic	Mar. 1	Sept. 10, 1864	99	1	.....	Returned on account of illness of Captain Honeywell; sent home 270 sperm.
Pacific Ocean	July 14	Apr. 27, 1868	158	1,006	9,060	Sent home 588 sperm and 2,284 whale.
North Pacific	Dec. 5	.....	.....	.....	.....	Captured and burned by the Shenandoah 1865; value, $48,000 and catchings.
....do	Nov. 23	Oct. 29, 1865	241	.....	.....	Bought from Nantucket 1864; sent home 312 sperm.
Atlantic	Aug. 10	May 8, 1866	428	225	.....	Sent home 1,280 bone.
Pacific Ocean	June 22	.....	.....	.....	.....	Albert H. Wright, fourth mate, died July 4, 1866; sent home 41 sperm, 720 whale, and 13,750 bone; put into Sydney in distress and was condemned April, 1868; refitted, renamed Onward, and sailed under English flag.
North Pacific	Nov. 2	Apr. 27, 1868	203	669	8,028	Sent home 167 sperm, 806 whale, and 7,400 bone.
Atlantic	Mar. 15	July 23, 1865	23	300	1,450	Sent home 150 sperm.
....do	Jan. 4	May 21, 1865	83	25	.....	Sent home 200 sperm.
North Pacific	June 25	.....	.....	.....	.....	Sent home 316 sperm; captured and burned by the Shenandoah off Cape Thaddeus 1865; value, $56,000 and catchings.
Ind. and Pac	May 14	Mar. 21, 1866	1,025	465	2,600	Shipped 400 whale to London from Cape Town; sent home 455 sperm, 224 whale, and 4,070 bone.
Atlantic	Nov. 19	Oct. 24, 1866	154	.....	.....	Sent home 14 sperm and 2 whale; sold to New Bedford 1867.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1864.				
Fairhaven, Mass.—Continued.				
Oxford	Brig	130	John Charry	Damon & Judd
Tekoa	do	143	John R. Taber	do
William and Henry	Ship	261	Charles F. Stetson	Isaiah F. Terry
Sippican, Mass.				
Admiral Blake	Schooner	120	William C. Hathaway	A. J. Hadley
Emerald	do	101	Zenas F. Eldridge	do
Westport, Mass.				
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. Hamblen	A. Hicks
Edgartown, Mass.				
Almira	Ship	372	—— Osborn	Abraham Osborn
Nantucket, Mass.				
Rainbow	Schooner	80	Zenas M. Coleman	J. B. Macy
Provincetown, Mass.				
A. H. Brown	Schooner	131	—— Higgins	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
E. Gerry	do	104	—— Remington	A. Small
Ellen Rizpah	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
Boston, Mass.				
S. N. Smith	Schooner	150	—— Martin	Heman Smith
Wm. Martin	do	134	—— Cook	do
Mattapoisett, Mass.				
Sarah	Bark	179	Elisha B. Handy	J. R. & W. L. Taber
New London, Conn.				
Arab	Bark	276	—— Church	Richard H. Chappell
Cornelia	Schooner	197	James T. Skinner	S. Hobson & Son
Era	do	188	—— Bellows	Moses Darrow
E. R. Sawyer	do	126	—— Rogers	R. H. Chappell
Geo. and Mary	Bark	165	Charles Jeffrey	Williams & Barns
Georgiana	Brig	190	—— Keeney	Williams & Haven
Helen F	Schooner	108	—— Chapell	R. H. Chapell
Isabel	do	95	—— King	S. Chapman
Leader	do	81	—— Newbury	Williams & Haven
Lydia	Bark	351	—— Turner	Lawrence & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Hudson's Bay..	May 5	May 31, 1865	20	25	.....	Sailed once and returned April 16, leaking 1,000 strokes per hour; Captain Charry was presented with an elegant sextant by the British government, for rescuing the crew of English bark Joana burned at sea; sent home 50 whale and 795 bone.
Atlantic	Jan. 23	Sept. 29, 1865	32	38	.....	
North Pacific..	Nov. 23	May 25, 1868	126	994	8,420	Sent home 607 whale and 9,350 bone.
Atlantic	Apr. 29	Oct. 12, 1864	155	9	.....	
....do	May 20	.....	.....	.....	.....	Supposed to have foundered at sea with all on board.
Atlantic	Feb. 3	Aug. 9, 1864	62	9	....	Sent home 250 sperm.
	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	669	272	500	Sent home 130 sperm.
... do	Oct. 3	Aug. 5, 1866	360	22	.....	Sent home 120 sperm and 30 blackfish.
....do	Jan. 20	Mar. 14, 1867	931	.....	.....	Sent home 130 sperm and 793 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	102	.....	
....do	Jan. 24	Sept. 28, 1864	60	80	.....	
....do	Oct. 10	Aug. 2, 1866	63	25	.....	Sailed under Captain Kilburn, who died at Isle of Sal, January 19, 1865; sent home 40 sperm and 180 whale.
....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	.....	
....do	Feb. 20	July 8, 1865	71	110	.....	
....do	Jan. 24	Aug. 21, 1864	79	.....	.....	
....do	Jan. 2	Jan. —, 1865	20	80	.....	
....do	Oct. 25	Aug. 22, 1865	224	198	850	
....do	July 12	Sept. 23, 1865	162	3	.....	Added 1864; sent home 66 sperm and 190 whale.
....do	Mar. 1	Aug. 9, 1865	136	119	500	
....do	May 4	Aug. 23, 1865	138	.....	400	
Atlantic	June 30	Sept. 9, 1865	190	100	.....	Added 1864; 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	.....	
Hudson's Bay..	May 9	Oct. 11, 1865	.....	300	4,200	Added 1864; sold to Groton 1866.
Cum. Inlet.....	Aug. 31	Sept. 20, 1864	.....	.....	.....	Bought from Boston 1864.
Hurd's Island..	July 14	.....	.....	.....	.....	Tender 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	.....	766	15,250	
Hudson's Bay..	June 30	Sept. 18, 1865	.....	Clean	.....	Added 1864.
....do	June 8	Oct. 28, 1864	.....	Clean	.....	Do.
Greenland	May 28	Sept. 11, 1865	.....	287	5,000	
Hurd's Island..	Aug. 18	May 17, 1865	.....	1,734	.....	Bought from Fairhaven 1864

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1864.				
New London, Conn.—Continued.				
Monticello	Bark	356	—— Chapell	R. H. Chapell
Peru	do	259	—— Hempstead	Williams & Haven
Pioneer	do	235	Ebenezer Morgan	do
Roswell King	do	134	—— Church	R. H. Chapell
S. B. Howes	do	101	—— Spicer	Williams & Haven
Somerset	do	201	—— Ward	Lawrence & Co
Sag Harbor, N. Y.				
Balæna	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 —— Huntting	H. & S. French
Union	do	300	—— Hedges	O. R. Wade
1865.				
New Bedford, Mass.				
A. R. Tucker	Bark	218	Asa Gwinnell	J. & W. R. Wing
Active	do	333	O. G. Robinson	Loum Snow & Son
Adeline	Ship	329	John M. Soule	C. R. Tucker & Co
Alfred Gibbs	do	425	Edward E. Jennings	Dennis Wood
Alpha	do	345	—— Lawton	Edward W. Howland
Andrews	Bark	303	Tim. C. Packard	Jonathan Bourne, jr
Annawan	do	159	M. C. Fisher	Edmund Maxfield
Atlantic	do	367	Benj. F. Wing	J. & W. R. Wing
Aurora	do	351	James O. Aveline	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
Cicero	do	252	John H. Paun	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	345	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 Steen	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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Hudson's Bay..	June 30	Sept. 21, 1865	.....	271	3,900	
Pacific Ocean..	May 28	May 8, 1869	.....	.....	.....	Added 1864; Charles N. Marsh, third mate, died at Honolulu December 2, 1866; sent home 567 sperm, 1,660 whale, and 19,560 bone.
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.
Desol'n Island.	Aug. 23	Apr. 30, 1867	11	703	645	Sent home 1,100 whale and elephant and 4,000 bone; added 1864.
Greenland.....	Apr. 19	Oct. 5, 1865	.....	199	3,000	Bought from Boston 1864.
Desol'n Island.	June 4	.....	.....	.....	.....	Bought from Baltimore 1864; lost on Desolation Island August 26, 1864.
Atlantic	May 20	May 25, 1867	350	600	1,400	Bought from New Bedford 1863; sent home 122 sperm, 183 whale, and 3,600 bone.
Hudson's Bay..	June 3	Oct. 7, 1865	.....	70	900	
Pacific Ocean..	May 29	Apr. 16, 1866	185	30	.....	Bought from Sandwich 1864.
South Atlantic	July 26	Nov. 11, 1864	20	.....	.....	Bought from New Bedford 1864; Captain
Atlantic	Nov. 28	No report ..	.....	.....	.....	Pierson died at Pernambuco Oct., 1864.
South Atlantic	Aug. 22	Aug. 10, 1867	300	300	.....	Sent home 275 sperm; withdrawn for freighting 1868.
Atlantic	Dec. 4	Oct. 7, 1868	318	4	.....	Sent home 176 sperm, 200 whale, 1,900 bone.
North Pacific..	Nov. 8	Sept. 6, 1871	152	1,052	.....	Mr. Taber, first mate, and boat's crew lost while fast to a whale July, 1866; Captain Robinson came home 1868; sent home 126 sperm, 2,092 whale, 35,130 bone.
....do	Aug. 29	July 26, 1869	320	600	.....	Sent home 164 sperm, 449 whale, 17,535 bone.
Pacific Ocean..	June 26	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	
Atlantic	June 14	July 21, 1867	340	.....	.....	Sent home 214 sperm, 22 whale.
Indian Ocean..	Oct. 3	Apr. 12, 1868	736	1,037	7,490	Sent home 40 sperm 675 whale, 6,000 bone.
North Pacific..	Nov. 14	Apr. 23, 1871	243	1,288	.....	Bought from Westport 1865; Captain Aveline came home sick 1868; sent home 360 sperm 2 293 whale, 33,685 bone; sold to Salem 1871.
....do	Oct. 11	June 3, 1870	30	696	10,237	Sent home 358 sperm, 2,040 whale, 24,550 bone.
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	200	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, 1869	60	280	.....	Sent home 212 sperm, 212 whale, 17,106 bone.
Atlantic	May 10	Dec. 10, 1867	850	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 dismasted 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	446	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, 44,346 bone.
....do	Oct. 24	July 6, 1869	5	492	.....	Sent home 455 sperm, 191 whale, 12,831 bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1865.				
New Bedford, Mass.—Continued.				
George & Susan	Bark	356	Samuel F. Davis	G. & M. Howland
Globe	do	215	Alex'r A. Trip	C. Tucker
Herald	Ship	303	—— Gillis	I. H. Bartlett & Sons
Hunter	do	355	Alden Besse	J. Bourne, jr
Islander	Bark	347	Richard Holley	David B. Kempton
James 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	128	Eben Cook	David B. Kempton
Louisa	do	316	Reuben W. Crapo	Swift & Allen
Lydia	do	351	Thos. B. Hathaway	Edmund Maxfield
Marcella	do	210	Henry B. Chase	Chas. R. Tucker & Co
Massachusetts	do	364	Nathan B. Wilcox	Swift & Allen
Mars	do	270	George Gray	Gifford & Cummings
Mary Frazier	do	288	William Allen / Andrew J. Fuller	Chas. Tucker
Midas	do	326	David R. Drake	Wm. O. Brownell
Milton	Ship	388	Charles Grant	Henry Taber & Co
Minerva Smyth	do	335	Obed Sherman	I. H. Bartlett & Sons
Milwood	Bark	254	Isaac Allen	G. Allen & Son
Nautilus	do	374	George W. Bliven	do
Navy	do	356	William Davis	James B. Wood & Co
Norman	do	338	Peter E. Childs	Chas. S. Randall
Ocean	Ship	349	Albert D. Barber	John R. Thornton
Ohio	Bark	237	James W. Staplewood	L. Snow & Son
Osceola, 3d	do	200	Peleg Cornell	Jacob B. Hadley
Ospray	do	236	Peter Gartland	Swift & Allen
Pacific	do	385	James R. Allen	Swift & Perry
Petrel	Schooner	90	John S. Howland	Chas. Thatcher & Co
President	Bark	293	Edmond Kelley	Taber, Read & Co
President, 2d	do	189	Benjamin D. Gifford	Edmund Maxfield
Rainbow	Ship	474	Nehemiah Baker	Wm. Gifford
Reindeer	do	450	George W. Raynor	Edward W. Howland
Robt. Morrison	Bark	307	Charles P. Worth	T. Knowles & Co
Roscius	do	300	Ezra W. Crapo	Wm. Penn Howland
Roscoe	do	362	Geo. H. Macomber	L. Snow & Son
Sarah	do	179	Aaron C. Baker	John P. Knowles, 2d
Sea Breeze	do	473	Jas. A. Hamilton	Jona. Bourne, jr
Seine	do	281	Abner Smith	J. P. Knowles, 2d
Solon	Bark	129	John M. Shaw	J. & W. R. Wing
Spartan	Ship	333	Daniel W. Gifford	David B. Kempton
St. George	do	408	George H. Soule	Taber, Read & Co
Stafford	Bark	206	Chas. B. Barstow	J. & W. R. Wing

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atl. & Indian	June 1	Aug. 2, 1868	639	909	1,322	Altered from a ship 1865; sent home 436 sperm, 427 whale, 2 300 bone.
Atlantic	June 14	July 29, 1868	300	10	.....	Sent home 496 sperm.
....do	Apr. 19	Nov. 12, 1866	115	2	.....	Sailed under Captain Honeywell, who came home sick 1865; sent home 316 sperm.
....do	Aug. 31	Oct. 22, 1867	400	1,400	5,000	Sent home 110 sperm, 145 whale.
North Pacific	Nov. 11	June 12, 1869	279	274	2,200	Bought from Nantucket 1865; sent home 417 sperm, 2,083 whale, 35,715 bone.
....do	Aug. 24	June 7, 1870	70	947	13,132	Sent home 135 sperm, 1,836 whale, 25,480 bone.
....do	Dec. 6	June 8, 1871	65	347	.....	George G. Faville, fourth mate, killed by a whale December 27, 1867; Captain Jas. M. Green, who took Captain Smith's place, died 1870; sent home 731 sperm, 2,161 whale, 6 221 bone.
North Pacific	Sept. 20	Aug. 13, 1869	345	1,000	.....	Added 1865; sent home 294 sperm, 2,220 whale, 47,715 bone.
Atl. & Indian	May 24	Sept. 5, 1868	1,030	1	.....	
Atlantic	Sept. 21	July 8, 1867	180	270	1,000	Sent home 95 sperm, 36 whale.
....do	June 13	Nov. 2, 1868	470	.....	.....	Sent home 318 sperm, 36 whale.
North Pacific	Nov. 2	May 1, 1869	.....	766	.....	Added 1865; sent home 33 sperm, 504 whale, 16,898 bone.
Atlantic	Apr. 25	Apr. 13, 1867	85	5	.....	
North Pacific	Aug. 15	May 10, 1870	39	1,025	16,050	Sent home 153 sperm, 4,056 whale, and about 11,000 bone.
Pacific Ocean	Oct. 29	Aug. 13, 1868	1,030	62	.....	Sent home 956 sperm.
Atlantic	June 23	Sept. 1, 1865	76	.....	.....	
	Sept. 7	Aug. 1, 1867	350	250	2,000	
North Pacific	Nov. 1	Mar. 24, 1869	38	1,302	10,480	Sent home 104 sperm, 1,561 whale, 15,016 bone.
Pacific Ocean	Aug. 15	June 29, 1869	1,330	.....	.....	Sent home 1,568 sperm.
Atlantic	Apr. 24	Dec. 10, 1865	140	.....	.....	
Hudson's Bay	Apr. 19	Nov. 7, 1866	37	923	14,500	
North Pacific	June 13	July 5, 1869	92	1,000	10,000	Sent home 346 sperm, 1,833 whale, 31,974 bone.
....do	Nov. 20	June 12, 1869	107	176	1,585	Altered from a ship 1865; sent home 136 sperm, 1,080 whale, 18,818 bone.
....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.
....do	Nov. 15	June 23, 1869	387	16	.....	Sent home 25 sperm, 725 whale, 22,112 bone.
Atlantic	May 16	Apr. 18, 1868	365	.....	.....	Sent home 555 sperm, 588 whale, 9 050 bone.
....do	Sept. 4	Aug. 14, 1866	312	2	.....	Sent home 158 sperm, 70 whale.
....do	May 2	Oct. 27, 1867	175	.....	.....	Sent home 619 sperm, 90 whale, 600 bone.
....do	June 13	Oct. 13, 1867	300	650	2,000	Sent home 152 sperm, 400 whale, 2,900 bone.
....do	Oct. 22	July 23, 1866	28	138	450	Added 1865.
North Pacific	July 11	Apr. 8, 1869	16	471	.....	Sent home 208 sperm, 1,817 whale, 42,351 bone.
Atlantic	Mar. 20	Nov. 13, 1865	100	.....	.....	
North Pacific	Sept. 12	Apr. 20, 1870	91	1,177	13,040	Sent home 262 sperm, 441 whale, 1,000 bone.
....do	June 13	Apr. 20, 1869	100	1,613	24,270	Sent home 3, 92 whale, 56,767 bone.
Atl. & Indian	July 6	June 1, 1868	692	378	440	Sent home 65 sperm, 500 bone.
Atlantic	Apr. 1	Sept. 15, 1866	122	21	.....	Sent home 97 sperm.
North Pacific	July 11	June 10, 1870	1,450	8	.....	Sent home 554 sperm, 1,128 whale, 1,550 bone.
Atlantic	May 1	July 29, 1867	180	.....	.....	Bought from Mattapoisett 1865; sent home 192 sperm.
North Pacific	Oct. 18	Apr. 11, 1871	.....	1,340	17,531	Abram Cuffee, 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 whale, 54,805 bone.
....do	Nov. 2	May 7, 1870	209	30	.....	Sent home 280 whale, 1,165 bone.
Atlantic	July 18	.....	.....	.....	.....	Took on voyage 210 sperm, 50 whale; wrecked and condemned at Barbadoes June 1866.
South Atlantic	Dec. 12	July 27, 1868	287	.....	.....	Sailed once and returned with captain sick; sent home 386 sperm, 100 whale, 400 bone.
North Pacific	Oct. 29	Sept. 10, 1869	420	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.
1865.				
New Bedford, Mass.—Continued.				
Swallow	Ship	439	William Weeks	William Watkins
Tamerlane	Bark	357	Joshua B. Winslow	T. Knowles & Co
Thomas Dickason	Ship	454	Nathaniel Jernegan	G. & M. Howland
Thomas Winslow	Bark	136	John Grinnell	John Hicks
Three Brothers	Ship	384	Jacob Taber	C. R. Tucker & Co
Trident	Bark	449	Jetur R. Rose	Swift & Perry
Triton	do	300	John W. Cornell	J. & W. R. Wing
Tropic Bird	do	220	Lemuel P. Adams	W. P. Howland
Union	do	124	Abner Smith	J. P. Knowles, 2d
Vigilant	do	282	William Childs	W. Watkins
Washington	do	344	Silas G. Baker	J. Bourne, jr
Wave	do	197	Elisha B. Handy	T. Knowles & Co
Willis	do	164	Bradford C. Briggs	Andrew H. Potter
Fairhaven, Mass.				
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
Dartmouth, Mass.				
Matilda Sears	Bark	303	William D. Gifford	William Potter, 2d
Sippican, Mass.				
Admiral Blake	Schooner	120	Wm. C. Hathaway / Arthur H. Hammond	A. J. Hadley
Herald	Brig	178	John A. Kelley	Henry M. Allen
Westport, Mass.				
Elizabeth	Bark	270	Hiram Francis	Andrew Hicks
Greyhound	do	249	John E. Barker	Henry Wilcox
Mermaid	do	330	John Horan	Andrew Hicks
Sea Fox	do	246	David E. Allen	do
Edgartown, Mass.				
Champion	Ship	400	—— Worth	Grafton N. Collins
Nantucket, Mass.				
E. H. Adams	Schooner	107	Zenas M. Coleman	Freeman E. Adams
R. L. Barstow	Bark	182	Charles W. Hussey	Jos. B. Macy
Provincetown, Mass.				
A. H. Brown	Schooner	131		E. & E. K. Cook
Alleghany	do	95	—— Dyer	Daniel C. Cook
Alexander	do	75	—— Carlow	Johnson & Cook
Antarctic	do	136	—— Cornell / —— 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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
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.
North Pacific ..	Aug. 23	May 30, 1869	116	1,448	3,892	Sent home 341 sperm, 90 whale, 9,575 bone.
....do	Oct. 21	July 15, 1869	270	1,150	3,000	Sent home 442 sperm, 1,018 whale, 30,993 bone.
Atlantic	Oct. 25	Apr. 23, 1867	40	210	500	Sent home 133 sperm, 37 whale, 450 bone.
North Pacific ..	Sept. 22	Aug. 9, 1869	100	1,800	20,000	Bought from Nantucket 1865; sent home 280 sperm, 2,316 whale, 49,911 bone.
....do	Nov. 16	June 10, 1871	.....	2,000	.....	Altered from a ship 1865; sent home 81 sperm, 4,074 whale, 36,789 bone.
Atlantic	June 12	May 31, 1868	139	.....	.....	Sent home 984 sperm.
....do	June 23	Nov. 11, 1866	255	.....	.....	Sent home 153 sperm.
....do	May 12	July 14, 1865	59	13	.....	Sailed again in August under Captain John Dimmick and was lost off Western Islands September 27, 1865.
....do	May 4	Oct. 13, 1837	175	275	1,400	Sent home 256 sperm.
North Pacific ..	Aug. 12	....	.....	.....	.....	Sent home 245 sperm, 1,590 whale, 21,619 bone; condemned at San Francisco August, 1868.
Atlantic	May 18	Oct. 22, 1866	465	3	.....	Sent home 115 sperm.
....do	Aug. 15	.....	.....	.....	.....	Bought from Mattapoisett 1865; badly strained by cutting in in rough weather; condemned at Fayal 1866; sent home 408 sperm, 180 whale, 800 bone.
North Pacific ..	Oct. 18	Oct. 5, 1869	239	1,480	.....	Sent home 75 sperm, 915 whale, 37,577 bone.
Atlantic	June 26	Dec. 4, 1865	.....	220	5,500	
....do	Nov. 6	.....	.....	.....	.....	Bought from New Bedford 1865; formerly a coaster; no report.
....do	Nov. 15	Sept. 29, 1866	176	98	.....	
Pacific Ocean ..	May 15	Apr. 8, 1869	365	72	.....	Sent home 1,103 sperm, 42 whale, 8,000 bone.
Atlantic	May 2	Aug. 21, 1865	285	2	.....	
	Dec. 28	Nov. 4, 1866	130	150	.....	
....do	Oct. 24	Aug. 9, 1866	237	277	.....	Added 1865 from the merchant service.
... do	Mar. 13	Nov. 4, 1865	260	3	.....	Sent home 20 sperm.
Atl. & Indian .	May 24	Oct. 26, 1867	490	160	.....	
....do	Aug. 28	.....	.....	.....	.....	Mr. Perry, second mate, drowned while fast to a whale November, 1866.
Indian Ocean ..	May 24	May 2, 1867	980	.....	.....	Sent home 65 sperm.
North Pacific ..	Aug. 8	May 12, 1869	38	1,084	9,080	Sent home 41 sperm, 1,412 whale, 13,627 bone.
Atlantic	Apr. 18	Sept. 30, 1865	230	.....	.....	
....do	Nov. 19	Sept. 20, 1868	400	400	.....	
....do	Oct. 8	——— 1866	.....	.....	.....	No report.
....do	Feb. 1	Aug. 3, 1865	110	150	.....	
....do	Feb. 16	Aug. 27, 1865	46	110	450	Sailed again December 2; arrived September 5, 1866; 25 sperm.
....do	May 23	Aug. 21, 1865	240	48	....	
	Sept. 26	July 24, 1867	25	40	....	Sent home 145 sperm, 95 whale.
....do	Jan. 18	Aug. 27, 1865	102	33	100	Sailed again December 17, and July 30, 1867; 80 sperm.
... do	May 30	Aug. 25, 1865	249	102	493	Added 1865; sent home 260 sperm.
....do	Feb. 1	Aug. 31, 1865	160	186	800	Sailed again December 2, arrived October 24, 1866; 85 sperm.
....do	Jan. 12	July 15, 1865	39	162	600	
....do	Jan. 30	Aug. 3, 1865	102	98	450	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1865.				
Provincetown, Mass.—Continued.				
Estella	Schooner	94	—— Snow	J. E. & G. Bowley
Mary Curren	...do	146	—— Curren	Freeman & Hilliard
M. E. Simmons	...do	160	—— Taylor	E. & E. K. Cook
Montezuma	...do	92	—— Leach	Freeman & Hilliard
M. J. Knights	...do	96	—— Dyer	David Conwell
Quickstep	...do	119	—— Thompson	E. & E. K. Cook
Rising Sun	...do	108	—— Young / —— Clark	E. S. Smith & Co
Sassacus	...do	160	—— Ryder	E. & E. K. Cook
S. R. Soper	...do	130		Samuel Cook
T. R. Hughlett				
V. Doane	Schooner	99	—— Dyer	H. & S. Cook & Co
V. H. Hill	...do	155	—— Small	J. E. & G. Bowley
Walter Irvin	...do	138	—— Atkins	Samuel Soper
Watchman	...do	140	—— Tillson	Jesse Cook
Boston, Mass.				
Louisa A	Schooner	122	—— Freeman	Heman Smith
S. E. Lewis	...do	140	—— Farwell / —— Caton	...do
S. N. Smith	...do	150		...do
Wm. Martin	...do	134	—— Senter	...do
Salem, Mass.				
Falcon	Brig	159	—— Holmes	John C. Osgood
Para	Schooner	135	—— Hussey	...do
Beverly, Mass.				
Eschol	Brig	143	Bugbee	F. W. Choate
Thriver	Schooner	95	—— Wood	...do
New London, Conn.				
Arab	Bark	276	—— Church	Richard H. Chapell
Cornelia	Schooner		James Carbury	
Chas. Colgate	...do	250	—— Turner	Lawrence & Co.
Era	...do	188	—— Bellows	Moses Darrow
Franklin	...do	119	—— Buddington	R. H. Chappell
Golden West	...do	144	Simeon Church	Lawrence & Co
Isabella	Brig	192	—— Chappell	R. H. Chappell
Monticello	Bark	356	—— Comstock	...do
S. B. Howes	Schooner	101	—— Spicer	Williams & Haven
Sag Harbor, N. Y.				
Odd Fellow	Bark	239	—— Weld	O. R. Wade
Pacific	...do	314	—— French	H. & S. French
San Francisco, Cal.				
C. E. Forte	Schooner		—— Hazard	
1866.				
New Bedford, Mass.				
Abm. Barker	Bark	380	Andrew T. Potter	J. & W. R. Wing
Adeline Gibbs	...do	327	Elisha Babcock	Jona. Bourne, jr.
Andrews	...do	277	James B. Huxford	...do
Ansel Gibbs	...do	303	C. B. Kilmer	...do
Armadillo	Schooner	82	Charles H. Hager	D. R. Greene & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Jan. 25	Aug. 25, 1865	90	171	650	
....do	Feb. 20	May 24, 1866	.....	317	.....	Added 1865; sent home 507 sperm.
....do	Feb. 10	July 17, 1866	51	252	.....	Added 1865; sent home 280 sperm.
....do	Feb. 6	Aug. 14, 1866	230	90	.....	
....do	Jan. 25	Aug. 14, 1865	180	75	400	Sailed again December 20.
....do	Oct. 31	Sept. 18, 1866	80	275	.....	
....do	Jan. 5	Aug. 14, 1865	129	155	600	
	Oct. 4	Aug. 10, 1866	40	249	.....	
....do	Dec. 10	Aug. 21, 1867	120	45	.....	Sent home 60 sperm, 175 humpback.
....do	May 4	Aug. 28, 1866	318	35	.....	Sent home 64 sperm.
.....	.....	.....	.....	.....	.....	Added 1865; withdrawn same year; no report.
Atlantic	Jan. 24	Aug. 9, 1865	136	109	500	
....do	May 26	Aug. 10, 1866	160	90	.....	
....do	Dec. 13	Sept. 19, 1866	130	12	.....	Sent home 35 sperm, 60 whale.
....do	Jan. 24	Aug. 26, 1865	154	112	450	
Atlantic	July 17	Sept. 8, 1867	220	.....	.....	Added 1865; sent home 112 sperm, 175 whale.
....do	Jan. 27	Aug. 3, 1865	120	100	.....	Sent home 131 sperm; brought in also 40 pounds of ambergris.
	Oct. 2	June 9, 1867	70	.....	.....	
....do	Nov. 25	Sept. 2, 1867	240	.....	.....	
....do	Dec. 21	Sept. 12, 1866	203	18	.....	
Atlantic	Jan. 11	Oct. 5, 1866	127	31	.....	Sent home 288 sperm, 105 hump, 470 bone.
....do	Oct. 3	Oct. 20, 1867	.....	140	.....	Added 1865; sent home 200 humpback.
Atlantic	July 15	Sept. 4, 1866	168	21	.....	Sent home 149 sperm.
....do	June 20	Oct. 5, 1865	45	.....	.....	Sailed again; —— Wood, captain, November 15 and August 15, 1866; 131 sperm, 103 whale.
Hurd's Island	Aug. 9	June 6, 1866	35	2,064	3,900	Sold to New Bedford 1867.
.....	.....	.....	.....	.....	.....	No report.
Hurd's Island	June 5	May 28, 1867	.....	1,100	.....	Sent home 850 elephant; added 1864.
Greenland	May 17	Nov. 9, 1866	.....	236	2,900	
Hudson's Bay	Apr. 25	Sept. 17, 1866	.....	534	8,900	
Desolation Isld	Nov. 30	May 25, 1868	.....	651	500	Bought from Baltimore 1865; sent home 1,400 elephant.
Baffin's Bay	Mar. 7	Nov. 9, 1866	.....	584	10,500	
North Pacific	Nov. 18	.....	.....	.....	.....	Sent home 50 sperm, 2,411 whale; shipped 8,300 bone to Bremen; lost in the Arctic 1871.
Labrador	Oct. 26	Oct. 9, 1867	.....	300	6,000	
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.
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.
Coast Cal	.....	Apr. 18, 1866	.....	1,000	.....	
Pacific Ocean	June 19	May 24, 1870	1,852	53	.....	Bought from New York 1865; sent home 1,021 sperm, 913 bone.
Indian Ocean	July 10	May 12, 1870	1,413	685	.....	
Atlantic	Oct. 17	May 2, 1867	90	3	.....	Sent home 150 sperm, 2 whale, 4,000 bone.
Hudson's Bay	May 1	Oct. 9, 1867	.....	320	6,000	
Atlantic	July 18	.....	.....	.....	.....	Added 1866; lost at St. Eustatia March 25, 1867.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1866.				
New Bedford, Mass.—Continued.				
Barth. Gosnold	Ship	365	Charles Nichols	Charles R. Tucker & Co
B. Cummings	Bark	305	Charles Halsey	Taber, Gordon & Co
Benj. Franklin	...do	122	Samuel T. Braley	Edmund Maxfield
Black Eagle	...do	229	Edwin W. White	S. Thomas & Co
Brewster	...do	170	Issachar Aikin	J. & W. R. Wing
California	Ship	367	Daniel B. Wood	C. R. Tucker & Co
Canton	...do	239	Joshua G. Lapham	...do
Clarice	Bark	183	John G. Morrison	Edward C. Jones
Contest	Ship	341	James Coon	Swift & Perry
Corinthian	...do	390	Valentine Lewis	G. & M. Howland
Cornelia	Bark	203	Ephraim Poole	John P. Knowles, 2d
Draco	...do	258	—— Braley	J. Bourne, jr
E. Corning	...do	225	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	361	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	358	—— Herendeen	Swift & Allen
Henry Taber	...do	396	Frederick S. Howland	Taber, Gordon & Co
Hercules	...do	511	Isaac C. Howland	Swift & Perry
Hibernia	Ship	256	Jeremiah Ludlow	C. R. Tucker & Co
James Arnold	...do	346	Thomas Sullivan	Taber, Gordon & Co
John Carver	Bark	319	Henry F. Worth	T. Knowles & Co
Laconia	...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. Cleaveland	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	159	John M. Shaw	J. & W. R. Wing
Osceola, 3d	...do	140	Martin Malloy	Jacob B. Hadley
Osmanli	...do	292	Moses K. Fish	Charles S. Randall
Petrel	...do	257	Francis S. Worth	T. Knowles & Co
Petrel	Schooner	59	John M. Honeywell	Charles Thatcher & Co
Pioneer	Bark	228	—— Hoxie	James D. Thompson
President, 2d	...do	123	Benjamin Gifford	Edmund Maxfield

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean	June 10	July 8, 1870	1,456	47	.....	Sent home 716 sperm.
North Pacific	Sept. 27	Apr. 30, 1871	.....	1,100	15,000	Bought from Dartmouth, 1866; sent home 456 sperm, 1,209 whale, 15,246 bone.
Atlantic	May 8	.....	.....	.....	.....	Second mate, Richard Flanders, died 1868; sent home 150 sperm; lost near Zanzibar Sept. 8, 1867.
Hudson's Bay	Apr. 20	Sept. 24, 1867	75	200	3,000	
Atlantic	May 1	.....	.....	.....	.....	
North Pacific	Aug. 1	Apr. 22, 1871	52	1,352	15,000	Sent home 371 sperm, 2,065 whale, 37,285 bone.
Indian Ocean	Oct. 2	July 9, 1870	1,339	.....	.....	Sent home 70 sperm.
....do	July 12	Aug. 10, 1870	1,002	.....	.....	Sold to Edgartown 1871; sent home 30 sperm.
Pacific Ocean	May 15	Oct. 11, 1868	463	7	.....	Built at Mattapoisett 1866; sent home 295 sperm.
North Pacific	Nov. 6	.....	.....	.....	.....	Lost on Blossom Shoals August 30, 1868, with 1,100 whale, 20,000 bone; sent home 563 whale, 16,696 bone.
Atlantic	May 1	Sept. 9, 1868	152	.....	203	Sent home 283 sperm, 236 whale.
....do	Apr. 7	July 15, 1868	496	.....	.....	
Indian Ocean	July 10	Mar. 12, 1869	560	300	2,280	Sent home 280 sperm, 625 whale, 4,000 bone.
Pacific Ocean	Oct. 3	June 15, 1870	172	.....	.....	Bought from New Haven 1866; built at Baltimore 1850; sent home 400 sperm.
... do	June 9	May 23, 1870	1,591	.....	.....	E. J. Howland, first mate, killed by a whale August 6, 1866; sent home 877 sperm.
Indian Ocean	Aug. 15	Apr. 20, 1870	1,285	3	.....	Sent home 315 sperm.
North Pacific	Aug. 7	May 2, 1870	70	1,195	14,852	Sent home 84 sperm, 2,627 whale, 35,564 bone.
Hudson's Bay	Apr. 10	Oct. 8, 1867	20	200	.....	
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.
....do	June 5	.....	.....	.....	.....	Added 1866; Captain Osgood came home sick 1867; sent home 440 sperm; condemned at ——— ———, 1869; refitted and renamed Maggie Hill.
North Pacific	Apr. 18	May 12, 1870	.....	630	11,050	Bought from Boston 1865; sent home 200 sperm; 2,295 whale.
Atlantic	June 15	June 11, 1868	131	.....	.....	Sent home 416 sperm, 2,083 whale, 5,785 bone.
North Pacific	July 17	Apr. 30, 1871	.....	1,595	.....	Sent home 261 sperm, 3,100 bone.
....do	May 3	.....	.....	.....	.....	Bought from New York 1866; stove by ice and lost in Arctic, 1870; had sent home 790 sperm; 2,800 whale, 35,000 bone; had on board 500 whale and 5,000 bone.
Pacific Ocean	May 29	Aug. 11, 1869	1,350	.....	.....	Sent home 1,629 sperm.
North Pacific	Nov. 13	June 10, 1870	.....	785	13,876	Bought from New York 1866; Captain Worth came home sick 1869; sent home 69 sperm, 750 whale, 9,100 bone.
Atlantic	June 2	Sept. 20, 1868	102	.....	.....	Bought from Boston 1866; sent home 305 sperm.
North Pacific	Oct. 17	Apr. 23, 1871	191	1,029	.....	Sent home 822 sperm, 1,270 whale, 31,248 bone.
Atl. and Ind	June 19	May 22, 1870	700	338	2,633	Sent home 1,075 sperm, 1,580 whale; broken up 1870.
Hudson's Bay	Apr. 18	Oct. 31, 1867	.....	650	12,000	
North Pacific	May 29	June 2, 1870	866	533	1,362	Sent home 513 sperm, 265 whale, 4,395 bone.
....do	Aug. 7	May 24, 1871	130	1,510	16,700	
....do	June 26	Apr. 27, 1870	.....	1,188	14,361	Sent home 176 sperm; 1,819 whale, 29,777 bone.
Hudson's Bay	May 8	Oct. 25, 1867	.....	225	3,000	
Pacific Ocean	Oct. 31	May 12, 1870	605	34	.....	Captain Shaw came home sick 1869; sent home some oil and bone.
Atlantic	Sept. 17	Oct. 4, 1868	132	.....	.....	Sent home 982 sperm, 35 whale.
....do	May 29	Sept. 7, 1868	525	330	.....	Bought from Boston 1866; sent home 255 sperm.
Pacific Ocean	Nov. 5	Oct. 16, 1870	297	2	.....	Returned to whaling 1866; sent home 700 sperm.
Atlantic	Aug. 7	Nov. 16, 1866	133	9	.....	Gone three months and nine days; value of cargo about $11,000.
Hudson's Bay	Apr. 19	Sept. 12, 1867	.....	500	8,000	
Atlantic	Apr. 10	Apr. 15, 1867	65	4	.....	Sent home 353 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1866.				
New Bedford, Mass.—Continued.				
Progress	Bark	358	James Dowden	W. O. Brownell
Roscius	do	302	Ezra W. Crapo	William Penn Howland
Rousseau	do	305	James Hyland	G. & M. Howland
Sam'l and Thomas	do	132	Samuel H. Cromwell	David B. Kempton
Sappho	do	263	James T. Handy	Otis Seabury
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
Fairhaven, Mass.				
Ellen Rodman	Schooner	73	Thomas F. Lambert	George F. Wing
George J. Jones	do	126	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
Dartmouth, Mass.				
C. Horn Pigeon	Ship	212	Charles H. Robbins	William Potter, 2d
Rainbow	Schooner	48	Robert D. Eldridge	do
Marion[a]*, Mass.*				
Herald	Brig	148	John A. Kelley	Henry M. Allen
Wm. Wilson	Schooner	92	William C. Hathaway	A. J. Hadley
Westport, Mass.				
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
Edgartown, Mass.				
Europa	Ship	392	Thomas Mellen	C. B. Marchant
Mary	do	373	George A. Smith	William H. Munroe
Vineyard	do	349	—— Smith	Grafton N. Collins
Nantucket, Mass.				
Amy	Bark	232	Joseph Winslow	Joseph B. Macy
B. Colcord	do	234	Edward McCleave	Freeman E. Adams
E. H. Adams	Schooner	107	Zenas M. Coleman	do
M. Wrightington	Bark	132	Elihu F. Turner	do

[a] Name changed

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
North Pacific ..	May 29	May 8, 1870	.....	1,096	.....	Formerly the Charles Phelps of Stonington; added, rebuilt, and renamed 1866; sent home 1,420 whale, 39,692 bone.
Atlantic	Nov. 5	.....	.....	.....	.....	Condemned at Barbadoes, March, 1867.
Pacific Ocean ..	Oct. 4	June 15, 1870	1,471	.....	.....	
Atl. and Pac...	June 12	.....	.....	.....	.....	Thomas Parker, third mate, killed by falling from aloft, September, 1866; Captain Cromwell came home sick 1867; sold at Talcahuano 1869; continued whaling from that port; sent home 943 sperm, 2 whale.
Pacific Ocean ..	Oct. 1	July 5, 1870	1,263	9	.....	Sent home 460 sperm, 600 bone.
....do	July 17	June 25, 1869	1,096	.....	.....	Added 1866; formerly of Nantucket; sent home 650 sperm.
Atlantic	May 15	June 25, 1869	144	1,046	6,389	Bought from Boston 1865; sent home 260 sperm, 650 whale, 4,700 bone.
North Pacific ..	July 10	.....	.....	.....	.....	Lost on Foggy Island, Gulf of California, August 11, 1867; 2 men lost; sent home 6 blackfish.
Atl. and Ind ...	Nov. 17	Nov. 28, 1869	1,455	.....	.....	Bought from New York, 1866; formerly of Warren, R. I.
Atlantic	May 3	Sept. 13, 1866	116	3	.....	Bought from New Bedford 1865.
....do	June 28	Feb. 19, 1869	100	.....	.....	Bought from Dennis 1866; sent home 179 sperm.
.....	June —	.....	.....	.....	.....	Bought from Newport 1866; condemned at St. Thomas 1866.
Cumberland I..	May 1	Sept. 22, 1867	.....	280	8,000	
Atl. and Ind ...	May 29	May 25, 1869	25	.....	.....	Bought from Boston 1866; built 1849; sent home 352 sperm, 80 whale, 700 bone.
Atlantic	Nov. 14	Aug. 17, 1867	34	.....	.....	Sent home 85 whale.
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, 82 whale, 500 bone.
Atlantic	Dec. 13	Aug. 17, 1867	35	3	.....	
Atlantic	Dec. 12	Sept. 27, 1868	112	20	.....	Sailed once and returned on account of damage to boats and crew by a whale.
....do	May 18	Aug. 28, 1866	220	.....	.....	Bought from Plymouth 1866.
Atlantic	Jan. 31	Aug. 18, 1867	100	100	.....	Sent home 80 sperm.
....do	Dec. 21	June 16, 1869	391	140	700	Sent home 204 sperm.
....do	Nov. 13	Aug. 25, 1868	362	30	.....	
Indian Ocean ..	July 3	Sept. 5, 1869	910	.....	.....	Sent home 87 sperm.
North Pacific ..	Aug. 29	Aug. 17, 1872	148	230	4,000	Sent home 1,408 sperm, 2,870 whale, 35,293 bone.
....do	Sept. 22	.....	.....	.....	.....	Sent home 1,100 sperm, 990 whale, 15,115 bone; lost in the Arctic 1871.
....do	Oct. 25	Apr. 23, 1871	93	1,418	17,502	Sent home 334 sperm, 2,049 whale, 26,792 bone; sold to New Bedford and withdrawn 1872.
Pacific Ocean..	May 30	.....	1,450	50	.....	Bought from Boston 1866; sold to Boston 1871.
....do	Nov. 6	.....	.....	.....	.....	Sent home 723 bone; Mr. Munroe, first mate, killed by falling from aloft January, 1871; sold at Talcahuano for whaling.
Atl. and Ind ...	May 8	Sept. 26, 1866	203	.....	.....	Mate James H. Bunker killed by a whale; altered to a brig 1867.
Pacific Ocean ..	July 2	.....	.....	.....	.....	Bought from Fall River 1866; sold at Talcahuano.

from Sippican 1866.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1866.				
Wellfleet, Mass.				
Edith May	Schooner	135	—— Gross	R. R. Freeman
Provincetown, Mass.				
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
Alcyone	...do	130	—— Hudson	E. & E. K. Cook & Co
A. Clifford	...do	118	—— Dyer	H. & S. Cook & Co
Allegro	...do	76	—— Ryder	James Rich
Ada M. Dyer	...do	119	Isaac A. Dyer	Alfred Cook
B. T. Crocker	...do	118	—— 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 John S. Smith	A. Small A. T. Williams
Ellen Rizpah	...do	100	—— Taylor	Stephen Cook & Co
Emporium	...do	80	—— Young	Daniel C. Cook
E. P. Howard	...do	83	—— 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 —— Atkins	J. E. & G. Bowley
Mary G. Curren	...do	143	—— Farwell	Freeman & Hilliard
M. E. Simmons	...do	160	—— Parsons	E. & E. K. Cook & Co
Montezuma	...do	92	—— Nye	Freeman & Hilliard
N. J. Knights	...do	95	—— Dyer	David Conwell
Olive Clark	...do	98	—— Sparks	...do
Quickstep	...do	119	—— Taylor	E. & E. K. Cook & Co
Rising Sun	...do	108	—— Clark	E. S. Smith & Co
Union	...do	97	—— Nickerson	P. N. Freeman
V. Doane	...do	99	—— Atkins	H. & S. Cook & Co
Watchman	...do	140	—— Stid	Isaiah Gifford
W. A. Grozier	...do	168	Moses Young	E. S. Smith & Co
Winged Racer	...do	100	Xenophon Rich	David Conwell
Boston, Mass.				
A. Pickering	Bark	223	—— Jenks	Thomas L. Jenks
E. B. Phillips	...do	144	—— Ellerton	Joshua E. Bowley
Geo. Brown	Schooner	105	—— 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
Salem, Mass.				
Falcon	Brig	159	—— Macy	John C. Osgood
Wm. H. Shailer	Bark	175	—— Marshall	...do
Newburyport, Mass.				
Georgia	Schooner	127	Eben Bradbury	Sumner, Swazy & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Feb. 26	Sept. 6, 1867	230	.....	.....	Added 1866; sent home 80 sperm.
Atlantic	Feb. 5	July 31, 1867	180	10	.....	Sent home 87 sperm.
....do	Jan. 31	Aug. 22, 1866	85	120	.....	
....do	June 7	Oct. 27, 1867	160	70	.....	Added 1866; sent home 60 sperm.
... do	June 10	Sept. 5, 1867	160	.....	.....	Added 1866.
....do	Feb. 6	Sept. 1, 1866	106	140	.....	
....do	June 3	Aug. 28, 1866	83	.....	.....	Added 1866; withdrawn 1866.
....do	Jan. 31	Sept. 1, 1866	158	140	.....	Built at Essex, Mass., 1865.
....do	Feb. 1	July 4, 1866	.....	117	.....	Added 1866; sent home 40 sperm; sailed again December 25; withdrawn 1868.
....do	Jan. 27	Aug. 29, 1866	244	125	.....	Built at Essex, Mass., 1865.
... do	Jan. 17	Aug. 10, 1867	100	.....	.....	Sent home 224 sperm, 8 blackfish.
....do	May 14	Aug. 10, 1867	100	50	.....	Added 1866; sent home 130 sperm, 15 blackfish.
....do	Feb. 13	July 4, 1866	.....	97	.....	
....do	Aug. 14	Aug. 13, 1867	.....	200	.....	
....do	Feb. 6	July 22, 1866	169	130	.....	Sailed aga in December 25; —— Nickerson, captain; arriued August 19, 1867; 70 sperm, 165 whale.
....do	Jan. 31	Aug. 24, 1866	50	100	.....	
....do	Feb. 13	May 28, 1866	.....	64	.....	Added 1866; withdrawn 1866.
....do	Jan. 22	Aug. 24, 1866	45	175	.....	
....do	Jan. 22	Aug. 27, 1866	70	140	.....	Sailed again December 13, arrived August 10, 1867; 80 sperm, 60 whale.
....do	Feb. —	Oct. 15, 1867	400	.....	.....	Sent home 120 sperm; added 1866.
....do	Feb. 28	June 28, 1867	30	120	.....	Sent home 45 sperm, 60 whale; added 1866.
....do	Feb. 5	Nov. 27, 1866	138	.....	.....	Built at Ipswich, Mass., 1865.
....do	Apr. 26	Sept. 1, 1866	240	15	....	Added 1866.
	Oct. 24	Sept. 30, 1867	.....	110	....	
....do	July 3	June 2, 1867	25	.....	.....	
Desolation Isl'd	Aug. 16	May 31, 1868	.....	809	.....	Sent home 850 elephant.
Atlantic	Dec. 19	July 29, 1867	160	35	.....	
....do	Jan. 6	Aug. 22, 1866	90	125	.....	
	Nov. 26	Sept. 13, 1867	100	20	.....	
....do	May 20	Aug. 28, 1866	50	.....	.....	Added 1866.
....do	Nov. 24	Sept. 8, 1867	200	200	.....	
....do	Dec. 19	Sept. 8, 1867	260	.....	.....	
....do	Jan. 13	Oct. 10, 1866	70	80	....	Sold to Fairhaven 1866.
	Nov. 18	Sept. 14, 1867	50	.....	....	
....do	Feb. 13	Aug. 22, 1866	68	70	.....	
....do	Jan. 11	Aug. 30, 1866	75	90	.....	
....do	Jan. 6	Aug. 15, 1867	30	.....	.....	Built at Kennebunkport, Me., 1866; sent home 121 sperm.
....do	May 1	Sept. 19, 1866	130	.....	.....	Bought from Wellfleet 1865.
Pacific Ocean	Apr. 26	.....	.....	.....	.....	Added 1866; W. S. Maxfield, first mate, died April, 1868; sent home 513 sperm, 8 whale.
Atlantic	Mar. 9	Oct. 29, 1867	30	10	.....	
....do	Feb. 17	.....	.....	.....	....	Sold to New London 1868; added 1866; wrecked and sold at Bermudas September, 1868.
....do	July 28	Sept. 20, 1868	170	20	.....	Added 1866; sent home 138 sperm.
....do	Mar. 9	.....	.....	.....	.....	Added 1866; William Lewis, first mate, drowned at Fayal 1866; condemned.
....do	Nov. 24	Aug. 27, 1867	225	.....	.....	
Atlantic	Nov. 26	Apr. 21, 1868	.....	6	.....	
....do	Oct. 17	Oct. 13, 1867	100	.....	.....	Added 1866; formerly in African trade.
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.
1866.				
Beverly, Mass.				
Thriver	Schooner	95	—— Woods	F. W. Choate
New London, Conn.				
Acoro Barns	Bark	296	Charles Jeffrey	Williams & Barnes
Geo. and Mary	do	105	Horace M. Newbury	do
Georgiana	Brig	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 & Barns
Roman	do	350	—— Church	Richard H. Chapell
S. B. Howes	do	101	—— Keeney	Williams & Haven
U. D	do	77	—— Buddington	S. Chapman
Groton, Conn.				
Cornella	Schooner	148	Lorenzo B. Baker	Ebenezer Morgan
Sag Harbor, N. Y.				
Concordia	Bark	217	—— Skinner	O. R. Wade
J. A. Robb	do	244	—— Green	H. & S. French
Myra	Brig	116	—— Babcock	do
Ocean	Bark	239	—— Weld	do
New York, N. Y.				
Minnesota	Ship	243	Sidney L. Pierce	Lorenzo Pierce
1867.				
New Bedford, Mass.				
Alaska	Bark	340	Shubael H. Norton	Jonathan Bourne, jr
Albion	do	328	Albert A. Thomas	Nathaniel T. Gifford
Alto	do	200	Elias H. White	Charles H. Gifford
Andrews	do	277	Tim. C. Packard	J. Bourne, jr
Annawan	do	108	Edward K. Russell	Edmund Maxfield
Ansel Gibbs	do	303	James B. Huxford	J. Bourne, jr
Arab	do	278	Frederick P. Cole	William T. Smith
Arnolda	Ship	340	James A. Crowell	James B. Wood & Co
Avola	Bark	230	Zenas E. Bourne	John P. Knowles, 2d
Camilla	do	328	Benj. F. Jones	Swift & Allen
Catalpa	do	202	Obed Pierce	N. T. Gifford
C. W. Morgan	do	314	George Athearn	J. & W. R. Wing
Concordia	do	368	Robert Jones	G. & M. Howland
Corn'ls Howland	Ship	333	John A. Luce B. F. Homan	Edward W. Howland
Daniel 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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Oct. 31	Aug. 14, 1867	20	170	.....	Sold to Boston 1867.
Ind. and Pacific	June 6	Apr. 24, 1871	.....	850	11, 500	Built at New London 1866; sent home 65 sperm, 1,939 whale, 27,745 bone.
Hudson's Bay	Apr. 18	Sept, 14, 1867	.....	500	10, 000	
Cumberl'd Inlet	July 12	Nov. 29, 1867	.....	800	16, 000	
....do	July 16	Nov. 10, 1867	.....	50	.....	
Atlantic	Dec. 25	No report	.....	.....	.....	
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.
Cumberl'd Inlet	June 28	Sept. 14, 1868	.....	362	6, 600	Added 1866.
Desolation Isld	Aug. 22	June 2, 1867	19	1, 684	815	Added 1866; formerly of New Bedford bought from United States.
Cumberl'd Inlet	June 28	Oct. 9, 1866	.....	249	5, 600	
Davis's Strait	June 6	Sept. 26, 1866	.....	Clean	.....	Added 1866; sold to Fairhaven 1867.
Hudson's Bay	Apr. 18	Oct. 31, 1867	.....	200	.....	Bought from New London 1866.
Hudson's Bay	May 11	Sept. 13, 1867	.....	440	7, 300	
South Atlantic	July 24	.....	.....	.....	.....	Sold at St. Helena March 1868.
Atlantic	May 28	Dec. 30, 1867	.....	.....	.....	Sent home 80 sperm; no other report.
South Atlantic	Aug. 9	.....	.....	.....	.....	Lost 1867.
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.
Pacific Ocean	Aug. 21	Apr. 19, 1871	.....	751	10, 161	Built 1867; sent home 987 sperm.
....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.
....do	June 7	.....	.....	.....	.....	Bought from Fairhaven 1867; sent home 595 sperm; lost on reef near Falkland Islands 1870, with 515 sperm, 475 whale.
Hudson's Bay	May 20	.....	.....	.....	.....	Lost at Harrison's Point, Cumberland Inlet, November 14, 1867.
Atlantic	Oct. 1	May 3, 1870	148	.....	.....	Sent home 288 sperm.
....do	Oct. 23	Apr. 23, 1868	260	.....	.....	
Pacific Ocean	June 25	.....	.....	.....	.....	Bought from New London 1867; sent home 1,354 sperm, 673 whale; condemned at ——— 1871.
....do	June 25	June 18, 1871	97½	.....	....	Sent home 62 sperm.
Indian Ocean	Aug. 22	Oct. 13, 1870	77½	5	.....	Bought from Boston 1867; built at Waldoborough, Me., 1841; Sent home 55 sperm.
Pacific Ocean	July 16	July 5, 1871	1, 277	.....	.....	Sent home 1,009 sperm.
....do	May 8	May 27, 1871	235	.....	.....	Added 1866 from New York; formerly a whaler; sent home 430 sperm; sold to Gloucester 1873.
....do	July 17	Aug. 16, 1871	567	1	.....	Sent home 325 sperm, 525 whale, 3,000 bone.
North Pacific	Dec. 7	.....	.....	.....	....	Added 1867; sent home 164 sperm, 3,563 whale, 34,965 bone; lost in the Arctic 1871.
Atlantic	May 7	Sept. 28, 1867	140	.....	.....	Sent home 100 whale.
North Pacific	Nov. 12	May 7, 1871	95	1, 590	19, 350	Sent home 24 sperm, 2,555 whale, 43,326 bone.
....do	May 20	May 2, 1872	77	310	.....	Sent home 161 sperm, 3,175 whale, 45,635 bone.
Atlantic	June 1	Nov. 5, 1868	25	6	.....	Bought from Sandwich 1867; sent home 85 sperm.
Indian Ocean	June 8	.....	.....	.....	.....	Bought from Boston 1867; built at Medford 1863; sent home 1,699 sperm, 20 whale.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
New Bedford, Mass.—Continued.				
Eliza Adams	Ship	408	Caleb O. Hamblen	Taber, Gordon & Co
Europa	do	323	John G. Nye	Edward C. Jones
Falcon	Bark	285	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	Loum 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 Seabury
Northern Light	Bark	385	Michael Baker, 3d	J. Bourne, jr
Onward	Ship	339	E. C. Pulver	Edward W. Howland
Orlando	Bark	190	James M. Clark	C. Hitch & Son
Pacific	do	341	William Allen	Swift & Perry
Petrel	Schooner	59	Benj. B. Morris / Loring Braley	Charles Thatcher & Co.
President, 2d	Bark	123	James M. Soule	Edmund Maxfield
Robert Edwards	Ship	336	Stephen Flanders	Taber, Read & Co
Sarah	Bark	128	Alex. Newcomb	J. P. Knowles, 2d
Stafford	do	156	Dan'l L. Ricketson	J. & W. R. Wing
Starlight	Brig	141	Frederick Slocum	Charles S. Randall
Thomas Winslow	Bark	97	Elihu Russell	John Hicks
Tropic Bird	do	145	Lemuel D. Adams	Wm. Penn Howland
Vigilant	do	215	Archelaus Baker	William Watkins
Wave	do	150	Elisha Cannon 2d	T. Knowles & Co
Young Phenix	Ship	355	Daniel Sherman	William Phillips & Son
Fairhaven, Mass.				
A. Lawrence	Brig	160	David Marston	James L. 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 / Jonathan Jenney	Obed F. Hitch

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	July 22	Jan. 20, 1871	1,509	361	1,115	Took on voyage 2,000 sperm, 1,400 whale, 11,000 bone.
Indian Ocean ..	Oct. 23	July 13, 1871	320	1,183	.....	F. Armstrong, third mate, died September 1868; fourth mate drowned 1869.
Pacific Ocean ..	Oct. 23	Sept. 16, 1871	358	4	.....	Sent home 393 sperm, 5 whale
Atlantic	May 16	May 24, 1870	32	.....	.....	Added 1867; sent home 192 sperm.
....do	July 9	July 29, 1869	200	12	.....	Sent home 286 sperm.
North Pacific ..	Aug. 31	Apr. 19, 1871	120	993	.....	Sent home 277 sperm, 2,089 whale, 37,710 bone.
Atlantic	Apr. 30	Apr. 25, 1869	947	71	.....	Got 70 pounds ambergris, worth $97.50 per pound.
Pacific Ocean ..	Dec. 4	July 19, 1871	1,821	.....	.....	Sent home 620 sperm, 36 whale.
....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.
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.
Atlantic	Apr. 20	Apr. 7, 1870	950	.....	....	Sent home 50 sperm.
....do	Apr. 14	June 27, 1867	.....	3	...	Added 1866.
	July 9	Apr. 17, 1868	.....	Clean	....	
North Pacific ..	Sept. 3	Apr. 20, 1871	.....	2,100	.....	Sent home 360 sperm, 2,625 whale, 10,700 bone.
Indian Ocean..	July 2	July 26, 1871	883	.....	.....	Sent home 639 sperm.
Atlantic	Aug. 14	July 23, 1869	160	30	.....	Sent home 120 sperm.
...do	May 30	Oct. 4, 1869	208	35	....	Sent home 294 sperm, 84 whale, 800 bone.
Pacific Ocean ..	Oct. 8	Mar. 12, 1871	435	4	.....	John George, third mate, and boat's crew drowned while fast to a whale, December 26, 1868; sent home 629 sperm, 6 whale.
....do	Sept. 10	May 30, 1870	1,244	.....	.....	
Hudson's Bay..	Apr. 2	Nov. 13, 1868	.....	378	3,889	Sent home 10 sperm.
Pacific Ocean..	Aug. 15	Aug. 9, 1871	1,138	.....	.....	Benjamin Pease, second mate, lost overboard 1868; sent home 60 sperm.
....do	Oct. 15	Aug. 2, 1871	1,104	211	.....	Sent home 644 sperm, 235 whale, 2,293 bone.
North Pacific ..	Oct. 1	Apr. 6, 1871	8	1,587	20,700	Sent home 1,076 whale, 40,921 bone.
Indian Ocean..	Apr. 10	May 6, 1870	857	10	.....	Bought from Philadelphia 1866.
Atlantic	Nov. 6	July 15, 1868	597	30	.....	
....do	Apr. 3	Sept. 13, 1867	100	.....	.....	
	Nov. 5	June 25, 1868	.....	Clean	.....	
....do	May 23	Sept. 4, 1868	285	11	....	
....do	June 26	Oct. 10, 1869	240	730	.....	Sent home 733 sperm, 4,450 bone.
....do	Sept. 25	Oct. 28, 1870	230	33	.....	First mate, Mr. Lambert, died November 6 1867; sent home 89 sperm.
....do	Nov. 27	Sept. 11, 1870	932	7	.....	
....do	May 6	May 21, 1870	166	412	.....	Bought 1866; built in Nova Scotia 1860; Captain Slocum came home sick 1868; sent home 451 sperm.
....do	June 4	.....	.....	.....	.....	Lost at sea September 8, 1869, latitude 38° 50′ north, longitude 71° 40′ west; seven lives lost; had 150 sperm; Captain Russell was 69 years old.
....do	Jan. 8	Oct. 28, 1868	128	.....	.....	Sent home 172 sperm, 13 whale.
Indian Ocean ..	Nov. 27	Apr. 27, 1870	1,476	2	.....	
Atlantic	May 6	Apr. 25, 1869	137	8	....	Sent home 573 sperm.
Indian Ocean ..	Nov. 12	Apr. 22, 1871	860	73	672	Sent home 758 sperm, 705 whale, 4,500 bone.
Atlantic	June 10	May 13, 1869	209	.....	.....	Bought from Boston 1867; sent home 40 sperm.
... do	Apr. 12	Sept. 23, 1868	30	9	.....	Sent home 65 sperm.
....do	Oct. 10	Aug. 4, 1869	40	10	.....	Added 1876 from Edgartown; withdrawn 1870; sent home 112 sperm.
....do	Oct. 15	June 14, 1868	75	.....	.....	
....do	May 13	.....	.....	....	.....	Sent home 1,020 sperm, 150 humpback; bought from New London 1867; lost 1869.
....do	June 5	Oct. 13, 1868	37	.....	.....	Bought from Provincetown, 1867.
....do	May 13	Aug. 18, 1867	110	....	....	Bought from Wellfleet 1867; sent home 25 sperm.
	Aug. 28	Sept. 17, 1868	200	10	....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
Dartmouth, Mass.				
Rainbow	Schooner	48	H. B. Macomber	William Potter, 2d
Marion, Mass.				
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
Westport, Mass.				
Andrew Hicks	Bark	303	Otis F. Hamblen	A. Hicks
Elizabeth	do	203	T. C. Spaulding	do
Gov. Carver	do	128	Jason W. Gifford	Henry Wilcox
Platina	do	214	Amos A. Chase	Andrew Hicks
Sea Fog	do	166	Joseph W. Lavers	do
Edgartown, Mass.				
Linda Stewart	Bark	236	Frederick Smith	William H. Munroe
Splendid	Ship	369	—— Jernegan	do
Tisbury, Mass.				
M. Taylor	Brig	117	Thomas Foster	J. M. Taber
Nantucket, Mass.				
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
Provincetown, Mass.				
A. H. Brown	Schooner	131	—— Elwell	Thomas Hilliard
A. L. Putnam	do	178	—— Dyer	H. & S. Cook & Co
Alcyone	do	130	—— Brown	E. & E. K. Cook & Co
Alleghany	do	95	—— Graham	Daniel C. Cook
Alexander	do	75	—— Hopkins	P. N. Freeman
Antarctic	do	136	—— Hill	J. E. & G. Bowley
Arizona	do	115	—— 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	—— Gelett	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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Sept. 9	May 1, 1868	20	.....	.....	Bought from Nantucket 1866.
Atlantic	May 10	Apr. 23, 1868	212	32	.....	Sent home 55 sperm.
....do	May 13	Aug. 14, 1867	220	.....	.....	Bought from Boston 1866; gone three months; value of cargo $13,000.
....do	May 10	Aug. 28, 1867	185	15	.....	Brought also 8 pounds of ambergris.
Pacific Ocean	Sept. 11	May 14, 1872	225	730	.....	Built 1867; sent home 843 sperm, 4 whale.
Indian Ocean	Dec. 18	June 13, 1870	927	10	.....	Took 208 pounds ambergris, worth $94 per pound, and sent it to London; sold to Boston 1872.
....do	Dec. 25	.....	.....	.....	.....	Sent home 670 sperm; condemned and sold at Mauritius 1869.
Pacific Ocean	May 23	June 13, 1871	276	209	.....	Sent home 812 sperm.
Indian Ocean	July 10	.....	.....	.....	.....	Sent home 259 sperm.
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.
North Pacific	Oct. 2	May 17, 1872	981	.....	.....	Sent home 1,100 sperm; sold to New Zealand 1873 for whaling thence.
Atlantic	May 11	Sept. 20, 1868	208	.....	.....	Bought from Dennis 1866; formerly a schooner; sent home 116 sperm.
Atlantic	Apr. 30	Sept. 1, 1868	404	5	.....	
....do	May 1	Sept. 26, 1868	170	.....	.....	
Atlantic & Ind.	June 11	Sept. 20, 1869	570	15	.....	
Atlantic	Oct. 30	Aug. 19, 1869	280	80	.....	Sent home 45 sperm; withdrawn 1869.
....do	Dec. 26	July 30, 1868	13	34	1,000	
....do	Oct. 15	Aug. 24, 1868	153	133	.....	
....do	Feb. 7	Aug. 12, 1867	130	170	.....	
....do	Feb. 18	Aug. 13, 1867	20	6	.....	Withdrawn 1868; sold to New Bedford 1869.
....do	Nov. 14	July 30, 1869	20	50	.....	
....do	Dec. 21	July 10, 1869	180	190	.....	
....do	Jan. 3	Aug. 18, 1867	90	200	.....	
	Dec. 26	Sept. 3, 1868	73	132	.....	
....do	Feb. 18	Aug. 19, 1868	90	145	.....	Added 1866; sent home 45 sperm.
....do	Jan. 3	Sept. 12, 1867	70	200	.....	
	Dec. 26	Sept. 3, 1868	155	220	.....	
....do	Jan. 31	July 7, 1867	.....	200	.....	Sailed again August 6; arrived July 24, 1868; 70 sperm; built 1866; added 1867; withdrawn 1868; sent home 60 sperm.
....do	May 15	Aug. 10, 1868	69	12	.....	
....do	Mar. 20	Aug. 15, 1868	40	5	.....	Sent home 190 sperm.
....do	Oct. 22	May 18, 1868	184	.....	.....	
....do	Nov. 5	July 31, 1868	380	.....	.....	
....do	May 16	Aug. 20, 1867	....	10	....	
	Dec. 11	Aug. 30, 1868	39	3	....	Added 1867; withdrawn 1869.
....do	Jan. 3	Aug. 1, 1868	150	10	.....	
....do	Jan. 22	Sept. 15, 1868	75	.....	.....	Sent home 133 sperm.
....do	Jan. 22	Oct. 9, 1867	220	60	.....	Built at Ipswich 1866.
....do	Jan. 3	June 22, 1867	75	145	....	Sold to West Indies 1868; sailed from thence whaling under a Provincetown captain.
	Dec. 30	Sept. 17, 1868	31	29	....	
....do	Jan. 25	June 16, 1867	.....	8	....	Second mate, Edwin Dunham, lost overboard 1867; also lost four men, boats, &c.
	July 22	Aug. 22, 1868	14	139	....	
....do	May 11	.....	.....	.....	.....	Added 1867; supposed to be lost with all on board.
....do	Mar. 29	Aug. 10, 1867	50	.....	....	Added 1867.
	Dec. 18	Sept. 1, 1868	32	166	....	
....do	June 4	Sept. 5, 1868	177	78	.....	Added 1867; sent home 225 sperm.
... do	Feb. 4	Aug. 12, 1867	90	110	....	Built 1866.
	Dec. 18	Aug. 26, 1868	91	114	....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
Provincetown, Mass.—Continued.				
J. Taylor	Schooner	174	Atkins Smith	J. Atwood, jr. & Co
John A. Lewis	do	117	—— Chapman	B. A. Lewis & Co
Joseph Lindsey	do	95	—— Ryder	James Rich
Mary D. Leach	do	138	W. A. Leach	Union Wharf Co
Mary G. Curren	do	143	—— Fisher	Freeman & Hilliard
Montezuma	do	92	—— Nye	do
N. J. Knights	do	95	—— Dyer	D. Conwell
N. F. Putnam	do	....	—— Tilson	H. & S. Cook
O. M. Remington	do	138	William Remington	Union Wharf Company
Olive Clark	do	98	—— Sparks / —— Dyer	D. Conwell
Quickstep	do	119	—— Nickerson	E. & E. K. Cook & Co
Rising Sun	do	108	—— Freeman	Atkins Nickerson
S. A. Paine	do	...	—— Curran	Freeman & Hilliard
S. R. Soper	do	130	—— Burch	Robert Soper
V. Doane	do	99	—— Young	H. & S. Cook & Co
V. H. Hill	Brig	155	—— Freeman	J. E. & G. Bowley
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 / James E. Cook	Isaiah Gifford
W. A. Grozier	do	168	—— Young	Atk. Nickerson
Wellfleet, Mass.				
Edith May	Schooner	135	—— Gross	R. R. Freeman
Boston, Mass.				
Louisa A	Schooner	122	—— Senter	Heman Smith
Money Hill	do	100	—— Abbott	Robert Soper & Son
Rosa Baker	Brig	108	—— Stetson	H. Smith
S. E. Lewis	Schooner	96	—— Smith	do
Thriver	do	69	—— Swain	Robert Soper & Son
Wm. Martin	do	92	—— Bourne	H. Smith
Salem, Mass.				
Para	Brig	135	—— Worth	John C. Osgood
Said bin Sultan	Bark	235	James W. Holmes	do
Wm. H. Shailer	do	175	—— Marshall	do
Beverly, Mass.				
Eschol	Brig	143	—— Cottle	F. W. Choate
Newburyport, Mass.				
Hannah Grant	Schooner	71	—— Robbins	Sumner, Swasey & Co
Life Boat	do	88	Joseph H. Caton	do
New London, Conn.				
Chas. Colgate	Schooner	250	—— Bolles	Lawrence & Co
Emma Jane	do	86		Richard H. Chapell
Era	do	188	—— Tyson	Williams & Barns
Franklin	do	119	—— Buddington	R. H. Chapell
Isabella	Brig	192	—— Bailey	do
Perry	Bark	150	Stephen Bolles	Williams & Barns
Pioneer	Ship	....		

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Aug. 23	Aug. 24, 1869	150	.....	.....	Withdrawn 1869.
....do	Mar. 15	July 30, 1868	80	.....	.....	Sent home 72 sperm.
....do	Mar. 25	Aug. 15, 1867	25	.....	....	Added 1866; withdrawn 1868.
	Oct. 2	Sept. 8, 1868	83	100	....	
....do	Mar. 15	Aug. 31, 1868	60	10	.....	Added 1867; sent home 362 sperm.
....do	June 18	Nov. 27, 1867	50	.....	.....	Sailed under Captain Jos. Farwell, who died May 14, 1867.
....do	Oct. 30	Sept. 15, 1868	170	10	.....	
....do	Dec. 21	Sept. 17, 1868	100	32	.....	
....do	May 31	Aug. 6, 1868	90	.....	.....	Added 1867; sent home 70 sperm.
....do	May 16	.....	.....	.....	.....	Built 1867; sent home 448 sperm.
....do	May 13	Aug. 12, 1867	.....	15	.....	
	Dec. 26	Sept. 17, 1868	75	130	.....	
....do	Nov. 24	Aug. 28, 1869	105	175	....	Sent home 68 sperm.
....do	Dec. 11	Aug. 28, 1868	177	90	.....	
....do	Apr. 18	Sept. 21, 1869	180	180	.....	Added 1867; sent home 114 sperm.
....do	Apr. 18	Aug. 19, 1818	.....	Clean	.....	Sent home 160 sperm.
....do	Jan. 3	Aug. 26, 1867	35	130	.....	
....do	May 11	Oct. 5, 1868	290	20	.....	
....do	Feb. 25	Sept. 20, 1868	30	94	.....	Altered from a schooner 1867.
....do	Feb. 2	July 31, 1867	.....	.....	.....	
....do	Jan. 25	.....	.....	.....	.....	Added 1866; supposed to have foundered near George's Bank, and all on board lost, 1867; sent home 160 sperm.
....do	Jan. 25	Aug. 15, 1867	40	.....	.....	
	Sept. 12	Aug. 6, 1868	80	110	.....	
....do	Oct. 10	Sept. 5, 1869	190	200	.....	Sent home 239 sperm.
Atlantic	Dec. 11	Sept. 26, 1869	260	85	.....	Sent home 85 sperm; withdrawn 1870.
Atlantic	Dec. 18	July 9, 1870	50	200	.....	Sent home 271 sperm; withdrawn 1871.
....do	May 6	.....	.....	.....	.....	Added 1867; supposed to have been lost with all on board.
....do	July 9	July 24, 1869	170	.....	.....	Built 1867; sent home 324 sperm.
....do	Oct. 22	Sept. 10, 1869	225	.....	.....	Sent home 76 sperm.
....do	Nov. 9	Nov. 22, 1868	.....	8	.....	Bought from Beverly 1867.
....do	Nov. 12	Sept. 3, 1868	172	.....	.....	
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.
Atl'tic and Pac	June 13	June 13, 1871	294	149	.....	Bought from Boston 1867; built at Newburyport 1861; sent home 410 sperm; sold to Boston 1872; Salem's last whaler.
Atlantic	Dec. 26	.....	.....	.....	.....	Sent home 243 sperm, 20 whale; condemned and sold at Rio Janeiro Nov. 6, 1869.
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.
Atlantic	Apr. 10	Sept. 5, 1868	64	13	.....	Added 1867; built on the Merrimac 1847.
....do	Mar. 6	Aug. 26, 1868	20	31	.....	Added 1866; sent home 35 sperm.
Hurd's Island	June 22	May 4, 1869	.....	1,150	1,200	
Desolat'n Island	July 6	Apr. 26, 1872	.....	97	1,100	Bought from Baltimore 1867; built at Baltimore 1855, to replace the E. R. Sawyer.
Cumber'ld Inlet	Apr. 11	Aug. 27, 1868	.....	837	13,400	Added 1866; third mate, H. Griswold, died May, 1868.
....do	May 2	Sept. 10, 1868	.....	393	6,600	
Hudson's Bay	May 25	Sept. 14, 1868	.....	668	8,700	
Atlantic	June 1	July 21, 1870	366	10	.....	Formerly of the United States Navy; bought 1867; sold to Edgartown 1874.
.....	Mar. 20	Apr. 29, 1867	.....	.....	.....	Returned damaged by a gale; sunk in ice in Hudson's Strait July 6, 1867.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1867.				
New London, Conn.—Continued.				
Roman	Ship	350	—— Church	R. H. Chapell
Roswell King	Schooner	134	R. H. Glass	do
Sag Harbor, N. Y.				
Balæna	Bark	215	—— Jennings	H. & S. French
Highland Mary	do	209	—— French	do
New York, N. Y.				
Addison	Bark	426	Peleg Cornell	Lorenzo Peirce
1868.				
New Bedford, Mass.				
A. R. Tucker	Bark	129	Charles B. Barstow	J. & W. R. Wing
Ansel Gibbs	do	303	Elnathan B. Fisher	Jonathan Bourne, jr.
Atlantic	do	291	Henry R. Craw	J. & W. R. Wing
Black Eagle	do	229	B. Swain, jr	Andrew H. Potter
China	do	367	Charles H. Gifford	William Phillips & Son
Cleone	do	347	Hervey 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.
Jireh Perry	Ship	816	George F. Smith	Swift & Perry
J. W. Dodge	Schooner	83	John M. Honeywell	Abraham Delano
John P. West	Bark	353	Calvin Manchester	Simeon N. West
Joseph Maxwell	do	263	George Cowie	Taber, Read & Co.
Laconia	do	158	John A. Luce	J. P. Knowles, 2d
Lætitia	do	208	Joseph Stowell	J. & W. R. Wing
Lagoda	do	371	—— Swift	Jonathan Bourne, jr
Martha	do	2[illegible]	Peter Gartland	Swift & Allen
Merlin	do	246	David E. Allen	William Watkins
Minerva	do	337	Hezekiah Allen	T. Knowles & Co.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Hurd's Island..	Aug. 12	June 6, 1868	19	1, 926	....	
....do	July 13	May 19, 1870	.....	602	3, 223	Sent home 1,550 whale and elephant.
Indian Ocean ..	Oct. 13	Oct. 21, 1870	50	.....	.....	Joseph Menday, third mate, and three men, drowned at Tristan d'Acunha, November, 1868; sent home 550 sperm; sold to New Bedford 1871.
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.
Atlantic	July 4	Oct. 25, 1868	257	.....	.....	Added 1867; sent home 290 sperm.
Atlantic	Nov. 12	Sept. 14, 1870	147	.....	.....	Sent home 108 sperm.
Hudson's Bay..	June 3	Sept. 26, 1869	.....	650	10, 100	
Indian Ocean ..	May 12	May 13, 1872	1, 075	150	.....	Sent home 203 sperm, 340 whale, 2,500 bone.
Pacific Ocean ..	July 8	June 30, 1872	458	9	305	Sent home 542 sperm, 503 whale; sold to Beverly 1873, for freighting.
Indian Ocean ..	Oct. 6	Aug. 30, 1871	975	1, 198	7, 460	Sent home 530 whale, 4,100 pounds bone.
Pacific Ocean ..	Oct. 6	Aug. 3, 1872	451	1, 015	.....	Sent home 476 sperm, 85 whale, 685 pounds bone; sold to New York for merchant-service.
Atlantic	May 12	Dec. 3, 1869	759	43	....	Sent home 164 sperm.
Pacific Ocean ..	Dec. 15	May 18, 1870	184	1, 120	4, 235	
....do	Nov. 16	Aug. 4, 1871	1, 135	.....	.....	Sent home 256 sperm, 36 humpback.
North Pacific ..	Sept. 9	July 19, 1872	1, 309	567	.....	Sent home 524 sperm, 1,421 whale, 5,000 pounds bone.
Atlantic	Dec. 3	.....	.....	.....	.....	Sent home 92 sperm, 104 whale; put into Norfolk disabled; withdrawn 1870.
....do	Oct. 17	Nov. 7, 1871	690	327	.....	Sent home 88 sperm.
North Pacific ..	July 21	.....	.....	.....	.....	Sent home 80 sperm; 911 whale, 15,300 pounds bone; lost in the Arctic 1871.
....do	Nov. 10	.....	.....	.....	.....	Altered from a ship 1868; sent home 351 sperm, 1,354 whale, 1,747 bone; lost in the Arctic 1871.
Atlantic	Oct. 20	June 13, 1871	219	328	.....	
....do	May 12	Sept. 21, 1870	245	.....	.....	Altered from a schooner 1868; sent home 273 sperm.
Indian Ocean ..	June 16	May 10, 1872	1, 324	455	.....	Sold to Boston 1872.
North Pacific ..	Oct. 23	.....	.....	.....	.....	Sent home 1,978 whale, 35,903 pounds bone; lost in the Arctic 1871.
Atlantic	June 10	May 13, 1870	.....	Clean	.....	Formerly the Hattie Hunt; built in the Provinces 1866; bought and renamed 1868; sent home 80 sperm, two blacktish.
Indian Ocean ..	Aug. 27	June 4, 1872	1, 420	958	.....	Altered from a ship 1868; sent home 410 sperm, 80 whale, 500 pounds bone; sold to New York 1873.
Atlantic	May 12	Aug. 28, 1871	273	695	3, 149	Sent home 207 sperm.
....do	May 22	.....	.....	.....	.....	Sent home 146 sperm; sold to Gloucester 1869.
Indian Ocean ..	July 11	June 2, 1871	735	800	3, 350	Sent home 2,000 pounds bone.
....do	Sept. 1	Oct. 5, 1871	983	141	.....	Bought from Fairhaven 1868; sent home 700 pounds bone.
....do	Oct. 15	May 28, 1871	506	.....	.....	
Pacific Ocean ..	Sept. 22	May 29, 1872	400	500	.....	Sent home 218 sperm, 369 whale.
... do	July 25	June 1, 1873	516	516	.....	Sent home 249 sperm, 2,459 whale, 24,659 pounds bone.
....do	June 16	July 1, 1872	846	54	.....	Sent home 422 sperm, 40 whale.
Indian Ocean ..	June 23	Apr. 3, 1872	1, 147	.....	.....	
North Pacific ..	July 7	May 12, 1873	.....	2, 639	.....	Sent home 339 sperm, 1,573 whale, 12,715 pounds bone; abandoned in the Arctic 1871.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1868.				
New Bedford, Mass.—Continued.				
Morning Star	Bark	238	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
Osceola, 3d	do	140	H. J. Hogan	J. & W. R. Wing
Osmanli	do	292	James M. Williams	Jacob B. Hadley
Ospray	do	173	Andrew R. Hyer	Swift & Allen
Pacific	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	358	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
Fairhaven, Mass.				
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
Marion, Mass.				
Admiral Blake	Schooner	84	Arthur H. Hammond	Henry M. Allen
Cohannet	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	—— Hathaway	A. J. Hadley
Dartmouth, Mass.				
Rainbow	Schooner	48	Thomas J. Cannon	William Porter, 2d
Westport, Mass.				
Greyhound	Bark	163	John M. Allen	Henry Wilcox
Tisbury, Mass.				
Mercy Taylor	Brig	117	Thomas Foster	J. M. Taber
Nantucket, Mass.				
Bohio	Bark	197	Henry W. Davis	Joseph B. Macy
R. L. Barstow	do	182	William Jernegan	do
Provincetown, Mass.				
A. L. Putnam	Schooner	123	—— Smith	H. & S. Cook & Co
Alcyone	do	92	—— Baldwin	E. & E. K. Cook & Co
Alleghania	do	70	—— Graham	Daniel C. Cook
A. Clifford	do	85	—— Dyer	H. & S. Cook & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	July 1	Aug. 16, 1872	1,074	.....	.....	Sent home 472 sperm.
....do	June 1	June 11, 1872	1,380	957	.....	Sent home 92 sperm, 110 whale, and 570 bone.
Atlantic	July 14	July 8, 1871	350	285	1,477	Sent home 1,109 sperm, 1,273 whale, and 30,581 bone.
North Pacific..	July 1	.....	.....	.....	.....	Lost in the Arctic 1871; sent home 433 sperm, 1,953 whale, and 27,320 bone.
Atlantic	Dec. 2	Nov. 25, 1870	125	.....	.....	Sent home 455 sperm.
Indian Ocean ..	Oct. 6	July 14, 1871	234	711	2,788	Sent home 337 sperm and 675 whale.
Atlantic	May 5	Apr. 30, 1871	303	373	.....	Sent home 498 sperm and 320 humpback.
....do	Oct. 20	Apr. 28, 1869	64	1	.....	W. S. Church, first mate, died from wound received from a bomb lance Nov. 6, 1869.
Pacific Ocean..	June 10	June 19, 1872	358	561	.....	Bought from New York 1868; sent home 119 sperm and 256 whale.
Atlantic	July 13	Oct. 7, 1868	56	1	.....	
Indian Ocean ..	July 21	July 15, 1871	443	131	1,239	Sold to Edgartown 1871.
North Pacific..	Oct. 29	.....	.....	.....	.....	Altered from a ship 1868; sent home 379 sperm, 2,232 whale, and 30,763 bone; lost in the Arctic 1871.
Pacific Ocean ..	June 4	Aug. 28, 1871	1,390	.....	.....	
Atlantic	July 21	Nov. 6, 1871	118	1,082	696	Sent home 137 sperm, 200 whale, and 1,100 bone.
....do	Nov. 23	Oct. 17, 1870	21	8	.....	Sent home 280 sperm; sold and withdrawn 1871.
Pacific Ocean..	Aug. 1	Feb. 7, 1873	886	35	.....	Withdrawn 1873.
Cumberl'd Inlet	July 20	.....	.....	.....	.....	Lost in Cumberland Inlet 1869.
Atlantic	Nov. 6	....	.....	.....	.....	Sent home 190 sperm; condemned and sold at Barbadoes, January, 1870.
....do	Sept. 17	Sept. 26, 1869	90	.....	.....	Bought from Provincetown 1868; sold to New Bedford 1870.
....do	Nov. 23	Sept. 30, 1870	21	312	.....	Sent home 137 sperm; sold to Thomaston, Me., for freighting 1871.
Atlantic	Dec. 3	Mar. 13, 1871	.....	361	760	Sent home 50 sperm and 221 whale; withdrawn for freighting 1871.
... do	May 12	Oct. 8, 1868	.....	7	.....	
....do	May 20	Oct. 12, 1868	17	3	.....	Added 1868.
....do	May 12	Sept. 21, 1868	51	.....	.....	Do.
....do	Dec. 18	July 27, 1870	270	.. ...	.....	Sent home 48 sperm, 442 whale, and 1,748 bone; withdrawn for merchant-service 1871.
....do	July 16	.....	.....	.....	.....	Bought from New Bedford 1868; condemned at Barbadoes, October, 1870; sent home 150 sperm.
....do	May 22	Aug. 28, 1868	162	.....	.....	
Atlantic	May 15	Sept. 25, 1868	75	.....	.....	
Atlantic	May 27	May 15, 1871	634	40	400	
Atlantic	Dec. 3	Aug. 3, 1870	250	150	.....	Sent home 180 sperm and 238 whale; sold to New York 1871.
Pacific Ocean ..	July 12	.....	.....	.....	.....	Bought from New York 1868; sold at Callao, January, 1872.
....do	Dec. 19	.....	430	650	.....	Sold at Callao, February, 1873.
Atlantic	Aug. 17	Sept. 9, 1869	45	50	.....	Withdrawn 1869.
Indian Ocean ..	Oct. 20	June 8, 1871	238	.....	.....	Sent home 235 sperm; withdrawn 1871.
Atlantic	Jan. 24	Aug. 28, 1868	145	6	.....	
....do	Dec. 21	Sept. —, 1870	73	236	.....	Withdrawn 1870.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1868.				
Provincetown, Mass.—Continued.				
Albert Clarence	Schooner	101	—— Bourne	J. Freeman
Allie B. Dyer	do		Orlando J. Tripp	
Ada M. Dyer	do	87	—— Dyer	Alfred Cook
B. F. Sparks	do	92	—— Cook	Stephen Cook
Carrie W. Clark	do	116	William Clark, jr	Atkins Nickerson
C. H. Cook	do	114	—— Crowell	Stephen Cook
Chas. A. Higgins	do	118	N. Y. Higgins	Union Wharf Company
D. A. Small	Brig	119	Josiah Ryder	David A. Small
E. B. Conwell	Schooner	91	—— Cann	David Conwell
E. Gerry	do	71	—— Emery	Union Wharf Company
Ellen Rizpah	do	67	—— White	Stephen Cook
Emma F. Lewis	do	85	—— Powe	B. A. Lewis & Co
Estella	do	70	—— Higgins	J. E. & G. Bowley
Express	do	70	—— Merithew	E. & E. K. Cook
G. W. Lewis	do	65	—— Stid	Joshua Lewis
Grace Lothrop		141	John S. Smith	Union Wharf Company
H. M. Simmons	Schooner	116	—— Cook	Stephen Cook
John A. Lewis	do	80	—— Chapman	B. A. Lewis & Co
Lizzie J. Bigelow	Brig	130	Josiah Cook	do
L. P. Simmons	Schooner	90	—— Dunham	J. E. & G. Bowley
Mary E. Nason	do	108	H. Sparks	D. Conwell
Mary G. Curren	do	102	—— Fisher	Freeman & Hilliard
M. E. Simmons	do	105	—— Gellett	E. & E. K. Cook & Co
N. F. Putnam	do	87	—— Dyer	H. & S. Cook
Olive Clark	do	64	—— Atkins	D. Conwell
Sassacus	do	110	—— Freeman	E. & E. K. Cook & Co
S. R. Soper	do	88	—— Eldridge	Robert Soper
V. Doane	do	63	—— Young	H. & S. Cook
Winged Racer	do	80	—— Rich / —— Graham	D. Conwell
Boston, Mass.				
Carrie Jones	Schooner	97	—— Cornell	
F. H. Moore	Brig	107	—— Wood	Robert Soper & Son
S. N. Smith	Schooner	108	—— Rounseville	Heman Smith
Thriver	do	69	—— Cook	R. Soper & Son
Wm. Martin	do	92	—— Fisher	H. Smith
Salem, Mass.				
Falcon	Brig	126	—— Richmond	John C. Osgood
Newburyport, Mass.				
Georgia	Schooner	127	—— Bradbury	Sumner, Swasey & Co
Life Boat	do	88	—— Caton	do
Groton, Conn.				
Cornelia	Schooner	148	—— Baker	Ebenezer Morgan
New London, Conn.				
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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Nov. 28	Nov. 4, 1870	107	.....	.....	Withdrawn 1870.
....do	Aug. 4	No report..	.....	.....	.....	Withdrawn 1871; sent home 70 sperm.
....do	Dec. 21	Sept. 14, 1869	.....	183	.....	
....do	July 3	.....	.....	.....	.....	Added 1868; sent home 150 sperm and 300 whale; wrecked on Gay Head 1869.
....do	May 5	June 18, 1869	129	356	.....	Built at East Boston 1868; sent home 350 sperm.
....do	June 3	Oct. 25, 1868	140	.....	.....	
....do	June 15	Aug. 27, 1870	80	200	.....	Built at Duxbury 1868; sent home 56 sperm; withdrawn 1870.
....do	Dec. 21	Sept. —, 1870	206	1	.....	Built at Provincetown 1868.
....do	Oct. 6	Sept. 2, 1869	220	.....	.....	
... do	Mar. 19	July 10, 1869	.....	170	.....	Sent home 53 sperm.
....do	Jan. 17	Sept. 15, 1868	77	58	.....	
	Dec. —	Sept. 9, 1869	20	180	.....	
....do	Apr. 29	Sept. 17, 1869	110	30	.....	Sent home 90 humpback; withdrawn 1869.
....do	Nov. 14	Aug. 5, 1870	33	34	.....	Sold out 1870.
....do	Oct. 27	July 26, 1870	19	28	.....	Withdrawn 1870.
....do	May 27	Aug. 31, 1869	85	95	.....	Withdrawn 1870; sent home 18 sperm.
....do	June 10	July 26, 1870	71	87	.....	Built at Duxbury in 1868; sent home 203 sperm; withdrawn 1870.
....do	June 19	Aug. 31, 1870	31	300	.....	Sent home 190 whale; withdrawn 1870.
....do	Nov. 13	June 2, 1870	.....	184	.....	Withdrawn for the cod-fishery 1870.
....do	July 11	Nov. —, 1871	150	.....	.....	Built at Hanover in 1868; sent home 20 sperm; withdrawn 1871.
... do	May 20	July 20, 1870	53	127	.....	Withdrawn 1870; sold to New York 1872.
Pacific Ocean	June 1	May 11, 1871	80	300	.....	First whaler for the Pacific from Provincetown; withdrawn 1871; sent home 75 sperm; 430 humpback.
Atlantic	May 27	Oct. 4, 1869	230	.....	.....	
....do	July 23	Oct. 4, 1869	138	11	.....	
....do	Nov. 12	July 27, 1869	130	300	.....	
....do	Dec. —	June 25, 1869	.....	159	.....	Withdrawn 1870.
....do	Jan. 18	June 2, 1869	.....	300	.....	Sent home 410 sperm; 82 whale.
....do	Sept. 28	.....	.....	.....	.....	Sent home 90 sperm; lost on Bird Island May 25, 1870; had 150 sperm; saved 120.
....do	Jan. 16	Sept. 4, 1868	35	184	.....	Withdrawn for mackerel-fishery 1868.
... do	Jan. 24	Sept. 6, 1868	50	40	....	Withdrawn 1869.
	Dec. —	Sept. 14, 1869	.....	100	....	
Atlantic	Oct. 1	Sept. 9, 1869	275	.....	.....	Added 1868.
... do	May 5	Aug. 29, 1870	180	27	.....	Added 1868; sent home 48 sperm.
....do	Feb. 29	.....	.....	.....	.....	Lost August 28, 1869; the captain's wife, 2 children, first and second mates, boat-steerers, and 13 of the crew lost; had 180 sperm; sent home 65 sperm.
....do	Nov. 2	Aug. 29, 1869	100	100	.....	
....do	Dec. 3	Oct. 13, 1869	170	.....	.....	
Atlantic	June 9	May 9, 1871	471	4	.....	Sent home 25 sperm; sold to Boston 1871.
Atlantic	Nov. 23	Sept. 28, 1869	93	.....	.....	Sold to Brewer, Me., 1869.
....do	Dec. 21	Aug. 6, 1870	127	166	.....	Withdrawn 1870.
Cum. Inlet	May 26	Sept. 23, 1869	.....	143	1,765	Withdrawn 1870; Groton out of the business.
Indian Ocean	Aug. 22	May 16, 1871	163	273	.....	Bought from Boston 1868; Captain Chapell died at St. Helena October 20, 1870; sent home 219 sperm; shipped 2,000 gallons sperm to London from St. John's, N. F.; sold to Boston 1874.
Cum. Inlet	May 16	Sept. 17, 1869	.....	450	8,000	
....do	Aug. 5	.....	.....	.....	.....	Supposed to be lost, with all on board, 1868.
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.
1868.				
New London, Conn.—Continued.				
Helen F	Schooner	108	—— Spicer	Williams & Haven
J. D. Thompson	Bark	432	—— Allen	Williams & Barus
Roman	Ship	350	—— Church	Richard H. Chapell
S. B. Howes	Schooner	101	—— Avery	Williams & Haven
Sag Harbor, N. Y.				
Concordia	Bark	217	—— Dunbar	O. R. Wade
Myra	Brig	110	—— Babcock	H. & S. French
New York, N. Y.				
A. B. Cook	Brig	155	Wells S. Field	I. McKim Cook
Endeavour	Bark	252	Henry P. Taber	Lorenzo Peirce
Minnesota	do	243	Clothier Peirce	do
Ocean Steed	do	258	G. B. Borden	do
San Francisco, Cal.				
Florida	Ship	470	—— Fraser	Sherwood & Co
1869.				
New Bedford, Mass.				
Adeline	Ship	353	Alonzo J. Marvin	C. R. Tucker & Co
Annie Ann	Bark	220	John C. Pierce	John W. Pierce
Ansel Gibbs	do	303	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	
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 R. Sturgis	Zenas L. Adams
James Arnold	Ship	346	William P. Briggs	Taber, Gordon & Co
Java	Bark	295	Benjamin Manter	G. & M. Howland
John Wells	do	357	Aaron Dean	William O. Brownell
Lancer	do	295	William J. Macy	Joshua Richmond & Son
Leonidas	do	98	A. L. Stickney	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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Cum. Inlet.....	June 20	Out, 1877....	.....	.....	.....	Had taken at last report 1,450 whale, 13,600 pounds bone.
North Pacific ..	June 13	.....	.....	.....	.....	Sent home 82 sperm, 2,774 whale, 31,829 pounds bone; lost in the Arctic 1871.
Desolation Isld.	Aug. 13	May 18, 1869	.....	1,617	693	
Cum. Inlet.....	June 20	Nov. 6, 1869	Clean	.....	.....	
Cum. Inlet.....	Apr. 20	Oct. 7, 1869	116	200	2,930	Sent home 121 sperm; sold to New London 1870.
Pacific Ocean ..	Aug. 24	Apr. 25, 1871	235	310	.....	Sent home 325 sperm; 339 whale.
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, 450 whale.
....do	Nov. 14	Oct. 2, 1870	760	475	.....	Bought from New Bedford 1868.
Indian Ocean ..	June 25	June 13, 1872	1,030	130	.....	Third mate, Mr. Greene, d ed Nov. 9, 1869; sent home 146 sperm; withdrawn 1873.
Atlantic	Apr. 27	Nov. 28, 1869	428	17	.....	Added 1868 from New Bedford; transferred to New Bedford 1870; took, in all, 1,170 sperm, 20 whale.
North Pacific ..	Dec. 7	Nov. 7, 1869	45	1,600	20,000	Sailed 1870 for the Arctic; lost there 1871.
Pacific Ocean ..	Sept. 21	July 1, 1874	792	746	.....	Sent home 570 sperm, 1,500 pounds bone; sold to Manchester, Mass., 1874.
....do	June 24	.....	.....	.....	.....	Added 1869; sent home 495 sperm; condemned at Mauritius in November, 1871.
Atlantic	Oct. 20	May 12, 1870	109	.....	.....	
....do	July 6	Aug. 1, 1872	1,022	9	.....	Sent home 150 whale, 800 pounds bone.
Pacific Ocean ..	Nov. 4	May 12, 1873	311	521	.....	
Atlantic	Apr. 19	Sept. 4, 1870	461	.....	.....	Sent home 264 sperm.
Pacific Ocean ..	Aug. 14	Sept. 24, 1873	624	162	.....	Joseph Caton, second mate, killed while cutting in 1871.
North Pacific ..	Sept. 14	.....	.....	.....	.....	Sent home 175 sperm, 390 whale, 6,563 lbs. bone; lost in the Arctic 1871.
....do	July 21	.....	.....	.....	.....	Lost in the Arctic 1871.
.....	May —	.....	.....	.....	.....	Condemned at Mauritius, September, 1869; sent home 658 whale.
Pacific Ocean ..	Aug. 10	.....	.....	.....	.....	Lost in the Arctic 1871.
Atlantic	Mar. 6	May 20, 1872	115	875	.....	Sent home 533 sperm; sold to Gloucester 1872.
Indian Ocean ..	Aug. 31	.....	.....	.....	.....	Sent home 8 sperm; lost on Bird Island Dec. 29, 1870; had 530 sperm, saved 28
.....	Aug. 14	Aug. 23, 1872	1,180	80	300	Altered from a ship 1869; sold to London 1873.
Pacific Ocean ..	Oct. 12	Dec. 4, 1873	600	860	.....	Sent home 370 sperm, 712 whale, 3,462 bone.
Atlantic	June 9	June 30, 1872	418	513	1,678	Sent home 146 sperm.
North Pacific ..	Nov. 9	.....	.....	.....	.....	Sent home 1,208 whale, 17,148 pounds bone; lost in the Arctic 1871.
Indian Ocean ..	Apr. 22	Apr. 25, 1873	1,560	38	150	Sent home 83 sperm; sold to Mount Sinai, Long Island, 1874.
Atlantic	Oct. 2	June 15, 1872	95	288	.....	Sent home 105 sperm, 108 whale.
Indian Ocean ..	June 22	June 6, 1874	105	1,257	.....	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, 1874.
....do	May 4	June 23, 1874	55	1,138	.....	Sent home 1,170 sperm, 757 whale, 25,352 pounds bone.
Pacific Ocean ..	July 14	Aug. 1, 1873	288	360	.....	William Michael, fourth mate, died Nov., 1871; sent home 803 whale, 1,638 bone.
Atlantic	Nov. 25	June 28, 1873	531	384	.....	Sent home 317 sperm.
Pacific Ocean ..	Jan. 3	May 19, 1873	1,440	70	600	Sent home 479 sperm.
Indian Ocean ..	May 26	Nov. 1, 1872	1,031	481	1,028	Sent home 269 sperm, 4 whale.
North Pacific ..	June 22	June 8, 1874	39	531	.....	Sent home 446 sperm, 2,868 whale, 42,975 pounds bone.
Pacific Ocean ..	Oct. 21	June 11, 1873	790	950	.....	Mr. Porter, second mate, killed by a whale October 5, 1872; sent home 1,159 sperm, 29 whale, 407 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1869.				
New Bedford, Mass.—Continued.				
Milwood	Bark...	216	Edwin W. White	G. Allen & Son
Nautilus	...do	277	George A. Smith	do
Navy	...do	383	George F. Bouldry	James B. Wood & Co
Orray Taft	...do	134	M. V. B. Howland	Andrew H. Potter
Pacific	...do	34	William Allen	Swift & Perry
Pioneer	...do	228	James S. Hazard	Nathaniel T. Gifford
President	...do	257	E. C. Almy	Taber, Read & Co.
President, 2d	...do	123	George M. Seabury	Edmund Maxfield
Sea Ranger	...do	279	Charles E. Allen	I. H. Bartlett & Sons
Seneca	...do	328	Edmund Kelley	Loum Snow & Son
Spartan	...do	333	Edwin R. Osgood	David B. Kempton
Stamboul	...do	260	William H. Mitchell	Charles Hitch & Son
Swallow	...do	326	Willard W. Ryder	William Watkins
Tamerlane	...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.
Fairhaven, Mass.				
A. Lawrence	Bark...	160	Hiram J. Cleveland	James I. Church
Crowninshield	...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
Marion, Mass.				
Cobannet	Schooner	83	Obed Delano	A. J. Hadley
Express	...do	80	Benjamin B. Handy	Benjamin B. Handy
Graduate	...do	58	Rufus L. Savery	Henry M. Allen
Wm. Wilson	...do	93	William C. Hathaway	A. J. Hadley
Dartmouth, Mass.				
Cape Horn Pigeon	Bark...	213	G. I. F. Hazard	William Potter, 2d
Matilda Sears	...do	231	William D. Gifford	do
Rainbow	Schooner	48	Thomas J. Cannon	do
Westport, Mass.				
Janet	Bark...	154	George N. Macy	Henry Wilcox
Mattapoisett	...do	110	Weston S. Tripp	Henry Smith
Mermaid	...do	27	John Horan	Andrew Hicks
Sea Fox	...do	166	Samuel T. Braley	do
Edgartown, Mass.				
Almira	Ship...	310	—— Marchant	Samuel Osborn, jr.
Champion	...do	367	—— Pease	Grafton N. Collins
Nantucket, Mass.				
Abby Bradford	Schooner	114	John Murray	Joseph B. Macy
E. H. Adams	Brig...	107	Zenas M. Coleman	Freeman E. Adams
Oak	Bark...	167	William B. Thompson	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Cum. Inlet....	Apr. 6	Oct. 6, 1870	.....	99	15,900	Sent home 220 sperm.
Pacific Ocean .	Oct. 6	May 22, 1874	.....	562	6,850	Sent home 154 sperm, 2,205 whale, 7,200 pounds bone.
North Pacific ..	Oct. 7	.....	.....	.....	.....	Sent home 433 sperm, 702 whale, 10,579 lbs. bone; lost in the Arctic 1871.
Atlantic	May 19	May 20, 1872	642	.....	.....	
....do	May 25	Aug. 9, 1870	713	10	....	
....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	2,660	Sent home 387 sperm, 135 whale, 2,500 bone.
Atlantic	Apr. 13	Sept. 15, 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. 28, 1872	820	.....	.....	
Indian Ocean ..	Aug. 31	June 1, 1873	619	148	737	Sent home 50 sperm, 350 whale, 2,500 bone.
....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	406	568	.....	Sent home 348 sperm; 3,500 pounds bone.
North Pacific ..	Nov. 2	.....	.....	.....	.....	Altered from a ship 1869; sent home 102 sperm, 1,056 whale, 18,047 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 Bermudas 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	.....	
Pacific Ocean ..	July 28	.....	.....	.....	.....	Sent home 833 sperm, 6 whale; condemned and sold at Panama June 6, 1873.
Atlantic	May 18	Sept. 19, 1869	85	6	.....	
....do	May 19	June 15, 1870	80	.....	.....	Sent home 44 sperm; sold to Provincetown 1871.
....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	868	Captain Hazard came home 1871; sent home 330 sperm, 500 bone.
Pacific Ocean ..	Aug. 2	June 11, 1873	752	39	.....	Sent home 570 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. 2, 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	.....	Do.
Pacific Ocean ..	Nov. 16	.....	.....	.....	.....	Sold at Panama 1872; sent home 60 sperm, 450 whale; Nantucket's last whaler.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1869.				
Provincetown, Mass.				
Agate	Schooner	81	—— Atkins	W. A. Atkins
Alexander	...do ...	75	—— Ryder	Judah Gifford
Alleghania	...do ...	70	—— Fisher	Daniel C. Cook
Arizona	...do ...	79	—— Bell	Stephen Cook
Allie B Dyer	...do ...	87	—— Tripp	David Conwell
Carrie W. Clark	...do ...	116	—— Dyer	Atkins Nickerson
Cetacean	...do ...	81	—— Atkins	Union Wharf Company
C. H. Cook	...do ...	114	—— Cowell	Stephen Cook
C. L. Sparks	...do ...	96	—— Roberts	D. Conwell
Eleanor B. Conwell	...do ...	91	—— Cannon	...do
E. H. Hatfield	...do ...	89	—— Burch	E. & E. K. Cook & Co
G. H. Phillips	...do ...	107	—— Taylor	S. Cook
J. H. Collins	...do ...	50	—— Ryder	David A. Small
Mary D. Leach	...do ...	119	—— Atwood	Elisha M. Dyer
Montezuma	...do ...	60	—— Nye	Freeman & Hilliard
N. F. Putnam	...do ...	87	—— Atkins	H. & S. Cook & Co
N. J. Knight	...do ...	70	—— Dyer	D. Conwell
O. M. Remington	...do ...	139		Elisha M. Dyer
Rising Sun	...do ...	69	—— Freeman	Atkins Nickerson
Sassacus	...do ...	110	—— Leach	E. & E. K. Cook & Co
V. H. Hill	Brig ...	126	—— Freeman	J. E. & G. Bowley
Walter Irvin	Schooner	90	—— Lair	Amos Nickerson
Watchman	...do ...	84	—— Snow	Isaiah Gifford
Boston, Mass.				
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	—— Payne	...do
Thriver	...do ...	69	—— Cook	Robert Soper & Son
Newburyport, Mass.				
Hannah Grant	Schooner	71	—— Chadwick	Sumner, Swasey & Co.
Beverly, Mass.				
Eschol	Brig ...	143	—— Cottle	F. W. Choate
New London, Conn.				
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
New York, N. Y.				
Addison	Bark ...	385	Peleg Cornell	Lorenzo Peirce
San Francisco, Cal.				
Florida	Ship ...	470	—— Frazer	Sherwood & Co
Menschikoff	...do ...	223		Hutchinson, Kohl & Co
Massachusetts	...do ...	351	—— Cooty	Moore & Co
Victoria	Brig ...	149	—— Redfield	
1870.				
New Bedford, Mass.				
Addison	Bark...	385	James G. Sinclair	Lorenzo Peirce

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Feb. 8	July 15, 1870	96	130	....	Added 1868; sent home 167 humpback.
....do	May 24	Aug. 24, 1869	....	80	.....	Added 1869; withdrawn 1870.
....do	Jan. 15	Sept. 1, 1869	40	100	.....	
....do	Dec. 14	Sept. 9, 1870	182	69	....	
....do	Apr. 16	Aug. 27, 1870	132	224	....	
....do	July 31	Aug. 5, 1870	350	40	....	Sent home 70 sperm; withdrawn 1870.
....do	Jan. 6	Sept. 1, 1870	30	130	....	Sent home 100 humpback; withdrawn 1870.
....do	Apr. 5	July 30, 1870	30	5	.....	Sent home 45 sperm; withdrawn 1870.
....do	Mar. 16	Sept. 1, 1870	174	176	....	
....do	Nov. 30	Aug. 25, 1871	3[illegible]	4	.....	Sent home 122 sperm; withdrawn 1872.
....do	Apr. 29	Aug. 27, 1870	225	15	....	Sent home 24 sperm; withdrawn 1870.
....do	Jan. 6	July 1, 1870	40	382	....	Sent home 30 sperm; 140 humpback.
....do	Jan. 19	Aug. 24, 1869	30	40	.....	Withdrawn 1869.
....do	Jan. 19	Sept. 25, 1870	120	.....	....	Withdrawn 1870; sent home 62 sperm.
....do	Jan. 20 / Nov. 9	Sept. 19, 1869 / Sept 19, 1870	140	30 / 140	..... /	
....do	.....	No report ..	.....	.....	.....	Withdrawn 1870.
....do	Mar. 15	Sept. —, 1870	50	150	.....	Withdrawn 1871; sent home 8 sperm, 80 whale.
....do	Nov. 1	Sept. 2, 1869	250	40	.....	
....do	Jan. 6	Sept. 14, 1869	60	100	....	
....do	June 24	Sept. 30, 1869	23	.....	.....	Withdrawn 1870.
....do	May 10	Oct. 14, 1870	75	.....	.....	Do.
....do	Feb. 24	Sept. 1, 1870	337	2	.....	Sold to New York 1871.
....do	Jan. 7	Sept. 9, 1869	.....	150	.....	Witndrawn 1870.
Atlantic	Dec. —	Aug. 30, 1870	12[illegible]	.....	.....	Withdrawn 1870.
....do	Aug. 28	Oct. 10, 1870	500	30	....	
....do	Oct. 1	Aug. 25, 1871	263	.....	....	Sent home 70 sperm.
....do	Dec. 24	June 24, 1871	50	55	.....	Sent home 39 sperm.
....do	Dec. 29	Aug. 29, 1869	100	100	....	
Atlantic	Apr. 28	Aug. 31, 1870	54	14	.....	Sent home 47 sperm; withdrawn 1870; Newburyport out of the business.
Atlantic	May 7	Sept. 30, 1870	100	.....	....	
Desolation Isl'd	June 13	Apr. 18, 1871	.....	1, 114	.....	
Cum. Inlet	May 11	Oct. 5, 1870	.....	533	5, 400	H. Griswold, first mate, died 1869.
Indian Ocean ..	Aug. 21	Apr. 27, 1870	.....	780	.....	Built at Duxbury 1869.
Cum. Inlet	May 18	Oct. 5, 1870	.....	473	8, 418	
....do	Apr. 14	Oct. 15, 1870	.....	527	6, 587	
.....	.....	.....	.....	.....	.....	Bought from Sag Harbor 1869; lost at Little Placentea August, 1869.
Cum. Inlet	May 18	.....	.....	....	....	Lost 1870.
Desolation Isl'd	June 25	May 23, 1870	3[illegible]	2, 188	1, 681	
Atlantic	Apr. 22	.....	.....	.....	.....	Transferred to New Bedford 1870, which see.
Pacific Ocean ..	Dec. 11	Nov. 5, 1870	.....	1, 900	30, 000	
....do	.....	Nov. 3, 1870	.....	800	15, 000	
....do	Dec. 23	Nov. 3, 1870	.....	1, 050	8, 500	
....do	.....	....	.....	.....	.....	Added 1869; lost in the Arctic 1871.
Pacific Ocean ..	May 20	Apr. 19, 1874	96	639	3, 550	Transferred from New York 1870; built at Philadelphia 1816; withdrawn 1874; lost on Fayal, freighting, 1875; sent home 180 sperm, 550 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1870.				
New Bedford, Mass.—Continued.				
Adeline Gibbs	Bark	327	Jacob L. Cleaveland. / Fred'k J. Forman	Jonathan Bourne, jr.
Alfred Gibbs	do	347	Edward E. Jennings	Dennis Wood
Ansel Gibbs	do	303	Elnathan B. Fisher	J. Bourne, jr
Avola	do	230	Zenas E. Bourne	John P. Knowles, 2d
Awashonks	do	380	Ariel Norton	J. & W. R. Wing
Canton	Ship	239	J. G. Lapham	Charles R. Tucker & Co
Cicero	Bark	226	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	361	James K. Knowles	G. & M. Howland
Hadley	do	163	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. Peirce
Oriole	do	280	H. S. Hayes	E. C. Jones
Orlando	do	190	Horace Montross	Charles Hitch & Sons
Osceola, 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	B. F. Loveland	Edward W. Howland
Roscoe	Bark	313	Edward D. Lewis	Loum Snow & Co
Robert Edwards	Ship	....	Thomas F. Pease	.....
Rousseau	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	66	Owen Fisher	Hiram Webb
Vigilant	Bark	215	Otis F. Thatcher	William Watkins
Xantho	do	206	James W. Lavers	J. & W. R. Wing
Fairhaven, Mass.				
Ellen Rodman	Schooner	73	Jonathan Jenney	Tucker Damon, jr
George J. Jones	do	126	Jaser M. Ears	do
William and Henry	Bark	234	Daniel B. Green	Isaiah F. Terry
Marion, Mass.				
Cohannet	Schooner	83	James T. Wittet	Amos J. Hadley
William Wilson	do	92	—— Hathaway	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Indian Ocean	Sept. 1	Sept. 26, 1870	600	200	.....	Captain Cleaveland died, and the vessel was damaged in a gale.
	Oct. 19	May 22, 1875				
Pacific Ocean	May 23	July 20, 1873	819	209	.....	Sent home 567 sperm, 1,700 pounds bone; sold to New York 1873.
Hudson's Bay	June 21	Oct. 6, 1871	.....	1,340	22,040	
Pacific and Ind	Dec. 7	Feb. 13, 1874	986	15	.....	Sent home 494 sperm.
North Pacific	Oct. 19	.....	.....	.....	.....	Lost in the Arctic 1871.
Indian Ocean	Oct. 19	Sept. 22, 1874	991	4	.....	
Atlantic	May 9	Oct. 24, 1873	284	8	.....	J. F. Mandousa, third mate, dropped dead in his boat while fast to a whale 1870; sent home 691 sperm, 290 whale, 1,300 bone.
....do	Apr. 27	May 24, 1873	610	.....	.....	Sent home 1,215 sperm.
North Pacific	July 19	.....	.....	.....	.....	Sent home 97 sperm; lost in the Arctic 1871.
Indian Ocean	Oct. 26	June 2, 1874	954	.....	.....	Captain Gifford died August 26, 1873, at sea; sent home 25 sperm.
North Pacific	Oct. 26	.....	.....	.....	.....	Lost in the Arctic 1871.
....do	Sept. 29	.....	.....	.....	.....	Do.
Pacific Ocean	Sept. 27	July 20, 1874	247	444	.....	
Atlantic	May 28	Oct. 2, 1871	.....	301	5,204	Withdrawn 1872.
Pacific Ocean	Aug. 23	July 2, 1874	1,081	4	.....	Robert Saulsbury, fourth mate, died at Valparaiso May, 1873; sent home 437 sperm.
Indian Ocean	July 6	Oct. 7, 1872	691	4	.....	Sent home 278 sperm, 10 whale.
North Pacific	July 19	.....	.....	.....	.....	Sent home 184 sperm; lost in the Arctic 1871.
Pacific Ocean	Aug. 6	June 4, 1874	975	6	.....	Sent home 721 sperm.
....do	Nov. 10	Aug. 10, 1874	481	1,346	.....	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.
Atlantic	May 4	.....	.....	.....	.....	Transferred from New York 1870; sent home 594 sperm; sold to San Francisco 1873.
North Pacific	Nov. 7	.....	.....	.....	.....	Sent home 93 sperm; stove by ice in the Arctic 1871.
Sooloo Sea	June 28	Oct. 6, 1873	1,199	1	.....	Sent home 171 sperm; sold to Port Jefferson for freighting 1873.
Pacific Ocean	Aug. 1	.....	.....	.....	.....	Sent home 718 sperm; condemned at Mahe October, 1872.
Indian Ocean	Oct. 5	June 19, 1873	930	70	.....	
Atlantic	June 1	Oct. 11, 1871	119	.....	.....	
North Pacific	Oct. 19	May 10, 1875	434	3,225	.....	Captain Dowden left at San Francisco; Captain Eldridge, formerly of Cherokee, took command; sent home 39,836 bone.
Pacific Ocean	Nov. 1	Sept. 1, 1874	287	419	.....	Mr. Garrity, fourth mate, murdered by one of the crew May, 1873; sent home 309 sperm, 837 pounds bone.
North Pacific	Oct. 4	.....	.....	.....	.....	Sent home 154 sperm; lost in the Arctic September, 1871.
Pacific Ocean	Nov. 1	.....	.....	.....	.....	Sent home 470 sperm, 319 elephant; crushed by ice in the Arctic August 19, 1872; had 800 sperm.
.....	May —	.....	.....	.....	.....	Burned at sea July 24, 1870; fired by the crew.
Pacific Ocean	Oct. 26	May 2, 1875	1,130	650	2,500	Captain Hyland came home sick 1871.
Indian Ocean	Oct. 21	May 5, 1873	860	141	1,707	Sent home 242 sperm, 58 whale.
Atlantic	July 6	Aug. 12, 1873	128	.....	.....	Sent home 630 sperm, 372 whale; sold to Bangor, Me., for the African trade, 1873.
....do	May 21	Aug. 11, 1871	39	135	.....	Added 1870 from Fairhaven; sent home 129 sperm.
Indian Ocean	Oct. 25	Aug. 24, 1874	992	146	.....	Sent home 506 sperm, 1,040 whale.
....do	May 4	.....	.....	.....	.....	Sent home 230 sperm, 800 bone; lost off Celebes July, 1871.
Atlantic	Nov. 4	Sept. 14, 1872	83	.....	.....	Sent home 230 sperm.
....do	June 7	Aug. 6, 1871	109	135	.....	Added 1870; sent home 30 sperm.
....do	May 12	.....	.....	.....	.....	Sent home 414 sperm; condemned at Fayal November, 1871.
Atlantic	May 17	Sept. 24, 1870	.....	8	.....	
....do	May 17	Sept. 23, 1870	173	.....	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1870.				
Westport, Mass.				
Sea Queen	Bark	195	Edward E. Hicks	Andrew Hicks
Provincetown, Mass.				
Alleghania	Schooner	70	—— Snow	Daniel C. Cook
Antarctic	do	101	—— Cornell	J. E. & G. Bowley
Ada M. Dyer	do	87	—— Dyer	Alfred Cook
B. F. Sparks	do	92	—— Goodspeed	Stephen Cook
C. L. Sparks	do	96	—— Atwood	David Conwell
Elbridge Gerry	do	71	—— Fisher	Union Wharf Co
Ellen Rizpah	do	67	—— White	S. Cook
Gage H. Phillips	do	107	—— Cook	do
Gracie M. Parker	do	82	—— 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	139	—— Remington	Elisha M. Dyer
Quickstep	do	94	—— Gillette	E. & E. K. Cook & Co
Rising Sun	do	69	—— Freeman	Atkins Nickerson
Sassacus	do	110	—— Nickerson	E. & E. K. Cook & Co
S. A. Paine	do	139	—— William Curren	Freeman & Hilliard
William A. Grosier	do	117	—— Young	A. Nickerson
Boston, Mass.				
F. H. Moore	Brig	107	—— Eldridge	Robert Soper & Son
Heman Smith	do	123	—— Senter	Heman Smith
Thriver	Schooner	69	—— Cook	R. Soper & Son
New London, Conn.				
Flying Fish	Schooner	75	Alfred Turner	Lawrence & Co
Francis Allyn	do	107	—— Smith	Williams, Haven & Co.
George and Mary	Bark	105	—— Palmer	Williams & Barns
Peru	do	259	—— Glass	Williams, Haven & Co.
Roman	Ship	350	—— Williams	do
Roswell King	Schooner	134	—— Fuller	do
S. B. Howes	do	101	—— Gardner	do
Trinity	Bark	417	—— Rogers	Lawrence & Co
San Francisco, Cal.				
C. E. Foote	Schooner	156	—— Hazard	E. Higgins & Co
Carlotta	Bark	480	—— Smith	Hutchison, Kohl & Co.
Massachusetts	Ship	351	—— Cooty	Moore & Co
Menshikoff	Bark	223	—— Chapman	Hutchinson, Kohl & Co
Page	Schooner	110	—— Holcomb	Taylor & Bendel
1871.				
New Bedford, Mass.				
A. R. Tucker	Bark	129	D. L. Ricketson	J. & W. R. Wing
Abm. Barker	do	380	Alden T. Potter	do
Active	do	291	Thomas G. Campbell	Louis Snow & Son
Alaska	do	340	Charles W. Fisher	Jona. Bourne, jr.
Annawan	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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Pacific Ocean ..	Nov. 22	Apr. 15, 1873	1,231	.....	.....	
Atlantic	Feb. 7	Sept. 9, 1870	30	15	.....	Withdrawn 1871.
....do	May 12	Sept. 6, 1871	206	50	.....	Sent home 72 sperm.
....do	Jan. 11	Sept. 5, 1870	11	189	.....	Sent home 100 whale.
....do	Jan. 11	June 27, 1870	10	124	.....	
....do	Dec. 24	Nov. 22, 1871	149	21	.....	
....do	Feb. 12	June 21, 1871	30	170	.....	Sent home 250 sperm, 18 whale; withdrawn 1871.
....do	Jan. 8	Aug. 28, 1870	148	151	.....	
....do	Oct. 24	June 11, 1873	109	60	.....	Sent home 180 sperm, 352 whale, 700 hump.
....do	Jan. 11	Sept. 1, 1873	163	182	.....	Built at Essex 1869; added 1869; sent home 100 whale.
...do	Jan. 29	Aug. 25, 1871	123	.....	.....	Withdrawn 1871.
....do	Apr. 23	Sept. 16, 1871	135	36	.....	Sent home 220 sperm, 200 whale.
....do	Feb. 22	Sept. 25, 1870	73	2	.....	
....do	May 16	Aug. 9, 1871	120	325	.....	Sent home 315 sperm; withdrawn 1871.
....do	Feb. 26	Sept. 19, 1870	21	180	.....	
....do	Jan. 4	Sept. 1, 1870	70	130	.....	
....do	Feb. 12	Aug. 31, 1870	65	50	.....	
....do	Jan. 11	July 29, 1871	151	229	.....	Withdrawn 1871.
A. and Ind	Apr. 26	June 6, 1872	556	66	.....	Sent home 50 sperm.
Atlantic	Oct. —	Oct. 16, 1872	142	316	.....	Sent home 295 sperm, 323 whale.
....do	Dec. 7	Oct. 4, 1872	540	40	.....	
....do	Jan. 3	Aug. 22, 1870	38	69	.....	Sailed again soon after, and was lost at Aux Cayes February 3, 1873; sent home 45 sperm, 150 whale.
South Atlantic	July 5	Apr. 18, 1871	Clean	.....	.....	Bought from Gloucester 1870.
....do	June 30	June 6, 1872	19	395	.....	
Cumberl'd Inlet	May 3	Nov. 20, 1871	.....	425	5,000	Sold to New Bedford 1873.
South Atlantic	July 9	June 1, 1871	18	771	.....	Do.
Hurd's Island..	June 22	May 3, 1871	.....	1,500	.....	
Desolation Isl'd	June 29	Apr. 26, 1873	.....	633	.....	Sent home 1,750 whale and elephant, 5,000 bone.
Hudson's Bay..	July 7	.....	.....	.....	.....	Lost in Cumberland Inlet 1873.
Atlantic	July 23	Apr. 21, 1871	.....	210	.....	Added 1870; formerly a freighter.
Pacific Ocean ..	Oct. 7	June 30, 1872	.....	263	.....	Withdrawn 1872.
....do	Dec. 31	.....	.....	.....	.....	Added 1870; lost in the Arctic Ocean 1871.
....do	Dec. 22	.....	.....	.....	.....	Lost at Scammon's Lagoon Feb. 6, 1871.
....do	Dec. 10	Aug. 14, 1872	320	.....	.....	Menshikoff withdrawn 1872.
....do	Apr. 27	—— —, 1872	.....	.....	.....	Added 1870; withdrawn 1872; no report.
Indian Ocean ..	May 2	Oct. 18, 1874	220	....	.....	Sent home 344 sperm.
Pacific Ocean ..	May 16	Sept. 21, 1875	1,450	2,050	.....	
North Pacific ..	Nov. 11	.....	.....	.....	.....	Sent home 395 sperm, 1,079 whale, 22,215 pounds bone; condemned at Yokohama, April 25, 1874.
Pacific Ocean ..	June 28	Oct. 4, 1875	1,850	1,700	15,500	
Atlantic	May 23	May 16, 1873	40	108	755	Sent home 202 sperm; sold to Fairhaven. 1873.
Hudson's Bay..	Dec. 13	.....	.....	.....	.....	Lost on Marble Island, Hudson's Bay, October 19, 1872; had 530 whale, 10,000 pounds bone; saved 3,500 pounds bone. Fifteen of the crew died of scurvy.
North Pacific ..	Nov. 2	Mar. 30, 1876	950	1,200	12,500	
Pacific Ocean ..	June 20	Sept. 5, 1875	1,400	.....	.....	
....do	July 15	Sept. 21, 1875	410	760	.....	
North Pacific ..	Dec. 6	.....	.....	.....	.....	Abandoned in the Arctic, 1876; had on board 190 sperm, 300 whale, 5,000 pounds bone; sent home 75 sperm, 3,850 whale, 45,778 pounds bone.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1871.				
New Bedford, Mass.—Continued.				
Charles W. Morgan	Bark	314	John M. Finkham	J. & W. R. Wing
Cornelia	do	203	Leroy S. Lewis	John P. Knowles, 2d
Courser	do	259	Elias H. White	I. H. Bartlett
Emma C. Jones	Ship	307	Ezra Gifford	William Watkins
Europa	do	323	J. H. McKenzie	Charles Tucker
George and Susan	Bark	343	Andrew R. Beyer	G. & M. Howland
Glacier	do	195	Edwin A. Potter	Andrew H. Potter
Helen Mar	do	324	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
Isander	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	Simeon N. West
Josephine	Ship	363	George F. Long	Swift & Allen
Kathleen	Bark	206	Samuel R. Howland	J. & W. R. Wing
Laconia	do	158	John A. Kelley	J. P. Knowles, 2d
Marengo	Ship	478	William M. Barnes	William O. Brownell
Mary Frazier	Bark	301	John G. Nye	Charles Tucker
Milwood	do	216	Sanford S. Milner	Gid. 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	257	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	R. D. Wicks	J. Bourne, jr
Sunbeam	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 Phœnix	Ship	355	—— Fuller	William Phillips & Son
Fairhaven, Mass.				
General Scott	Bark	315	—— Taber	Tripp & Terry
Marion, Mass.				
Cohannet	Schooner	83	Loring Braley	Andrew J. Hadley
William Wilson	do	92	—— Hathaway	do
Westport, Mass.				
Mattapoisett	Bark	110	Orlando J. Tripp	Henry Smith
Platina	do	214	Amos A. Chase	Andrew Hicks
Sea Fox	do	166	William W. Eldridge	do
Edgartown, Mass.				
Clarice	Bark	183	—— Marchant	Samuel Osborn, jr.
Provincetown, Mass.				
Agate	Schooner	81	—— Atkins	W. A. Atkins
Arizona	do	79	—— Higgins	Stephen Cook
Ada M. Dyer	do	87	—— Dyer	Alfred Cook
B. F. Sparks	do	92	—— Bell	S. Cook

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls	*Bb's.*	*Lbs.*	
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, 498 humpback.
....do	July 19	.....	.....	.....	.....	Run down by steamship Ytata October 26, 1873; cut down and abandoned with 200 sperm, 350 whale; sent home 170 sperm, 350 whale.
....do	July 11	Nov. 6, 1874	2,137	3	.....	Sent home 415 sperm.
North Pacific ..	Dec. 14	Apr. 17, 1876	50	4,200	32,386	Belongs to Dartmouth parties.
Atlantic	Aug. 21	May 2, 1874	647	1,019	.....	Sent home 572 sperm, 141 whale, 540 bone.
Cum. Inlet.....	July 9	Sept. 26, 1873	.....	75	1,600	Sold to Wiscasset, Me., 1873.
North Pacific ..	Sept. 26	Apr. 15, 1876	340	3,850	36,085	
Pacific Ocean ..	Oct. 17	.....	.....	.....	.....	Sent home 169 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	1,410	965	.....	
Pacific Ocean ..	Sept. 27	July 14, 1875	2,700	1,100	.....	
Indian Ocean ..	July 25	.....	.....	.....	.....	Sent home 695 sperm; sold at Albany, New Holland, March, 1873.
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.
North Pacific ..	Sept. 26	May 22, 1875	540	4,175	53,500	
Indian Ocean ..	Oct. 16	Apr. 30, 1875	1,450	.....	.....	
Atlantic	June 20	Nov. 3, 1872	101	1	.....	Sent home 95 sperm.
North Pacific ..	June 27	.....	.....	.....	.....	Sent home 230 sperm, 2,202 whale, 29,300 pounds bone; sold at San Francisco 1874; lost in the Arctic 1876.
Pacific Ocean ..	Nov. 7	Aug. 25, 1876	770	1,500	1,200	Sold to Edgartown 1876.
Cum. Inlet.....	Apr. 25	.....	.....	.....	.....	Sent home 20 sperm; lost on Black Lead Island, November 13, 1871; saved 140 whale; built in 1806.
North Pacific ..	Oct. 10	Out 1877.....	.....	.....	.....	Had taken at last report 430 sperm 4,850 whale, 57,489 pounds bone.
Indian Ocean ..	Oct. 4	June 15, 1875	535	1,235	.....	
Pacific Ocean ..	July 27	July 13, 1874	.....	156	.....	Captain Millard came home sick 1872; sent home 655 sperm, 465 humpback.
Indian Ocean ..	July 20	May 1, 1874	1,338	69	400	Sent home 74 sperm.
Atlantic	Dec. 30	Sept. 1, 1872	11	112	.....	
....do	May 24	May 12, 1873	185	311	.....	Sent home 696 sperm, 208 whale, 1,080 bone.
North Pacific ..	Aug. 3	May 10, 1875	60	940	8,300	
Indian Ocean ..	Dec. 4	Dec. 6, 1875	560	.....	.....	
North Pacific ..	Sept. 6	.....	.....	.....	.....	Sent home 397 sperm, 1,640 whale, 21,000 pounds bone; lost at Panama 1873.
Atlantic	May 9	July 21, 1873	336	.....	.....	Sent home 416 sperm, 7 whale.
Indian Ocean ..	Oct. 3	June 14, 1875	340	400	1,000	Sailed under Capt. Silas G. Baker, who came home 1871.
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	1,605	865	.....	
Indian Ocean ..	Apr. 18	June 6, 1874	355	267	.....	Mr. Crocker, first mate, killed by a whale, December 12, 1873; sold to New Bedford 1874.
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	186	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1871.				
Provincetown, Mass.—Continued.				
D. A. Small	Brig	119	—— Lair	David A. Small
Ellen Rizpah	Schooner	67	—— White	S. Cook
Gracie 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
Boston, Mass.				
Rosa Baker	Brig	108	—— Gifford	Heman Smith
Sarah E. Lewis	Bark	96	—— Cannon	do
Beverly, Mass.				
Eschol	Brig	143	—— Williams	F. W. Choate
New London, Conn.				
Charles Colgate	Schooner	250	—— Norrie	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	—— Gilderdale	do
Roman	Ship	350	—— Williams	do
Sag Harbor, N. Y.				
Myra	Brig	116	—— Babcock	H. & S. French
San Francisco, Cal.				
Mannella	Brig	128	—— Herendeen	Wright & Bowne
1872.				
New Bedford, Mass.				
Abbie Bradford	Schooner	115	Robt. P. Gifford	Jonathan Bourne, jr.
Arnolda	Bark	340	Geo. F. Bouldry	James B. Wood & Co
Atlantic	do	291	James F. Brown	J. & W. R. Wing
California	Ship	367	Josiah E. Chase	Chas. R. 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	408	Caleb O. Hamblin	Taber, Gordon & Co
E. H. Adams	Brig	107	Hiram 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. Hitch & Son
John Dawson	do	173	Caleb Babcock	J. & W. R. Wing
John Howland	do	377	Fred'k P. Cole	William O. Brownell
Joseph Maxwell	do	263	Stephen Hickmott	Taber, Read & Co.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Jan. 4	June 11, 1873	188	235	570	Sent home 160 sperm, 425 whale.
....do	Feb. —	Sept. 8, 1871	78	61	.....	
....do	Feb. 20	Sept. 7, 1871	75	240	.....	
....do	Feb. 17	Aug. 30, 1871	60	25	.....	Towed into Vineyard Haven; dismantled in a gale, August 16.
....do	Apr. —	Sept. 2, 1872	95	6	.....	Sent home 206 sperm.
....do	Mar. 23	Nov. 23, 1871	70	10	.....	
Atlantic	Nov. 28	Apr. 13, 1874	71	5	.....	Sent home 505 sperm.
....do	.....	Sept. 11, 1872	109	15[illegible]	.....	
Atlantic	May 20	Aug. 14, 1872	150	.....	.....	Sent home 149 sperm.
Desolation Isl'd	June 27	Apr. 11, 1873	.....	987	.....	Sent home 850 elephant.
Cum. Inlet	Apr. 25	Nov. 9, 1871	.....	.....	.....	Nothing but freight; broken up, 1873; bought from Sag Harbor, 1870.
Atlantic	July 22	June 6, 1872	19	395	.....	
....do	Aug. 26	June 9, 1872	.....	Clean	.....	
....do	Aug. 7	May 14, 1872	.....	40[illegible]	.....	
Cum. Inlet	May 31	Oct. 28, 1872	.....	22[illegible]	.....	
Atlantic	Aug. 17	June 14, 1872	.....	187	.....	Boat's crew lost by boat capsizing, March 2, 1872; withdrawn and sold, 1874.
Desolation Isl'd	June 26	June 9, 1872	21	1,51[illegible]	.....	
Atlantic	July 17	.....	.....	.....	.....	Sent home 430 sperm, 590 whale, 700 pounds bone; condemned at Barbadoes, December 14, 1874; Sag Harbor's last whaler.
Pacific Ocean	Feb. 4	.....	.....	.....	.....	No report; lost at Scammon's Lagoon, Lower California.
Hudson's Bay	May 28	Sept. 7, 1873	.....	87[illegible]	13,131	Bought from Nantucket 1872; H. B. Martin, second mate, died January, 1873.
North Pacific	Jan. 2	May 1, 1876	620	1,17[illegible]	16,200	
Pacific Ocean	June 25	June 8, 1876	670	540	.....	
New Zealand	Aug. 7	Aug. 17, 1876	2,600	200	1,500	
Indian Ocean	June 5	.....	.....	.....	.....	Sent home 428 sperm, 1,170 whale, 8,000 bone; condemned.
Pacific Ocean	Dec. 4	Out 1877	.....	.....	.....	Had taken at last report 630 sperm, 1,320 whale.
Atlantic	May 1	May 1, 1875	1,390	45[illegible]	.....	
Pacific Ocean	June 10	July 26, 1876	2,215	18[illegible]	1,100	Mr. Soverino, second mate, died March, '75.
Atlantic	June 18	Aug. 10, 1874	326	.....	.....	Sent home 272 sperm.
....do	May 14	Aug. 5, 1875	1,205	300	.....	
North Pacific	Jan. 9	.....	.....	.....	.....	Added 1871; collided with the Marengo and sunk in the Arctic April 18, 1876; sent home 587 whale, 26,590 bone.
....do	Jan. 3	.....	.....	.....	.....	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.
Atlantic	May 28	May 21, 1875	1,650	1,150	3,572	
North Pacific	Oct. 3	Out 1877	.....	.....	.....	Captain Kelley came home sick 1873; had taken at last report 330 sperm 3,200 whale, 30,340 bone.
....do	Oct. 2	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 800 whale, 3,000 bone; sent home 520 sperm, 2,050 whale, 20,000 bone.
Indian Ocean	Nov. 26	Sept. 14, 1875	1,000	10	.....	
....do	June 4	Out 1877	.....	.....	.....	Had taken at last report 1,150 sperm, 2,000 whale.
North Pacific	Jan. 16	.....	.....	.....	.....	Sent home 1,203 whale, 24,000 bone; condemned and sold at Honolulu December 2, 1874.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1872.				
New Bedford, Mass.—Continued.				
Lætitia	Bark	208	Henry T. Craw	J. & W. R. Wing
Martha	do	235	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	Loum Snow & Co
Onward	do	339	H. S. Hayes	G. & M. Howland
Orray Taft	do	134	George J. Parker	Andrew H. Potter
Palmetto	do	215	Sylvanus D. Robinson	C. R. Tucker & Co
Petrel	Schooner	61	Lemuel P. Adams	Philip H. Reed
President, 2d	Bark	123	Geo. W. Seabury	Edmund Maxfield
Seine	do	234	Edw'd P. Shiverick	John P. Knowles, 2d
Spartan	do	294	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	66	Owen Fisher	Hiram Webb
Fairhaven, Mass.				
Ellen Rodman	Schooner	73	Jacob Anderson	Tucker Damon, jr
Geo. J. Jones	Brig	128	Jos. D. Silva	do
Marion, Mass.				
Admiral Blake	Schooner	84	Wm. C. Hathaway	Andrew J. Hadley
Cohannet	do	83	Loring Braley	do
Wm. Wilson	do	92	Edward Cluny	do
Dartmouth, Mass.				
Cape Horn Pigeon	Bark	212	George O. Baker	William Potter, 2d
Westport, Mass.				
A. Hicks	Bark	303	Timothy Howland	Andrew Hicks
Greyhound	do	163	John M. Allen	Henry Smith
Provincetown, Mass.				
Agate	Schooner	81	—— Atkins	W. A. Atkins
Alcyone	do	92	—— Ewell	E. & E. K. Cook & Co
Antarctic	do	101	—— Cornell	J. E. & G. Bowley
Arizona	do	79	—— Nickerson	Stephen Cook
Ada M. Dyer	do	87	—— Dyer	Alfred Cook
B. F. Sparks	do	92	—— Bell	S. Cook
C. L. Sparks	do	96	—— Sparks	David Conwell
E. H. Hatfield	do	85	—— Freeman	E. & E. K. Cook & Co
Elbridge Gerry	do	71	—— Fisher	Union Wharf Co
Ellen Rizpah	do	67	—— White	S. Cook
Gracie M. Parker	do	82	—— Dyer	A. Cook
John Atwood	do	....	—— Fisher	E. E. Small
M. E. Simmons	do	105	—— Taylor	E. & E. K. Cook & Co
Montezuma	do	60	—— Leach	Freeman & Hilliard
N. J. Knights	do	70	—— Freeman	D. Conwell
Rising Sun	do	69	—— Marshall	Atkins Nickerson
New London, Conn.				
Acors 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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	July 18	Aug. 18, 1875	1,500	.....	.....	
Pacific Ocean	Oct. 5	.....	.....	.....	.....	Condemned at Bay of Islands November 20, 1874; sent home 494 sperm, 365 whale.
New Zealand	July 2	June 19, 1876	1,920	.....	.....	
North Pacific	July 9	.....	.....	.....	.....	Abandoned in the Arctic 1876; sent home 250 sperm, 2,235 whale, 29,000 bone.
Atlantic	May 28	Oct. 19, 1875	1,600	60	533	
Pacific Ocean	June 25	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 1,400 whale, 14,000 bone; sent home 645 sperm, 856 whale, 47,200 bone.
Hudson's Bay	July 2	.....	.....	.....	.....	Lost on Marble Island, (Hudson's Bay,) September 14, 1872.
Atlantic	Oct. 2	Sept. 4, 1875	1,350	.....	.....	
... do	Oct. 21	July 22, 1873	.....	Clean	.....	
....do	May 3	Sept. 20, 1874	409	18	.....	Sent home 540 sperm, 10 blackfish.
Pacific Ocean	June 3	July 1, 1875	1,610	.....	.....	
Atlantic	May 22	May 5, 1873	705	.....	.....	
North Pacific	June 4	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 1,400 whale, 1,800 bone; sent home 295 sperm, 4,100 whale, 36,390 bone.
....do	Jan. 8	June 6, 1876	255	2,700	43,000	
Atlantic	May 13	Sept. 21, 1872	87	.....	.....	
Atlantic	Oct. 9	Sept. 1, 1873	73	.....	.....	
....do	May 28	.....	.....	.....	.....	Sent home 278 sperm; condemned at Barbadoes April 1873.
Atlantic	May 22	Sept. 22, 1873	24	11	.....	Added 1872.
... do	Jan. 30	Aug. 31, 1872	260	20	.....	
... do	Dec. 4	Sept. —, 1873	158	2	.....	Sold to Fairhaven 1874.
....do	May 27	June 15, 1873	22	5	285	Sent home 200 sperm.
Pacific Ocean	Aug. 8	May 11, 1876	1,070	3,200	.....	
Atlantic	July 23	Sept. 14, 1876	1,760	.....	.....	E. N. Briggs, first mate, drowned by a foul line 1872.
Indian Ocean	June 25	Oct. 18, 1875	1,620	500	.....	
Atlantic	Jan. 31	Sept. 2, 1872	93	221	.....	
....do	Feb. 22	Oct. 7, 1872	101	236	.....	Returned 1872.
....do	Apr. 23	Sept. 14, 1872	128	28	.....	
....do	Jan. 25	Sept. 6, 1872	.....	221	.....	
....do	Jan. 25	Sept. 13, 1872	57	190	.....	Withdrawn 1872.
....do	Feb. 7	Sept. 25, 1872	75	254	.....	
....do	May 6	Aug. 28, 1873	107	169	1,468	Sent home 175 sperm.
....do	Apr. 11	Oct. 5, 1872	143	.....	.....	Replaced 1872; sailed again in 1872, arrived September 16, 1873; 137 sperm.
....do	Mar. 16	Sept. 25, 1872	47	72	.....	Returned 1872.
Atlantic	Feb. 22	July 16, 1872	112	214	.....	
....do	Jan. 25	Aug. 7, 1872	105	323	.....	
Hudson's Bay	May 29	Oct. 8, 1872	.....	180	3,128	Formerly a freighter; added 1872; withdrawn 1872.
Atlantic	Feb. 22	Sept. 1, 1873	163	156	.....	Sent home 150 sperm, 250 whale.
....do	June 18	Sept. 18, 1873	85	3	.....	Sent home 105 whale; withdrawn 1874.
....do	Feb. 29	Sept. 14, 1872	59	115	.....	Returned 1872.
....do	Jan. 30	Sept. 21, 1872	58	80	.....	
North Pacific	Jan. 18	—— —, 1874	235	1,130	22,740	Sold at San Francisco to New Bedford, 1875.
Hurd's Island	June 27	Out, 1877	.....	.....	.....	Had at last report 800 whale.
Atlantic	Aug. 6	1875 or 1876	.....	.....	.....	Added 1872; no report.
....do	Aug. 10	Apr. 15, 1874	.....	53	.....	
....do	Aug. 20	May 10, 1873	.....	32	.....	
....do	Aug. 5	May 13, 1873	27	60	.....	
....do	Aug. 15	Apr. 6, 1873	.....	Clean	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1872.				
New London, Conn.—Continued.				
Nile	Ship	29[illegible]	—— Williams	Williams, Haven & Co.
Roman	do	35[illegible]	—— Turner	do
New York, N. Y.				
Lizzie P. Simmons	Schooner	8[illegible]	—— Potts	Lewis J. Phillips
1873.				
New Bedford, Mass.				
Annawan	Bark		Geo. W. Bassett	
Com. Morris	do	33[illegible]	George F. Winslow	Swift & Perry
Desdemona	do	236	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. R. Tucker & Co.
Mercury	do	311	Chas. H. Gifford	William Phillips & Son
Milton	Ship	373	William C. Fuller	Taber, Gordon & Co.
Morning Star	Bark	23[illegible]	James E. Potter	Joshua C. Hitch
Pacific	do	341	Gilbert B. Borden	Swift & Perry
Pioneer	do	22[illegible]	Alex. A. Tripp	G. Allen & Son
Sarah	do	12[illegible]	Thomas Foster	John P. Knowles, 2d
Stafford	do	156	Edward A. King	Jos. & Wm. R. Wing
Tamerlane	do	372	Geo. W. J. Moulton	Thos. Knowles & Co
Union	Schooner	66	Philip H. Reed	Philip H. Reed
Dartmouth, Mass.				
Matilda Sears	Bark	231	Charles Childs	William Potter, 2d
Westport, Mass.				
Mattapoisett	Bark	110	Orlando J. Tripp	Henry Smith
Mermaid	do	273	Edward E. Hicks	Andrew Hicks
Sea Queen	do	195	David E. Allen	do
Provincetown, Mass.				
Agate	Schooner	81	—— Atkins	W. A. Atkins
Alcyone	do	92	—— Ewell	E. & E. K. Cook & Co
Antarctic	do	101	—— Cornell	J. E. & J. Bowley
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 Rizpah	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
Boston, Mass.				
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
Beverly, Mass.				
Eschol	Brig	143	—— Williams	F. W. Choate
New London, Conn.				
Charles Colgate	Schooner	250	—— Sisson	Lawrence & Co
Flying Fish	do	75	—— Church	do
Francis Allyn	do	107	—— Glass	Williams, Haven & Co.

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Sept. 3	May 5, 1873	76	303	.....	
Desolation Isld	July 16	Mar. 31, 1873	.....	1,225	.....	
Atlantic	July 25	May 8, 1873	.....	Clean	.....	Bought from Provincetown 1872; fitted from New London.
.....	.....	.....	.....	.....	.....	Lost near Bermudas July 8, 1873; five men lost.
Atlantic	July 29	Sept. 24, 1876	2,930	.....	.....	
... do	June 3	Apr. 29, 1876	1,600	875	.....	
....do	July 21	Aug. 12, 1875	890	23	.....	
Pacific Ocean	July 21	Out, 1877	.....	.....	.....	Had taken at last report 1,130 sperm, 290 whale, 1,450 bone.
Indian Ocean	Nov. 11	May 2, 1876	1,050	.....	.....	
....do	May 13	Nov. 6, 1876	1,260	500	1,200	
Pacific Ocean	Oct. 8	Oct. 24, 1876	2,360	200	1,363	
....do	Nov. 13	Out, 1877	.....	.....	.....	Captain Potter died June 30, 1875; had taken at last report 1,135 sperm.
Atlantic	Oct. 1	Nov. 5, 1876	1,670	.....	.....	
....do	July 8	Sept. 20, 1874	851	.....	.....	Sent home.
... do	Aug. 5	May 2, 1876	1,035	780	.....	
Indian Ocean	June 30	May 24, 1876	880	230	.....	
Atlantic	Aug. 6	Out, 1877	.....	.....	.....	Had taken at last report 1,200 sperm; 300 whale.
....do	Apr. 10	Sept. 26, 1873	170	.....	.....	
Pacific Ocean	July 22	Out, 1877	.....	.....	.....	Had taken at last report 800 sperm, 670 whale.
Atlantic	June 10	Sept. 21, 1874	337	.....	.....	Sent home 102 sperm.
Indian Ocean	Aug. 28	Apr. 16, 1876	1,825	.....	.....	
....do	June 20	Aug. 20, 1875	1,210	80	.....	
Atlantic	Feb. 5	Sept. 15, 1873	37	86	.....	
....do	Feb. 20	Sept. 24, 1873	171	158	.....	
....do	Feb. 20	Sept. 16, 1873	117	45	.....	
....do	Feb. 20	Sept. 9, 1873	125	258	.....	
....do	Feb. 20	Sept. 26, 1873	357	.....	.....	
... do	Dec. 30	Sept. 23, 1874	242	.....	.....	Sailed again in 1873 or 1874, arrived September 7, 1875, with 250 sperm.
... do	Feb. 20	Sept. 10, 1873	121	191	.....	Withdrawn 1874.
....do	Feb. 20	Aug. 12, 1873	105	207	.....	
....do	Feb. 20	Sept. 2, 1873	138	202	.....	
....do	Feb. 20	Sept. 14, 1873	32	210	.....	
....do	May 5	Aug. 20, 1874	175	22	.....	Sent home 63 sperm.
....do	Feb. 20	Aug. 30, 1873	123	245	1,436	
.....	.....	.....	.....	.....	.....	Sassacus lost at Cape Negro, (Nova Scotia,) August 24, 1873.
....do	May 12	Aug. 17, 1874	487	.....	.....	Replaced 1873; sent home 180 sperm.
Atlantic	May —	Aug. 6, 1875	625	.....	.....	
....do	May 29	Sept. 24, 1874	187	11	.....	Sent home 200 sperm.
....do	May 14	Sept. 17, 1874	222	5	.....	Sent home 151 sperm.
Atlantic	May 20	.....	.....	.....	.....	Condemned at Barbadoes 1874; Beverly's last whaler.
Hurd's Island	June 18	Apr. 27, 1875	.....	900	400	
South Shetland	July 23	Apr. 15, 1874	.....	53	.....	
....do	July 25	June 14, 1875	.....	Clean	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1873.				
New London, Conn.—Continued.				
Franklin	Schooner	119	—— Chester	Williams, Haven & Co.
Golden West	do	144	—— Williams	Lawrence & Co
Isabella	Brig	192		Williams, Haven & Co.
Roman	Ship	350	—— Swain	do
Roswell King	Schooner	134	—— Fuller	do
New York, N. Y.				
L. P. Simmons	Schooner	89	—— Potts	Lewis J. Phillips
San Francisco, Cal.				
Florence	Bark	245	—— Williams	Williams, Haven & Co.
1874.				
New Bedford, Mass.				
A. R. Tucker	Bark	129	Amos C. Baker	Jos. & Wm. R. Wing
Abbie Bradford	Schooner	115	Elnathan B. Fisher	Jonathan Bourne, jr
Avola	Bark	230	Zenas E. Bourne	John P. Knowles, 2d
Canton	do	239	Peleg L. Sherman	Charles R. Tucker & Co
Cicero	do	226	Edward Penniman	J. P. Knowles, 2d
Cornelius Howland	Ship	333	B. Franklin Homan	Swift & Perry
Eliza	Bark	296	John M. Dimond	J. Bourne, jr
E. H. Adams	Brig	107	William C. Brownell	William Lewis
George & Susan	Bark	343	Andrew R. Heyer	Geo. & Matt. Howland
Hadley	do	163	Hiram J. Cleveland	William Lewis
Janet	do	154		Antone Thomas
James Arnold	Ship	346	Thomas H. Wilson	Taber, Gordon & Co
Louisa	Bark	303	Martin V. B. Millard	Swift & Allen
Lydia	do	329	John P. Praro	Baylies & Cannon
Mars	do	256	—— Allen	Gifford & Cummings
Mary & Susan	do	327	James T. Handy	Thos. Knowles & Co
Mattapoisett	do	110	Jonathan Chase	Abbot P. Smith
Napoleon	do	322	Jared Jernegan	J. Bourne, jr
Nautilus	do	277	Theodore A. Lake	Gideon Allen & Son
Niger	Ship	412	Thomas A. Hallett	Taber, Gordon & Co.
Ocean	Bark	288	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 F. Gifford	J. Bourne, jr
Sea Ranger	do	273	John W. Cornell	I. H. Bartlett & Sons
Stamboul	do	260	Horace Montross	Joshua C. Hitch
Union	Schooner	66	Philip H. Reed	Philip H. Reed
Vigilant	Bark	215	William D. Gifford	William Watkins
Wave	do	150	B. A. Briggs	T. Knowles & Co
Fairhaven, Mass.				
Ellen Rodman	Schooner	73	Joseph S. Gelett	Tucker Damon, jr
Marion, Mass.				
Adm'l Blake	Schooner	84	William C. Hathaway	Andrew J. Hadley
William Wilson	do	92	Loring Brailey	do

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
South Shetland.	July 22	May 13, 1874	.....	267	.....	
....do	July 24	Apr. 20, 1874	31	112	.....	
Cumberl'd Inlet	June 26	Sept. 2, 1873	....	Clean	.....	
Hurd's Island..	May 17	Apr. 17, 1874	....	1, 441	2, 314	
....do	Aug. 5	Apr. 29, 1875	30	750	1, 800	
South Shetland.	Aug. 2	May 7, 1875	Clean	.....	.....	Belonged to New London.
Pacific Ocean ..	Dec. 24	Nov. 12, 1874	80	200	.....	Added 1872.
Atlantic	Nov. 26	Oct. 25, 1876	800	.....	....	
Hudson's Bay..	May 12	Sept. 14, 1875	60	650	12, 000	First mate and boat's crew lost in the ice September 5, 1874.
Indian Ocean ..	July 16	Out, 1877	.....	.....	.....	Had taken at last report 800 sperm.
....do	Dec. 8	Out, 1877	.....	.....	.....	Had taken at last report 900 sperm, 10 whale.
Atlantic	May 9	Dec. 6, 1875	250	300	.....	
North Pacific ..	Aug. 4	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 1,400 whale, 8,000 bone; sent home 600 sperm, 1,220 whale, 10,000 bone.
Pacific Ocean ..	May 28	Out, 1877	.....	.....	.....	Had taken at last report 150 sperm.
Atlantic	Oct. 1	Aug. 15, 1876	330	10	.....	
....do	Sept. 17	Out, 1877	.....	.....	.....	Had taken at last report 1,250 sperm, 1,250 whale.
....do	Oct. 29	Out, 1877	.....	.....	.....	Had taken at last report 740 sperm, 15 whale.
.....	.....	Nov. 27, 1874	172	.....	.....	Bought from Westport 1874.
Pacific Ocean ..	June 3	Out, 1877	.....	.....	.....	Had taken at last report 1,400 sperm.
Atlantic	Aug. 11	Out, 1877	.....	.....	.....	Had taken at last report 640 sperm, 900 whale, 545 bone.
Pacific Ocean ..	June 18	Out, 1877	.....	.....	.....	Had taken at last report 1,150 sperm.
....do	July 1	Out, 1877	.....	.....	.....	Had taken at last report 1,275 sperm, 75 whale.
....do	Aug. 11	Out, 1877	.....	.....	....	Had taken at last report 1,750 sperm.
Atlantic	Oct. 14	July 3, 1876	400	200	.....	Bought from Westport 1874.
....do	July 13	Out, 1877	.....	.....	.....	Had taken at last report 940 sperm.
Pacific Ocean..	Aug. 25	Out, 1877	.....	.....	.....	Had taken at last report 1,720 sperm.
....do	Oct. 17	Out, 1877	.....	.....	.....	Had taken at last report 1,400 sperm, 500 whale.
Atlantic	July 21	Out, 1877	.....	.....	.....	Had taken at last report 1,350 sperm.
....do	Nov. 10	Oct. 26, 1876	880	.....	.....	
Indian Ocean ..	July 7	Out, 1877	.....	.....	.....	Had taken at last report 1,000 sperm, 200 whale, 1,629 bone.
Atlantic	May 9	Sept. 7, 1875	125	.....	.....	
Hudson's Bay..	June 9	Sept. 16, 1875	.....	500	8, 000	
Atlantic	July 1	Sept. 27, 1875	1, 650	.....	.....	
Pacific Ocean ..	May 27	Out, 1877	.....	.....	.....	T. F. Morse, third mate, killed by a whale June, 1874; had at last report 1,100 sperm.
Atlantic	May 19	May 9, 1875	180	10	.....	
Pacific Ocean ..	Nov. 3	Out, 1877	.....	.....	.....	Had at last report 660 sperm, 475 whale.
Atlantic	May 19	Oct. 5, 1876	750	.....	.....	
Atlantic	Apr. 21	Sept. 3, 1874	85	.....	.....	
	Sept. 21	Sept. 17, 1875	170	136	.....	
Atlantic	May 22	Oct. 6, 1874	78	.....	.....	
	Oct. 27	Apr. 17, 1875	85	5	.....	
....do	June 11	Oct. 9, 1874	188	.....	.....	
	Dec. 2	Sept. 16, 1875	185	35	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1874.				
Edgartown, Mass.				
Perry	Bark	150	George W. Bassett	Samuel Osborn, jr.
Provincetown, Mass.				
Agate	Schooner	81	—— Atkins	W. A. Atkins
Alcyone	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 Rizpah	do	67	—— Atkins	S. Cook
Gracie M. Parker	do	82	—— Dyer	Alfred Cook
M. E. Simmons	do	105	—— Rich	E. & E. K. Cook & Co.
N. J. Knights	do	70	—— Foster	D. Conwell
Rising Sun	do	69	—— Taylor	Thomas S. Taylor.
Boston, Mass.				
E. B. Phillips	Bark	144	Joseph F. Francis	John Medina
Rosa Baker	Brig	108	Joseph Thompson	Heman Smith
Wm. Martin	Schooner	92	—— Martin	do
New London, Conn.				
Franklin	Schooner	119	—— Buddington	Williams, Haven & Co.
Golden West	do	144	—— Williams	Lawrence & Co
Nile	Ship	293	—— Spicer	Williams, Haven & Co
Roman	do	350	—— Rogers	do
New York, N. Y.				
Oak	Bark	152	—— Gifford	Henry Shuber
1875.				
New Bedford, Mass.				
Abm. Barker	Bark	380	Otis F. Thacher	Jos. & Wm. R. Wing
Abbott Lawrence	Brig	160	Elisha H. Russell	William Lewis
Acors Barns	Bark	296	—— Hickmott	I. H. Bartlett & Sons
Adeline Gibbs	do	327	M. L. Snell	Jonathan Bourne, jr
Benj. Cummings	do	305	Roswell Brown	Taber, Gordon & Co.
Callao	do	299	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
Draco	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. Herendeen	Thos. Knowles & Co
Gazelle	do	273	Andrew J. Mosher	Swift & Allen
General Scott	do	315	Charles H. Robbinse	J. T. Richardson
George & Mary	do	105	George H. Cannon	J. Bourne, jr
Golden City	Schooner	89	Henry Clay	Henry Clay
Greyhound	Bark	163	Timothy C. Allen	Abbott P. Smith
Hercules	do	311	Jirch Sherman	Swift & Perry

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Aug. 12	Out, 1877	.....	.....	.....	Bought from New London 1874; had taken at last report 650 sperm.
Atlantic	Feb. 12	Sept. 24, 1874	134	150	.....	
do	Jan. 24	Sept. 10, 1874	.....	275	.....	
do	Mar. 30	Oct. 7, 1874	315	.....	.....	
do	Feb. 28	Sept. 10, 1874	100	101	.....	
do	June 22	Aug. 9, 1875	285	140	.....	
do	May 28	Oct. 14, 1874	34	8	.....	Added 1874; sent home 145 sperm, 20 whale; sailed again 1874 or 1875; returned September 21, 1875, with 315 sperm, 10 whale.
do	Apr. 14	Sept. 15, 1875	230	100	.....	
do	Feb. 28	Aug. 20, 1874	114	197	.....	
do	Mar. 2	Sept. 13, 1874	148	222	.....	
do	Mar. 2	Sept. 6, 1874	19	266	.....	
do	Feb. 12	Sept. 9, 1874	92	83	.....	
do	Feb. —	Sept. 19, 1874	140	210	.....	
Atlantic	July 28	July 30, 1876	450	.....	.....	Added 1874 from New London.
do	May 22	May 2, 1875	270	15	.....	
do	June 5	Oct. 4, 1874	56	.....	.....	Added 1874.
do	Nov. 13	Sept. 21, 1875	320	15	.....	Added 1874.
Atlantic	July 15	Apr. 29, 1875	160	.....	.....	Sold to New Bedford 1875.
do	July 18	May 4, 1875	.....	50	.....	
Cum. Inlet	June 15	Dec. 9, 1874	.....	800	8,000	
Desolation Isld	June 22	May 13, 1876	50	1,300	.....	Sold to New Bedford 1876.
Pacific Ocean	Dec. 22	Out, 1877	.....	.....	.....	Had taken at last report 300 sperm, 1,500 whale.
Pacific Ocean	Oct. 26	Out, 1877	.....	.....	.....	Had at last report 230 sperm, 80 whale.
Atlantic	Apr. 20	Out, 1877	.....	.....	.....	Bought from Fairhaven 1874; had at last report 320 sperm.
North Pacific	Mar. 27	.....	.....	.....	.....	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.
Atlantic	Aug. 9	Out, 1877	.....	.....	.....	Had taken at last report 360 sperm, 600 whale.
Pacific Ocean	Nov. 17	.....	.....	.....	.....	Lost on the island of Fogo December 20, 1875.
Indian Ocean	Nov. 30	Out, 1877	.....	.....	.....	Had taken at last report 300 sperm.
Atlantic	Apr. 29	Aug. 24, 1876	250	.....	.....	Returned to whaling; fitted ostensibly for whaling, but was owned by parties who dispatched her to Australia, where she rescued the Fenian prisoners
do	Apr. 23	Out, 1877	.....	.....	.....	Had taken at last report 375 sperm.
do	July 1	Out, 1877	.....	.....	.....	Had taken at last report 180 sperm, 700 whale.
.....	Oct. 5	.....	.....	.....	.....	Lost in a gale 5 days out.
Pacific Ocean	June 1	Out, 1877	.....	.....	.....	Had taken at last report 980 sperm.
do	Oct. 26	Out, 1877	.....	.....	.....	Had taken at last report 450 sperm.
do	June 29	Out, 1877	.....	.....	.....	Had taken at last report 470 sperm, 90 whale, 729 bone.
Indian Ocean	July 7	Out, 1877	.....	.....	.....	Had taken at last report 600 sperm.
Atlantic	May 4	Out, 1877	.....	.....	.....	Had taken at last report 250 sperm; bought from New London 1874.
do	Dec. 9	Sept. 29, 1876	440	40	.....	Bought from Boston.
Indian Ocean	Nov. 30	Out, 1877	.....	.....	.....	Had taken at last report 400 sperm, 1,000 bone.
do	Oct. 19	Out, 1877	.....	.....	.....	Had taken at last report 400 sperm.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1875.				
New Bedford, Mass.—Continued.				
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	276	Warren Gifford	Swift & Perry
Jireh Perry	Ship	316	Amos A. Chace	do
John Carver	Bark	319	Aaron Dean	T. Knowles & Co
John Dawson	do	173	Caleb Babcock	J. & W. R. Wing
John P. West	do	353	Calvin Manchester	Simeon N. West
Josephine	do	363	Charles Hamill	Swift & Perry
Kathleen	do	206	S. R. Howland	J. & W. R. Wing
Lætitia	do	208	George F. Church	do
Lancer	do	295	James Dowden	William Lewis
Linda Stewart	do	336	Benjamin I. Wilson	do
Midas	do	313	Josh. G. Latham	Joshua C. Hitch
Norman	do	316	Thomas G. Campbell	Loum Snow, jr
Ohio 2d	do	363	Fred. H. Smith	Swift & Perry
Osmanli	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	228	Alexander R. Tripp	G. Allen & Son
Petrel	Schooner	61	Philip H. Reed	Philip H. Reed
Platina	Bark	214	Walter F. Howland	C. R Tucker & Co
President	do	257	Alfred C. Davis	Jonathan Bourne, jr
President 2d	do	123	William J. Robinson	C. R. Tucker & Co
Rainbow	do	351	Bernard Cogan	I. H. Bartlett & Sons
Rousseau	do	305	Eber C. Almy	G. & M. Howland
Sappho	do	263	James H. Edick	William Lewis
Sarah B. Hale	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	66	—— Barstow	Philip H. Reed
Young Phœnix	Ship	355	David L. Gifford	Wm. Phillips & Son
Fairhaven, Mass.				
Cohannet	Schooner	83	Owen Fisher	
Marion, Mass.				
Admiral Blake	Schooner	84	W. C. Hathaway	Andrew J. Hadley
Westport, Mass.				
Sea Queen	Bark	195	Hezekiah Allen	Andrew Hicks
Edgartown, Mass.				
Clarice	Bark	183	—— Marchant	Samuel Osborn, jr
Provincetown, Mass.				
Agate	Schooner	81	—— Atkins	W. A. Atkins

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Nov. 24	Out, 1877	.....	.....	.....	Formerly a schooner; added from Boston and rerigged; had taken at last report 160 sperm, 375 whale.
Pacific Ocean	Sept. 20	Out, 1877	.....	.....	.....	Had taken at last report 630 sperm, 95 whale.
Atlantic	Apr. 14	Nov. 4, 1876	750	.....	.....	
....do	July 20	Jan. 1, 1877	580	3,200	.....	
Indian Ocean	Sept. 27	Out, 1877	.....	.....	.....	Had taken at last report 625 sperm.
Pacific Ocean	June 1	Out, 1877	.....	.....	.....	Captain Dean died of heart disease July 28, 1876; had taken at last report 250 sperm, 80 whale.
Indian Ocean	Nov. 25	Out, 1877	.....	.....	.....	Had taken at last report 260 sperm.
Pacific Ocean	May 4	Out, 1877	.....	.....	.....	Had taken at last report 1,050 sperm.
North Pacific	Aug. 24	.....	.....	.....	.....	Abandoned in the Arctic 1876; had 1,400 whale, 10,000 bone; sent home 190 sperm.
Indian Ocean	July 19	Out, 1877	.....	.....	.....	Had taken at last report 440 sperm.
....do	Oct. 11	Out, 1877	.....	.....	.....	Had taken at last report 450 sperm.
Atlantic	June 15	Out, 1877	.....	.....	.....	Had taken at last report 645 sperm.
....do	July 7	Out, 1877	.....	.....	.....	Had taken at last report 966 sperm.
....do	Oct. 26	Out, 1877	.....	.....	.....	Had taken at last report 190 sperm.
North Pacific	Oct. 9	Out, 1877	.....	.....	.....	Had taken at last report 160 sperm, 500 whale.
Atlantic	July 6	Out, 1877	.....	.....	.....	Had taken at last report 970 sperm.
Pacific Ocean	July 20	Out, 1877	.....	.....	.....	Had taken at last report 170 sperm, 220 whale, 1,800 bone.
Atlantic	Nov. 24	Out, 1877	.....	.....	.....	Had taken at last report 750 sperm.
....do	Apr. 15	Out, 1877	.....	.....	.....	Had taken at last report 600 sperm; bought from New London 1874.
....do	Apr. 10	Out, 1877	.....	.....	.....	Had taken at last report 700 sperm.
....do	.....	Sept. 16, 1876	120	.....	.....	
Indian Ocean	Oct. 28	Out, 1877	.....	.....	.....	Had taken at last report 250 sperm.
Atlantic	Nov. 17	June 14, 1876	60	.....	.....	Returned leaking.
....do	Apr. 29	Out, 1877	.....	.....	.....	Had taken at last report 700 sperm.
North Pacific	Jan. 21	Out, 1877	.....	.....	.....	Captain Cogan came home 1875; had taken at last report 185 sperm, 1,550 whale, 32,300 bone.
Atlantic	July 14	Out, 1877	.....	.....	.....	Had taken at last report 170 sperm, 250 whale.
....do	Dec. 1	Out, 1877	.....	.....	.....	Had taken at last report 560 sperm.
....do	Apr. 27	Out, 1877	.....	.....	.....	Bought from Portland, Me., 1874; had taken at last report 400 sperm.
Pacific Ocean	Oct. 2	Out, 1877	.....	.....	.....	Had taken at last report 175 sperm, 375 whale
....do	June 1	Out, 1877	.....	.....	.....	Bought from Westport 1874; had taken at last report 750 sperm, 80 whale.
Atlantic	July 30	Oct. 22, 1876	575	25	.....	
....do	May 12	.....	.....	.....	.....	Condemned at St. Michaels November 6, 1876; sent home 380 sperm.
North Pacific	Oct. 12	Out, 1877	.....	.....	.....	Had taken at last report 30 sperm, 1,700 whale, 14,920 bone.
Atlantic	June 8	Sept. 12, 1876	67	7	.....	
Indian Ocean	July 8	Out, 1877	.....	.....	.....	Had taken at last report 75 sperm, 425 whale.
Atlantic	May 1	Nov. 16, 1875	14	.....	.....	Bought from Marion 1874.
Atlantic	May 26	Oct. 4, 1875	195	10	.....	Sailed again in 1875; arrived March 31, 1876, with 80 sperm, 20 whale.
Atlantic	Oct. 25	Out, 1877	.....	.....	.....	Had taken at last report 130 sperm.
Atlantic	Nov. 3	Out, 1877	.....	.....	.....	Had taken at last report 530 sperm.
Atlantic	Mar. 25	Aug. 2, 1876	310	100	.....	

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1875.				
Provincetown, Mass.—Continued.				
Alcyone	Schooner	92	—— Fisher	E. & E. K. Cook & Co
Antarctic	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	—— Kickcornell	E. & E. K. Cook & Co
Ellen Rizpah	do	67	—— Dunham	S. Cook
Gage 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
Boston, Mass.				
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	96	—— Cook	do
New London, Conn.				
Charles Colgate	Schooner	250	—— Sisson	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
San Francisco, Cal.				
Florence	Bark	245		Thomas W. Williams
1876.				
New Bedford, Mass.				
Abbie Bradford	Schooner	115	E. B. Fisher	Jonathan Bourne
A. Houghton	Bark	219	James G. Sinclair	John T. Richardson
Alaska	do	347	Charles M. Fisher	Jonathan Bourne
A. R. Tucker	do	145	Amos C. Baker	J. & W. R. Wing
Arnolda	do	340	Isaac C. Howland	Loum Snow, jr
Amelia	Schooner	95	—— Braley	William N. 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	Gifford & Cummings
California	Ship	367	George F. Brightman	Chas. R. Tucker & Co
Cicero	Bark	226	Thomas Foster	John P. Knowles, 2d
Cleone	do	346	James E. Stanton	Swift & Allen
Desdemona	do	236	Francis W. Vincent	Geo. & Mat. Howland
E. B. Phillips	do	144	Joseph F. Francis	John McCullough
Eliza Adams	Ship	408	John W. Cornell	Taber, Gordon & Co
E. H. Adams	Brig	107	Leonard E. West	William Lewis
Europa	Bark	323	Edward Penniman	Swift & Perry
Franklin	Schooner	77	David B. Sprague	William Lewis
Helen Mar	Bark	324	George E. Bauldry	Swift & Allen
John & Winthrop	do	338	Edward P. Shiverick	John P. Knowles, 2d
Laconia	do	157	Rufus W. Gifford	William Lewis
Marcella	do	166	Frederick P. Tripp	Chas. R. Tucker & Co
Mattapoisett	do	110	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

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	Apr. 10	Oct. 4, 1875	20	....	.....	
....do	Mar. 25	Oct. 21, 1875	100	.....	.....	
....do	Mar. 19	Sept. 22, 1875	160	.....	.....	
....do	Mar. 25	Aug. 16, 1876	300	.....	.....	Returned to whaling 1875.
.....	Mar. 11	Sept. 27, 1875	90	.....	.....	Bought from Newburyport 1874.
Atlantic	Jan. 23	Sept. 4, 1876	190	.....	.....	
....do	Mar. 19	Sept. 21, 1875	.....	220	.....	
....do	Jan. 8	Sept. 7, 1875	.....	450	.....	Resumed 1875; sailed again in December; last reported with 75 sperm.
....do	Mar. 19	Sept. 21, 1875	20	190	.....	Bought 1874.
....do	Mar. 30	Sept. 26, 1875	170	.....	.....	
....do	Jan. 23	Sept. 24, 1875	160	.....	.....	
	Dec. 18	Sept. 22, 1876	75	15	.....	
....do	Mar. 27	Sept. 22, 1875	159	60	.....	
....do	Mar. 25	Aug. 20, 1876	680	30	.....	
Atlantic	Oct. 12	Out, 1877	.....	.....	.....	Had taken at last report 600 sperm.
....do	.....	Sept. 23, 1875	160	.....	.....	Replaced 1875.
	Dec. 1	Oct. 4, 1876	290	.....	....	
....do	June 22	Sept. 14, 1876	450	.....	.....	
....do	Oct. 11	Sept. 22, 1876	135	.....	.....	
Desolation Isld	June 15	Out, 1877	.....	.....	.....	Last reported with 240 whale.
....do	July 7	Apr. 2, 1876	.....	200	.....	
Atlantic	July 27	Out, 1877	.....	.....	.....	David Gavitt, second mate, lost at sea 1876.
Desolation Isld	June 30	—— —, 1876	.....	.....	.....	
Cum. Inlet	June 8	Out, 1877	.....	.....	.....	Had at last report 250 whale, 4,000 bone.
Atlantic	July 13	Apr. 1, 1876	.....	500	....	
Cum. Inlet	May 4	Jan. 11, 1876	.....	380	5,000	
Desolation Isld	June 29	Out, 1877	.....	.....	.....	Had at last report 300 whale.
Pacific Ocean	Mar. 31	Nov. 3, 1875	.....	1,250	.....	
Atlantic	May 4	Out, 1877	.....	....	....	
Hudson's Bay	May 23	Out, 1877	.....	.....	.....	Rebuilt by the United States during the rebellion.
Pacific Ocean	June 1	Out, 1877	.....	.....	.....	Had taken at last report 280 sperm.
Atlantic	Dec. 12	Out, 1877	.....	.....	....	
....do	July 6	Out, 1877	.....	.....	.....	
....do	Dec. 27	Out, 1877	.....	.....	.....	Had taken at last report 60 sperm.
Indian Ocean	Aug. 8	Out, 1877	.....	.....	.....	Had taken at last report 12 sperm.
Atlantic	May 23	Out, 1877	.....	.....	.....	Had taken at last report 300 sperm.
Pacific Ocean	Sept. 13	Out, 1877	.....	.....	.....	Built at Chelsea 1854; had taken at last report 20 sperm.
....do	Nov. 8	Out, 1877	.....	.....	.....	
Atlantic	Sept. 6	Out, 1877	.....	.....	.....	Had taken at last report 100 sperm.
North Pacific	May 23	Out, 1877	.....	.....	.....	Captain Stanton came home sick 1876; returned to whaling 1876; had taken at last report 130 sperm.
Atlantic	July 20	Out, 1877	.....	.....	.....	Had taken at last report 20 sperm.
....do	Nov. 1	Out, 1877	.....	.....	.....	Bought from Boston.
....do	Sept. 6	Out, 1877	.....	.....	.....	Had taken at last report 125 sperm.
....do	Oct. 3	Out, 1877	.....	.....	.....	
Pacific Ocean	Sept. 12	Out, 1877	.....	.....	.....	Had taken at last report 150 sperm.
Atlantic	Aug. 29	Out, 1877	.....	.....	.....	Bought from New London.
North Pacific	July 6	Out, 1877	.....	.....	.....	
Pacific Ocean	July 19	Out, 1877	.....	.....	.....	Had taken at last report 12 sperm.
Indian Ocean	May 30	Out, 1877	.....	.....	.....	Had taken at last report 160 sperm.
....do	Aug. 1	Out, 1877	.....	.....	.....	
Atlantic	Aug. 7	Out, 1877	.....	.....	.....	Had taken at last report 60 sperm.
North Pacific	Dec. 14	Out, 1877	.....	.....	.....	
Indian Ocean	Nov. 27	Out, 1877	.....	.....	.....	
....do	July 11	Out, 1877	.....	.....	.....	Returned to whaling 1876.

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1876.				
New Bedford, Mass.—Continued.				
Ohio	Bark	205	William B. Ellis	Loum Snow, jr
Pedro Varela	Schooner	89	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. Smethers	Swift & Perry
Progress	do	358	William T. Hawes	I. H. Bartlett & Sons
Sarah	do	128	Joseph D. Silva	John P. Knowles, 2d
Sea Ranger	do	273	Stephen Flanders	I. H. Bartlett & Sons
Seine	do	234	Henry Clay	John P. Knowles, 2d
Stafford	do	156	Edward A. King	Jos. & Wm. R. Wing
Sunbeam	do	255	Benjamin Gifford	do
Swallow	do	326	Thomas L. Ellis	Swift & Perry
Triton	do	264	Charles F. Keith	J. & W. R. Wing
Thomas Pope	do	231	Joseph W. Lavers	William Lewis
Tropic Bird	do	145	Owen H. Tilton	do
Varnum H. Hill	Brig	126	Dennis D. Baxter	John McCullough
Wave	Bark	150	James H. Hammond	Thomas Knowles & Co
Fairhaven, Mass.				
Cohannet	Schooner	83	Edgar W. Crapo	Jeremiah H. Pease
Ellen Rodman	do	73	Charles H. Wilbur	Tucker Damon, jr
Marion, Mass.				
Admiral Blake	Schooner	84	William C. Hathaway	Andrew J. Hadley
William Wilson	do	92	Loring Braley Charles B. Barstow	do
Dartmouth, Mass.				
Cape Horn Pigeon	Bark	212	George O. Baker	William Potter, 2d
Westport, Mass.				
A. Hicks	Bark	303	Edward E. Hicks	Andrew Hicks
Mermaid	do	273	George E. Allen	do
Edgartown, Mass.				
Mary Frazier	Bark	301	—— Dexter	Samuel Osborn, jr
Provincetown, Mass.				
Alcyone	Schooner	92	—— Fisher	E. & E. K. Cook & Co
Antarctic	do	101	—— Bell	William A. Atkins
Arizona	do	79	—— White	Stephen Cook
B. F. Sparks	do	92	—— Ewell	do
Carrie W. Clark	do	116	—— Burch	Central Wharf Company
Charles Thompson	do	152	—— Leach	S. S. Swift
C. L. Sparks	do	96	—— Sparks	David Conwell
Edward Lee	do	110	—— Atkins	Asaph Atkins
E. H. Hatfield	do	89	—— Kirkcornell	E. & E. K. Cook & Co
Ellen Rizpah	do	67	—— Dunham	Stephen Cook
Gracie M. Parker	do	82	—— Dyer	Alfred Cook
H. M. Simmons	do	116	—— Atkins	William A. Atkins
Lottie E. Cook	do	82	—— Dyer	do
M. E. Simmons	do	105	—— Rich	E. & E. K. Cook & Co
N. J. Knights	do	70	—— Foster	David Conwell
Quickstep	do	94	—— Manly	E. & E. K. Cook & Co
Rising Sun	do	69	—— Taylor	Thomas S. Taylor
Boston, Mass.				
Heman Smith	Brig	122	John J. Cook	Heman Smith
William Martin	Schooner	93	William Martin	do
Sarah E. Lewis	do	96	—— Cook	do
New London, Conn.				
Florence	Schooner	56	—— Miner	Haven, Williams & Co

sailing from American ports—Continued.

Whaling-ground.	Date— Of sailing.	Date— Of arrival.	Result of voyage. Sperm-oil.	Whale-oil.	Whalebone.	Remarks.
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	May 9	Out, 1877				Had taken at last report 100 sperm.
....do	Nov. 6	Out, 1877				
....do	Nov. 16	Out, 1877				Had taken at last report 35 sperm.
....do	July 26	Out, 1877				Had taken at last report 30 sperm.
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	July 17	Out, 1877				Had at last report 75 sperm.
....do	May 2	Out, 1877				Had at last report 430 sperm.
....do	Apr. 18	Out, 1877				Returned to whaling; had at last report 420 sperm.
....do	Aug. 26	Out, 1877				Had taken at last report 140 sperm.
North Pacific	Dec. 7	Out, 1877				
Atlantic	May 2	Out, 1877				Had taken at last report 260 sperm.
....do	Sept. 7	Out, 1877				Bought from Provincetown.
....do	Nov. 15	Out, 1877				
Atlantic	May 2	Sept. 22, 1876	75			
	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			
	Nov. 27	Out, 1877				Had at last report 60 sperm.
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	200		
....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	225		
....do	Nov. 11	Out, 1877				Had taken at last report 25 sperm.
....do	Feb. 18	Sept. 12, 1876	100	200		
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 22	Out, 1877				

Table showing returns of whaling-vessels

Name of vessel.	Class.	Tonnage.	Captain.	Managing owner or agent.
1876.				
New London, Conn.—Continued.				
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
San Francisco, Cal.				
Clara Bell	Bark	196	—— Williams	Richard T. Howland
Florence	...do	245	—— Williams	Thomas W. Williams

sailing from American ports—Continued.

Whaling-ground.	Date—		Result of voyage.			Remarks.
	Of sailing.	Of arrival.	Sperm-oil.	Whale-oil.	Whalebone.	
			Bbls.	*Bbls.*	*Lbs.*	
Atlantic	June 29	Out, 1877	.....	.....	.....	
....do	Aug. 9	Out, 1877	.....	.....	.....	
....do	June 27	Out, 1877	.....	.....	.....	
Cum. Inlet	June 24	Nov. 17, 1876	.....	550	6,500	
Atlantic	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.

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*	$530,126 70
1805 ..	412,492	96*	612,895	50*	13,131	10*	703,752 92
1806 ..	378,788	80	741,951	50	86,544	07*	680,103 48
1807 ..	356,548	1 00	934,259	50	72,784	07*	828,771 88
1808 ..	362,471	80	567,095	44	49,970	07*	543,016 50
1809 ..	443,709	60	587,664	44	17,092	08*	525,164 92
1810 ..	572,271	75	585,869	40	41,437	08*	666,865 81
1811 ..	844,200	1 25	304,825	40	43,200	09*	1,180,494 96
1812 ..	429,692	1 00	191,079	50	6,266	10*	529,120 00
1813 ..	111,289	1 25*	80,860	50	9,901	10*	180,167 85
1814 ..	108,486	1 25*	2,573	1 40	.....	.....	140,167 80
1815 ..	48,510	1 00	4,347	83	.....	.....	71,522 01
1816 ..	237,479	1 12½	294,525	65	796	12*	458,700 08
1817 ..	1,028,475	72	581,830	60*	19,444	12*	1,091,576 88
1818 ..	586,688	90	608,013	50	65,446	10*	838,570 30
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*	1,523,571 37
1821 ..	1,357,618	67½	1,213,506	33*	62,893	12*	1,324,396 29
1822 ..	1,351,350	65	1,619,951	32	50,799	12*	1,402,857 70
1823 ..	2,938,351	43	1,697,440	32*	103,404	13*	1,820,114 25
1824 ..	3,091,064	45½	1,833,237	30*	133,472	13*	1,973,756 58
1825 ..	1,924,303	70½	1,666,413	32*	152,534	15*	1,912,765 87
1826 ..	919,800	75	1,108,233	30*	79,368	16*	1,035,018 78
1827 ..	2,958,480	72½	1,119,037	30*	106,255	18*	2,499,735 00
1828 ..	2,475,176	62½	1,591,790	26	137,323	25	1,995,181 15
1829 ..	2,350,152	61½	2,256,502	26	563,654	25	2,172,947 50
1830 ..	3,482,042	65½	2,831,315	39	514,991	20	3,487,949 56
1831 ..	3,636,738	71	3,609,774	30	279,279	17	4,139,790 61
1832 ..	2,290,563	85	5,703,894	23½	442,881	13	3,352,618 17
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	343,324	21	4,033,317 55
1835 ..	5,181,529	84	3,950,289	39	965,192	21	6,005,787 35
1836 ..	4,200,021	89	4,301,892	44	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	2,200,000	20	6,250,842 80
1839 ..	4,408,866	1 05	7,040,975	36	2,000,000	18	7,524,060 30
1840 ..	4,928,017	1 00	6,408,391	30	2,000,000	19	7,230,534 30
1841 ..	4,956,304	94	6,459,516	32	2,000,000	20	7,125,970 88
1842 ..	3,256,155	73	4,876,232	34	1,500,000	23	4,379,812 03
1843 ..	5,260,027	63	6,511,900	34	2,127,270	36	6,293,680 21
1844 ..	4,239,711	90½	8,254,481	36 7-12	2,532,445	40	7,875,970 38
1845 ..	4,967,550	88	11,593,483	33	3,195,054	34	9,283,611 75
1846 ..	3,155,481	87½	6,589,737	33¾	3,252,939	34	6,203,115 43
1847 ..	3,803,719	1 00½	9,864,225	36	3,341,680	31	8,419,288 49
1848 ..	3,401,274	1 00	8,840,663	33	2,003,000	25	6,819,442 78
1849 ..	3,179,736	1 08⅞	7,827,498	39 11-12	2,281,100	21½	7,069,953 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 27½	10,347,214	45 5-16	3,916,500	34½	10,031,744 05
1852 ..	2,484,468	1 23½	2,652,647	68½	1,259,900	50 5-6	5,565,409 89
1853 ..	3,246,925	1 21½	8,193,591	58 1-6	5,652,360	34½	10,766,521 20
1854 ..	2,315,924	1 48½	10,074,866	59⅝	3,445,200	39 1-5	10,802,594 20
1855 ..	2,288,443	1 77 2-10	5,796,472	71 3-10	2,707,500	45¼	9,413,148 93
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	73¼	2,058,850	96¾	10,491,548 90
1858 ..	2,581,142	1 21	5,740,025	54	1,571,200	92¼	7,672,227 31
1859 ..	2,879,352	1 36½	5,997,946	48½	1,923,850	88	8,525,108 91
1860 ..	2,306,934	1 41½	4,410,158	49½	1,337,650	80 1-5	6,520,135 12
1861 ..	2,171,358	1 31½	4,212,085	44½	1,038,450	66	5,415,090 59
1862 ..	1,752,692	1 42¾	3,165,057	59½	763,500	88	5,051,781 64
1863 ..	2,049,232	1 61	1,983,681	95¼	488,750	1 53	5,936,507 17
1864 ..	2,027,718	1 89½	2,263,685	1 28	760,450	1 80⅝	8,113,922 07
1865 ..	1,047,123	2 25½	2,401,497	1 45	619,350	1 71⅜	6,906,650 51
1866 ..	1,154,885	2 55	2,340,513	1 21	920,375	1 37	7,037,891 23
1867 ..	1,368,139	2 27	2,812,603	73⅜	1,001,397	1 17¾	6,356,772 51
1868 ..	1,485,981	1 92	2,065,613	82	900,850	1 02½	5,470,157 43
1869 ..	1,509,984	1 81½	2,677,846	1 01¼	603,603	1 23	6,205,244 32
1870 ..	1,738,265	1 36⅜	2,289,767	67½	708,365	85	4,529,126 02

*Assumed value.

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..	1,308,321	1 31	2,367,288	64	600,655	77	3,691,469 18
1872..	1,423,832	1 45¼	973,684	65½	193,793	1 28½	2,954,783 00
1873..	1,324,669	1 47½	1,260,441	62½	206,396	1 08⅓	2,962,106 96
1874..	1,014,395	1 59	1,190,133	60½	345,560	1 10	2,713,034 51
1875..	1,342,435	1 60½	1,089,711	65¼	372,303	1 20 3-5	3,314,800 24
1876..	1,254,047	1 40½	1,039,815	56	150,628	1 96	2,639,463 31
.....	(†)	.....	9,226,834	59	206,517	9	5,462,418 59
Total	161,452,702	.....	266,996,217	.....	75,268,361	.....	331,947,480 51

† Deficit, as per note at head of table.

NOTE.—Scammon estimates that sperm whales will average 25 and right whales 60 barrels of oil, and of the former 10 and of the latter 20 per cent. of those killed are lost. Upon that basis the above amounts of oil would represent the slaughter of 225,521 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.
1804.				*Bbls.*	*Bbls.*	*Lbs.*			
Hudson, N. Y	1	1	2	.....	1,400	.....	.....	.....	.....
Nantucket, Mass	13	7	20	7,395	6,718	46,690	.....	.....	.....
New Bedford, Mass	13	10	*23	2,035	14,600	.....	.....	.....	.....
Sag Harbor, N. Y	3	.....	3	.....	3,300	.....	.....	.....	.....
Total	30	18	48	9,430	7,018	46,690	.....	.....	.....
1805.									
Hudson, N. Y	2	.....	2	2,500	.....	.....	.....	.....	.....
Nantucket, Mass	9	2	11	7,493	4,507	13,131	.....	.....	.....
New Bedford, Mass	11	5	16	3,100	11,300	.....	.....	.....	.....
Sag Harbor, N. Y	4	.....	4	.....	3,650	.....	.....	.....	.....
Total	26	7	33	13,093	19,457	13,131	.....	.....	.....
1806.									
Nantucket, Mass	24	.....	24	10,785	15,954	86,544	.....	.....	.....
New Bedford, Mass	1	.....	1	1,200	.....	.....	.....	.....	.....
New London, Conn	1	.....	1	.....	800	.....	.....	.....	.....
Sag Harbor, N. Y	5	.....	5	40	6,800	.....	.....	.....	.....
Total	31	.....	31	12,025	23,554	86,544	.....	.....	.....
1807.									
Nantucket, Mass	.....	.....	†	11,249	13,959	72,784	.....	.....	.....
New Bedford, Mass	5	1	6	.....	6,700	.....	.....	.....	.....
New London, Conn	3	.....	3	.....	1,600	.....	.....	.....	.....
Sag Harbor, N. Y	6	.....	6	70	7,400	.....	.....	.....	.....
Total	14	1	15	11,319	29,659	72,784	.....	.....	.....
1808.									
Greenwich, R. I	1	.....	1	.....	1,000	.....	.....	.....	.....
Nantucket, Mass	15	2	17	7,707	10,503	49,970	.....	.....	.....
New Bedford, Mass	5	3	8	3,800	3,800	.....	.....	.....	.....
New London, Conn	3	.....	3	.....	1,500	.....	.....	.....	.....
Sag Harbor, N. Y	2	.....	2	.....	1,200	.....	.....	.....	.....
Total	26	5	31	11,507	18,003	49,970	.....	.....	.....

1809.									
Greenwich, R. I	1		1		1,200				
Nantucket, Mass	11	4	15	9,336	7,256	17,092			
New Bedford, Mass	3	4	7	4,750	2,000				
New London, Conn	3		3		2,500				
Sag Harbor, N. Y	4		4		5,700				
Total	22	8	30	14,086	18,656	17,092			
1810.									
Greenwich, R. I	1		1		1,200				
Nantucket, Mass	17		17	7,247	7,929	41,437			
New Bedford, Mass	13		13	10,920	4,500				
Sag Harbor, N. Y	6		6		4,970				
Total	37		37	18,167	18,599	41,437			
1811.									
Greenwich, R. I					1,000				
Nantucket, Mass	18	1	19	22,100	6,377	43,200			
New Bedford, Mass	4		4	4,700	1,500				
Sag Harbor, N. Y	1		1		800				
Total	23	1	24	26,800	9,677	43,200			
1812.									
Nantucket, Mass	12		12	7,591	2,230	6,266			
New Bedford, Mass	6		6	6,000	1,000				
Sag Harbor, N. Y	2		2	50	2,836				
Total	20		20	13,641	6,066	6,266			
1813.									
Nantucket, Mass	2		2	1,133	2,567	9,901			
New Bedford, Mass	2		2	2,409					
Total	4		4	3,533	2,567	9,901			
1814.									
Nantucket, Mass	1		1	1,644	83				
New Bedford, Mass	1		1	1,800					
Total	2		2	3,444	83				
1815.									
Nantucket, Mass		15	15	920	138				
New Bedford, Mass		2	2	620					
Total		17	17	1,540	138				

* Up to 1815 New Bedford includes Fairhaven, 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.
1816.				*Bbls.*	*Bbls.*	*Lbs.*			
Fairhaven, Mass	1	5	6	635	1,400				
Holmes' Hole, Mass		1	1	250					
Mattapoisett, Mass		1	1	100					
Nantucket, Mass	10	8	18	2,232	2,700	796			
New Bedford, Mass	1	6	7	1,350	1,500				
Sag Harbor, N. Y	3		3	80	3,250				
Wareham, Mass		1	1	100					
Westport, Mass		1	1		500				
Other ports				*2,792					
Total	15	23	38	7,539	9,350	796			
1817.									
Boston, Mass	1	1	2		2,000				
Hudson, N. Y	2		2	2,000					
Nantucket, Mass	25	13	38	22,214	5,771	19,444			
New Bedford, Mass	8	5	13	7,490	7,800				
Sag Harbor, N. Y	2		2		2,900				
Other ports				946					
Total	38	19	57	32,650	18,471	19,444			
1818.									
Edgartown, Mass	1		1	1,500					
Nantucket, Mass	17	9	26	14,874	13,426	65,446			
New Bedford, Mass	1	2	3	2,250	1,200				
Sag Harbor, N. Y	4		4		4,876				
Total	23	11	34	18,625	19,302	65,446			
1819.									
Boston, Mass		1	1		1,150				
Fair Haven, Mass	1		1		1,500				
Nantucket, Mass	16	4	20	18,522	11,511	62,403			
New Bedford, Mass	9	4	13		17,880				
Sag Harbor, N. Y	5		5	459	6,191	21,440			
Westport, Mass		1	1	300					
Other ports				2,042					
Total	31	10	41	21,323	38,232	83,843			

1820.									
Edgartown, Mass	1		1	1,250					
Hudson, N. Y	1	2	3	100	1,500				
Mattapoisett, Mass		1	1	250					
Nantucket, Mass	17	12	29	16,911	11,736	59,794			
New Bedford, Mass	19	9	28	8,680	21,580	17,045			
New London, Conn	3		3	78	1,731	2,040			
Philadelphia, Pa	1		1		350				
Sag Harbor, N. Y	6		6	547	7,860				
Westport, Mass		5	5	580					
Other ports				6,312					
Total	48	29	77	34,708	44,757	78,879			
1821.									
Boston, Mass	1		1		1,400				
Edgartown, Mass	1	3	4	1,800					
Fair Haven, Mass	3		3	2,200	800				
Falmouth, Mass		1	1	300					
Hudson, N. Y	1		1		1,050				
Nantucket, Mass	19	14	33	22,915	8,632	38,092			
New Bedford, Mass	16	13	29	12,680	15,070				
New London, Conn	3		3	105	2,323	2,375			
Provincetown, Mass		11	11	2,290					
Sag Harbor, N. Y	6		6	389	8,649	22,426			
Salem, Mass	1	1	2	150	600				
Westport, Mass		11	11	270					
Total	51	54	105	43,099	38,524	62,893			
1822.									
Boston, Mass		4	4	480	220				
Dartmouth, Mass		1	1		500				
Fair Haven, Mass	4		4		4,700				
Falmouth, Mass		1	1	150					
Hudson, N. Y	2	1	3		2,800				
Marblehead, Mass		1	1	100					
Nantucket, Mass	19	10	29	27,401	5,407	3,197			
New Bedford, Mass	19	6	25	12,305	20,705	13,174			
New Haven, Conn	1		1		700				
New London, Conn	1	4	5	194	4,528	2,260			
Newport, R. I	1	1	2		1,200				
Provincetown, Mass		8	8	890					
Sag Harbor, N. Y	9		9	630	10,367	32,168			
Salem, Mass		1	1		100				
Stonington, Conn		1	1		200				
Westport, Mass		6	6	750					
Total	56	45	101	42,900	51,427	50,799			

* 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.
1823.				*Bbls.*	*Bbls.*	*Lbs.*			
Boston, Mass	2	4	6	1,320	2,900				
Edgartown, Mass	3		3	4,750					
Fairhaven, Mass	5		5	3,800	4,750				
Hudson, N. Y	5		5	5,870	750				
Mattapoisett, Mass		1	1	100					
Nantucket, Mass	25	4	29	36,063	3,808	20,243			
New Bedford, Mass	26	13	39	29,843	23,736	14,068			
New Haven, Conn	1		1	1,800	200				
New London, Conn	4	2	6	2,318	6,712	23,293			
Newport, R. I	3		3	4,000	1,300				
Providence, R. I		2	2	200					
Provincetown, Mass		2	2	300					
Sag Harbor, N. Y	8		8	1,842	9,731	45,800			
Tiverton, R. I		1	1	75					
Westport, Mass		3	3	1,000					
Total	82	32	114	93,281	53,887	103,404			
1824.									
Boston, Mass	2	1	3	4,560					
Edgartown, Mass	1		1	2,300					
Fairhaven, Mass	4		4	1,850	5,300				
Falmouth, Mass	1		1	2,000					
Hudson, N. Y	3		3	6,400					
Nantucket, Mass	25	4	29	41,230	4,322	22,062			
New Bedford, Mass	35	3	38	29,100	32,969	9,314			
New London, Conn	3	2	5	1,924	4,996	32,535			
Newport, R. I	3		3	4,200					
Plymouth, Mass	1		1	2,000	1,450				
Sag Harbor, N. Y	7		7	335	9,161	69,561			
Warren, R. I	1		1	1,800					
Westport, Mass		2	2	430					
Total	86	12	98	98,129	58,198	133,472			
1825.									
Boston, Mass	1		1	1,500					
Edgartown, Mass	2		2	3,150					
Fairhaven, Mass	3		3	1,200	3,400				
Nantucket, Mass	22	1	23	31,780	7,194	39,596			
New Bedford, Mass	18	5	23	13,659	23,178	38,365			

New Haven, Conn	1		1	1,800	220				
New London, Conn	4		4	2,276	5,483	No record			
Newport, R. I	1		1		1,800				
Plymouth, Mass	1		1	2,000					
Perth Amboy, N. J	1		1		1,500				
Sag Harbor, N. Y	7		7	1,724	9,927	73,173			
Stonington, Conn	1		1	1,800	200	1,400			
Westport, Mass		1	1	200					
Total	62	7	69	61,089	52,902	152,534			
1826.									
Boston, Mass	1		1		1,000				
Dartmouth, Mass		1	1	350					
Edgartown, Mass	1	1	2	2,700					
Fairhaven, Mass	4		4	450	4,300				
Nantucket, Mass	12		12	16,334	2,402	16,002			
New Bedford, Mass	12	4	16	5,723	18,220	11,389			
New London, Conn	2		2	88	2,804				
Newport, R. I	1		1	2,000					
Sag Harbor, N. Y	6		6	625	6,456	51,977			
Westport, Mass		2	2	930					
Total	39	8	47	29,200	35,182	79,368			
1827.									
Dartmouth, Mass		1	1	450					
Edgartown, Mass	1		1	2,200					
Fairhaven, Mass	3	1	4	270	5,150				
Falmouth, Mass	1		1	2,100					
Hudson, N. Y	1		1	2,300					
Mattapoisett, Mass		1	1	150	15				
Nantucket, Mass	14	3	17	27,970	583	5,152			
New Bedford, Mass	32	4	36	47,127	18,186	47,785			
New London, Conn	5		5	6,166	3,375				
Newport, R. I	6		6	2,082	6,716	53,318			
New York, N. Y	1		1		1,500				
Plymouth, Mass	1		1	2,300					
Westport, Mass		4	4	805					
Total	65	14	79	93,920	35,525	106,255			
1828.									
Boston, Mass	1		1		700				
Dartmouth, Mass		1	1	160					
Edgartown, Mass	2		2	3,900					
Fairhaven, Mass	4	4	8	2,830	3,650				
Mattapoisett, Mass		4	4	710					
Nantucket, Mass	21	3	24	43,174	1,033	8,662			
New Bedford, Mass	29	9	38	22,208	26,438	32,191			
New London, Conn	3		3	168	5,435				
Newport, R. I	1	1	2	2,450					

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.
1828—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
New York, N. Y		2	2		2,000				
Sag Harbor, N. Y	8		8	346	10,977	96,470			
Warren, R. I	1		1	2,211					
Westport, Mass		2	2	420					
Total	70	26	96	78,577	50,533	137,323			
1829.									
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	4,250	25,000			
Mattapoisett, Mass		3	3	270	40				
Nantucket, Mass	25		25	33,493	8,576	76,808			
New Bedford, Mass	30	5	35	30,277	26,130	211,631			
New London, Conn	9		9	2,205	11,325	108,592			
New York, N. Y	2		2		2,000				
Plymouth, Mass	1		1	2,500					
Sag Harbor, N. Y	9		9	268	15,939	140,923			
Stonington, Conn	1		1		1,200				
Westport, Mass		4	4	1,130	75				
Total	85	18	103	74,608	71,635	563,654			
1830.									
Bristol, R. I	4		4	2,292	3,200				
Dartmouth, Mass		1	1	250					
Edgartown, Mass	2		2	3,980					
Fairhaven, Mass	9	2	11	3,062	11,093	57,300			
Falmouth, Mass	1		1	1,700					
Mattapoisett, Mass		1	1	70					
Nantucket, Mass	20		20	36,013	7,758	67,508			
New Bedford, Mass	40	6	46	40,513	35,271	280,438			
New London, Conn	14		14	9,792	15,248				
Newport, R. I	1		1	2,800					
New York, N. Y	2		2	2,000	1,500				
Plymouth, Mass	1		1	2,350					
Sag Harbor, N. Y	10		10	3,464	13,189	109,745			
Stonington, Conn	1		1		1,600				
Warren, R. I	1		1		1,000				

Westport, Mass	1	5	6	2,255	24				
Total	107	15	122	110,541	89,883	514,991			
1831.									
Bristol, R. I	4		4	5,300	3,400				
Edenton, N. C		1	1	50					
Edgartown, Mass	1	1	2	3,035					
Fairhaven, Mass	4		4	2,370	6,430				
Falmouth, Mass	1		1	3,468					
Hudson, N. Y	1		1	123	2,200	1,600			
Lynn, Mass	1		1		1,500				
Mattapoisett, Mass	1	2	3	110	1,790				
Nantucket, Mass	21		21	41,289	8,568	83,206			
New Bedford, Mass	45	2	47	45,883	49,186	21,200			
New London, Conn	14		14	5,487	19,402				
Provincetown, Mass		2	2	270					
Sag Harbor, N. Y	13		13	1,577	20,735	172,073			
Stonington, Conn	1		1	20	185	1,200			
Warren, R. I	4		4	5,900	1,200				
Westport, Mass		4	4	620					
Total	111	12	123	115,452	114,596	279,279			
1832.									
Boston, Mass	1		1		1,500				
Bristol, R. I	3		3		4,150	15,800			
Fairhaven, Mass	11		11	5,550	18,650	1,300			
Hudson, N. Y	2		2		3,500				
Lynn, Mass	2		2		2,400				
Mattapoisett, Mass	2	2	4	430	2,950				
Nantucket, Mass	24	1	25	30,888	16,364	155,379			
New Bedford, Mass	48	2	50	23,705	72,735	24,200			
New London, Conn	12		12	703	21,375	20,000			
Newport, R. I	2		2	4,900					
Plymouth, Mass	1		1	2,500					
Sag Harbor, N. Y	14		14	848	25,831	217,602			
Salem, Mass	1		1	100	1,500				
Stonington, Conn	1		1	148	1,721	8,600			
Truro, Mass	2	1	3		3,500				
Warren, R. I	3		3	1,650	3,700				
Westport, Mass	2	2	4	1,580	1,200				
Total	131	8	139	73,002	181,076	442,881			
1833.									
Boston, Mass	1	1	2	320	2				
Bristol, R. I	3		3		4,500	10,000			
Edgartown, Mass	1		1	1,600					
Fairhaven, Mass	12		12	3,133	18,410	20,000			
Falmouth, Mass	1		1	2,000					
Fall River, Mass	1		1		1,000				

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.
1833—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Greenport, N. Y	1		1		1,400				
Hudson, N. Y	5		5	4,820	5,180	18,900			
Lynn, Mass	3		3		3,000	5,000			
Mattapoisett, Mass	2	1	3		2,275				
Mystic, Conn	1		1		550				
Nantucket, Mass	21	5	26	29,511	5,422	49,429			
New Bedford, Mass	52	4	56	43,775	62,750				
Newburgh, N. Y	1		1	140	1,060				
New London, Conn	17		17	8,503	22,395				
Newport, R. I	2		2	3,400					
New York, N. Y	1		1	1,700					
Sag Harbor, N. Y	14		14	4,145	21,578	163,103			
Salem, Mass	1		1		1,200				
Stonington, Conn	3	1	4	400	7,000				
Warren, R. I	4		4	400	5,870				
Westport, Mass		3	3	590					
Total	147	15	162	104,437	163,592	266,432			
1834.									
Bridgeport, Conn	1		1		1,500				
Bristol, R. I	1		1	1,800					
Edgartown, Mass	2		2	5,800					
Fairhaven, Mass	16		16	12,953	12,601	51,500			
Falmouth, Mass	2		2	860					
Fall River, Mass	1		1		1,200				
Gloucester, Mass	2		2	400	1,500				
Greenport, N. Y	2		2	500	3,800	1,800			
Hudson, N. Y	2		2	1,650	1,000				
Lynn, Mass	2		2		2,600				
Mattapoisett, Mass	2	1	3	550	1,500				
Nantucket, Mass	16	17	33	20,517	4,747	37,137			
New Bedford, Mass	53	3	56	57,688	41,419	16,000			
New London, Conn	9	3	12	4,565	12,930	3,200			
New York, N. Y	5	2	7	565	9,950	31,400			
Plymouth, Mass	3		3	2,900	2,800				
Portsmouth, N. H	1		1	450	1,550				
Provincetown, Mass		1	1	400					
Sag Harbor, N. Y	17		17	6,537	24,288	188,387			
Salem, Mass	1		1		1,200				
Stonington, Conn	1	1	2	97	2,447	13,900			

Warren, R. I	6		6	4,930	4,550				
Westport, Mass		2	2	380					
Total	145	30	175	123,542	131,582	*343,324			
1835.									
Bridgeport, Conn	1		1		800				
Bristol, R. I	4	2	6	8,600					
Dartmouth, Mass	1		1	40	1,400				
Edgartown, Mass	1		1	3,100					
Fairhaven, Mass	10		10	4,597	13,590	29,000			
Falmouth, Mass	2		2	4,600					
Fall River, Mass	2		2	2,000	1,850				
Greenport, N. Y	2		2		3,700				
Hudson, N. Y	3		3	3,100	1,620				
Lynn, Mass	3		3	150	3,500				
Mattapoisett, Mass	4	2	6	3,215	3,845	6,000			
Mystic, Conn	1		1	170	130				
Nantucket, Mass	26	4	30	38,824	4,497				
New Bedford, Mass	53		53	66,792	30,488	90,000			
Newburyport, Mass	1		1		2,100				
Norwich, Conn	1		1	270	700				
New London, Conn	13	1	14	11,866	14,041	66,000			
Newport, R. I	3		3	1,925	2,900	9,000			
New York, N. Y	2		2	57	2,493				
Newburgh, N. Y	3		3	30	3,500	11,000			
Poughkeepsie, N. Y	1		1	500					
Portsmouth, N. H	2		2	250	2,100	7,000			
Plymouth, Mass	1		1	1,000					
Provincetown, Mass		1	1	470					
Sag Harbor, N. Y	17		17	2,367	25,402	211,882			
Salem, Mass	4	1	5	2,700	2,300				
Stonington, Conn	1	1	2	100	1,800				
Wareham, Mass	1		1	2,950					
Warren, R. I	4		4	3,250	2,650				
Westport, Mass	1	2	3	1,570					
Not recorded						535,310			
Total	168	14	182	164,493	125,406	965,192			
1836.									
Bridgeport, Conn	1		1		1,800				
Bristol, R. I	6		6	4,630	3,800				
Dorchester, Mass	1		1	500	1,250				
Dartmouth, Mass	2		2	450	2,100				
Edgartown, Mass	1	1	2	2,530	60				
Fairhaven, Mass	12		12	6,175	14,314				
Falmouth, Mass	5		5	5,790					
Gloucester, Mass	1		1	550	1,600				

* There is no record of the imports of bone except for the ports of Nantucket and Sag Harbor, up to 1835, except an occasional report; up to that time the footing is wha 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.
1836—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Greenport, N. Y	1		1	150	1,650				
Hudson, N. Y	4		4	5,190	700				
Lynn, Mass	2		2	450	2,500				
Mattapoisett, Mass		5	5	1,100	50				
Mystic, Conn	3		3	480	6,800				
Nantucket, Mass	17	3	20	35,157	2,188				
New Bedford, Mass	48	5	53	39,654	38,243	32,000			
New London, Conn	12	1	13	3,198	18,663				
Newport R. I	2		2	2,270	1,130	14,000			
New York, N. Y	1	1	2	1,450	500				
Plymouth, Mass	1		1	300	1,300				
Providence, R. I	1		1	60	1,440				
Poughkeepsie, N. Y	1		1	800	2,000				
Provincetown, Mass		3	3	885					
Portsmouth, N. H	3		3	4,900					
Sag Harbor, N. Y	20		20	3,445	25,063	197,960			
Salem, Mass	4		4	5,700					
Stonington, Conn	3	1	4	1,500	4,800				
Warren, R. I	7		7	5,040	4,610				
Westport, Mass		3	3	980	7				
Not recorded						784,813			
Total	159	23	182	133,334	136,568	1,028,773			
1837.									
Bristol, R. I	4	2	6	4,833	1,820				
Bridgeport, Conn	2		2	250	3,800				
Dartmouth, Mass	3		3	559	3,370				
Dorchester, Mass	2		2	2,000	1,200				
Edgartown, Mass	3	1	4	5,000					
East Haddam, Conn		1	1	450					
Fairhaven, Mass	14		14	14,956	13,565	5,500			
Falmouth, Mass	2		2	760	400				
Fall River, Mass	1	1	2	239	1,240				
Greenport, N. Y	3		3	100	4,450				
Hudson, N. Y	4		4	4,625	1,125				
Holmes' Hole, Mass	1		1	180	1,920				
Lynn, Mass	3		3	470	3,800				
Mattapoisett, Mass	1	2	3	258	1,235				
Mystic, Conn	1		1	400	1,200				

Nantucket, Mass	22	3	25	35,056	4,569				
New Bedford, Mass	48	5	53	56,831	63,683	242,316			
Newburyport, Mass	3		3	4,700	4,500				
New London, Conn	17	1	18	8,469	26,774				
Newport, R. I	4	1	5	3,532	3,412				
New York, N. Y	5		5	350	4,850				
Poughkeepsie, N. Y	2		2	1,300	2,900	3,000			
Providence, R. I	1		1	200	1,200				
Plymouth, Mass	1		1	150	2,250				
Provincetown, Mass		2	2	550					
Portsmouth, N. H	1		1	170	1,830				
Sag Harbor, N. Y	23		23	8,634	31,784	236,757			
Salem, Mass	6	5	11	3,000	4,120				
Stonington, Conn	4		4	470	7,300				
Wilmington, Del	2		2	1,300	1,400				
Warren, R. I	5	3	8	5,050	3,120				
Wiscasset, Me	1		1	2,800					
Westport, Mass	2	1	3	1,517	40				
Port not recorded						1,265,531			
Total	184	28	212	169,179	202,857	1,753,104			
1838.									
Bristol, R. I	6		6	1,900	5,900				
Boston, Mass	1	2	3	1,400	1,950				
Edgartown, Mass	1		1	470	2,500				
Nantucket, Mass	13	3	16	21,730	6,200				
New Bedford, Mass*	81	11	92	77,600	84,100				
New London, Conn	20	4	24	4,400	34,000				
Newport, R. I	5	1	6	4,000	6,200				
New York, N. Y †	7	1	8	6,250	7,000				
Sag Harbor, N. Y	24		24	1,860	37,600				
Salem, Mass	3	1	4	1,000	4,750				
Warren, R. I	7		7	2,500	9,700				
Other ports	21	11	32	6,290	28,810				
Total	189	34	223	129,400	228,710	‡2,200,000			
1839.									
Bristol, R. I	4	2	6	4,100	5,450		5	1	1,782
Bridgeport, Conn	2		2		3,250		3		913
Boston, Mass§	5	4	9	4,230	7,600			1	125
Dartmouth, Mass							3		874
Dorchester, Mass							2		581
Edgartown, Mass	3		3	4,800	1,600		8		2,659
Fairhaven, Mass							43	1	13,274
Falmouth, Mass	6		6	5,250	3,800		8		2,490
Fall River, Mass	3	2	5	2,490	3,900		4	3	1,604
Greenport, N. Y	3	1	4	905	4,750		4	1	1,414
Holmes' Hole, Mass							3	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.	Bone.	Ships and barks.	Brigs and schooners.	Total.
1839—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Hudson, N. Y.							8		2, 902
Jamesport, N. Y							1		236
Lynn, Mass.							4		1, 269
Mystic, Conn							5	3	1, 797
Nantucket, Mass	16	2	18	23, 140	7, 550		77	4	27, 364
New Bedford, Mass.	68	7	75	61, 695	72, 890		169	8	56, 118
Newburyport, Mass							3		1, 099
New Suffolk, N. Y							1		274
New London, Conn*	18	4	22	4, 500	31, 690		30	9	11, 447
Newport, R. I.	3	1	4	2, 506	3, 153		9	2	3, 152
Newark, N. J							1		366
New York, N. Y †	12		12	6, 035	16, 430		3		710
Portland, Me							1		388
Plymouth, Mass							3		910
Poughkeepsie, N. Y							6		2, 043
Providence, R. I							3		1, 086
Portsmouth, N. H.							1		348
Provincetown, Mass								1	172
Rochester, Mass		6	6	2, 530			5	10	2, 615
Sag Harbor, N. Y	20		20	2, 773	26, 580		31		10, 605
Salem, Mass	8		8	4, 630	6, 670		14		4, 265
Stonington, Conn	4		4	360	9, 560		7	5	2, 912
Wareham, Mass							2	2	904
Wiscasset, Me							1		380
Warren, R. I.	7	1	8	4, 020	6, 630		18	3	6, 075
Wilmington, Del.	3		3	1, 600	4, 900		5		1, 578
Westport, Mass.	4	4	8	3, 220	80		5	4	1, 443
Other ports	4		4	1, 150	7, 100				
Total	193	34	227	139, 964	223, 523	‡2, 000, 000	496	59	169, 354
1840.									
Bristol, R. I.	2	2	4	2, 035	1, 225		5	1	
Boston, Mass§	6	4	10	6, 420	8, 600		2		
Bridgeport, Conn	2		2	590	2, 910		3		
Cold Spring, N. Y.							2		
Dartmouth, Mass							3		
Dorchester, Mass							2		
Edgartown, Mass	3		3	3, 380	2, 300		8		
Fairhaven, Mass	3		3	3, 150	1, 300		43	1	
Falmouth, Mass							8		

Fall River, Mass							5	2	
Greenport, N. Y	3	1	4	410	2,790		4	1	
Hudson, N. Y							8		
Holmes' Hole, Mass							3	1	
Jamesport, N. Y							1		
Lynn, Mass							3		
Mattapoisett, Mass							6	2	
Mystic, Conn							5	2	
Nantucket, Mass	22	3	25	43,330	2,275		77	1	
New Bedford, Mass‖	70	12	82	63,465	75,411		167	7	
Newburyport, Mass							3		
New Suffolk, N. Y							1		
New London, Conn*	19	4	23	5,145	38,320		38	2	
Newport, R. I	3		3	4,850	200		9	1	
New York, N. Y ¶	8	1	9	4,600	11,600		3		
Newark, N. J							1		
Plymouth, Mass							3		
Portsmouth, N. H							1		
Portland, Me							1		
Providence, R. I							3		
Poughkeepsie, N. Y							6		
Provincetown, Mass		3	3	1,950					
Rochester, Mass		4	4	1,395	30				
Sag Harbor, N. Y	15		15	2,730	27,320		31		
Salem, Mass	6		6	4,330	8,120		14		
Sippican, Mass							2	4	
Stonington, Conn	2	3	5	1,200	6,450		7	2	
Wiscasset, Me							1		
Wareham, Mass	1	2	3	1,080	1,500		2	1	
Warren, R. I	5		5	2,110	10,285		16	3	
Wilmington, Del							5		
Westport, Mass	3	3	6	2,255	25		5	4	
Other ports	2	6	8	2,020	2,780				
Total	175	48	223	156,445	203,441	**2,000,000	507	35	136,927
1841.									
Bristol, R. I	3	3	6	2,930	175		5	1	
Bridgeport, Conn	2		2	400	3,700		3		
Boston, Mass	2	5	7	6,216	1,000		1	1	
Cold Spring, N. Y	2		2		4,250		2		
Dartmouth, Mass	1		1	2,200			3		
Dorchester, Mass							2		
Edgartown, Mass	2	1	3	3,169	50		8	1	
Fairhaven, Mass	13		13	8,280	18,450		45		
Falmouth, Mass	1		1	1,300	379		7		
Fall River, Mass	2		2	950	900		4	2	
Greenport, N. Y	4		4	1,000	6,602		3	1	
Hudson, N. Y	1		1	300	2,300		8		

* Including Mystic. † Including ports on the North River. ‡ Estimated. § Including Lynn, Newburyport, and Plymouth. ‖ Including Fairhaven.
¶ Including whaling ports on North River. **Assumed.

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.
1841—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Holmes' Hole, Mass	1		1	500	1,200		3	1	
Jamesport, N. Y	1		1	150	1,550		1		
Lynn, Mass							2		
Mattapoisett, Mass*	2	6	8	2,280	70		2	6	
Mystic, Conn	1	1	2	600	1,600		5	2	
Nantucket, Mass	21	3	24	39,891	3,508		80	3	
New Bedford, Mass	48	9	57	54,860	49,555		168	11	
Newburyport, Mass	1		1	400	400		2		
New Suffolk, N. Y	1		1	260	1,200		1		
New London, Conn	15	3	18	4,115	27,890		28	8	
Newport, R. I	1	2	3	2,297	25		8	2	
Newark, N. J	1		1	40	2,460		1		
New York, N. Y	1		1		1,000				
Plymouth, Mass		4	4	500	13		3	3	
Poughkeepsie, N. Y	1		1	500	2,000		6		
Providence, R. I	3		3	1,670	7,350		3		
Portland, Me	1		1	300	12,800		1		
Provincetown, Mass		6	6	1,025	40			3	
Portsmouth, N. H							1		
Sag Harbor, N. Y	22	1	23	5,310	48,620		30		
Salem, Mass	1		1	275	1,300		12		
Somerset, Mass								1	
Sippican, Mass							4	4	
Stonington, Conn	3		3	1,500	5,660		8	2	
Wiscasset, Me	1		1	900	1,200		1		
Wareham, Mass		3	3	1,430	220		2	3	
Warren, R. I	5	1	6	3,115	5,300		16	2	
Wilmington, Del	4		4	5,500	2,300		5		
Westport, Mass	3	3	6	3,180			6	4	
Total	171	51	222	157,343	205,064	†2,000,000	490	63	157,405
1842.									
Bath, Me							1		
Bristol, R. I	1	2	3	590			9	2	
Bridgeport, Conn	2		2	230	3,470		3		
Boston, Mass‡	3		3	2,965	2,412		2	3	
Bucksport, Me		1	1	110				1	
Cold Spring, N. Y	1		1		1,850		2		
Dartmouth, Mass	1		1	1,150	800		2		
Duxbury, Mass							1		

Edgartown, Mass	2	3	5	2,167	18	.....	8	5	.....
Fairhaven, Mass	14	.....	14	14,580	13,100	.....	49	.....	.....
Falmouth, Mass	1	.....	1	300	.....	.....	7	.....	.....
Freetown, Mass	.....	.....	.....	.....	.....	.....	1	.....	.....
Fall River, Mass	2	1	3	2,350	1,100	.....	5	2	.....
Greenport, N. Y	1	.....	1	580	600	.....	4	1	.....
Hudson, N. Y	.....	.....	.....	.....	.....	.....	2	.....	.....
Holmes' Hole, Mass	1	.....	1	800	2,200	.....	3	.....	.....
Jamesport, N. Y§	.....	.....	.....	.....	.....	.....	1	.....	.....
Lynn, Mass	.....	.....	.....	.....	.....	.....	2	.....	.....
Mattapoisett, Mass	3	5	8	3,070	250	.....	5	5	.....
Mystic, Conn	3	.....	3	775	5,926	.....	8	1	.....
Nantucket, Mass	14	2	16	27,654	1,519	.....	86	2	.....
New Bedford, Mass	59	4	63	70,909	51,112	.....	204	7	.....
Newburyport, Mass	.....	.....	.....	.....	.....	.....	2	.....	.....
Newark, N. J	.....	.....	.....	.....	.....	.....	1	1	.....
New London, Conn	15	6	21	4,013	27,799	.....	43	5	.....
New Suffolk, N. Y	.....	.....	.....	.....	.....	.....	1	.....	.....
Newport, R. I	2	2	4	3,960	850	.....	9	3	.....
New York, N. Y‖	3	.....	3	1,720	6,550	.....	2	.....	.....
Poughkeepsie, N. Y	.....	.....	.....	.....	.....	.....	4	.....	.....
Plymouth, Mass	.....	4	4	496	28	.....	3	6	.....
Portsmouth, N. H	1	.....	1	470	1,830	.....	1	.....	.....
Providence, R. I	.....	.....	.....	.....	.....	.....	8	.....	.....
Provincetown, Mass	1	7	8	1,570	80	.....	2	14	.....
Quincy, Mass	.....	.....	.....	.....	.....	.....	.....	1	.....
Sag Harbor, N. Y	11	.....	11	3,190	21,330	.....	42	2	.....
Salem, Mass	6	.....	6	7,450	120	.....	12	.....	.....
Somerset, Mass	.....	1	1	230	.....	.....	1	1	.....
Sippican, Mass	.....	2	2	340	20	.....	5	3	.....
Stonington, Conn	3	1	4	850	6,500	.....	15	1	.....
Wareham, Mass	1	3	4	1,240	2,200	.....	3	4	.....
Warren, R. I	2	2	4	1,800	258	.....	20	2	.....
Wilmington, Del	.....	.....	.....	.....	.....	.....	3	.....	.....
Westport, Mass	6	3	9	2,690	60	.....	10	5	.....
On freight at different ports	.....	.....	.....	5,121	2,819	.....	.....	.....	.....
Total	159	49	208	103,370	154,801	¶ 1,500,000	592	77	152,518
1843.									
Bath, Me	1	.....	1	300	.....	.....	.....	.....	.....
Bridgeport, Conn	1	.....	1	300	2,100	**21,000	3	.....	913
Boston, Mass	2	6	8	4,984	170	1,700	3	.....	551
Bristol, R. I	2	1	3	620	.....	.....	6	2	2,116
Cold Spring, N. Y	2	.....	2	150	3,250	32,500	4	.....	1,436
Dartmouth, Mass	.....	.....	.....	.....	.....	.....	1	.....	387
Duxbury, Mass	.....	.....	.....	.....	.....	.....	1	.....	206
Edgartown, Mass	3	1	4	6,460	110	1,100	7	3	2,936
Fairhaven, Mass	14	.....	14	14,157	11,707	117,070	45	.....	14,350

* Including Sippican. † Assumed, at an average of 10 pounds to the barrel of oil. ‡ Including Lynn. § Generally included with Greenport or Sag Harbor.
‖ Including all the North River ports. ¶ Assumed. ** This amount of bone is predicated on an average of 10 pounds of bone to the barrel of oil.

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.
1843—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Falmouth, Mass	4		4	5,709	820	8,200	5		1,826
Fall River, Mass	2	1	3	780	4,015	40,150	5	2	1,988
Freetown, Mass							1		349
Greenport, N. Y	5		5	860	9,100	91,000	8		2,363
Holmes' Hole, Mass	2		2	1,600	1,700	17,000	3		1,037
Hudson, N. Y							2		643
Lynn, Mass							2		583
Mattapoisett, Mass	3	1	4	1,644	331	3,310	5	5	1,918
Mystic, Conn	3		3	340	4,560	45,600	9		2,647
Nantucket, Mass	18	2	20	30,280	1,563	15,630	64	2	26,668
New Bedford, Mass	53	3	56	61,066	40,922	409,220	214	5	69,703
Newburyport, Mass	1		1	600	1,300	13,000	1		414
New Suffolk, N. Y							1		274
New London, Conn	20		20	4,243	36,850	368,500	50	1	*17,684
Newport, R. I	1	1	2	2,050	50		9	3	3,324
Newark, N. J							1		366
New York, N. Y	2		2	3,155	2,900	29,000	3		1,092
Portsmouth, N. H							1		348
Providence, R. I	2		2	340	3,260	32,600	8		2,998
Poughkeepsie, N. Y	3		3	1,770	5,700	57,000	1		343
Provincetown, Mass	2	11	13	4,370	975	9,750	3	14	2,354
Plymouth, Mass		3	3	390	55	550	3	4	1,409
Sag Harbor, N. Y	25	1	26	4,390	49,180	491,800	49		17,598
Salem, Mass	2		2	800	1,800	18,000	6		1,876
Somerset, Mass	2		2	442	567	5,670	2		369
Sippican, Mass	2	2	4	1,132	1,446	14,460	5	2	1,335
Stonington, Conn	7		7	2,415	12,345	123,450	19		15,616
Wareham, Mass		2	2	1,105			4		1,366
Warren, R. I	11		11	7,740	9,910	99,100	19		5,964
Wilmington, Del							3		1,033
Westport, Mass	3	3	6	2,802	41		7	4	1,982
Sent home in merchantmen						60,000			
Total	197	38	235	166,985	206,727	2,137,270	595	49	200,484
1844.									
Bridgeport, Conn	2		2	180	3,720	33,000	3		972
Boston, Mass	1	2	3	1,960	200	200,000	1		174
Bristol, R. I	3	1	4	1,500	1,400	14,000	5	1	1,743
Cold Spring, N. Y							7		2,736

Dartmouth, Mass							1		387
Duxbury, Mass	1		1	200	1,300	7,000	1		206
Edgartown, Mass	3	1	4	2,340	4,709	40,000	9	2	3,191
Fair Haven, Mass	11		11	9,667	12,176	131,000	45		14,470
Falmouth, Mass	1		1	2,200	200		4	1	1,570
Freetown, Mass	1		1	150	850	8,500	2		634
Fall River, Mass							5	2	1,988
Greenport, N. Y	3		3	100	4,000	30,500	10		2,852
Hudson, N. Y	1		1	400	2,400	24,000	1		274
Holmes' Hole, Mass							3		1,137
Lynn, Mass	1		1	100	1,400	11,000	2		583
Mattapoisett, Mass	4	3	7	3,002	4,544	21,600	4	5	1,634
Mystic, Conn	4		4	415	7,485	65,250	12		3,584
Nantucket, Mass	19	2	21	31,290	4,461	39,000	75	2	26,234
New Bedford, Mass	76		76	54,509	102,962	978,592	234	5	76,784
Newburyport, Mass	1		1	260	2,750	22,000	1		414
Newark, N. J	1		1	650	1,950	19,000			
New London, Conn	18	5	23	2,296	39,816	298,400	65	6	24,011
Newport, R. I	3	2	5	3,880	1,125	11,000	10	1	3,157
New Suffolk, N. Y							2		501
New York, N. Y	1	1	2	1,193	880	39,643	2		676
Portsmouth, N. H							1		378
Providence, R. I	4		4	3,050	7,000	71,000	9		3,248
Plymouth, Mass	1	2	3	310	35		2	3	999
Provincetown, Mass	1	16	17	3,351	656		2	17	2,534
Poughkeepsie, N. Y	1		1	700	1,600	13,000			
Sag Harbor, N. Y	14		14	2,010	31,500	272,400	60		21,842
Salem, Mass	2		2	3,300			5		1,584
Somerset, Mass		1	1	350			2		368
Sippican, Mass	1		1	600			3	1	787
Stonington, Conn	7		7	845	14,840	103,800	24		7,285
Wareham, Mass	1	2	3	2,442	70		4	2	1,366
Warren, R. I	4		4	1,970	4,670	28,000	20		6,608
Wilmington, Del	2		2	1,700	2,500	43,800	1		328
Westport, Mass	6	1	7	2,674	818	6,960	8	3	2,066
Total	199	39	238	134,594	262,047	2,532,445	643	52	218,655
1845.									
Boston, Mass	4	7	‡11	5,283	3,030	487,100	1	2	375
Bristol, R. I	1		1	1,000			5	1	1,743
Cold Spring, N. Y	2		2	200	4,818	87,490	8		3,315
Dartmouth, Mass	1		1	1,400	200		1		387
Edgartown, Mass	3	1	4	1,719	1,816	14,000	8	2	3,017
Fairhaven, Mass	15		15	15,381	16,659	148,100	48		15,391
Falmouth, Mass	2	1	3	2,800	140	22,000	4		1,470
Fall River, Mass	2	2	4	1,646	3,050	44,600	5	2	1,908
Greenport, N. Y	6		6	578	7,824	62,887	11		3,255

* Not including schooners Betty, (125 tons) Franklin, (119 tons,) nor Hand, (tender, 86 tons,) nor sloop Shaw Perkins.
† Not including brig Enterprise, 95 tons, sealer. ‡ Three ships and barks, six brigs and schooners, were freighters.

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.
1845—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Holmes' Hole, Mass	1		1	201	2,239	23,300	3	1	1,287
Hudson, N. Y	1		1	800	800	8,000			
Lynn, Mass	1		1	150	1,650	15,000	3		980
Mattapoisett, Mass	1	2	3	831	240		5	5	1,864
Mystic, Conn	4		4	712	7,271	51,400	18		5,521
Nantucket, Mass	29	2	31	45,864	6,280	46,100	73	1	25,564
New Bedford, Mass	66	2	68	52,022	83,734	1,006,007	252	4	82,633
New London, Conn	21		21	1,411	52,576	469,700	69	8	26,513
Newport, R. I	2	2	4				10	2	3,099
New York, N. Y	2	1	*3	714	2,550	24,000	1		495
New Suffolk, N. Y	1		1	108	398	6,6 9	2		501
Providence, R. I	2		2	750	3,450	30,000	9		3,341
Plymouth, Mass	1	2	3	1,390			3	1	999
Provincetown, Mass	1	13	14	2,545	730		3	20	3,001
Portsmouth, N. H	1		1	2,000			1		348
Sag Harbor, N. Y	22		22	2,624	43,784	475,186	63		23,103
Salem, Mass	2		2	3,300	800	6,000	2		660
Sippican, Mass	2	1	3	1,216	540	3,000	3	2	910
Stonington, Conn	9		9	1,941	15,362	115,625	26		8,076
Wareham, Mass	1	2	3	943	1,991	16,800	4	2	1,366
Warren, R. I	5		5	2,511	7,284	7,300	25		8,218
Wilmington, Del	1		1	300	250	2,000			
Westport, Mass	3	4	7	2,780	488		8	3	2,066
Total	215	42	257	157,700	272,809	3,195,054	680	51	233,149
1846.									
Bristol, R. I	2	1	3	977	3,601	14,600	5	1	1,743
Bridgeport, Conn	1		1	130	2,500	7,500	3		972
Boston, Mass	2	4	6	2,573	60	40,000		1	100
Barnstable, Mass								1	90
Cold Spring, N. Y	3		3	366	7,125	36,457	8		3,315
Dartmouth, Mass							1	1	498
Edgartown, Mass	1	1	2	731	2,010	19,000	7	2	2,842
Fairhaven, Mass	12		12	12,049	15,475	101,449	48		15,410
Falmouth, Mass							4		1,470
Fall River, Mass	2		2	369	4,070	24,266	5	2	1,989
Freetown, Mass							2		634
Greenport, N. Y	2		2	120	3,106	30,574	11		3,255
Holmes' Hole, Mass	1		1	1,062	1,020	9,400	3	1	1,287

Lynn, Mass			7	1,809	1,517	24,000	3		980
Mattapoisett, Mass	4	3	7	1,809	1,517	24,000	7	4	2,297
Mystic, Conn	2		2	78	4,130	40,400	17		5,263
Nantucket, Mass	11	2	13	16,979	1,731	14,000	72	3	25,436
New Bedford, Mass	59	3	62	38,380	80,812	456,900	251	3	82,701
New Suffolk, N. Y							2		501
New London, Conn	13	3	16	1,307	27,441	183,450	69	8	26,515
Newport, R. I	3	1	4	1,584	230	1,200	8	2	2,554
New York, N. Y	3		3†	448	363	680,000	1		495
Portsmouth, N. H							1		348
Providence, R. I	2		2	140	5,096	34,000	8		2,942
Plymouth, Mass	2	1	3	2,455	8		1	1	274
Provincetown, Mass	1	17	18	4,672	282		3	15	2,406
Sag Harbor, N. Y	14		14	1,220	29,295	205,018	62		22,679
Salem, Mass							2		660
Somerset, Mass	1		1	109	18		1		137
Sippican, Mass	1	1	2	374	1,515	6,600	3	2	910
Stonington, Conn	5		5	1,055	9,169	71,900	27		8,476
Wareham, Mass		1	1	672			3	1	1,023
Warren, R. I	6		6	2,324	6,633	20,200	23		7,656
Westport, Mass	5	2	7	2,918	71		9	4	2,410
Sent home from outward bound, condemned, &c				4,953	1,705	976,000			
Total	159	41	200	100,174	209,198	3,252,939	670	51	1,230,218
1847.‡									
Barnstable, Mass		1	1	238	8			1	90
Bridgeport, Conn	1		1	230	1,365	4,000§	2		709
Boston, Mass		1	1	3,859		445,100		1	100
Bristol, R. I	1		1	272	130		1		222
Cold Spring, N. Y	1		1	201	2,797	31,458	8		3,315
Dartmouth, Mass								1	111
Edgartown, Mass	3	1	4	2,440	3,939	39,900	6	2	2,408
Fairhaven, Mass	13		13	12,032	11,280	91,700	50		15,977
Freetown, Mass							1		285
Fall River, Mass		1	1	188	28		5	1	1,743
Greenport, N. Y	5		5	633	9,880	80,422	11		3,252
Holmes' Hole, Mass	1	1	2	629	2,902	32,700	2	1	949
Lynn, Mass	1		1	75	1,575	8,000	2		720
Mattapoisett, Mass	2	3	5	1,369	574	3,600	6	5	2,079
Mystic, Conn	7		7	840	11,414	59,600	15		4,680
Nantucket, Mass	14	2	16	23,387	2,021	8,000	68	3	24,070
New Bedford, Mass	78	1	79	56,437	98,735	1,568,200	247	1	80,946
New London, Conn	34	2	36	4,755	76,340	382,500	56	7	23,054
Newport, R. I	2		2	1,743	1,148		6		1,826
New York, N. Y	1		1	68	1,742	2,000			
New Suffolk, N. Y							1		227
Providence, R. I	4		4	514	8,854	127,500	6		2,238
Plymouth, Mass							1		175
Provincetown, Mass	1	10	11	2,020	20		2	13	1,988

* 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 returning.			Importation.			Tonnage.		
	Ships and barks.	Brigs and schooners.	Total.	Sperm-oil.	Whale-oil.	Bone.	Ships and barks.	Brigs and schooners.	Total.
1847—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Portsmouth, N. H							1		348
Sag Harbor, N. Y	26		26	3,257	51,599	279,900	50		17,823
Salem, Mass							2		666
Somerset, Mass							1		137
Sippican, Mass	1	1	2	488	104		2	1	603
Stonington, Conn	9		9	705	18,460	146,900	25		7,795
Wareham, Mass	1	1	2	1,049	1,644	5,900	2	1	804
Warren, R. I	3		3	1,441	5,106	10,900	21		7,071
Westport, Mass	3	2	5	1,883	1,485	13,400	10	4	2,676
Total	212	27	239	120,753	313,150	3,341,680	610	42	209,071
1848.									
Bristol, R. I	1		1	700	100		1		222
Bridgeport, Conn							2		709
Boston, Mass	3	3	6	2,300	1,747				
Cold Spring, N. Y	3		3	351	4,220	8,300	8		3,315
Dartmouth, Mass								1	111
Edgartown, Mass	3	1	4	1,798	4,107	28,400	6	2	2,408
Fairhaven, Mass	10		10	4,096	13,102	61,200	49		15,805
Falmouth, Mass	2		2	2,670	2,226	8,200	3		1,106
Fall River, Mass	1		1	150	2,000	20,000	5		1,615
Greenport, N. Y	5		5	636	8,731	74,000	10		3,059
Holmes' Hole, Mass							3		949
Lynn, Mass	1		1	171	1,643		2		720
Mattapoisett, Mass	5	1	6	2,625	2,639	2,800	6	4	1,880
Mystic, Conn	5		5	677	11,484	72,000	15	1	4,897
Nantucket, Mass	16		16	22,362	7,479	27,500	66	3	23,477
New Bedford, Mass	75		75	48,827	115,436	621,900	247	3	81,075
New Suffolk, N. Y	1		1	249	162	1,300	1		227
New London, Conn	20	2	22	3,606	54,115	408,000	48	5	17,880
Newport, R. I	1		1	1,006			6		1,984
New York, N. Y	1	2	3	300	500	410,000			
Plymouth, Mass	1		1	550			1		175
Providence, R. I							4		1,458
Provincetown, Mass	1	11	12	3,149	37		1	9	1,260
Portsmouth, N. H	1		1	566					
Sag Harbor, N. Y	14		14	2,271	27,700	146,500	41		14,658
Salem, Mass	1		1	588	1,413	8,100	1		398
Somerset, Mass	1		1	310			1		137

Sippican, Mass	1		1	450			1		256
Stonington, Conn	7		7	1,755	11,654	50,500	21		6,414
Wareham, Mass	1		1	634	10	54,300	1		374
Warren, R. I	7		7	3,571	10,058		20		6,647
Westport, Mass	5	2	7	1,588	93		11	4	2,804
Yarmouth, Mass		1	1	30				1	90
Total	193	23	216	107,976	280,656	2,003,000	581	33	196,110
1849.									
Bridgeport, Conn	1		1	354	2,702	27,300			
Beverly, Mass								1	162
Boston, Mass	3	1	4	1,360	3,445	202,300			
Cold Spring, N. Y	3		3	299	8,697	68,600	7		2,878
Dartmouth, Mass		1	1	8	28			1	111
Edgartown, Mass	1		1	118	2,742	18,800	5	1	1,860
Fairhaven, Mass	13		13	10,806	18,998	150,100	46		14,735
Falmouth, Mass	1		1	2,060	115		3		1,106
Fall River, Mass	4		4	856	8,049	140,600	2		646
Greenport, N. Y	4		4	587	7,487	78,400	10		3,059
Holmes' Hole, Mass							3		949
Lynn, Mass	1		1	383	1,580		2		720
Mattapoisett, Mass	1	2	3	780	19		6	3	1,760
Mystic, Conn	5		5	1,509	6,747	51,100	10	1	3,384
Nantucket, Mass	13		13	17,887	6,461	68,200	58	4	20,831
New Bedford, Mass	63	1	64	46,338	72,961	797,300	236	2	77,138
Newburyport, Mass	1		1				1		227
New Suffolk, N. Y				242	314	1,200			
New London, Conn	17	3	20	1,949	38,030	301,100	42	5	15,909
Newport, R. I	1		1	1,055			4		1,382
New York, N. Y	1	1	2	195	1,655				
Providence, R. I	2		2	2,317	4,542	30,200	3		842
Provincetown, Mass	2	15	17	2,924	277		1	9	1,260
Quincy, Mass		1	1		4			1	100
Sag Harbor, N. Y	16		16	1,797	37,579	186,400	23		7,935
Somerset, Mass	1		1	140			1		137
Sippican, Mass							1		256
Stonington, Conn	8		8	1,628	15,334	97,500	19		5,877
Wareham, Mass							1		374
Warren, R. I	6		6	2,384	10,626	61,500	15		4,939
Westport, Mass	3	1	4	2,518	100	500	11	4	2,817
Yarmouth, Mass								1	90
Total	171	26	197	100,494	248,492	2,281,100	510	33	171,484
1850.									
Beverly, Mass		2	2	368				2	326
Boston, Mass	7	1	8	3,845	786	3,700	1		261
Cold Spring, N. Y	1		1	776	763		7		2,878
Dartmouth, Mass		1	1	266	7			1	111
Edgartown, Mass	1		1	2,164	184	1,700	5	1	1,860
Fairhaven, Mass	10		10	8,812	10,559	477,900	45		14,430

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.
1850—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Falmouth, Mass	.....	.....	.....	.....	.....	.....	3	.....	1,106
Fall River, Mass	.....	.....	.....	.....	.....	.....	2	.....	646
Greenport, N. Y	1	.....	1	505	828	4,900	9	1	2,985
Holmes' Hole, Mass	3	.....	3	1,208	4,960	56,800	3	.....	949
Lynn, Mass	.....	.....	.....	.....	.....	.....	2	.....	720
Mattapoisett, Mass	3	1	4	2,689	81	.....	7	2	1,822
Mystic, Conn	2	.....	2	251	1,588	3,000	9	1	3,009
Nantucket, Mass	12	1	13	17,989	1,328	133,000	53	2	18,697
New Bedford, Mass	64	.....	64	39,298	91,627	1,081,500	245	4	81,442
New Suffolk, N. Y	.....	.....	.....	.....	.....	.....	1	.....	227
New London, Conn	17	.....	17	2,349	36,545	203,000	44	4	16,586
Newport, R. I	.....	.....	.....	.....	.....	.....	4	.....	1,543
New York, N. Y	1	3	4	2,054	1,310	460,000	.....	.....	.....
Orleans, Mass	.....	1	1	240	.....	.....	.....	1	115
Providence, R. I	2	.....	2	112	3,368	23,600	2	.....	865
Provincetown, Mass	1	22	23	3,205	501	.....	2	25	3,095
Sag Harbor, N. Y	11	1	12	718	26,438	193,100	14	1	4,758
Sippican, Mass	1	.....	1	43	1,453	9,300	.....	.....	.....
Stonington, Conn	7	.....	7	900	15,226	179,600	17	.....	5,391
Truro, Mass	.....	1	1	140	.....	.....	.....	1	143
Wareham, Mass	1	.....	1	250	2,719	38,100	1	.....	374
Warren, R. I	1	.....	1	1,035	.....	.....	15	.....	4,669
Westport, Mass	5	2	7	3,607	324	.....	11	5	2,963
Yarmouth, Mass	.....	1	1	68	13	.....	.....	.....	.....
Total	151	37	188	92,892	200,608	2,869,200	502	51	171,971
1851.									
Beverly, Mass	.....	1	1	250	.....	.....	1	2	568
Boston, Mass*	6	6	12	6,842	280	9,300	2	1	618
Cold Spring, N. Y	4	.....	4	217	11,591	130,000	6	.....	2,499
Dartmouth, Mass	.....	1	1	48	14	.....	2	1	626
Edgartown, Mass	3	.....	3	2,874	3,840	44,000	8	1	2,877
Fairhaven, Mass	13	.....	13	9,480	15,365	97,100	49	1	16,490
Falmouth, Mass	1	.....	1	.....	2,719	24,300	3	.....	1,106
Fall River, Mass	.....	.....	.....	.....	.....	.....	2	.....	555
Greenport, N. Y	7	.....	7	839	13,487	115,100	8	1	2,749
Holmes' Hole, Mass	.....	.....	.....	.....	.....	.....	4	.....	1,410
Lynn, Mass	1	.....	1	135	2,740	28,700	2	.....	720
Mattapoisett, Mass	3	2	5	1,747	2,581	12,000	11	2	2,788
Mystic, Conn	6	.....	6	183	15,757	168,800	9	1	3,009

Nantucket, Mass	13	2	15	16,601	3,385	38,000	52	4	18,472
New Bedford, Mass	89	5	94	45,150	155,711	2,349,900	278	4	94,642
New London, Conn	26	2	28	2,914	67,508	609,000	43	5	16,273
Newport, R. I	2		2	1,262	1,765	12,200	5		1,883
New Suffolk, N. Y							1		227
New York, N. Y*	2	3	5	2,042		42,400			
Orleans, Mass		1	1	210				2	251
Providence, R. I							2		865
Provincetown, Mass	1	24	25	2,911	229		2	28	3,359
Philadelphia, Pa. †		1	1	60					
Sag Harbor, N. Y	4		4	133	11,066	67,200	17	1	5,856
Salem, Mass							1		230
Sandwich, Mass								2	292
Stonington, Conn	8		8	1,310	15,859	125,000	18		5,743
Truro, Mass		1	1	175	8			1	143
Wareham, Mass*							1		374
Warren, R. I	1		1	168	2,789	29,100	17		5,640
Westport, Mass	7	2	9	4,040	1,769	4,400	14	5	3,725
Total	197	51	248	99,591	328,483	3,916,500	558	62	193,990
1852.									
Beverly, Mass	2		2	920	2		1	2	568
Boston, Mass*	6	2	8	4,979	211		2	1	618
Cold Spring, N. Y							7		2,919
Dartmouth, Mass							3	1	825
Edgartown, Mass							8	1	2,823
Fairhaven, Mass	8		8	6,242	4,001	38,600	49		16,542
Falmouth, Mass							3		1,106
Fall River, Mass	3		3	481	2,527	15,000	3		818
Greenport, N. Y	1	1	2	1,070	75		8	1	2,749
H lmes' Hole, Mass		1	1				4		1,530
Lynn, Mass							2		720
Mattapoisett, Mass	4		4	1,396	236	1,500	12	3	3,153
Mystic, Conn	3	1	4	467	4,674	19,900	9	2	3,159
Nantucket, Mass	8	7	15	10,869	1,238	2,500	52	4	18,484
New Bedford, Mass	54	5	59	40,313	42,352	925,600	307	4	104,006
New London, Conn	3	1	4	492	8,441	178,600	47	6	17,335
Newport, R. I							5		1,742
New York, N. Y*	6	1	7	426	4,156	12,200			
New Suffolk, N. Y	1		1		1,385	10,500			
Orleans, Mass		2	2	335	20		1	2	426
Providence, R. I							2		865
Provincetown, Mass	2	20	22	2,810	741		3	24	3,198
Sag Harbor, N. Y	2	2	4	1,021	2,077	18,700	18	1	6,083
Salem, Mass	1		1	320	30		1		230
Sandwich, Mass		2	2	115	15			2	292
Sippican, Mass								1	119
Stonington, Conn	3	1	4	199	4,313	6,400	18	1	5,843
Truro, Mass								1	143

* Of these part were freighters. † Freighter.

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.
1852—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Wareham, Mass	.....	.....	.....	.....	.....	.....	1	.....	374
Warren, R. I	10	.....	10	4,907	7,686	30,400	16	.....	5,257
Westport, Mass	2	2	4	1,510	31	.....	17	5	4,360
Total	119	48	167	78,872	64,211	1,259,900	599	62	206,287
1853.									
Baltimore, Md	1	.....	1	.....	842	.....	.....	.....	.....
Beverly, Mass	2	1	3	615	50	.....	3	2	999
Boston, Mass	6	2	8	4,469	560	.....	1	.....	261
Cold Spring, N. Y	1	.....	1	.....	2,359	51,200	7	.....	2,919
Dartmouth, Mass	2	.....	2	385	1,870	25,800	3	.....	714
Edgartown, Mass	.....	.....	.....	.....	.....	31,000	10	.....	3,402
Fairhaven, Mass	13	.....	13	8,083	14,172	188,700	49	.....	16,754
Falmouth, Mass	2	.....	2	2,660	600	9,000	3	.....	1,106
Fall River, Mass	2	.....	2	360	280	.....	4	.....	1,144
Gloucester, Mass	.....	.....	.....	.....	.....	.....	.....	1	110
Greenport, N. Y	2	.....	2	224	2,684	28,300	9	1	2,973
Holmes' Hole, Mass	.....	1	1	320	1,720	1,000	4	.....	1,530
Lynn, Mass	2	.....	2	1,656	2,120	28,000	1	.....	323
Mattapoisett, Mass	4	3	7	1,816	42	4,900	11	4	3,013
Mystic, Conn	3	.....	3	246	4,998	50,900	9	3	3,259
Nantucket, Mass	15	4	19	19,232	7,598	43,700	44	3	15,571
New Bedford, Mass	89	2	91	44,923	118,672	2,835,800	316	2	107,512
New London, Conn	18	3	21	1,107	45,990	1,881,200	46	9	17,308
Newport, R. I	.....	.....	.....	.....	.....	.....	5	.....	1,742
New York, N. Y	4	4	8	992	20,275	177,900	.....	.....	.....
Orleans, Mass	1	2	3	530	25	.....	1	4	654
Providence, R. I	2	.....	2	1,963	4,527	54,000	1	.....	298
Provincetown, Mass	1	21	22	1,761	603	.....	3	24	3,065
Sag Harbor, N. Y	5	.....	5	1,366	6,338	74,600	18	2	6,292
Salem, Mass	1	.....	1	180	30	.....	1	.....	230
Sandwich, Mass	.....	3	3	439	14	.....	.....	2	292
Sippican, Mass	.....	2	2	200	40	.....	.....	2	239
Stonington, Conn	6	3	9	561	14,142	110,300	18	1	5,843
Truro, Mass	.....	1	1	70	.....	.....	.....	1	143
Wareham, Mass	1	.....	1	136	2,513	46,700	1	.....	374
Warren, R. I	5	.....	5	3,173	1,548	9,300	17	.....	5,969
Westport, Mass	10	1	11	4,610	92	.....	17	5	4,360
Total	198	53	251	103,077	260,114	5,652,300	602	66	208,399

1854.									
Beverly, Mass	2	2	4	643			3	2	999
Boston, Mass	6		6	3,911	74	21,800			
Cold Spring, N. Y	4		4	400	7,687	84,700	7		2,919
Dartmouth, Mass	1		1	869	8		6		1,616
Edgartown, Mass	1	1	2	214	1,861		11	1	3,832
Fairhaven, Mass	13		13	2,881	21,507	274,000	45		15,202
Falmouth, Mass	1		1	513	1,828		3		1,106
Fall River, Mass							4		1,144
Gloucester, Mass		1	1	82				1	110
Greenport, N. Y	5		5	1,197	7,773	29,200	9	1	2,973
Holmes' Hole, Mass	2		2	425	3,190	3,000	4		1,530
Lynn, Mass							1		323
Mattapoisett, Mass	4	1	5	1,329	2,182	9,400	11	4	3,013
Mystic, Conn	5		5	537	6,351	36,800	8	3	2,451
Nantucket, Mass	9	3	12	8,900	9,314	78,900	41	2	14,337
New Bedford, Mass	113		113	42,924	175,336	1,669,200	312	2	105,459
New London, Conn	20	3	23	1,610	42,705	250,200	44	8	16,329
Newport, R. I	2		2		3,430		5		1,742
New York, N. Y	8		8	3,517	19,453	893,800			
Orleans, Mass		1	1	32	420		1	4	738
Providence, R. I							1		298
Provincetown, Mass	1	22	23	2,708	1,041		2	16	1,988
Sag Harbor, N. Y	6	2	8	300	6,979	22,500	18	1	6,085
Salem, Mass							1		216
Sandwich, Mass		2	2	377	62			2	292
Sippican, Mass		2	2	196	10			2	239
Stonington, Conn	3		3	460	8,145	70,600	13	1	4,508
Wareham, Mass							1		374
Warren, R. I	1		1	441			16		5,289
Westport, Mass	6	1	7	2,230	481	1,100	17	4	4,230
Total	213	41	254	76,696	319,837	3,445,200	584	54	199,842
1855.									
Beverly, Mass	2		2	307	8		4		837
Boston, Mass	3	1	4	926	5,666	15,000			
Cold Spring, N. Y	1		1		1,435	14,000	5		2,129
Dartmouth, Mass							8	1	2,400
Edgartown, Mass	2		2	268	2,880	32,500	11	2	3,972
Fairhaven, Mass	11		11	7,551	9,775	86,600	48		16,417
Falmouth, Mass							3		1,106
Fall River, Mass							4		1,144
Greenport, N. Y	2		2	266	2,855	17,600	11		3,305
Holmes' Hole, Mass	1		1	59	2,079	182,000	3	2	1,349
Lynn, Mass							1		323
Mattapoisett, Mass	5	1	6	1,908	2,543	45,500	11	4	3,100
Mystic, Conn							7		2,105
Nantucket, Mass	9	3	12	9,852	5,067	59,700	40	2	14,136
New Bedford, Mass	76	2	78	42,987	102,968	1,460,500	319	1	107,702
New London, Conn	10	2	12	171	19,978	372,500	45	9	16,651
Newport, R. I	2		2	72	2,654	81,500	5		1,742

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.
1855—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
New York, N. Y	1	2	3	1,696	140				
Orleans, Mass	1	1	2	280	450		1	3	616
Providence, R. I							1		298
Provincetown, Mass	2	12	14	1,290	1,062	5,000	3	17	2,319
Sag Harbor, N. Y	6		6	846	6,580	60,000	15	1	5,064
Salem, Mass	1		1	42			1		216
Sandwich, Mass		1	1		265			2	292
Sippican, Mass		2	2	277	12			2	239
Stonington, Conn	5		5	246	9,911	111,800	7		2,311
Wareham, Mass							1		374
Warren, R. I	4		4	1,687	5,821	161,800	14		4,696
Westport, Mass	5	1	6	1,918	1,866	600	17	4	4,298
Total	149	28	177	72,649	184,015	2,707,500	585	50	199,141
1856.									
Beverly, Mass	3		3	141	144		2		452
Boston, Mass	7		7	379	342	28,500			
Cold Spring, N. Y	1		1		2,596	27,000	5		2,129
Dartmouth, Mass	2	1	3	1,027	1,399	8,400	10		2,700
Edgartown, Mass	4	1	5	1,227	6,171	104,300	14	3	4,955
Fairhaven, Mass	8		8	5,696	9,648	26,300	47	1	16,656
Falmouth, Mass	1		1	307	2,477	18,400	3		1,106
Fall River, Mass	2		2	30	1,944	11,600	3		715
Greenport, N. Y	1		1	675	150	4,000	9		2,652
Holmes' Hole, Mass	1	1	2	238	890	2,000	3	1	1,219
Lynn, Mass							1		323
Mattapoisett, Mass	2	1	3	979	368		12	6	3,530
Mystic, Conn	4		4	121	5,146	69,000	6		1,840
Nantucket, Mass	9	4	13	6,015	7,354	57,500	38	3	13,620
New Bedford, Mass	78	1	79	52,885	81,783	1,087,600	329		111,364
New London, Conn	18	7	25	961	31,808	249,900	50	15	18,999
Newport, R. I	1		1	700			4		1,206
New York, N. Y	7	1	8	2,083	18,997	691,200			
Orleans, Mass	1	3	4	480	889	3,600	1	3	616
Providence, R. I							1		298
Provincetown, Mass	1	13	14	889	2,806	4,000	5	17	2,735
Sag Harbor, N. Y	4	1	5	664	4,067	32,200	14	4	5,261
Salem, Mass	1		1	231	219	1,200			
Sandwich, Mass		2	2	380	140	1,000		1	165

Sippican, Mass		2	2	293	32			3	319
Stonington, Conn	3		3	220	6,307	54,500	6		1,949
Wareham, Mass							1		374
Warren, R. I	9		9	3,073	11,909	109,000	15		5,043
Westport, Mass	5		5	1,247	334	1,500	14	5	3,983
Total	173	38	211	80,941	197,890	2,592,700	593	62	204,209
1857.									
Beverly, Mass	1		1	346	40		2		452
Boston, Mass	3		3	131	104	10,000			
Cold Spring, N. Y	1		1	201	371	3,100	5		2,129
Dartmouth, Mass	1		1	344	49	2,100	10		2,807
Edgartown, Mass	3	1	4	880	3,331	18,400	16	3	5,776
Fairhaven, Mass	15		15	5,500	17,417	103,200	47	1	16,840
Falmouth, Mass							3		1,106
Fall River, Mass	1		1	700	800		2		490
Gloucester, Mass		1	1	20	20				
Greenport, N. Y	3		3	592	3,299	5,600	7		1,950
Holmes' Hole, Mass	2		2	225	3,930	14,500	1	1	420
Lynn, Mass	1		1	108	2,550	17,200			
Mattapoisett, Mass	3	4	7	2,012	2,143	20,700	13	6	3,654
Mystic, Conn	2		2	480	4,856	14,500	6		1,840
Nantucket, Mass	6	2	8	3,456	5,736	20,300	36	4	13,073
New Bedford, Mass	103	2	105	48,108	127,362	1,350,850	324		110,267
New Haven, Conn	1		1	58					
New London, Conn	19	5	24	3,619	28,683	89,600	47	16	18,535
Newport, R. I							3		986
New York, N. Y	5		5	1,866	11,263	306,300			
Orleans, Mass		2	2	113	313	2,100	1	3	638
Providence, R. I	1		1	358	5				
Provincetown, Mass	2	18	20	1,981	2,712	5,800	5	23	3,337
Philadelphia, Pa		2	2	94					
Sag Harbor, N. Y	2	2	4	1,100	5,875	20,100	17	3	6,139
Salem, Mass							1		216
Sandwich, Mass							1		165
Sippican, Mass		3	3	309	68			5	598
Stonington, Conn	1		1	103	2,050	17,800	5		1,705
Wareham, Mass	1		1	408	1,609	3,000	1		374
Warren, R. I	3		3	563	5,959	33,700	16		5,418
Westport, Mass	8	2	10	4,765	396		18	2	4,233
Total	188	44	232	78,440	230,941	2,058,850	587	67	203,148
1858.									
Beverly, Mass							2	1	595
Boston, Mass	5	1	*6	340	1,466	25,300			
Cold Spring, N. Y	2		2	25	3,984	21,000	4		1,606
Dartmouth, Mass	4		4	1,801	250		10		2,807
Edgartown, Mass	4		4	2,024	4,827	9,400	16	2	5,696
Fairhaven, Mass	13		13	8,553	15,745	84,500	45	1	16,144

* All freighters.

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.
1858—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Falmouth, Mass	2		2	3,130			3		1,106
Fall River, Mass	1		1	151	134		2		490
Greenport, N. Y	1		1		1,225		4		1,657
Holmes' Hole, Mass	1	*2	3	351	910	700	1	1	420
Mattapoisett, Mass	6	1	7	2,936	777	300	13	6	3,654
Mystic, Conn	1		1		1,092		6	1	2,040
Nantucket, Mass	7	1	8	7,945	2,684	5,100	30	3	11,037
New Bedford, Mass	77	3	180	46,218	103,105	1,184,900	316		107,931
New Haven, Conn							1		567
New London, Conn	19	4	†23	1,830	38,120	116,100	43	13	16,755
Newport, R. I							3		986
New York, N. Y	6	3	§9		120	90,200			
Orleans, Mass		2	2	309	188		1	3	638
Provincetown, Mass	1	19	20	1,289	2,655	1,500	5	21	3,099
Sag Harbor, N. Y	7	2	9	1,321	4,200	15,000	16	4	5,956
Salem, Mass							1		216
Sandwich, Mass							1		165
Sippican, Mass		4	4	576	248			6	698
Stonington, Conn							4		1,394
Wareham, Mass							1		374
Warren, R. I	1		1	776	48	12,700	15		4,851
Westport, Mass	4	1	5	2,366	445	4,500	18	2	4,233
Total	162	43	205	81,941	182,223	1,571,200	561	64	195,115
1859.									
Beverly, Mass	2	1	3	540	1,025	5,500	2	1	595
Boston, Mass‖	5	1	6	1,299	200	1,800			
Cold Spring, N. Y	1		1		2,900		4		1,606
Dartmouth, Mass	2		2	2,379	592		9		2,453
Edgartown, Mass	3	1	4	895	2,554	10,000	16	2	5,696
Fairhaven, Mass	9		9	3,583	6,201	29,750	40	3	14,417
Falmouth, Mass‖							3		1,106
Fall River, Mass							2		490
Greenport, N. Y	1	1	2	385	2,623	11,650	2		521
Holmes' Hole, Mass							1	1	420
Mattapoisett, Mass	3	1	4	974	1,303	7,500	14	5	3,837
Mystic, Conn	1		1	244	1,350	1,700	5	1	1,712
Nantucket, Mass	9	2	11	6,340	6,850	15,000	20	1	7,244
New Bedford, Mass‖	86	3	89	64,327	121,522	1,608,250	301		103,564

New Haven, Conn							1		567
New London, Conn‖	19	1	20	1,489	29,483	188,000	33	10	12,825
Newport, R. I	1		1	381	52	700	2		646
New York, N. Y‖	10	2	12	722	5,307	9,000			
Orleans, Mass		2	2	365	564			3	638
Providence, R. I	1		1	293					
Provincetown, Mass		16	16	2,625	1,349		4	22	3,075
Sag Harbor, N. Y	7		7	1,152	3,608	18,000	15	4	5,425
Salem, Mass	1		1	362	114		1		216
Sandwich, Mass	1		1	408	47		1		165
Sippican, Mass		4	4	456	88			6	698
Stonington, Conn	3		3	115	2,365	17,000	3	1	1,240
Wareham, Mass							1		374
Warren, R. I	2		2	1,395			10	1	3,286
Westport, Mass	3		3	679	314		18	2	4,233
Total	170	35	205	91,408	190,411	1,923,850	508	63	177,049
1860.									
Beverly, Mass	1	1	2	249	160		1	1	385
Boston, Mass‖	3	1	4	390	150	1,300			
Cold Spring, N. Y	1		1		1,716	21,000	2		554
Dartmouth, Mass	2		2	1,447	251		6		1,656
Edgartown, Mass	4		4	915	5,212	8,500	15	1	5,384
Fairhaven, Mass	7	1	8	3,669	7,976	10,600	36	3	13,051
Falmouth, Mass	1		1	30	1,572	10,500	1		350
Fall River, Mass	1		1	367	50		2		490
Greenport, N. Y	2		2	220	1,265	900			
Holmes' Hole, Mass		1	1	318	54		1		270
Mattapoisett, Mass	4	1	5	2,106	64	1,850	13	5	3,653
Mystic, Conn	3		3	250	4,480	4,600	2	1	860
Nantucket, Mass	5	1	6	5,316	749	10,000	17	1	6,157
New Bedford, Mass‖	85	3	83	43,716	90,450	1,112,600	291		98,760
New Haven, Conn							1		567
New London, Conn	8	1	9	623	13,040	93,200	29	9	11,245
Newport, R. I	2		2	870	955				
New York, N. Y‖	10	5	15	821	5,329	20,700			
Orleans, Mass		2	2	186	70		1	2	530
Provincetown, Mass	3	16	19	3,698	1,447	4,300	5	21	3,250
Sag Harbor, N. Y	1	1	2	285	430		14	3	4,739
Salem, Mass							1		216
Sandwich, Mass							1		165
Sippican, Mass		5	5	898	133			5	564
Stonington, Conn	2	1	3	103	1,274	15,600		1	143
Wareham, Mass							1		374
Warren, R. I	4		4	1,867	2,460	22,000	4		1,632
Westport, Mass	8	1	9	5,364	618		15	2	3,751
Total	157	41	198	73,708	140,005	1,337,650	459	55	158,746

* One freighter. † Ten freighters. ‡ Four freighters. § All freighters. ‖ Including freight; New York and Boston arrivals were all freighters.

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.
1861.				*Bbls.*	*Bbls.*	*Lbs.*			
Beverly, Mass	1		1	4	70			1	143
Boston, Mass	4		4	1,084	133				
Cold Spring, N. Y							2		554
Dartmouth, Mass							5		1,438
Edgartown, Mass	5	1	6	1,860	5,821	5,150	11	1	4,075
Fairhaven, Mass	14	1	15	4,565	13,217	86,300	23	6	8,386
Falmouth, Mass							1		350
Fall River, Mass	1		1	1,054		7,100	1		164
Holmes' Hole, Mass	1		1	500			1		257
Mattapoisett, Mass	3	1	4	795	1,542	800	8	1	1,819
Mystic, Conn	1		1	621	2,291			1	197
Nantucket, Mass	1	1	2	920	360		13		4,619
New Bedford, Mass	83	2	85	47,404	72,134	724,434	259	1	86,971
New Haven, Conn							1		567
New London, Conn	12	2	14	179	17,809	76,750	15	6	6,491
New York, N. Y	11	1	12	634	9,190	67,500			
Orleans, Mass	1	1	2	366	733		1	2	530
Provincetown, Mass	1	12	13	1,725	1,049		5	23	3,499
Sag Harbor, N. Y	7	1	8	2,414	3,692	15,700	6	5	2,520
Salem, Mass	1		1	300	16				
Sandwich, Mass	1		1	447	3		1		165
Sippican, Mass		3	3	400	14			4	464
Wareham, Mass	1		1	25	900	8,000			
Warren, R. I	4		4	777	2,137	5,300	3		946
Westport, Mass	3		3	3,198	2		13	2	3,330
Total	156	26	182	68,932	133,717	1,038,450	369	53	125,465
1862.									
Beverly, Mass		1	1	335	40			2	238
Boston, Mass	*5	2	7	1,612	3,657		2	3	885
Cold Spring, N. Y	1		1	80	2,123	1,100			
Dartmouth, Mass	2		2	881	130	800	4		1,143
Edgartown, Mass	4		4	2,247	4,579	11,800	8		2,764
Fairhaven, Mass	6	1	7	3,486	4,048	12,800	13	5	4,570
Falmouth, Mass							1		350
Fall River, Mass	1		1	15					
Holmes' Hole, Mass	1		1	705			1		257
Mattapoisett, Mass	4		4	538	947		5		1,022
Mystic, Conn		1	1		968				

Nantucket, Mass	1	2	3	1,069	87	.....	12	1	4,175
New Bedford, Mass	†65	3	68	36,529	61,056	297,600	219	1	73,061
New Haven, Conn	.....	.....	.....	.....	.....	.....	1	.....	567
New London, Conn	4	4	8	1,034	8,225	26,300	12	4	4,627
New York, N. Y	‡11	.....	11	538	11,301	408,100	.....	.....	.....
Provincetown, Mass	2	13	15	3,042	1,604	.....	4	26	3,660
Sag Harbor, N. Y	3	1	4	1,483	1,674	5,000	5	4	1,999
Salem, Mass	.....	.....	.....	.....	.....	.....	.....	1	159
Sandwich, Mass	.....	.....	.....	.....	.....	.....	1	.....	165
Sippican, Mass	.....	4	4	245	17	.....	.....	3	301
Warren, R. I	.....	.....	.....	.....	.....	.....	2	.....	615
Westport, Mass	3	1	4	1,802	22	.....	13	2	3,330
Total	113	33	146	55,641	100,478	763,500	303	52	103,888
1863.									
Beverly, Mass	.....	1	1	210	.....	.....	.....	2	238
Boston, Mass	§6	6	12	4,916	5,637	88,900	1	2	535
Dartmouth, Mass	.....	.....	.....	.....	.....	.....	4	.....	1,141
Edgartown, Mass	1	.....	1	1,170	100	900	6	1	2,383
Fairhaven, Mass	2	4	6	3,356	1,137	7,800	7	2	2,389
Falmouth, Mass	.....	.....	.....	.....	.....	.....	1	.....	355
Holmes' Hole, Mass	.....	.....	.....	.....	.....	.....	1	.....	257
Mattapoisett, Mass	2	.....	2	1,573	7	.....	3	.....	638
Nantucket, Mass	4	1	5	3,823	557	4,950	9	1	3,173
New Bedford, Mass	‖65	1	66	42,458	43,191	307,950	195	2	64,815
New London, Conn	2	¶2	4	23	2,148	35,550	10	9	4,571
New York, N. Y	9	1	**10	969	7,351	37,600	.....	.....	.....
Provincetown, Mass	1	15	16	1,290	1,750	.....	2	23	2,969
Sag Harbor, N. Y	1	2	3	885	855	5,100	6	.....	1,528
Salem, Mass	.....	1	1	200	40	.....	.....	1	159
Sippican, Mass	.....	4	4	308	26	.....	.....	3	301
Warren, R. I	.....	.....	.....	.....	.....	.....	2	.....	618
Westport, Mass	6	.....	6	3,874	195	.....	11	.....	2,715
Total	99	38	137	65,055	62,974	488,750	258	46	88,785
1864.									
Beverly, Mass	.....	.....	.....	.....	.....	.....	.....	2	238
Boston, Mass	††7	6	13	3,894	9,611	159,000	.....	3	424
Dartmouth, Mass	1	.....	1	500	525	.....	4	.....	1,118
Edgartown, Mass	1	.....	1	153	1,525	15,650	6	.....	2,288
Fairhaven, Mass	3	.....	3	1,278	711	600	5	2	1,703
Falmouth, Mass	1	.....	1	931	232	1,700	.....	.....	.....
Holmes' Hole, Mass	.....	.....	.....	.....	.....	.....	1	.....	257
Mattapoisett, Mass	5	.....	5	881	4	700	2	.....	343
Nantucket, Mass	.....	1	1	78	18	.....	6	1	2,037
New Bedford, Mass	‡‡77	.....	77	48,172	35,883	224,250	173	2	58,041

* Two ships and barks and 3 brigs and schooners were freighters. † Ships and barks, all freighters. ‡ All freighters. § Three of the ships and barks and 2 brigs and schooners were freighters. ‖ Five of these ships and barks were freighters. ¶ The brigs and schooners were freighters. ** All freighters. †† All but two brigs and schooners were freighters; each voyage represents an arrival. ‡‡ Five were freighters

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.
1864—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
New London, Conn	*2	4	6	915	8,091	149,600	11	13	5,376
New York, N. Y	†14	6	20	2,101	12,955	202,650	.....	.....	.....
Provincetown, Mass	1	13	14	1 850	1,742	2,600	.....	23	2,630
Sag Harbor, N. Y	3	.....	3	1,133	505	3,700	8	.....	2,007
Salem, Mass	.....	1	1	90	20	.....	.....	1	159
Sippican, Mass	.....	1	1	155	9	.....	.....	2	221
Warren, R. I	.....	.....	.....	.....	.....	.....	1	.....	351
Westport, Mass	4	.....	4	2,241	32	.....	10	.....	2,497
Total	119	32	151	64,372	71,863	760,450	227	49	79,690
1865.									
Beverly, Mass	.....	3	3	67	101	.....	.....	2	238
Boston, Mass	8	4	‡12	2,479	3,383	94,250	.....	4	418
Dartmouth, Mass	.....	.....	.....	.....	.....	.....	3	.....	901
Edgartown, Mass	1	.....	1	687	.....	.....	6	.....	2,288
Fairhaven, Mass	1	3	4	269	328	7,500	4	4	1,437
Holmes' Hole, Mass	1	.....	1	620	.....	.....	.....	.....	.....
Nantucket, Mass	4	1	5	3,488	842	3,100	1	1	289
New Bedford, Mass	57	.....	§57	21,292	51,693	376,450	161	3	50,403
New London, Conn	5	5	10	53	8,569	56,800	8	12	4,153
New York, N. Y	10	11	21	828	8,643	71,800	.....	.....	.....
Provincetown, Mass	.....	21	21	2,752	2,238	8,550	.....	33	4,020
Sag Harbor, N. Y	1	.....	1	.....	70	900	7	1	2,007
Salem, Mass	.....	.....	.....	.....	.....	.....	.....	2	294
Sippican, Mass	.....	1	1	285	2	.....	.....	2	232
Westport, Mass	2	.....	2	422	369	.....	9	.....	1,856
Total	90	49	139	33,242	76,238	619,350	199	64	68,536
1866.									
Beverly, Mass	.....	2	2	289	124	.....	.....	2	238
Boston, Mass	11	5	¶16	4,183	4,231	114,050	2	6	1,013
Dartmouth, Mass	2	.....	2	673	956	15,400	2	1	491
Edgartown, Mass	2	.....	2	407	2,596	.....	6	.....	2,245
Fairhaven, Mass	1	2	3	446	101	26,000	5	4	1,669
Groton, Conn	.....	.....	.....	.....	.....	.....	.....	1	148
Marion,‖ Mass	.....	3	3	.....	.....	.....	.....	4	407
Nantucket, Mass	.....	1	1	199	.....	.....	4	2	1,055
New Bedford, Mass	38	2	**40	21,345	44,513	392,100	176	5	53,798
Newburyport, Mass	.....	.....	.....	.....	.....	.....	.....	2	215

New London, Conn	2	4	††6	35	5,190	41,950	9	13	4,337
New York, N. Y	21	11	‡35	2,832	12,261	326,375	1		243
Provincetown, Mass		31	31	3,053	3,073			46	5,551
Sag Harbor, N. Y	2	1	3	395	505	4,000	7		1,534
Salem, Mass		1	1	127	31		1	2	436
Sippican, Mass				587	427				
Tisbury, Mass								1	117
Wellfleet, Mass								1	135
Westport, Mass	3		3	2,092	294	500	9		1,710
Total	85	63	148	36,663	74,302	920,375	222	90	75,342
1867.									
Beverly, Mass		1	1	25				1	143
Boston, Mass	6	5	‡‡11	4,310	689	1,087	2	9	1,290
Dartmouth, Mass		1	1	35	3		2	1	491
Edgartown, Mass	1		1		1,155	21,350	7		2,458
Fairhaven, Mass		2	2	100	284	7,800	4	9	1,965
Groton, Conn		1	1		200	2,600		1	148
Marion, Mass		2	2	401	8			4	407
Nantucket, Mass							5	2	1,154
New Bedford, Mass	55	7	62	24,552	72,108	731,146	176	5	52,652
Newburyport, Mass								3	286
New London, Conn	2	5	7	30	5,746	30,371	8	11	3,825
New York, N. Y	21	12	‖‖33	6,752	4,493	193,088	2		628
Provincetown, Mass		38	38	3,475	2,887	3,135		54	4,775
Sag Harbor, N. Y	3		3	801	1,310	8,900	5	2	1,540
Salem, Mass	1	1	2	112	140	1,000	2	2	671
Tisbury, Mass								1	117
Wellfleet, Mass		1	1	225	2			1	135
Westport, Mass	5		5	2,615	264	920	10		1,909
Total	94	76	170	43,433	89,289	1,001,397	223	106	74,544
1868.									
Beverly, Mass		1	1	190	4			1	143
Boston, Mass	3	5	¶¶8	2,724	432		1	9	1,145
Dartmouth, Mass		2	2	95			2	1	4 1
Edgartown, Mass					1,310		7		2,396
Fairhaven, Mass	2	4	6	656	2,077	17,118	3	9	1,603
Groton, Conn								1	148
Marion, Mass		6	6	554	62			7	745
Nantucket, Mass	1	2	3	597	229		6	2	1,351
New Bedford, Mass	53	16	†††39	31,841	49,939	667,507	173	5	50,628
Newburyport, Mass		3	3	222	48			3	286
New London, Conn	2	5	7	66	7,761	61,700	9	11	3,969
New York, N. Y	21	14	†53	6,646	2,153	154,525	4	1	1,293

* Two vessels were freighters. † All freighters. ‡ All these, save 3 schooners, were freighters. § Six of these were freighters. ‖ Name changed from Sippican 1866. ¶ All freighters except one schooner. ** Eight ships and barks were freighters. †† One schooner was a freighter. ‡‡ Of these all the ships and barks and one schooner were freighters. §§ Of these 12 of the ships and barks and 5 schooners were freighters. ‖‖ All freighters but one. ¶¶ All but 3 (brigs and schooners) freighters. ††† Eight ships and barks and 3 brigs and schooners were freighters.

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.
1868—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
Provincetown, Mass	.....	24	24	2,698	1,524	.....	.....	54	5,079
Sag Harbor, N. Y	1	.....	1	315	.....	.....	3	2	996
Salem, Mass	.....	1	1	.....	6	.....	2	2	671
San Francisco, Cal	.....	.....	.....	.....	.....	.....	3	3	1,414
Tisbury, Mass	.....	1	1	208	.....	.....	.....	1	117
Wellfleet, Mass	.....	.....	.....	.....	.....	.....	.....	1	135
Westport, Mass	1	.....	1	362	30	.....	10	.....	1,909
Total	84	84	168	47,174	65,575	900,850	223	113	74,519
1869.									
Beverly, Mass	.....	.....	.....	.....	.....	.....	.....	1	143
Boston, Mass	7	6	*13	4,548	291	4,400	.....	8	814
Dartmouth, Mass	.....	.....	.....	.....	.....	.....	2	1	491
Edgartown, Mass	1	.....	1	38	1,084	9,080	7	.....	2,396
Fairhaven, Mass	2	5	7	839	1,490	.....	4	7	1,653
Groton, Conn	.....	.....	.....	.....	.....	.....	.....	1	148
Marion, Mass	.....	2	2	170	6	.....	.....	6	687
Nantucket, Mass	.....	.....	.....	.....	.....	.....	6	2	1,351
New Bedford, Mass	53	6	†59	32,673	54,566	471,495	172	4	50,775
Newburyport, Mass	.....	1	1	93	.....	.....	.....	3	286
New London, Conn	2	1	‡3	21	8,883	17,992	3	11	3,948
New York, N. Y	28	15	§43	6,451	13,223	76,370	4	1	1,293
Provincetown, Mass	.....	29	29	2,798	3,526	.....	.....	49	4,612
Sag Harbor, N. Y	1	.....	1	.....	200	2,930	2	2	757
Salem, Mass	.....	.....	.....	.....	.....	.....	1	2	496
San Francisco, Cal	1	.....	1	45	1,657	21,336	2	3	1,254
Tisbury, Mass	.....	.....	.....	.....	.....	.....	.....	1	117
Wellfleet, Mass	.....	1	1	260	85	.....	.....	1	135
Westport, Mass	.....	.....	.....	.....	.....	.....	9	.....	1,781
Total	95	66	161	47,936	85,011	603,603	218	103	73,137
1870.									
Beverly, Mass	.....	1	1	100	.....	.....	.....	1	143
Boston, Mass	.....	.....	.....	4,301	1,246	.....	.....	7	717
Dartmouth, Mass	.....	.....	.....	.....	.....	.....	2	1	491
Edgartown, Mass	.....	.....	.....	578	.....	.....	6	.....	2,086
Fairhaven, Mass	.....	2	2	212	317	.....	4	4	1,427
Marion, Mass	.....	4	4	523	8	.....	.....	5	487

Nantucket, Mass	1	2	3	503	10	.....	5	1	1,112
New Bedford, Mass	56	3	‖59	42,886	49,563	‖569,861	171	5	50,213
Newburyport, Mass	.....	2	2	181	180	.....	.....	.....	.....
New London, Conn	.....	.....	.....	595	10,382	25,309	11	11	4,552
New York, N. Y	26	4	¶30	1,812	5,757	47,195	2	1	650
Provincetown, Mass	.....	33	33	2,580	3,058	.....	.....	27	2,545
Sag Harbor, N. Y	1	.....	1	450	.....	.....	1	2	540
Salem, Mass	.....	.....	.....	.....	.....	.....	1	2	496
San Francisco, Cal	5	1	**6	.....	4,013	66,000	4	4	2,015
Tisbury, Mass	.....	1	1	250	150	.....	.....	1	117
Westport, Mass	2	.....	2	212	7	.....	9	.....	1,781
Total	91	53	144	55,183	72,691	708,365	216	72	69,372
1871.									
Beverly, Mass	.....	.....	.....	.....	.....	.....	.....	1	143
Boston, Mass	4	8	††12	4,162	628	.....	.....	6	595
Dartmouth, Mass	.....	.....	.....	.....	.....	.....	2	.....	443
Edgartown, Mass	1	.....	1	93	1,418	17,502	4	.....	1,293
Fairhaven, Mass	.....	1	1	109	135	.....	3	3	1,097
Marion, Mass	.....	3	3	325	361	760	.....	2	175
Nantucket, Mass	.....	.....	.....	.....	.....	.....	3	.....	531
New Bedford, Mas	53	3	‡‡56	30,654	56,710	‡‡560,993	138	5	40,045
New London, Conn	7	2	9	181	8,459	18,500	9	10	3,576
New York, N. Y	17	3	§§20	1,920	6,260	2,500	1	1	398
Provincetown, Mass	.....	17	17	2,024	1,827	.....	.....	16	1,447
Sag Harbor, N. Y	.....	1	1	235	310	.....	.....	2	325
Salem, Mass	1	2	3	1,231	4	.....	1	.....	235
San Francisco, Cal	.....	.....	.....	.....	.....	.....	1	3	617
Westport, Mass	3	.....	3	600	40	400	9	.....	1,781
Total	86	40	126	41,534	75,152	600,655	171	49	52,701
1872.									
Beverly, Mass	.....	1	1	150	.....	.....	.....	1	143
Boston, Mass	3	7	‖‖10	2,409	807	.....	.....	5	503
Dartmouth, Mass	1	.....	1	.....	.....	.....	2	.....	443
Edgartown, Mass	2	.....	2	1,611	1,428	6,600	3	.....	944
Fairhaven, Mass	.....	2	2	196	7	.....	3	2	937
Marion, Mass	.....	1	1	.....	.....	.....	.....	3	259
Nantucket, Mass	.....	.....	.....	.....	.....	.....	1	.....	182
New Bedford, Mass	30	3	‖‖33	33,021	15,573	177,868	125	5	36,686
New London, Conn	2	5	¶¶7	40	5,672	8,000	9	11	3,603
New York, N. Y	28	3	§§31	4,644	5,441	1,325	1	2	487
Provincetown, Mass	.....	13	13	1,378	1,379	.....	.....	19	1,661
Sag Harbor, N. Y	.....	.....	.....	.....	.....	.....	.....	2	325

* Eight freighters. † Twelve freighters. ‡ Two freighters. § Forty-two freighters. ‖ Ten ships and barks and 4 brigs and schooners were freighters; 66,000 pounds of bone came by railroad from San Francisco. ¶ All but 1 bark were freighters. ** Two ships and barks were freighters. †† All but 1 schooner freighters. ‡‡ Four ships and barks freighters; a large amount of bone came by rail from San Francisco. §§ All freighters. ‖‖ All but three freighters. ¶¶ Two ships and barks, and one schooner freighters. *** One schooner freighter.

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.
1872—Continued.				*Bbls.*	*Bbls.*	*Lbs.*			
San Francisco, Cal	3	1	4	320			1		245
Westport, Mass	2		2	1,432	768		8		1,578
Total	71	36	107	45,201	31,075	193,793	153	50	47,996
1873.									
Beverly, Mass								1	143
Boston, Mass	4	3	*7	4,483	10			4	434
Cold Spring, N. Y							2		443
Dartmouth, Mass	1		1						
Edgartown, Mass							1		183
Fairhaven, Mass		1	1	73			1	1	388
Marion, Mass		3	3	158	2			3	259
New Bedford, Mass	32	7	†39	30,229	25,757	150,598	109	4	32,556
New London, Conn	2	4	6	103	3,442	2,212	8	10	3,285
New York, N. Y	25	2	*27	4,807	9,284	53,000		1	89
Provincetown, Mass		15	15	1,699	1,519	586		17	1,472
Sag Harbor, N. Y								1	116
San Francisco, Cal							1		245
Westport, Mass	1		1	501			8		1,578
Total	65	35	100	42,053	40,014	206,396	130	42	41,191
1874.									
Boston, Mass	6	6	‡12	3,058	974	8,609	1	5	670
Dartmouth, Mass							2		443
Edgartown, Mass							2		333
Fairhaven, Mass		1	1	85			1	2	471
Marion, Mass		2	2	266				2	176
New Bedford, Mass	31	1	§32	25,480	26,340	§321,637	102	5	29,541
New London, Conn	2	3	5	59	3,684	15,314	4	10	2,627
New York, N. Y	21	1	*22	1,863	5,652		1	1	241
Provincetown, Mass		13	13	1,392	1,132			18	1,722
Sag Harbor, N. Y								1	116
San Francisco, Cal	1		1				1		245
Westport, Mass	1		1				5		1,148
Total	62	27	89	32,203	37,782	345,560	119	44	37,733

1875.‖									
Boston, Mass	7	6	13	3,106	417	.....	1	6	792
Dartmouth, Mass	.....	.....	.....	.....	.....	.....	2	.....	443
Edgartown, Mass	1	.....	1	148	.....	.....	2	.....	333
Fairhaven, Mass	1	2	3	617	620	.....	.....	2	156
Marion, Mass	.....	2	2	218	37	.....	.....	2	176
New Bedford, Mass	41	12	53	34,430	25,067	359,973	110	6	31,691
New London, Conn	.....	4	4	.....	2,002	1,860	3	11	2,320
New York, N. Y	13	2	15	2,112	4,185	425	1	.....	152
Provincetown, Mass	.....	10	10	1,671	1,066	.....	.....	19	1,804
San Francisco, Cal	2	.....	2	315	1,200	10,045	1	.....	245
Westport, Mass	.....	.....	.....	.....	.....	.....	3	.....	771
Total	65	38	103	42,617	35,594	372,303	123	46	38,883
1876.¶									
Boston, Mass	4	3	7	3,013	.....	.....	.....	6	648
Dartmouth, Mass	.....	.....	.....	.....	.....	.....	2	.....	443
Edgartown, Mass	.....	.....	.....	.....	.....	.....	3	.....	634
Fairhaven, Mass	.....	1	1	71	.....	.....	.....	2	156
Marion, Mass	.....	2	2	173	22	.....	.....	2	176
New Bedford, Mass	37	18	55	30,234	20,535	93,484	108	10	30,465
New London, Conn	3	2	5	50	4,374	24,744	2	10	1,851
New York, N. Y	23	2	25	5,156	6,640	22,000	1	.....	152
Provincetown, Mass	.....	7	7	1,114	764	.....	.....	21	2,027
San Francisco, Cal	2	.....	2	.....	675	10,400	2	.....	505
Westport, Mass	.....	.....	.....	.....	.....	.....	3	.....	771
Total	69	35	104	39,811	33,010	150,628	121	51	37,828

* All freighters. † Six ships and barks, and three schooners were freighters. ‡ Five ships and barks, and one schooner freighters. § Five ships and barks freighters; 285,275 pounds of bone arrived by rail from San Francisco. ‖ All the New York vessels, and a part of those at Boston and New Bedford, were freighters. Of late years many whalers belonging to Westport, Marion, Dartmouth, Provincetown, and Boston have discharged at New Bedford, and the cargoes are credited to that port. ¶ All the New York vessels, most of those at Boston and part of those at New Bedford and San Francisco, were freighters.

L.—*Table of exports from the United States—the products of the whale fishery.*

[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.	Value.	Spermaceti-candles.	Value.	Sperma-ceti.	Value.	Gross value.
	Gallons.		*Gallons.*		*Pounds.*		*Pounds.*		*Pounds.*		
1791	134, 595	.....	447, 323	.....	124, 829	.....	182, 400	.....	.....	.....	.....
1792	436, 423	.....	119, 733	.....	154, 407	.....	157, 520	.....	.....	.....	.....
1793	512, 780	.....	78, 524	.....	202, 620	.....	235, 600	.....	.....	.....	.....
1794	1, 000, 208	.....	55, 053	.....	354, 617	.....	214, 960	.....	.....	.....	.....
1795	810, 524	.....	64, 335	.....	410, 664	.....	240, 720	.....	.....	.....	.....
1796	1, 176, 650	.....	59, 797	.....	308, 314	.....	221, 903	.....	.....	.....	.....
1797	582, 425	.....	38, 221	.....	452, 127	.....	130, 438	.....	.....	.....	.....
1798	128, 758	.....	700, 040	.....	62, 805	.....	144, 149	.....	.....	.....	.....
1799	114, 264	.....	420, 949	.....	89, 552	.....	240, 301	.....	.....	.....	.....
1800	221, 762	.....	204, 468	.....	32, 636	.....	181, 321	.....	.....	.....	.....
1801	91, 684	.....	215, 522	.....	23, 106	.....	290, 666	.....	.....	.....	.....
1802	28, 470	.....	379, 976	.....	80, 334	.....	135, 627	.....	.....	.....	.....
1803	46, 984	*$175, 000	550, 535	*$280, 000	96, 802	.....	238, 034	.....	.....	.....	$455, 000
1804	5, 550	70, 000	646, 505	310, 000	134, 006	.....	127, 602	.....	.....	.....	380, 000
1805	72, 624	163, 000	626, 089	315, 000	21, 335	.....	180, 535	.....	.....	.....	478, 000
1806	42, 785	182, 000	826, 233	418, 000	50, 594	.....	294, 789	.....	.....	.....	600, 000
1807	44, 339	130, 000	932, 797	476, 000	104, 635	.....	172, 132	.....	.....	.....	606, 000
1808	612	33, 000	198, 019	88, 000	8, 660	.....	45, 130	.....	.....	.....	121, 000
1809	51, 071	136, 000	421, 282	169, 000	8, 825	.....	214, 444	.....	.....	.....	305, 000
1810	63, 910	132, 000	544, 734	222, 000	42, 843	.....	187, 190	.....	.....	.....	354, 000
1811	136, 249	273, 000	186, 661	78, 000	30, 346	.....	257, 094	.....	.....	.....	351, 000
1812	63, 216	141, 000	106, 369	56, 000	8, 128	.....	157, 596	.....	.....	.....	197, 000
1813	.....	.....	4, 979	2, 500	.....	.....	26, 522	$10, 500	.....	.....	13, 000
1814	.....	.....	837	1, 000	.....	.....	21, 154	9, 000	.....	.....	10, 000
1815	.....	143, 000	.....	57, 000	.....	.....	.....	.....	.....	.....	200, 000
September 30, 1815, to October 1, 1816	2, 756	59, 000	177, 810	116, 000	.....	.....	116, 916	.....	.....	.....	175, 000
September 30, 1816, to October 1, 1817	11, 300	11, 300	460, 888	230, 444	3, 668	$734	201, 939	100, 970	.....	.....	343, 448
September 30, 1817, to October 1, 1818	208, 467	156, 350	986, 252	493, 126	9, 300	1, 581	305, 142	137, 314	.....	.....	788, 371
September 30, 1818, to October 1, 1819	75, 360	55, 520	860, 112	430, 056	8, 038	804	169, 919	76, 463	.....	.....	562, 843
September 30, 1819, to October 1, 1820	9, 307	6, 980	1, 262, 094	631, 047	25, 202	5, 040	267, 177	106, 871	.....	.....	749, 938
September 30, 1820, to October 1, 1821	7, 250	5, 340	1, 068, 025	348, 991	16, 349	1, 489	424, 952	169, 777	.....	.....	525, 597
September 30, 1821, to October 1, 1822	7, 610	6, 060	990, 325	311, 415	.....	.....	399, 925	151, 226	.....	.....	468, 701
September 30, 1822, to October 1, 1823	18, 333	8, 972	1, 453, 126	415, 713	86, 474	16, 402	749, 973	212, 337	.....	.....	653, 424
September 30, 1823, to October 1, 1824	23, 578	10, 500	1, 251, 836	296, 708	60, 693	9, 306	598, 181	157, 772	.....	.....	474, 286
September 30, 1824, to October 1, 1825	30, 548	17, 679	1, 072, 615	250, 200	212, 662	46, 225	617, 972	202, 188	.....	.....	516, 292
September 30, 1825, to October 1, 1826	35, 528	23, 517	652, 401	183, 343	188, 709	53, 502	836, 280	288, 104	.....	.....	548, 466
September 30, 1826, to October 1, 1827	78, 661	48, 220	481, 180	142, 648	241, 085	80, 956	1, 003, 658	316, 061	.....	.....	587, 885
September 30, 1827, to October 1, 1828	297, 276	190, 669	488, 468	140, 279	120, 128	40, 991	904, 597	255, 378	.....	.....	627, 317
September 30, 1828, to October 1, 1829	140, 241	92, 554	1, 237, 962	358, 822	464, 225	136, 341	1, 055, 906	261, 315	.....	.....	849, 032
September 30, 1829, to October 1, 1830	58, 814	38, 618	1, 833, 196	568, 326	404, 919	112, 357	1, 082, 941	249, 292	.....	.....	968, 593
September 30, 1830, to October 1, 1831	78, 159	53, 526	1, 637, 534	554, 440	565, 926	133, 842	847, 384	217, 830	.....	.....	959, 638
September 30, 1831, to October 1, 1832	48, 212	38, 161	3, 605, 913	1, 009, 728	1, 044, 227	186, 595	859, 886	267, 333	.....	.....	1, 501, 817

September 30, 1832, to October 1, 1833	50,392	42,589	3,298,872	921,810	1,203,176	185,329	905,318	259,451	.....	.....	1,412,179
September 30, 1833, to October 1, 1834	60,935	50,048	2,614,814	740,619	873,983	169,434	851,556	257,718	.....	.....	1,217,819
September 30, 1834, to October 1, 1835	63,[illegible]27	52,531	2,217,321	773,486	270,977	55,954	920,746	284,019	.....	.....	1,165,990
September 30, 1835, to October 1, 1836	115,142	119,787	2,362,325	1,049,466	731,500	187,008	1,018,540	341,907	.....	.....	1,698,168
September 30, 1836, to October 1, 1837	177,001	151,875	3,624,001	1,271,545	1,129,509	223,682	892,852	294,510	.....	.....	1,941,612
September 30, 1837, to October 1, 1838	166,805	137,809	4,824,376	1,556,775	1,634,570	321,458	1,074,569	340,531	.....	.....	2,356,573
September 30, 1838, to October 1, 1839	86,047	85,015	1,482,908	515,484	1,445,098	288,790	466,896	178,142	.....	.....	1,067,431
September 30, 1839, to October 1, 1840	434,608	430,490	4,520,878	1,404,984	1,892,259	310,379	853,938	332,353	.....	.....	2,478,206
September 30, 1840, to October 1, 1841	349,393	343,300	4,094,924	1,260,660	1,271,363	259,148	599,657	231,960	.....	.....	2,095,068
September 30, 1841, to October 1, 1842	287,761	233,114	3,909,728	1,315,411	918,280	225,382	986,010	318,997	.....	.....	2,092,904
October 1, 1842, to July 1, 1843	476,688	310,768	2,479,916	803,774	898,773	257,481	965,073	243,308	.....	.....	1,615,331
July, 1843, to July, 1844	451,317	344,930	4,104,504	1,464,968	1,149,607	463,096	606,454	180,492	.....	.....	2,453,486
July, 1844, to July, 1845	1,054,301	975,195	4,505,662	1,520,363	2,034,019	762,642	812,879	236,917	.....	.....	3,495,117
July, 1845, to July, 1846	772,019	697,570	2,652,874	946,298	1,697,892	583,870	1,083,839	295,606	.....	.....	2,523,344
July, 1846, to July, 1847	795,792	738,456	3,189,562	1,070,659	2,031,137	671,601	705,150	191,467	.....	.....	2,672,183
July, 1847, to July, 1848	206,431	208,832	1,607,038	552,388	1,054,379	314,107	598,452	186,839	.....	.....	1,262,166
July, 1848, to July, 1849	526,817	572,763	2,783,480	965,597	1,198,250	337,714	503,911	159,403	.....	.....	2,035,477
July, 1849, to July, 1850	730,743	788,794	1,470,197	672,640	1,981,231	646,483	742,528	260,107	.....	.....	2,368,024
July, 1850, to July, 1851	905,778	1,044,967	2,004,886	882,485	2,281,931	689,662	538,549	195,916	.....	.....	2,813,030
July, 1851, to July, 1852	644,765	809,274	892,309	440,287	1,184,156	436,673	397,398	143,098	.....	.....	1,829,332
July, 1852, to July, 1853	1,131,098	1,418,845	321,989	223,247	2,825,069	1,063,705	343,992	112,600	.....	.....	2,818,397
July, 1853, to July, 1854	847,535	1,105,907	718,842	490,426	2,156,864	847,847	255,825	77,991	.....	.....	2,492,141
July, 1854, to July, 1855	958,744	1,593,832	705,492	485,505	1,944,809	781,689	489,326	136,463	177,354	$45,411	3,042,891
July, 1855, to July, 1856	540,784	977,005	646,694	526,338	1,982,800	1,036,647	149,514	48,449	51,876	16,408	2,604,847
July, 1856, to July, 1857	819,081	1,216,888	414,466	363,665	2,042,390	1,307,322	104,576	35,121	80,987	34,917	2,957,913
July, 1857, to July, 1858	896,923	1,097,505	840,127	597,107	1,103,301	1,105,223	†168,897	†66,012	.....	.....	2,865,847
July, 1858, to July, 1859	1,341,025	1,737,734	996,341	*598,762	1,380,465	1,233,539	†126,229	†46,278	.....	.....	3,616,313
July, 1859, to July, 1860	1,335,736	1,789,089	939,872	537,547	1,068,895	896,293	†157,783	†51,829	.....	.....	3,274,758
July, 1860, to July, 1861	1,518,457	2,110,823	1,009,468	581,264	979,231	736,552	4[illegible]6,408	143,907	.....	.....	3,572,546
July, 1861, to July, 1862	739,477	962,603	2,599,316	1,280,697	796,384	556,795	‡280,526	‡64,481	.....	.....	2,864,576
July, 1862, to July, 1863	1,034,794	1,569,287	2,055,511	1,483,593	603,186	575,733	‡229,472	‡76,946	.....	.....	3,705,559
July, 1863, to July, 1864	851,066	1,298,058	416,405	438,957	548,099	793,562	‡280,478	‡60,951	343,651	123,657	2,715,185
July, 1864, to July, 1865	700,186	1,511,323	644,547	816,494	313,912	493,316	‡22,024	‡8,045	202,138	85,017	§2,914,195
July, 1865, to July, 1866	510,978	1,180,381	177,509	205,250	486,370	656,188	‖3,477	‖1,654	188,322	31,938	2,075,411
July, 1866, to July, 1867	570,894	1,482,570	426,882	319,840	618,363	653,253	‖31,668	‖8,069	46,047	15,270	2,479,002
July, 1867, to July, 1868	662,570	1,379,814	706,534	507,476	696,064	587,303	‖30,891	‖7,248	301,132	121,089	2,602,930
July 1, 1868, to July 1, 1869	717,172	1,361,388	94,361	81,860	405,396	384,435	.....	.....	.....	.....	1,827,683
July 1, 1869, to July 1, 1870	499,797	794,432	310,878	228,278	386,728	343,937	.....	.....	82,520	27,172	1,393,819
July 1, 1870, to July 1, 1871	539,582	692,469	862,434	452,937	353,742	251,562	.....	.....	157,263	42,170	1,439,138
July 1, 1871, to July 1, 1872	693,674	979,682	1,171,646	552,756	172,889	137,855	.....	.....	190,736	56,996	1,727,289
July 1, 1872, to July 1, 1873	756,306	1,095,831	288,263	154,243	324,653	329,214	.....	.....	197,671	55,815	1,635,103
July 1, 1873, to July 1, 1874	529,903	847,991	573,775	280,750	114,530	115,098	.....	.....	304,865	78,346	1,302,185
July 1, 1874, to July 1, 1875	491,130	847,014	895,907	413,411	251,572	291,165	.....	.....	238,641	61,725	1,613,315
July 1, 1875, to July 1, 1876	892,762	1,366,246	1,067,515	456,072	154,500	215,327	.....	.....	141,157	35,915	2,053,560
.....	566,263	797,661	926,407	390,513	71,708	160,666	.....	.....	153,552	41,027	1,389,867
Totals	35,599,785	41,733,451	105,800,474	41,533,473	54,967,200	23,740,245	33,395,056	9,068,516	2,857,912	872,873	116,948,558

* From 1803 to 1817 the values of sperm oil and candles are aggregated, as also are those of whale oil and bone.
† Spermaceti and spermaceti-candles are aggregated in reports for this year.
‡ Including paraffine.
§ Also "whale-foots," worth $6,290.
‖ Including wax.

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	573
1795	3,163	1803	1,143	1810	339
1796	2,364	1804	323	1811	54
1797	1,104	1805	898	1812	942
1798	763	1806	729	1813	789
1799	592	1807	907	1814	562
1800	652	1808	724	1815	1,230
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	.....
1819	31,700	686	1830	38,912	793
1820	35,391	1,054	1831	82,316	482
1821	26,071	1,924	1832	72,869	378
1822	45,449	3,134	1833	101,158	478
1823	39,918	585	1834	108,060	364
1824	33,166	180	1835	97,640	.....
1825	35,379	.....	1836	144,681	1,573
1826	41,757	227	1837	127,242	1,895
1827	45,653	329	1838	119,630	5,230
1828	54,621	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.
1820	94	27,475	1834	171	54,488
1830	116	35,209	1835	178	56,530
1831	146	45,102	1836	208	64,260
1832	150	50,068	1837	205	62,812
1833	178	56,352	1838	213	63,982

* 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.

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Atlas, *ship*, 250, 254.
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Addison, *bark*, 624, 634.*
A. B. Cook, *brig*, 630.*

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PLYMOUTH, MASS.:
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PROVINCETOWN, MASS.:
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Amazon, *schooner*, 390.
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Alexander, *schooner*, 486,* 498, 506, 518, 530, 542, 554, 564, 572, 580, 584, 588, 594, 600, 606, 620,* 634.*
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Alleghany, *schooner*, 498,* 506, 518, 530, 542, 554, 564, 572, 580, 584, 588, 594, 600, 606, 614, 620, 626, 634, 638.*
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Alice B. Dyer, *schooner*, 620,* 628,* 634.
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A. Nickerson, *schooner*, 472,* 487.*

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SANDWICH, MASS.:
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STONINGTON, CONN.:
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America, *ship*, 394,* 416.*
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SAN FRANCISCO, CAL.:
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TIVERTON, R. I.:
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BOSTON, MASS.:
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BEVERLY, MASS.:
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FALL RIVER, MASS.:
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GREENPORT, N. Y.:
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Benjamin Cummings, *bark*, 610,* 638, 650.* (From Dartmouth.)
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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*, 628,* 638, 640, 644, 646, 650, 656.

SAG HARBOR, N. Y.:
Brazil, *ship*, 206, 208.
Black Eagle, *bark*, 490,* 522.* (See New Bedford.)
Balæna, *bark*, 602,* 624.* (See New Bedford.)
Barbara, *bark*, 406, 418.*

STONINGTON, CONN.:
Bolton, *schooner*, 340; *bark*, 370, 406, 416, 430.*
Byron, *bark*, 406, 430, 476, 496.* (See New Bedford.)
Betsey Williams, *ship*, 442,* 464, 490.*

SALEM, MASS.:
Britannia, *ship*, 226.*
Bengal, *ship*, 292, 296, 318, 338, 370.* (See New London.)

SAN FRANCISCO, CAL.:
Boston, *brig*, 558.

WARREN, R. I.:
Benjamin Rush, *ship*, 286,* 302, 338, 382, 428, 464, 500,* 510, 542.*
Boy, *ship*, 302, 330, 370, 402, 448.*
Bowditch, *ship*, 440,* 464, 500, 542.*
Belle, *bark*, 500, 542.*
Brutus, *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,* 634.*

BRISTOL, R. I.:
Canton Packet, *ship*, 292, (2 places,) 330.*
Corinthian, *ship*, 292, 338, 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.)

FAIRHAVEN, MASS.—Continued.

Charleston Packet, *brig*, 256, 258, 268.
Charles Drew, *ship*, 282, 290, 308, 346.* (See New Bedford.)
Cadmus, *ship*, 282, 308, 346, 376.*
Clifford Wayne, *ship*, 326, 336, 376, 412, 454, 482, 528.
Cohannet, *schooner*, 652,* 656. (From Marion.)
Crowninshield, *schooner*, 632.*

FALL RIVER, MASS.:

Caravan, *ship*, 428,* 464, 500.* (See New Bedford.)

FALMOUTH, MASS.:

Commodore 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.)
Cachelot, *ship*, 424,* 446, 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*, 420,* 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, 298, 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.)
Catharine, *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*, 194, 200.
Charles, *ship*, 202, 206, 210, 226, 232, 248, 250, 266, 274, 296, 334,* 372, 420, 460, 500.*
Cornelia, *schooner*, 208.
Caroline, *schooner*, 220.
Commodore Decatur, *brig*, 226, 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, 344, 372, 386,* 436,* 466, 492.*
Columbus, *ship*, 258, 288.
Clitus, *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, 288, 296, 306, 324, 332, 352, 396, 420, 450, 492, 534, 580.*
Condor, *ship*, 272, 274, 280, 288, 296, 306, 314, 334, 352, 374, 408,* 434, 452, 466, 502, 534.*
China, *ship*, 274, 288, 296, 314, 334, 344, 362, 396, 434,* 466, 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, 408, 442, 466, 524, 566.
Cora, *bark*, 296, 334, 352, 372.*
Clarice, *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, 460, 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, 566, 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.*
Courser, *bark*, 534,* 574,* 602,* 640.*
Camilla, *bark*, 558,* 586, 616, 638.*
C. C. Comstock, *schooner*, 596.*

NEW BEDFORD, MASS.—Continued.
Commodore Morris, *ship*, 602,* 624, 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, 348, 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.)
Corea, *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.*
Cincinnatus, *ship*, 274.
Commodore Barry, *ship*, 304.
Cornelia, *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.
Courser, *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.

PROVIDENCE, R. I.:
C. Burdick, *brig*, 278.
Cassander, *ship*, 380, 414, 448.*

QUINCY, MASS.:
Curacoa, *brig*, 464.*

SAG HARBOR, N. Y.:
Charlotte, *ship*, 224.
Cadamus, *ship*, 264, 268, 274, 286, 294, 304, 312, 318, 328, 340, 348, 360, 382, 406, 432, 450.
Claudis, *brig*, 268.
Columbia, *ship*, 274,* 286, 294, 304, 312, 318, 328, 340, 348, 360, 382, 406; *bark*, 432, 458, 490, 544, 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*, 406,* 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*, 406,* 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.*

FAIRHAVEN, MASS.:
Draco, *bark*, 356.* (See New Bedford.)

FALL RIVER, MASS.:
D. M. Hall, *bark*, 500,* 510.*

GREENWICH, R. I.:
Dauphin, *ship*, 206, 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, 426.*

MARION, OR SIPPICAN, MASS.:
Drymo, *bark*, 384.* (See New Bedford.)

MATTAPOISETT, OR ROCHESTER, MASS.:
Dryade, *bark*, 284, 292, 300, 308, 326, 346, 366, 390. (See New Bedford.)
Dunbarton, *bark*, 436.* (See New Bedford.)

NANTUCKET, MASS.:
Diana, *brig*, 186, 194, 198, 214,* 216, 218, 222, 224, 228, 230, 242, 246, 260.
Dove, *sloop*, 200, 202, 210, 212, (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 Paddack, *ship*, 376,* 426.*
Daniel Webster, *ship*, 346,* 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.
Drucilla, *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*, 296,* 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.)
Drymo, *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, 544.*
Delaware, *ship*, 496,* 556.*
Delta, *ship*, 556.* (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,* 556, 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, 538.* (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 Quesnal, *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 Sippican.)
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.*

MATTAPOISETT, 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.*

MARION, OR SIPPICAN, MASS.:
Emerald, *schooner*, 588, 594, 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.*
Eunice 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, 408, 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.*
Eugenia, *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*, 534,* 558, 582.* (From Beverly.)
Eliza, *bark*, 534,* 602, 630,* 648.
Elliot C. Cowdin, *ship*, 574.* (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.:

Erie, *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*, 544,* 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, 580, 584, 594, 600, 606, 614, 620.*
Estella, *schooner*, 554,* 564, 572, 580, 588, 594, 608, 614, 620,* 628.*
E. H. Hatfield, *schooner*, 584,* 588, 594, 606, 620, 634,* 644, 646, 654, 656.
Elbridge Gerry, *schooner*, 584, 588, 594, 600, 614, 628, 638, 644, 646.
Eleanor B. Conwell, *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*, 338.*
Eliza, *bark*, 350, 382.*
Elizabeth, *ship*, 328,* 382.
Emeline, *brig*, 328,* 338.*

SAN FRANCISCO, CAL.:
Emily Farnham, *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*, 236.
Franklin, *schooner*, 242.
Friendship, *schooner*, 242.
Franklin, *ship*, 220,* 228, 242, 284.*
Fame 2d, *ship*, 204, 264,* 284,* 290, 300.*
Franklin, *ship*, 254,* 266, 290, 308, 336, 376,* 426.
Factor, *schooner*, 290.
Fame, *schooner*, 204, 300.*
Foster, *ship*, 228,* 242, 254,* 264, 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*, 296, 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 Poughkeepsie.)
Formosa, *ship*, 408,* 460.*
Fortune, *bark*, 408,* 444, 468, 514, 534.* (From Plymouth.)
Fabius, *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*, 440.
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. Bunchinia, *bark*, 498,* 530,* 542, 573, 584, 596.*

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*, 328, 340,* 348, 360, 382, 406, 442. (Probably sold to New Bedford.)
France, *ship*, 340, 348, 382, 406.*

SALEM, MASS.:

Franklin, *schooner*, 328, 338.*
Falcon, *brig*, 590,* 596, 608, 614, 628.*

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*, 330, 352, 370, 402, 448, 456.* (See New Bedford.)
Florence, *bark*, 500,* 530.*

G.

BEVERLY, MASS.:

Gem, *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*, 358.* (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.*

FALMOUTH, MASS.:

George Washington, *bark*, 322,* 336, 348, 368.*

HUDSON, N. Y.:

George Clinton, *ship*, 312.*
General Scott, *ship*, 218.*

MARION, OR SIPPICAN, MASS.:

Graduate, *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.*
Gleaner, *brig*, 226, 230.
General Pike, *ship*, 262, 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.:
Gardner, *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 Strong, *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,* 458.*
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.)

EDGARTOWN, MASS.:
Hope, *schooner*, 238.

FAIRHAVEN, MASS.:
Herald, *ship*, 218, 224, 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*, 228, (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.)

MARION, OR SIPPICAN, MASS.:
Hecla, *bark*, 384,* 424.
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.*
Hyeso, *ship*, 220,* 224, 236, 250.*
Huntress, *schooner*, 228, 232.
Hesper, *ship*, 232, 248.*
Harmony, *schooner*, 236, 300, 308,* 318, 326,* 336, 346.*
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.)
Hamilton, *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,* 266, 282. (See Fairhaven.)
Hector, *ship*, 258, 272, 288, 306, 344, 364, 398, 452,* 492, 534,* 582.*
Hydaspe, *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.*
Harrison, *ship*, 374,* 422, 468, 514, 558.*
Henry Kneeland, *ship*, 422,* 452, 478, 514, 558, 586.*
Harvest, *bark*, 444,* 468, 514, 568.* (From Bridegport.)
Hecla, *bark*, 460,* 502, 534, 568,* 592, 618, 630.*
Helen Snow, *bark*, 478,* 514, 546, 586,* 618, 640.*
Hibernia 2d, *ship*, 478,* 548.* (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 Hudson.)
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*, 244, 246.
Helen Neal, *schooner*, 472,* 498, 506.
H. N. Williams, *schooner*, 472,* 486, 498, 506.
Hanover, *schooner*, 486,* 498, 506.
Helen M. Simmons, *schooner*, 614,* 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, 304, 312, 318, 328, 340, 348, 370, 382, 432, 458.*
Hannibal, *ship*, 230, 240, 246, 248,* 252, 256, 258, 262, 268, 274, 280, 286, 294, 304, 312, 318, 328, 348, 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.*
Huron, *ship*, 370,* 396, 406, 432.* (From Hudson.)
Henry Lee, *ship*, 395, 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 Dorchester.)

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,* 338, 370,* 414, 464, 510.*
Hector, *bark*, 394,* 428, 456, 474, 510, 542.*
Henry Tuke, *ship*, 414.*
Hopewell, *ship*, 414.*
Harvest, *bark*, 428.*

WESTPORT, MASS.:
Hero, *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 New 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.)

NANTUCKET, 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.*

NANTUCKET, MASS.—Continued.
Improvement, *ship*, 222, 232, 248.*
Independence 2d, *ship*, 228,* 242, 254.
Industry, *schooner*, 236.
Iris, *sloop*, 236, 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, 354, 398, 444, 468, 502, 514.*
Indian Chief, *brig*, 238, 242, 252.
India, *ship*, 262, 276, 306, 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.*
Inga, *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,* 640.* (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.:
Izette, *bark*, 286,* 292, 310, 318, 338, 370.

WAREHAM, MASS.:
Inga, *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, 308, 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.)
Japan, *ship*, 528.* (See New Bedford.)
John Hathaway, *brig*, 612.*
John Randolph, *schooner*, 618.*

HUDSON, N. Y.:
Juno, *ship*, 202.
James Munroe, *ship*, 304,* 312. (See Fairhaven.)

MATTAPOISETT, OR ROCHESTER, MASS.:
Joseph Meigs, *ship*, 390,* 414.* (See New Bedford.)

MARION, OR SIPPICAN, MASS.:
Juno, *brig*, 424.*
James, *schooner*, 538,* 552, 570, 578, 582, 588, 594.* (From New Bedford.)

NANTUCKET, MASS.:
Juno, *ship*, 188, 216.*
Joanna, ——, 190.
Julianna, *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,* 426.
John, *ship*, 216.
Juno, *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.
Juno, *ship*, 194, 238.
Jefferson, *ship*, 206.*
Juno, *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.*
Jeanette, *ship*, 386,* 422,* 452, 468, 514, 560.*
Java, *ship*, 398, 422, 452,* 492.
James Allen, *ship*, 408,* 452, 480, 524; *bark*, 568,* 604, 642.*
Juno, *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.*
Jireh Perry, *ship*, 492,* 534*, 574, 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.
Jireh Swift, *ship*, 502;* *bark*, 548,* 586.*
John Dawson, *bark*, 502,* 524, 568, 586, 598, 618, 636, 642, 652.
Joshua Bragdon, *bark*, 502,* 548, 582.*
James, *schooner*, 524.* (Sold to Sippican, Marion.)
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, 264, 270, 272, 280, 294, 312, 320, 340, 358, 378.*
John and Edward, *ship*, 270, 272, 280, 312,* 320, 340,* 348.* (See New Bedford.)
Julius Cæsar, *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, 572, 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 Cæsar, *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*, 338, 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,* 384. (See New London.)

K.

FAIRHAVEN, MASS.:
Kingston, *ship*, 454.* (From Nantucket.)
Kingfisher, *schooner*, 582.*

GREENPORT, 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.)
Kutusoff, *ship*, 374, 422, 452, 480,* 524.*
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*, 310.* (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.)

EDGARTOWN, 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,* 448.* (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 Barron, *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*, 496,* 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, 278, 300.*
Lion, *ship*, 192, 206, 208, 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*, 204, 208.
Laura, *schooner*, 232, 238.
Lorenzo, *ship*, 232.*
Loring, *ship*, 238.*
Lyra, *ship*, 248, 254, 266.*
Lancaster, *ship*, 266, 282, 306, 344, 386, 422, 452,* 480, 514, 560.*
Logan, *ship*, 258,* 276, 306, 344, 388, 410,* 444, 480, 514.*
Leader, *bark*, 276, 316.* (See Westport.)
Liverpool, *ship*, 282, 298, 316, 324,* 344, 364, 388,* 410, 444, 468, 502.* (See Dartmouth.)
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, 374,* 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*, 444.* (From Newport.)
Levi Starbuck, *ship*, 468,* 502, 548, 586.* (From Nantucket.)
Louisiana, *ship*, 468,* 502, 560, 598.
Louisa, *ship*, 468,* 502; *bark*, 536, 582, 604, 630, 648.
Lexington, *bark*, 480,* 502, 514.* (From Providence.)
Lafayette, *bark*, 492,* 536, 586.* (From Warren.)
Laetitia, *bark*, 492,* 548, 574, 598, 624, 644, 652.
Lancer, *ship*, 492,* 536,* 574, 604, 630,* 652.
Lapwing, *ship*, 502,* 536, 576.*
Lewis, *ship*, 410, 460, 502,* 548.*
Lagrange, *bark*, 548.* (From Fairhaven.)
Lafayette, *ship*, 582.
Leonidas, *bark*, 598,* 604, 618, 630. (From Westport.)
Lydia, *bark*, 604,* 630,* 648.
Laconia, *bark*, 610,* 624, 640, 654.
Live Oak, *bark*, 630.*
Linda Stewart, *bark*, 652. (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,* 648.* (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,* 486, 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.

SAG HARBOR, N. Y.:
Lucy, *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*, 394, 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.:
March, *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.)
Massasoit, *bark*, 484,* 496, 518, 562.*
March, *brig*, 508,* 528, 540, 562, 578. (From New Bedford.)
Mary Ann, *bark*, 540,* 562. (From New Bedford.)

MYSTIC, CONN.:
Meteor, *ship*, 312, 330, 350, 360, 372, 394, 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,* 248.
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, 226, 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, 248, 254,* 266, 282, 316, 324, 344, 364, 388,* 422,* 444, 480, 514, 548.*
Maryland, *ship*, 238.*
Mercury, *ship*, 244, 254, 266, 282, 288, 298, 334, 374, 410,* 454, 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,* 344,* 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, 646.
Messenger, *ship*, 288, 316, 334, 354,* 374, 398, 444, 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, 331,* 354, 388, 410, 444, 468, 504, 536.*
Mount Vernon, *ship*, 324, 334, 364, 398, 434.
Massachusetts, *ship*, 324,* 364, 410, 454,* 480; *bark*, 536,* 576, 604, 636.*
Marceila, *bark*, 324, 364, 388, 410,* 444, 468,* 502, 536, 560, 586, 604, 618, 630, 646, 654.
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, 648.
Moctezuma, *ship*, 374, 410, 444, 480, 516,* 548.*
Metacom, *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, 640.*
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 Ortez, *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,* 563.*
Marion, *bark*, 524,* 568.
Millinoket, *bark*, 524, 568.* (From Warren.)
Merlin, *bark*, 536,* 576, 592, 624, 644, 654.
Morning Light, *ship*, 536,* 568.*
Mary and Susan, *ship*, 548,* 576, 598,* 618, 636, 648.
Mattapoisett, *bark*, 684,* 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,* 328, 358, 378, 404, 430.*
Montgomery, *schooner*, 294, 304.
McDonough, *schooner*, 294, 348.
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, 466, 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*, 194.*
Martha, *ship*, 294. (See Hudson.)
Mobile, *ship*, 294.
Medina, *brig*, 320.*
Minnesota, *ship*, 616,* 630.* (See New Bedford.)

NEWPORT, R. I.:
Martha, *ship*, 302, 322,* 338, 380, 428. (See New Bedford.)
Margaret, *ship*, 332, 352, 380.*
Mechanic, *ship*, 352, 488,* 532.*
Menkar, *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.
Maracaibo, *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,* 596, 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.)
Menschikoff, *ship*, 634; *bark*, 638.*
Massachusetts, *ship*, 634, 638.* (From Nantucket.)
Manuella, *brig*, 642.*

STONINGTON, CONN.:
Mercury, *ship*, 322, 328, 348, 370, 394, 416, 442, 458.*
Mary and Susan, *ship*, 416,* 450, 476.

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, 358,* 370, 402, 428.*
Miles, *ship*, 278, 286, 294, 302, 310, 320, 330, 338, 358.*
Metacom, *ship*, 338.* (See New Bedford.)
Montgomery, *ship*, 394, 402.*
Millinoket, *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, 588, 600, 612, 632, 640, 645. (From Mattapoisett.) (See New Bedford.)
Mermaid, *bark*, 578, 606,* 646, 656.

YARMOUTH, MASS.:
March, *brig*, 448,* 464.* (From Barnstable.)

N.

BOSTON, MASS.:
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.*

FAIRHAVEN, 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, 528.*
Napoleon, *ship*, 346,* 390, 438,* 484.* (See New Bedford.)

NANTUCKET, MASS.—Continued.
Navigator, *ship*, 376,* 426.
Narraganset, *ship*, 376,* 438, 484, 530.
Niphon, *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*, 196.*
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, 548; *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.*
Nantasket, *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*, 332, 372. (See Cold Spring.)

RHODE ISLAND.*
N, *schooner*, 184. (* Probably of Providence or Newport.)

SAG HARBOR, N. Y.:
Neptune, *ship*, 264, 280, 286, 294, 304, 312, 318, 328, 340, 360, 382, 406, 432.
Nimrod, *ship*, 280, 286, 294, 304, 312, 318, 328,* 340, 350, 360, 370, 382, 396; *bark*, 418, 442, 458, 490, 512,* 544, 566.*
Noble, *bark*, 340, 418,* 442, 460, 490, 512, 532,* 558, 574.
Niantic, *bark*, 418.* (See Warren.)

SALEM, MASS.:
Nancy, *brig*, 236.

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, 358,* 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.)

FAIRHAVEN, MASS.:
Oregon, *ship*, 258, 272, 284, 308.*
Oregon, *ship*, 376, 424, 462, 506, 552.*
Oscar, *ship*, 290.
Omega, *ship*, 366, 400, 446, 470, 516,* 552.
Oriole, *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, 266.* 290, 326, 366, 400,* 438, 472.*
Oliver H. Perry, *schooner*, 232, 236, 242.
Ocno, *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*, 290,* 326, 356.*
Ohio, *ship*, 300,* 336, 376.* (See New Bedford.)
Obed Mitchell, *ship*, 336,* 376.
Oneco, *schooner*, 486, 498, 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.*
Obed 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.*
Oneida, *ship*, 550.*
Oreole, *bark*, 594,* 610, 636.* (From Fairhaven.)
Osmanli, *bark*, 610,* 626, 640, 652.
Orlando, *bark*, 618,* 636.*
Ocean Steed, 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.:
Ocollo, *schooner*, 342.*
Ocean Steed, *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.
Outesie, *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 Mattapoisett.)
Odd Fellow, *bark*, 476,* 496, 522, 544, 566, 584, 608.* (See New London.)
Ocean, *bark*, 602,* 616.* (From Sandwich.)

SANDWICH, MASS.:
Ocean, *brig*, 486,* 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*, 238, 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.*
Pactolus, *ship*, 290, 326.*
Pacific, *ship*, 346;* *bark*, 366,* 400, 424, 470.* (See New Bedford.)
Popmunnett, *bark*, 446. (From Sippican.) (Marion.)
Phillipe 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.)

FALMOUTH, MASS.:
Pocahontas, *ship*, 240,* 254, 264, 286.
Popmunnett, *bark*, 330,* 336, 348, 362.*

GREENPORT, N. Y.:
Potosi, *ship*, 274. (See Sag Harbor.)
Philip 1st, *ship*, 418,* 442, 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.:
Popmunnett, *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, *sloop*, 196.
Phebe, *ship*, 194, 196, 258,* 278,* 308, 346, 390.*
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.*
Phœnix, *ship*, 220, 232, 236,* 256, 270, 284, 308, 336, 366, 412, 456, 510; *bark*, 540.*
Peru, *ship*, 226,* 236, 250, 266, 270, 278, 284, 292; *bark*, 300, 318, 356,* (see Footnote,) 400, 446, 486, 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, 266, 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, 194.
Polly and Betsey, ——, 188.
President, *ship*, 194.
Phebe 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, 248, 252, 256, 258.
Planter, *brig*, 238, 244.
Protection, *brig*, 238.
Portia, *ship*, 238, 244.
Phœnix, *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, 588, 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, 410, 444, 516, 560, 588, 610, 632,* 646, 652.
Phocion, *ship*, 282,* 290, 298,* 354,* 374, 398, 436, 462,* 486.*
Parker, *ship*, 282,* 316, 354,* 364.*
Pocahontas, *brig*, 256, 262, 266, 272, 282, 290, 298, 306, 316, 324.*
Pactolus, *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.
Pamelia, *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.)

NEW BEDFORD, MASS.—Continued.

Pacific 2d, *bark*, 560,* 568. (From Fairhaven.) (See Sag Harbor.)
Palmyra, *schooner*, 582.* (From Mattapoisett.)
Petrel, *schooner*, 604,* 610,* 618, 626, 636, 640, 644, 648, 652, 656.
Progress, *bark*, 612,* 636,* 656. (Formerly the Charles Phelps, of Stonington.)
Palmetto, *bark*, 626,* 644, 652.
Peru, *bark*, 652.* (From New London,)
Platina, *bark*, 652. (From Westport.)
Pedro Varela, *schooner*, 656.

NEW LONDON, CONN.:

Pizarro, *brig*, 234, 240, 244, 250.
Phœnix, *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.
Pearl, *bark*, 496,* 520, 544, 572, 590.*
Pioneer, *bark*, 532,* 556, 580,* 590, 602,* 616,* 622.*
Pacific, *schooner*, 544,* 564, 590.*
Philip 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*, 486,* 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*, 512,* 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.*

WAREHAM, MASS.:
Pleiades, *bark*, 348, 390. (See Fall River.)

WARREN, R. I.:
Philip Tabb, *ship*, 302, 310, 330, 352, 370, 402, 428.*
Portsmouth, *ship*, 440.*
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, 506.*

Q.

FAIRHAVEN, MASS.:
Quito, *brig*, 258, 262, 272, 278, 346.* (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,* 634.*

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, 184.
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*, 540.*

FAIRHAVEN, MASS.:
Resident, *schooner*, 222.
Rebecca Sims, *ship*, 552.* (From New Bedford.)

FALL RIVER, MASS.:
Rowena, *ship*, 380, 402, 440.*

GREENPORT, N. Y.:

Roanoke, *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,* 486.*
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.)
Rousseau, *ship*, 290, 306, 334, 374, 424, 462, 504, 550, 594, 612, 636,* 652.
Rebecca Sims, *ship*, 290, 324, 364, 424,* 462, 504.* (See Fairhaven.)
Roscoe, *bark*, 298, 324, 334, 358, 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 Pulsford, *ship*, 482.*
Rainbow, *ship*, 494,* 536, 568, 604, 636,* 652.*
Rambler, *ship*, 494,* 536,*
Reindeer, *ship*, 504,* 536, 576,* 604, 636.*
Rapid, *ship*, 536.*

NEWBURGH, N. Y.:

Russell, *ship*, 304, 308.* (See Dartmouth.)

NEWPORT, R. I.:

Robinson Potter, *ship*, 234.*

NEW LONDON, CONN.:
Rising Sun, *sloop*, 180.
Ruth and Mary, *ship*, 304.*
Robert Bourne, *ship*, 394, 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, 648, 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, 382,* 394.*
Rose, *ship*, 302.

WELLFLEET, MASS.:
Ranger, *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.*

DARTMOUTH, MASS.:
South Carolina, *ship*, 308, 318, 340, 350. (See New Bedford.)

DUXBURY, MASS.:
Sophia and Eliza, *bark*, 380.* (See Stonington.)

EDGARTOWN, MASS.:
Splendid, *ship*, 316,* 358, 400,* 484,* 518, 562,* 590,* 620.*
Sarah and Esther, *bark*, 388.* (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 Westport.)
Sarah, *ship*, 436, 454, 484,* 528, 570.*
Samuel and Thomas, *brig*, 470,* 496, 528, 570.* (From Provincetown.) (See New Bedford.)
Sun, *bark*, 484,* 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*, 198,* 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.*
Spermo, *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,* 398, 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*, 424,* 462,* 494, 536.*
Sappho, *bark*, 454, 494,* 526, 576, 594,* 612, 652.
Superior, *bark*, 462,* 504, 550.* (From Sag Harbor.)
Sarah Sheafe, *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, *ship*, 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,* 640, 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*, 632,* 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.)

NEW BEDFORD, MASS.—Continued.
Stamboul, *bark*, 612,* 632, 648.*
Starlight, *brig*, 618,* 636.*
Seneca, *bark*, 632.*
Sarah B. Hale, *bark*, 652.*
Sea Fox, *bark*, 652.* (From Westport.)

NEW LONDON, CONN.:
Stonington, *ship*, 240.* 252, 264, 280, 286, 304, 340, 358, 368, 394, 404.
Superior, *ship*, 264, 280, 304,* 340, 348, 368, 396, 404, 418, 458, 488.*
Sun, *schooner*, 304.
Shaw Perkins, *sloop*, 368,* 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.*
Scituate, *schooner*, 342.*
Sabina, *ship*, 384.* (See Sag Harbor.)
Sarah, *ship*, 404.* (See Nantucket.)

ORLEANS, MASS.:
September, *schooner*, 508,* 520.* (From Boston.)

PROVINCETOWN, MASS.:
Sophronia, *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, 628.*
Sassacus, *schooner*, 600,* 608, 628, 634,* 638, 646.
S. A. Paine, *schooner*, 622,* 638.*

PERTH AMBOY, 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*, 402,* 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.)

Fairhaven, Mass.:
Telemachus, *schooner*, 238. (See New Bedford.)
Tahmiroo, *ship*, 494,* 540.* (See New Bedford.)
Tekoa, *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*, 384.*

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.*

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, 346, 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, 344, 388, 433,* (see foot-note,) 470, 504; *bark*, 550,* 576, 606, 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.*
Tuscaloosa, *ship*, 316,* 344,* 364, 410.*
Two Sisters, *brig*, 398.* (From Mattapoisett.)
Tacitus, *ship*, 410.*
Triton 2d, *ship*, 436,* 462, 482, 516. (From Plymouth.)
Tamerlane, *ship*, 470,* 516; *bark*, 560,* 588, 606, 632, 646.
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.
Tahmaroo, *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.*
Triad, *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, 406, 442, 464, 490, 544.*
Tiger, *ship*, 430,* 458, 490, 512.*
Tekoa, *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.:
Uncas, *ship*, 268,* 286, 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.)
Uncas, *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.*

HUDSON, N. Y.:
Volunteer, *brig*, 202.

MATTAPOISETT, OR ROCHESTER, MASS.:
Volant, *bark*, 356.*

MYSTIC, CONN.:
Vermont, *bark*, 406, 440.* (From Poughkeepsie.)

NANTUCKET, MASS.:
Venus, *ship*, 186, 188.
Vulture, *ship*, 220, 228.
Vesta, *schooner*, 232.

NEW BEDFORD, MASS.:
Victory, *ship*, 226, 232, 238, 244, 248, 252, 256, 258, 272,* 290, 316.*
Virginia, *ship*, 324,* 344, 364, 398, 446,* 482, 526, 588.*
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*, 590,* 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 Rotch, *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.*

GREENPORT, 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*, 336, 348, 362, 368.
Warren, *ship*, 486.* (See New Bedford.)

LYNN, MASS.:
William Badger, *ship*, 428,* 464.* (See New Bedford.)

MATTAPOISETT, OR ROCHESTER, MASS.:
Willis, *brig*, 356, 366, 390;* *bark*, 414,* 424, 446, 462, 470, 496, 528, 554, 570, 582, 588.* (See New Bedford.)

MARION, OR SIPPICAN, 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*, 310.
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 Thacher, *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,* 482,* 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, 606.* (From Dartmouth.)
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.)

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, 286, 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, 458, 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*, 286, 310, 338, 370, 402, 448,* 488.*
William Baker, *ship*, 310, 320, 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 Phœnix, *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 Coffin, *ship*, 266,* 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.)

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LIST OF ILLUSTRATIONS.

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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 sulfureus* Cope. Arctic Seas to California.

Fig. 5. The Finback, or Oregon Finner, *Balænoptera velifera* Cope. Arctic Seas to California.

Fig. 6. The Pacific Right-whale, *Balæna sieboldii*, var. *japonica* Gray. Arctic, Bering, and Ochotsk Seas. Lower California. Japan?

Fig. 7. The Bow-head, or Great Polar Whale, *Balæna 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-flued harpoon.
Hand-lance.
Boat-knife.
Boat-hatchet.
Tub-oar crotch.
Boat-compass.
Rowlock.
Boat-grapnel.
Boat-piggin.
Boat-keg.
Boat-bucket.
Lantern-keg.
Line-tub.

Plate IV. Pierce's harpoon bomb-lance gun.
Bomb-lance.

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The whale-boat.
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Cutting-spade.
Bone-spade.
Gaff.
Blubber-pike.
Boarding-knife.
Sheath.

Plate VI. Fin-chain.
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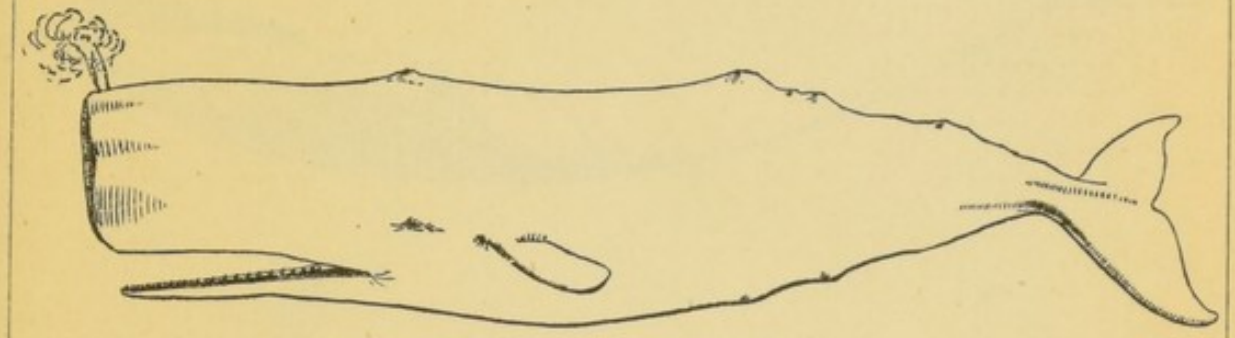
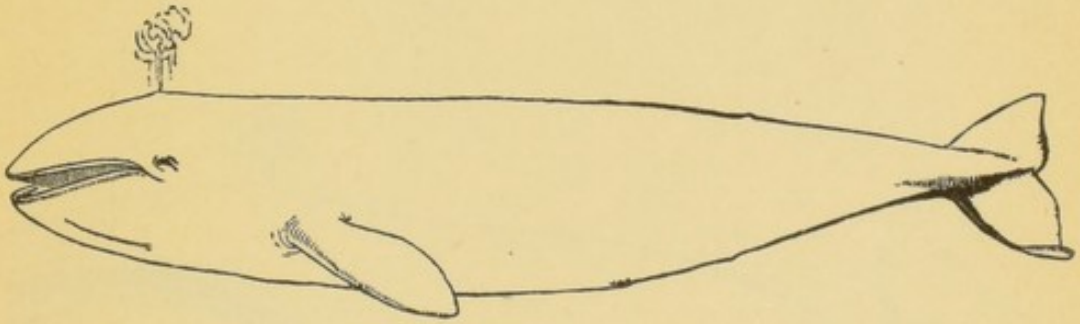
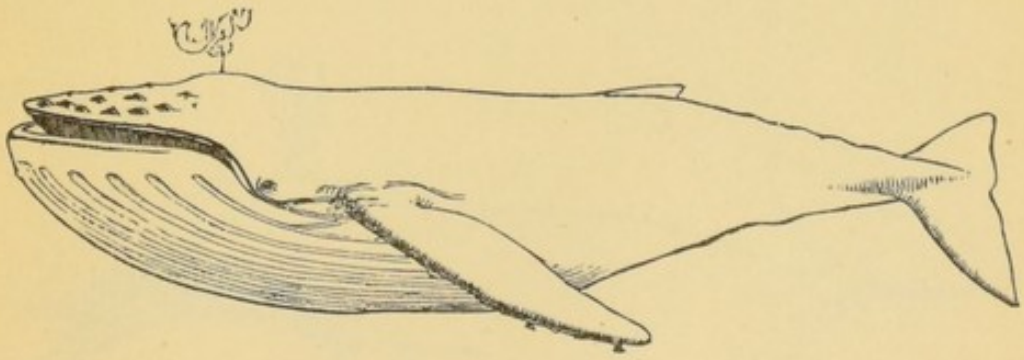
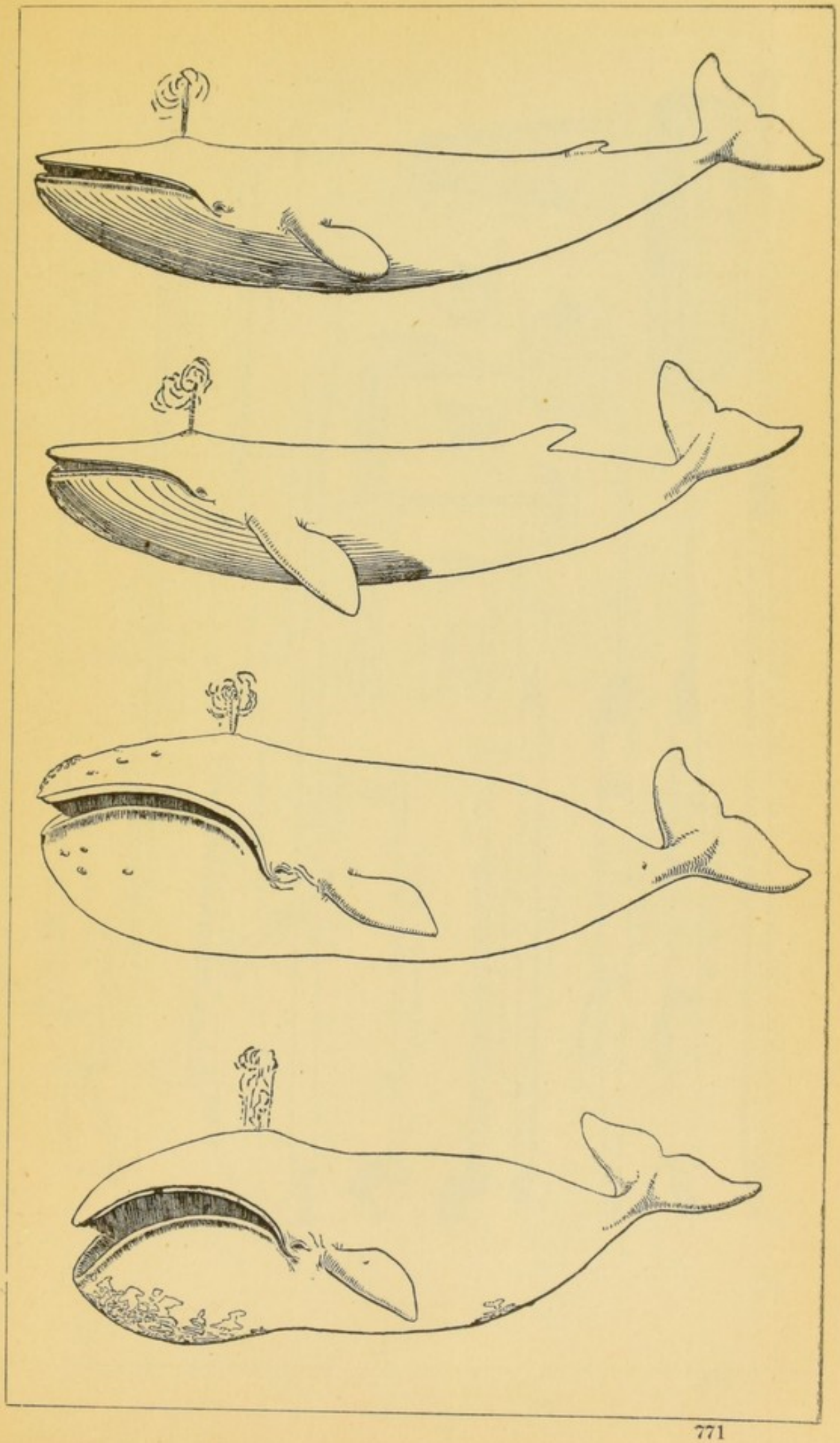
Mincing-knife.
Head-strap.
Throat-chain toggle.
Toggle.
Blubber-fork.
Stirring-pole.
Skimmer.
Bailer.
Fire-pike.

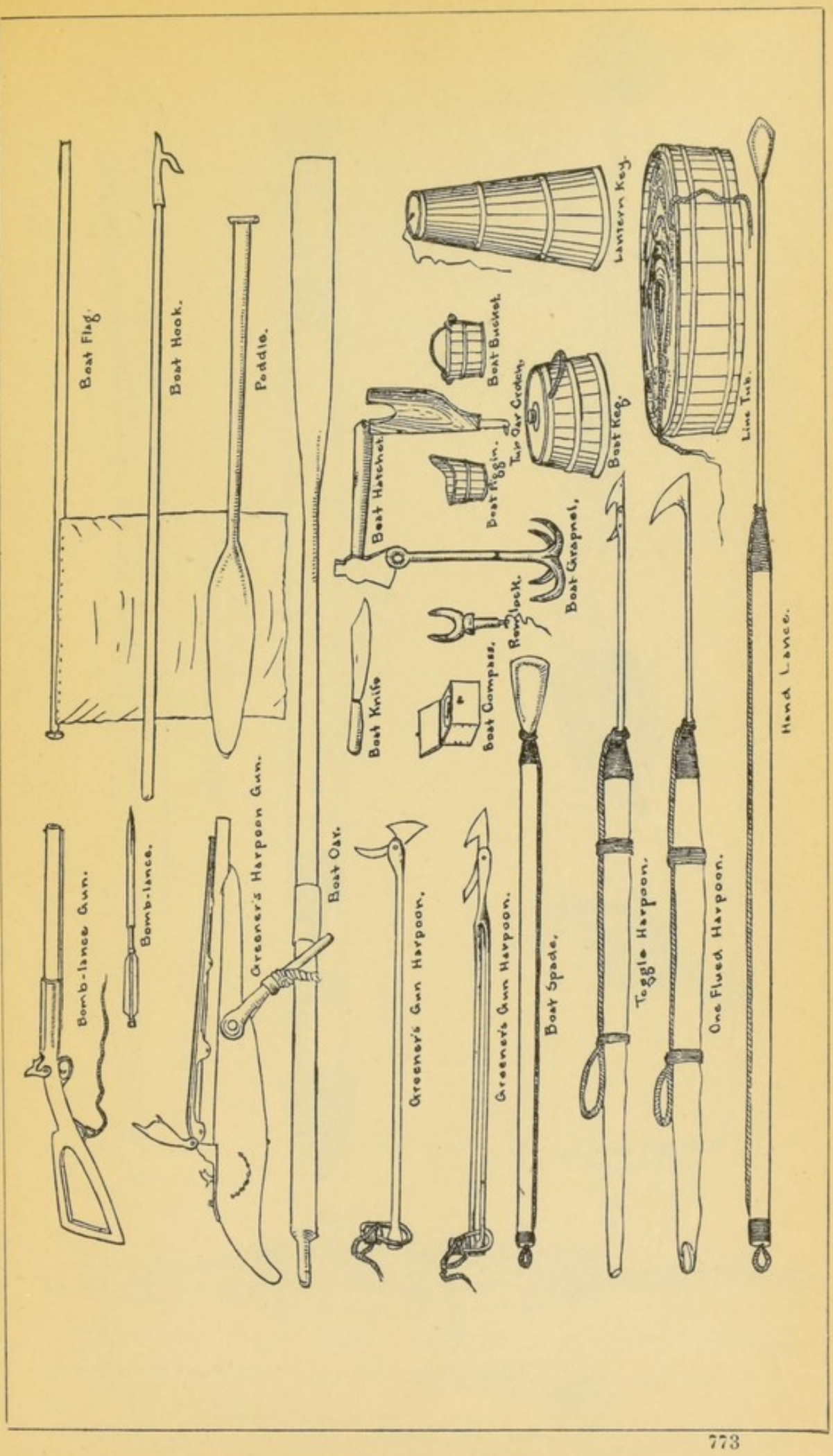
*The figures of whales and of apparatus used in the whale-fisheries are taken from the important and remarkably interesting volume entitled "The Marine Mammals of the Northwestern Coast of North America described and illustrated; together with an account of the American Whale-Fishery." By Charles M. Scammon, Captain United States Revenue Marine. San Francisco: John H. Carmany & Co. New York: G. P. Putnam & Sons. 1874. 4to. 27 plates.

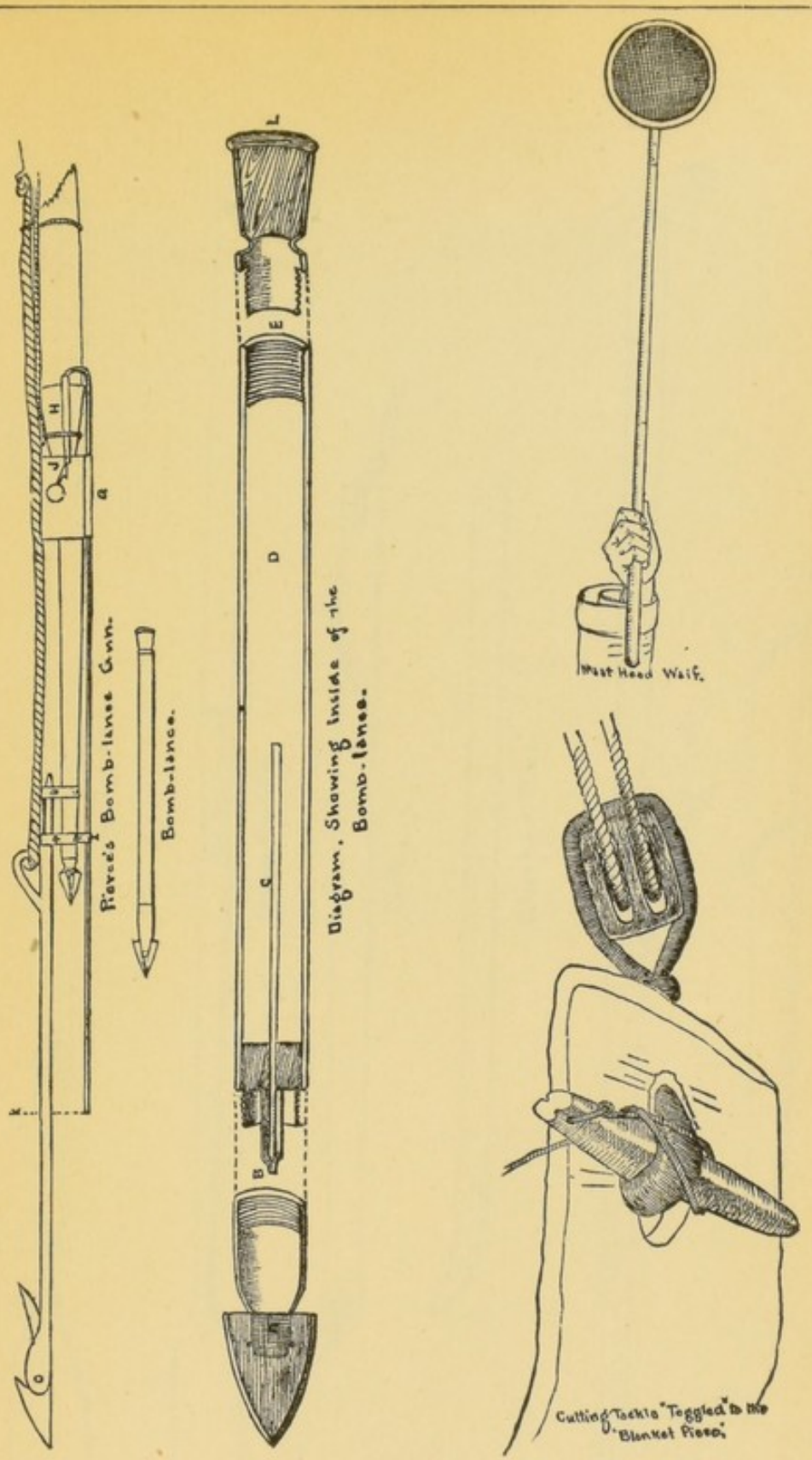


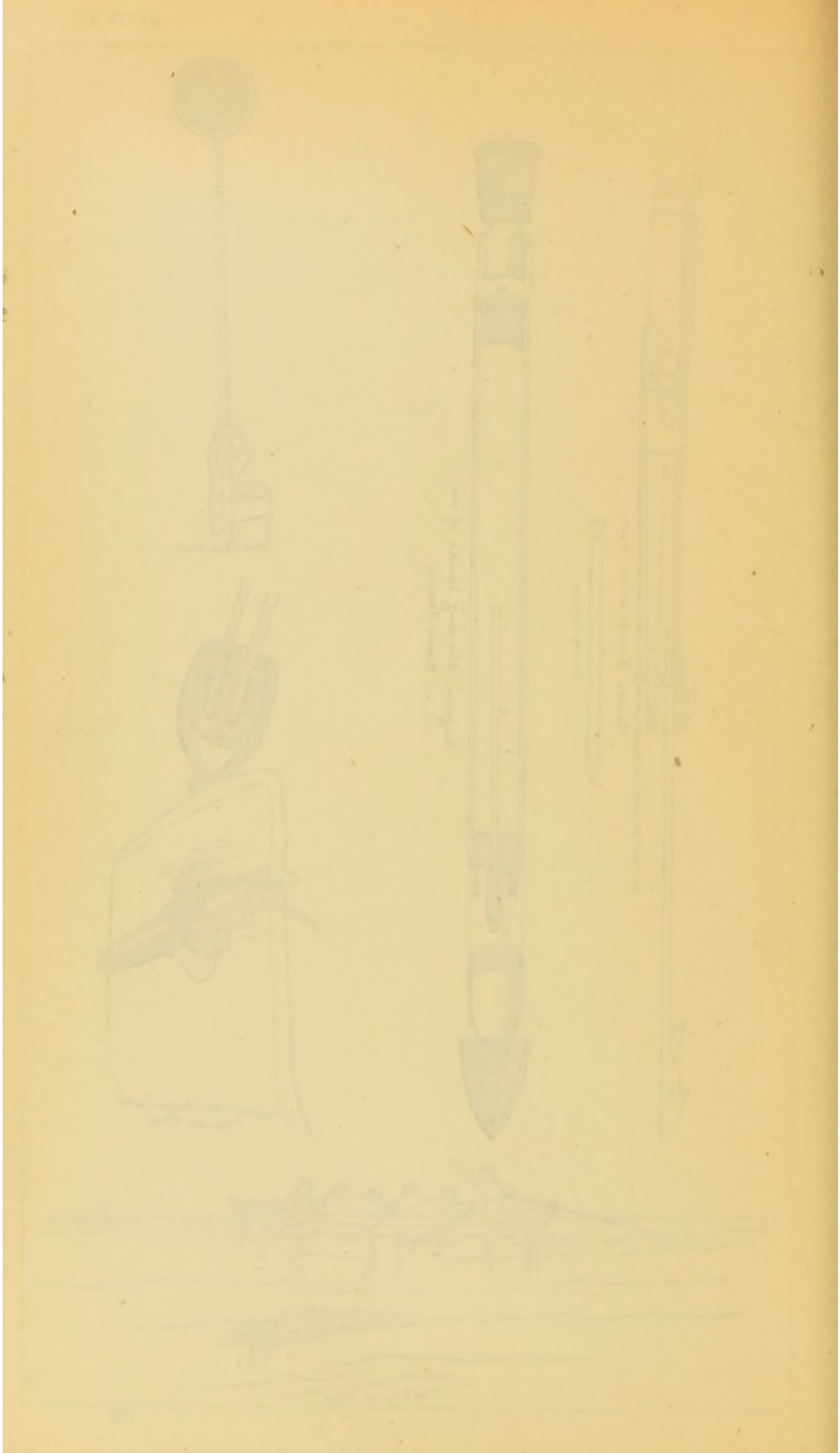


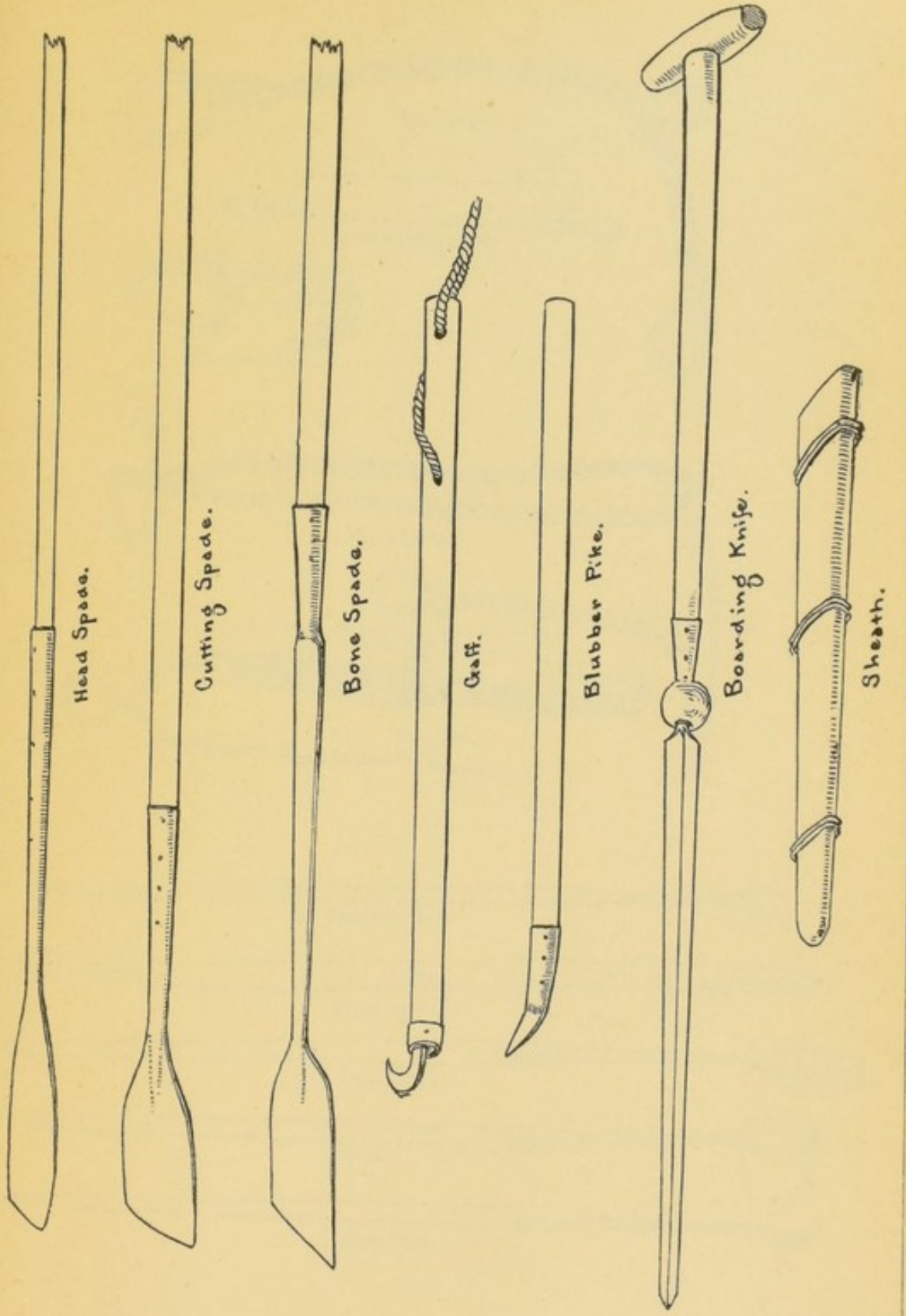


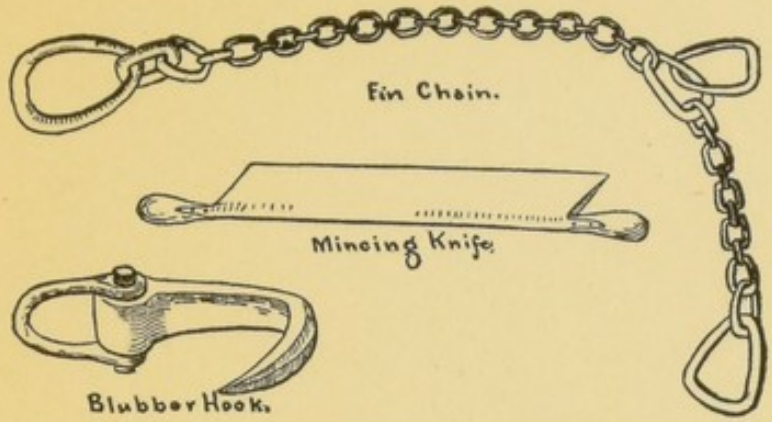



Boat Flag.
Boat Hook.
Paddle.
Lantern Key.
Boat Bucket.
Boat Hatchet.
Twin Oar Crotch.
Boat Keg.
Line Tub.
Boat Knife
Boat Compass.
Rowlock.
Boat Grapnel.
Bomb-lance Gun.
Bomb-lance.
Greener's Harpoon Gun.
Boat Oar.
Greener's Gun Harpoon.
Greener's Gun Harpoon.
Boat Spade.
Toggle Harpoon.
One Fluted Harpoon.
Hand Lance.


Fiske's Bomb-lance Gun.
Bomb-lance.
Diagram, Showing Inside of the Bomb-lance.
Mast Head Waif.
Cutting Tackle "Toggled" to the "Blanket Piece."
The Whale Boat

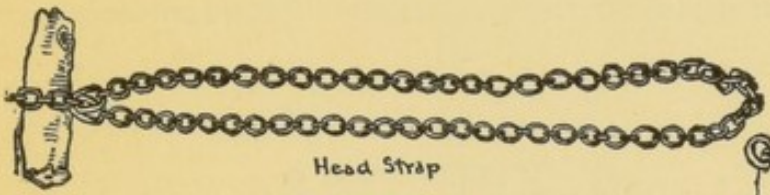


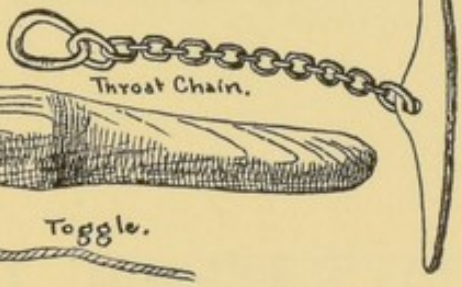

Head Spade.
Cutting Spade.
Bone Spade.
Gaff.
Blubber Pike.
Boarding Knife.
Sheath.

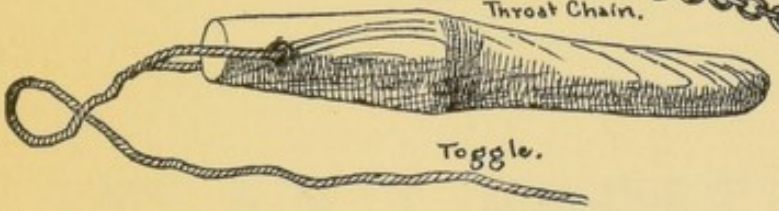

Fin Chain.

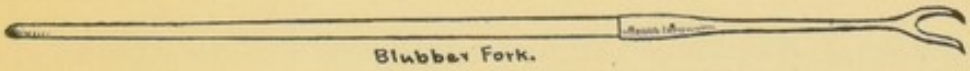
Mincing Knife.

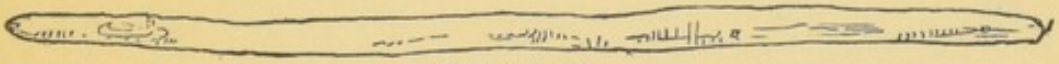
Blubber Hook.

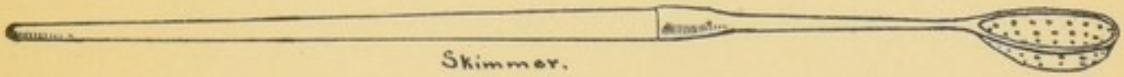

Head Strap

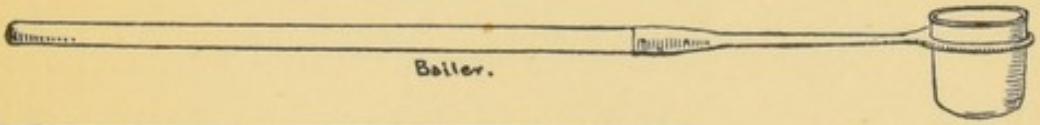

Throat Chain.

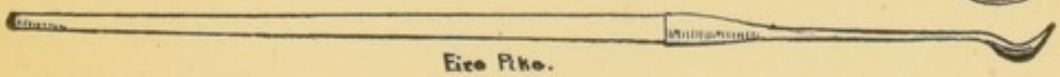

Toggle.

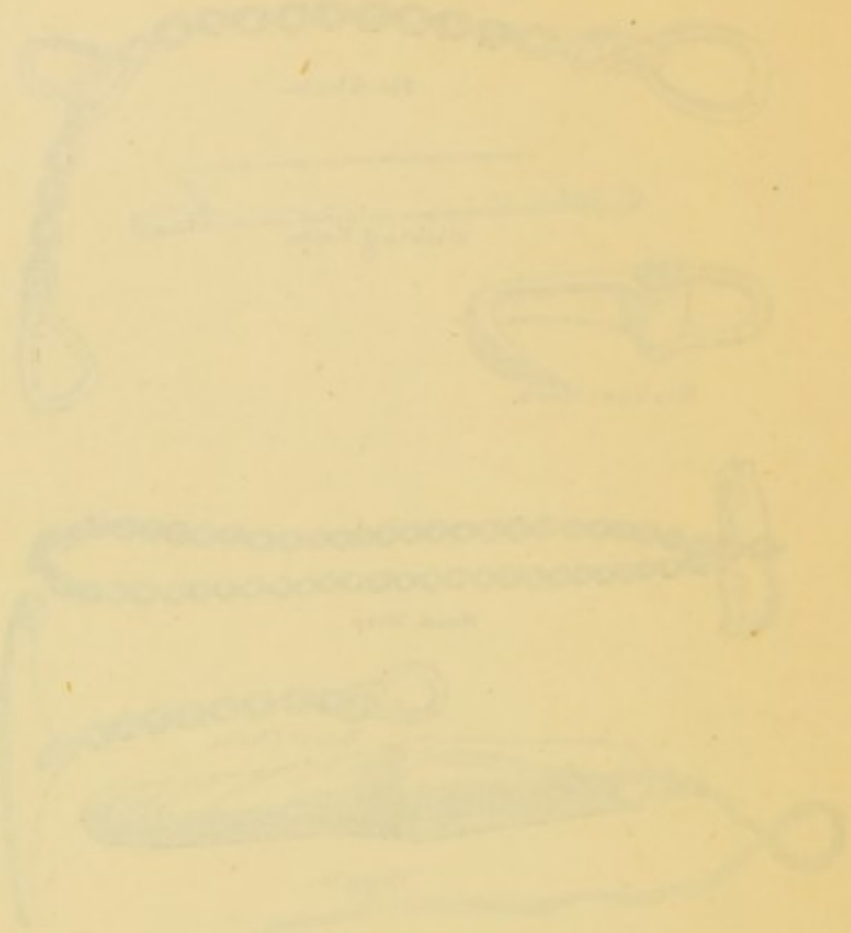

Blubber Fork.


Stirring Fork


Skimmer.


Baller.


Fire Pike.



APPENDIX B.

INLAND FISHERIES.

II.—FISHERIES OF CHICAGO AND VICINITY.

By E. W. Nelson.

A—SOURCES OF INFORMATION.

In this report of the fisheries of Chicago and vicinity, I have included, besides those of Lake Michigan, those of the various small lakes and rivers near, so far as data could be obtained.

Although the latter are not of great extent, nor of much commercial importance, yet the information gained concerning the species found in them will be of some value to those investigating the character of streams and their inhabitants for the purpose of re-stocking exhausted streams and introducing valuable food-fishes not indigenous.

The facts regarding the fisheries along the shore of Lake Michigan and on the Calumet River have been obtained from the proprietors of the fisheries and from personal knowledge. For information regarding the fisheries at Joliet, Lockport, and Lemont, I am indebted to Mr. P. A. Downey, who formerly resided at Joliet, and is well posted regarding the matter.

To Mr. J. F. Browne, city fish-inspector of Chicago, I am indebted for the statistics of the amount of fish handled by the wholesale dealers of the city during the year ending December 1, 1875, and for information regarding the fish-trade; also to Mr. A. W. Brayton, of Englewood, Ill., for aid in various ways.

B—RECENT INCREASE IN SALES.

Since Mr. J. W. Milner's investigations in 1871–'72, the wholesale trade has increased rapidly in Chicago, as is seen by the following tables. The first table is taken from Mr. Milner's report, (United States Fish Commissioner, 1872–'73, page 7,) and shows the number of pounds of fish handled by the wholesalers of Chicago for 1872, as follows:

Hard fish.	Mixed fish.	Soft fish.	Lake-herring.	Sturgeon.	Salt fish.	Total.
4, 712, 198	13, 800	17, 784	167, 673	25, 147	2, 519, 500	7, 461, 102

A slightly different classification* has been adopted since, and they are arranged as follows for 1874–'75, the numbers representing half-barrels or packages containing 100 pounds each:

Kind of fish.	No. 1.	No. 2.	No. 3.	Ragged.	Rusty.	Sour.	Total.
White fish	54,967	4,766	3,147	373	374	857	64,484
Lake-trout	5,851	264	.....	.....	.....	384	6,499
Cat-fish	128	.....	.....	.....	.....	.....	128
Pickerel	3,095	.....	.....	.....	.....	73	3,168
Lake-herring	16,109	.....	.....	.....	.....	263	16,372
Total	.....	.....	.....	.....	.....	.....	90,651

† White fish, lake-trout and pickerel, (*Stizostedium Americanum*) (Raf.) Cope, come under the term "hard-fish;" cat-fish, if they are skinned, do also, but if not, are "soft-fish."—J. W. M.

This amount (90,651 half-barrels, or 9,065,100 pounds) is simply what has been inspected and packed for shipping. Besides this there were 30,000 half-barrels, or 3,000,000 pounds, in the hands of the dealers at the end of the year that had not been inspected, thus making the amount received by the wholesalers during the year ending December 1, 1875, 12,000,000 pounds in round numbers. The greater part of this amount came from the various fishing-stations around Lake Michigan, and a portion came from Lake Superior and Lake Huron.

The fish is dressed and salted at the fishing-station enough to preserve it until it reaches the market. It is then shipped in boxes by rail or boat. After the fish is received by the dealers, and before it can be repacked, it must be inspected. A few years ago one man was sufficient for this duty, but the trade has increased to such an extent that the head inspector has been compelled to appoint a deputy for each wholesale-house.

The inspector informs me that the trade has increased from 12,000 to 15,000 half-barrels per year for the last five or six years. He also states that the demand greatly exceeds the supply, and that nearly twice the amount obtained could be disposed of.

The fresh-fish trade is also quite extensive. Nearly all the fish caught off Chicago, South Chicago, at Calumet, and various other places near, are sold fresh.

The amount of fresh fish sold yearly in Chicago must equal one-fifth of the quantity used in the wholesale trade. It is impossible to get definite information on this point as the fishermen sell directly to peddlers and retail dealers and no account is kept.

* The classification used in the report referred to, is the one of Sandusky, Ohio, slightly modified so as to conform the statistics of other centers to common terms, by means of which a comparison of the different markets along the lakes is made possible.

C—INVESTMENT AND CHARACTER OF LAKE-FISHERIES AT CHICAGO AND SOUTH CHICAGO.

1.—Fisheries at Chicago.

In the United States Fish Commission Report for 1872–'73, (page 8.) Mr. Milner states that, "At Chicago there were six boats fishing with trot-lines off the mouth of the river, their catch being almost entirely the perch, (*Perca flavescens.*") And just after, "There has been no net fishing here for years, the few experiments made proving failures. It is quite possible, now the filthy current of the river no longer flows into the lake, that there may be some success with nets." The latter conjecture has proven true.

Last season (1875,) three-pound nets were set just off the mouth of the river and were quite successful, the catch in these nets exceeding that of the same number of nets at South Chicago. The largest haul at Chicago was considerably greater than the largest haul at South Chicago.

The investment at Chicago as near as could be determined is as follows:

Three pound-nets, average value $700	$2,100 00
100 boats, average value $65	6,500 00
Set-lines and other material amounting to	1,000 00
	$9,600 00

Investment at South Chicago, 1875:

Twelve pound nets, average value $700	$8,400 00
Three sail-boats, each $500	1,500 00
Several small boats and nets, seines, &c	800 00
Ice-houses, fish-houses, wagons, and various other material and property belonging strictly to the business	60,000 00
	$70,700 00

Twelve men were employed through the season at this place. Formerly there were four others* working pounds, but they were drowned several years ago and their nets have been removed.

At Chicago instead of the six boats Mr. Milner found there in 1872 fishing with trot-lines, off the mouth of the river, there were, last season, nearly one hundred boats and three hundred men employed in the same business, and three pound-nets. Those using trot-lines and having small unseaworthy boats only go out a mile or two to set their lines and in consequence their catch consists mostly of perch (*Perca americana,*) except in the spring and fall when many "lawyers" (*Lota lacustris*) are taken. The majority of the boats are "mackinaws" or similar boats which are very seaworthy. They run out fifteen or twenty miles and

* The Oemmich brothers, lost in a squall in 1874.—J. W. M.

sometimes farther. Setting their lines which contain from five hundred to one thousand hooks each, baited with minnows before leaving shore, they continue on and run into Michigan City and remain over night. Starting early the next morning they take up their lines and arrive in Chicago during the day. This kind of fishing is carried on until the harbors are frozen over. These lines catch large numbers of sturgeon (*Acipenser rubicundus*) and lake trout (*Salmo namaycush.*) During the spring and fall the lines nearest shore catch quantities of lawyers, sometimes the entire catch being of this species. The lawyers are generally sold to peddlers there being no demand in the markets. Of the other species caught, all except the dog-fish (*Amia calva*,) sheep-head (*Haploidonotus grunniens*,) and gars (*Lepidosteus osseus*) find a ready sale.

While the Chicago River flowed into the lake the water was affected by the filth for some distance along the shore, and was without doubt the cause of the failure of the attempts to institute pound-net fishing there at different times. The current of the river no longer flowing in that direction another trial was made, and last May (1875) three pound-nets were set off the mouth of the river with such good success that the owners feel sanguine of a good harvest next season.

The season was a remarkably poor one all along the Illinois shore. The catch in the two nets off Chicago, which were out the whole season, considerably exceeded that of any two of the nets off South Chicago at the same time, the season at both places commencing in May and ending in July. One of the nets off Chicago was reset in September to try the fall fishing, but the repeated and violent storms which occurred at that season damaged the net to such an extent that it had to be removed.

It is not probable that the fall fishing will amount to much at this end of the lake, owing to the heavy storms which almost invariably visit the lake in the fall, and often for a week or more the water is so rough that it would be impossible to visit the nets. The accompanying diagram* will show the relative position of the nets, with depth of water and length of leaders. The nets are numbered from north to south. The pounds were 28 feet square.

The leaders, as is usual, commenced in shallow water and extended out to the pound in deeper water. Net No. 1 was first set the middle of May off Twenty-seventh street, three miles south of the mouth of the river. The leader commenced in 9 feet of water, about 7 rods from shore and extended out 85 rods to the pound in 18 feet of water. Having poor success, the net was removed the middle of June, and set northeast of north pier, as represented in diagram, net 1. Here the leader commenced at the corner of the pier in 18 feet of water, and extended out 12 rods to the pound, situated in 26 feet of water. The catch here was poor, amounting to $60 for the remainder of the season. Nearly the entire catch here were white-fish (*Coregonus albus*) and lake herrings (*Argyrosomus clupeiformis*).

* See p. 800.

Net 2.—The lead extended from about one-third the length of the government pier north from the south end, out 86 rods. At the pier there were 20 feet of water, andat the pound there were 24 feet. Owing to the meshes of the pound being large the smaller grade of fish escaped, and so lessened the amount of the catch. The fish are graded by the dealers as No. 1, No. 2, or 3, according to size; No. 1 including all those exceeding 1½ pounds in weight, No. 2 including all weighing from ¾ pounds up to 1½ pounds, No. 3 all under ¾ pounds in weight. No. 1 fish are in greatest demand, as they find a readier sale to consumers. In net No. 2 the catch consisted of first and second grade fish, the first grade predominating; there being, according to the owner, at least 900 out of every 1,000 pounds first grade. This net was visited daily when the weather permitted. After the 15th of July the run of white-fish and herring being over, the net did not pay expenses, the catch averaging about 20 pounds of perch (*Perca americana*) per day, with a few chance specimens of cat-fish, buffalo fish, and others. During May and the 1st of June, when the run of white-fish and herring was at its height, but few other species were taken. An occasional lake trout (*Salmo namaycush*), sturgeon (*Acipenser rubicundus*), and a few perch were the principal ones; but as the run commenced to decline the 1st of June the other species began to come in more abundantly, and kept increasing in numbers as the white-fish and herring decreased, until near the 15th of July, when the most of them suddenly left, and scarcely any but perch and occasional stragglers of other species, were taken. The largest haul of white-fish made at one time in this net was during the first week of June. The pound was lifted and 3,000 pounds of fish were removed, and the boat being loaded to the water's edge they were compelled to let the net back, still containing a large number. This haul consisted of large size No. 1 fish. The third net consisted of a long leader with two pounds, one at each end. The two pounds were set about the middle of May. The 1st of June a leader 60 rods long was added, commencing at the outer pound and extending out to 24 feet of water, where a third pound was placed. The two inside pounds were set about one-third of a mile south of the end of the Government pier, one pound being 50 rods inside the pier, and the other 50 rods outside. The inside pound (A) was in 16 feet of water, the next pound (B) in 21 feet of water, and the last pound (C) in 24 feet of water. Pound B in 21 feet of water was the most successful of the three. The haul from this pound often exceeded the amount contained in both the others. The largest catch in B was 2,600 pounds the first week in June, and varied from that to 100 pounds daily until the 1st of July. In the inside pound (A) the maximum was 200 pounds, and the average for the season nearly 100 pounds daily. For the next pound, (B,) as just stated, the maximum was 2,600 pounds, and the daily average 1,000 pounds. In the outside pound (C) the maximum was 1,000 pounds, and the daily average from 300 to 400 pounds. The principal obstacle to successful

pound net-fishing here at present seems to be the danger the nets are in from the numerous tug-boats and propellers which are continually crossing and re-crossing the harbor in every direction. Last season, through carelessness and in fogs, the leader on No. 3 was badly damaged several times, once about 80 rods being carried away and destroyed by the wheel of a tug catching in the net as it passed over. In September the herring commenced running again, and were abundant for three weeks, when they again disappeared. At the middle of September 80 rods of lead net and pound B were placed out again, but severe storms came on and destroyed the lead and damaged the pound so it had to be taken up. At this end of the lake white-fish seem to frequent the vicinity of the mouth of a river while near shore, and sturgeon to prefer the shore at a distance from a river. In proof of this I have gained the following facts from the fishermen: At Evanston, Ills., 12 miles north of Chicago, Mr. Lawson, owner of the pound net formerly set there, tells me that during several years fishing he only caught a few white-fish until within the last two years, when they became more plentiful than before. Could the filth from Chicago River by means of a lake current have affected the fish at such a distance? The net at Evanston was situated nearly a mile from shore, in 24 feet of water. At Lake View, 6 miles north of the Chicago River, seining is done in spring and fall, the catch being almost exclusively sturgeon, which are placed in a lagoon a few rods back from the lake-shore, and large numbers are kept alive until disposed of to the market-men. Occasionally a good haul of perch and herring is made, but this is of rare occurrence in the case of the herring. At South Chicago the pounds nearest the mouth of Calumet River take much larger quantities of white-fish than those at a distance. As the distance the net is from the river increases, the quantity of white-fish taken decreases, and the amount of sturgeon taken increases.

2.—FISHERIES AT SOUTH CHICAGO.

There are twelve pound-nets at this place, ten of which were in use last season, (1875). The first net was situated a little to the northeast from the mouth of the Calumet River, and the others were scattered along the lake shore east for about 10 miles. They are situated in from 26 to 31 feet of water, the length of the piles used determining the depth. The leaders are from 75 to 80 rods long. Their distance from shore is dependent upon the depth of the water and varies from one-half a mile to a mile. The season for white-fish generally commences here the 1st of May, occasionally opening several weeks sooner, and commencing one year as early as March. Formerly there were good fall seasons and large quantities of white-fish, herring, and sturgeon were taken, but during the last few years the falls have been so stormy that it has entirely prevented any fall net-fishing whatever.

The white-fish seasons are quite irregular; some years extending from the 1st of May to the middle of July, and not coming in shore in

the fall; again there are two seasons, one commencing in April and ending in June, and a second season commencing in September and ending in November or December.

Some seining is done at the mouth of the river during the summer, when some species—principally the white-bass *Roccus chrysops*, crowd up into the mouth of the river in large numbers.

All the marketable fish taken at this place are dressed and sent to Chicago, 12 miles, in wagons. They generally find a ready market; at times when there is a large run of fish all along the shore, the market is filled and they bring a very low price, selling for from 1 to 6 cents per pound, according to kind and quality.

The net owner at this place said that when a large run occurs in warm weather, the most of the fishermen hurry their entire catch into the market the first day and supplying the demand, the fish which are taken the remainder of the run bring a price so low that it does not pay the expense of getting them into market, and large quantities are allowed to spoil. The only way to avoid the difficulty would be to take only enough fish from the pounds to supply the demand, and in this way keep the prices uniform, and avoid uselessly destroying large numbers of fish.

D—LISTS OF SPECIES TAKEN AT CHICAGO AND FISHING IN ADJACENT REGIONS.

Although Mr. Milner wrote up the habits and distribution of the lake fishes so thoroughly in his report for 1871–1872, I have thought that some additional facts regarding the species which have come under my observation may be of value, and so note them here.

For comparison I have made separate lists of the species found at Chicago and those at South Chicago, as many of the species which are abundant at one place are comparatively rare at the other, and vice-versa.

1.—CHICAGO FOR SPRING SEASON OF 1875.

Lota lacustris, (Walb.);* lawyer; eel pout—Common during first half of the season; towards the last half of the season they became quite rare. This species is never taken in large numbers from the pound, but many are taken on the set-lines a few miles out and is occasionally caught from the piers with hook and line.

Haploidonotus grunniens, Raf.; sheephead—A common species in the summer. Quite often taken with hook and line from the piers. It appears to be very irregular in its occurrence, some days not a single one being taken from the pounds, and the next day there are from 50 to 100 pounds in each net; after being abundant for a day or two they entirely disappear for several days.

Micropterus pallidus, (Cuv. and Val.;) black bass.—Very rare; one or two taken in the pound during the first of the season.

* The nomenclature of the species in this paper, in Mr. Nelson's absence, has been revised by Prof. D. S. Jordan.—J. W. M.

Ambloplites rupestris, (Raf.,) Gill; rock bass.—Rare; taken with the preceding; sometimes caught with hook from the piers.

Lepomis pallidus and *Eupomotis aureus;* sunfish.—Taken in small numbers throughout the season.

Perca americana, Schrank; yellow perch.—Common throughout the season, averaging 20 pounds daily. Taken in varying numbers from the piers all summer. The fishermen say they do not follow the leader well, so are not taken in large quantities as they would otherwise be.

Stizostethium vitreum, Cuv. and Val.; wall-eyed pike.—Common. A few taken daily until the 1st of July.

Roccus chrysops, (Raf.) Gill.; white bass.—The first taken the first of July, after which it became quite common, but no large quantities were taken. The quantity varied from 10 to 50 pounds daily during July.

Esox lucius, Lin.; lake pike.—Very rare in the pounds south of the pier. One specimen was taken in net 3, pound B, just before the nets were removed in July. In net No. 2, just north of this, they were abundant, quite a number being taken daily. The only reason for this is that they must have all been moving south parallel to the shore, and so been stopped by the first leader. If this was the case they must swim in a limited path, for none were taken in net No. 1, which was a little farther in shore and situated north of this net.

Umbra limi, (Kirt) Günth.; mud-minnow.—In the fall and spring this species frequents the vicinity of the piers in large schools, and quantities are caught in dip-nets to use for bait on the set lines. During the summer they are very rarely seen near shore. The day succeeding severe storms in the summer they congregate in a dense mass inside the pound, and as it was slowly lifted would follow it to the surface. At the first splash they dart through the meshes of the net, and disappear as though by magic.

Coregonus albus, Les.; white-fish.—This species commences running the first of May, and the season is at its height the last of this month. From the first week in June they gradually decrease in numbers until the middle of July, when only a few stragglers are taken. The largest quantity taken at this end of the lake last season, and from one net, was obtained the first week in June, from net No. 3, and amounted to over three hundred pounds in one day. Hard storms, which cause the water near shore to become muddy or full of sand, drive this species into deeper water; but as soon as the water clears they return. When driven into deep water by a storm the first of July they do not return, and the fishermen say it is useless to leave the nets out after a storm at this time of year.

Argyrosomus clupeiformis, Mitch.; lake herring.—This species commenced running shortly after the white-fish began, and continued to run with the white-fish until the close of the season. The first of June, when the may-flies (*Ephemeræ*) swarm along the lake shore, the herrings come in close to the pier for the purpose of eating the insects which fall into the

water. At this time large numbers of them are caught by baiting hooks with these flies. They are occasionally caught from the piers at other times with a minnow for bait.

Salmo namaycush, Rich.; lake trout.—Commences running the middle of April, as they are taken at that time with set-lines a short distance out from shore, and a few are taken with a seine at Lake View about the same time. They are taken on the set-lines several miles off shore through the season. They were quite rare in the pounds.

Myxostoma macrolepidota (Les.) Jordan; mullet.—During the first of the season they were not common. After July 1 they were more plentiful, there being on an average twenty-five specimens taken daily, some days as many as fifty being taken. They are in good demand in the markets.

Catostomus commersonii, (Lac.) Jor.—This and two or three other species of suckers were taken in sparing numbers through the season. They were most abundant with the eel pouts in the spring, sometimes there being fifty pounds in the net at a time.

Bubalichthys bubalus; buffalo fish.—Rare. One taken the last of May and two or three the first of July.

Amiurus catus, Lin.; bullhead.—Sometimes taken with the hook along the break-waters.

Ichthælurus punctatus, Raf.; forked-tail cat.—Very rare. Two specimens taken just before the net was removed in July. This species, with *Amiurus nigricans*, is often taken on the set-lines farther out.

Amia calva Lin.; dog-fish.—Quite rare. Single specimens taken at intervals.

Lepidosteus osseous Lin.; gar pike.—Rare; sometimes taken on the set-lines.

Acipenser rubicundus Les.; sturgeon.—Not common; about a dozen specimens taken in all the pounds during the season. Three was the largest number taken in one day. A great many are taken with set-lines about 15 miles off shore, principally in the fall and spring. This mode of fishing is necessarily suspended during the months of July and August, owing to the lack of bait, the minnows keeping out in deep water and are too shy to be taken by the dip-nets.

Petromyzon, Lin.; lamprey.—This fish is frequently taken with the sturgeon.

2.—SPECIES TAKEN AT SOUTH CHICAGO.

Lota lacustris (Walb.;) lawyer.—Taken in varying numbers through the season. Very abundant in the spring.

Haploidonotus grunniens Raf.; sheep-head.—Much more abundant than near Chicago. They commence running about the first of June, and are taken in large numbers the remainder of the season. In July, 1873, a large run occurred, and in one day over 10,000 pounds were taken. Since then, their numbers have decreased. There is no demand for this fish in the market.*

* This species, though condemned by many who have eaten it, has a demand growing for it, especially eastward.—J. W. M.

Micropterus pallidus (Cuv. and Val.;) black bass.—More abundant than near Chicago. A few taken daily.

Ambloplites rupestris (Raf.,) Gill; rock bass.—Common.

Perca Americanus Schranck; perch.—Common in the pounds; taken throughout the season. Large numbers are taken with the seine and gill-net at the mouth of the Calumet in the fall.

Roccus chrysops (Raf.) Gill; white bass.—As the weather gets warm in June, on pleasant evenings this species crowd in the mouth of the river so that the water appears to be filled with a compact mass. One haul with a long seine at one of these runs, it was estimated, contained over 20,000 pounds, the most of which were turned back into the river. It is only during calm pleasant weather, with a south wind for several days in succession, that these large runs occur; but every season they are more or less abundant. They are not in good demand as a market fish, so but little effort is made to catch them. When the large runs occur they often go up the river as far as Calumet Lake, ten miles, and a few remain in this lake throughout the year, being taken whenever the fisherman do any seining there.

Esox lucius, Lin.; lake pike. Occasionally taken in the pounds.

Esox nobilior, Thomp.; muskellonge.—This species occurs in the pounds in sparing numbers throughout the season.

Coregonus albus, Les.; White fish.—Formerly this species spawned a short distance off-shore in large numbers, but it has been several years since. May and June are the principal months for this fish unless as sometimes occurs there is a fall run, when they are abundant from the last of September to the first of December.

Argyrosomus clupeiformis, Mitch.; lake herring.—Runs with the preceding and in nearly equal numbers. The catch of this and the preceding species varies from 800 to 10,000 pounds, daily, the average being about 1,500 pounds of the two kinds.

Salmo namayacush, Rich.; lake trout.—Common during the spring and fall seasons.

Myxostoma macrolepidota, Les.; mullet.—Common in the spring. This species, *C. commersonii*, and several other species of suckers, are taken in varying numbers through the season.

Bubalichthys bubalus, buffalo fish.—Common in the pounds throughout the season. Sometimes several hundred weight are taken in a day.

Amiurus catus, Lin.; bullhead.—Occasionally taken in the pounds.

Amiurus nigricans, Les.; lake catfish, and *Icthælurus punctatus*, Raf.; forked-tail catfish.—Both species are abundant. Several hundred weight of the two are often taken in a day, during the last of the season. Specimens of the fish are often taken that weigh 50 pounds, each. The latter average much less and are a slenderer fish.

Amia calva, Lin.; dogfish.—Not common in the pounds. Often taken by the seines near shore. They swarm in the water about the fish houses near the mouth of the river where the offal is thrown.

Lepidostens osseus, Lin.; gar pike.—Occasionally taken.

Acipenser rubicundus, Les.; sturgeon.—Very abundant. Commence running the first of May and continue all through the warm weather. This species is sometimes taken in the seine. They occasionally stray in the Calumet river and specimens have been taken 18 miles from its mouth. The largest haul of this species ever taken amounted to 8000 pounds of dressed fish.

3.—CALUMET RIVER AND LAKE.

At present there is very little fishing done throughout the course of the Calumet River. A few men earn a scanty subsistence by using small gill-nets in the numerous sloughs and bays extending off from the main channel a few miles above the mouth, together with the seining at the mouth of the river and in Calumet Lake. During the fall and spring the fishermen work the pound-nets off South Chicago, besides gill and hoop-nets 15 miles above the mouth, which includes all the regular fishing.

About ten years ago this stream contained large numbers of pickerel and black bass, and in consequence was a favorite resort for anglers from Chicago. Within the last five years, however, these fish have decreased in numbers so rapidly that at present a person might troll for several days without getting a fish. There are, however, a few favored localities on the Little Calumet where these species may still be taken. The seining at the mouth of the river is for lake species, which run in during the spring and summer. The fish caught in the gill-nets are obtained by setting the net across the mouth of a slough opening into the river. The fishermen row to the farther end and return splashing the water and pushing a long pole into the weeds, in order to frighten the fish into the net. Perch and dog-fish are the principal fish taken in this manner, but a few pickerel, black bass and rock bass, are also taken. When a strong north wind prevails for several days the lake water gradually forces the river water back, and sometimes the lake water extends up the river 12 miles from its mouth. The waters are so entirely different in color and temperature that they can be recognized at once. The lake water has a greenish tint and is much colder, while the river water has a dark-brownish color and is quite warm. As the lake water gradually ascends the channel the river fish retreat, and in a day or two lake fish take their places. When the wind stops blowing the lake water gradually flows back, the lake fish going with it, and the river fish return. This is noticed by every one who fishes with hook and line in the river within a few miles of the mouth. When there is a strong north wind and the water in the river is a pale-greenish color the perch taken are all of the white variety, only found in the lake water, called lake perch; but if the wind is in any other direction the river water is dark-brownish, and only the dark-yellow variety, found only in the river, called river perch, are caught. The only connection between Calumet

River and Calumet Lake is a small channel at the north end of the lake. This channel was originally made by the Indians as a communication between the river and the lake during their hunting and fishing excursions.

Old residents tell me that at first this channel was barely wide enough to allow the passage of canoes, but has gradually enlarged to its present dimensions, being one-quarter of a mile in length, about 50 feet wide, and 6 to 8 feet in depth. The lake is merely a sink, into which the water from the surrounding marshes and sloughs empties and forms a body of water about 3 miles long and 2 miles wide, and an average depth of from 4 to 6 feet of water, with a deeper channel extending lengthwise through the lake north and south. The shores are boggy and covered with a growth of wild rice (*Zizania aquatica*). The bottom of the lake is covered with a layer of mud. While seining in this lake the fishermen have caught many species that are ordinarily only taken in Lake Michigan. Their theory is that these fish have followed the river up to the channel, during some northerly storm, and straying through this into the lake have been unable to find their way out again. Some of these species exist in this lake in large numbers, and without doubt breed there. It is generally supposed that there are but few fish in this lake; yet the fishermen who seine there say that there are large numbers of fishes in it.

Some species rare in the river at present, are abundant in the lake. The following species are enumerated by the fishermen as being taken in Calumet Lake:

The eel pout is abundant; not known to be taken in the river except at intervals.

Black bass; formerly very abundant in the river, but now rare; quite abundant in Calumet Lake at present.

Rock bass; in river and lake.

Perch; common in river and lake.

White bass; common in the lake; only found in the river at intervals.

Pickerel; quite rare at present in the river and common in the lake.

Mullet sucker; plentiful in the lake; not often taken in the river. Several other species of suckers are also taken, which have not been determined.

Buffalo fish; very plentiful in the lake; generally rare in the river.

Bullhead; exceedingly abundant in the lake. January 13, 1876, some fishermen with a seine obtained over 3,000 pounds of this species, in a bay at one end of this lake.

Lake catfish (*Amiurus nigricans*); common in the lake and river.

Dogfish; abundant in both river and lake.

Gar pike; not uncommon in river and lake.

Sturgeon; have been occasionally taken, and are said to be quite common.

Lampreys; are also taken.

4.—RIVERDALE, ILL.

At this place the fisherman has netted with hoop and gill nets for nine years. The fyke-net is placed on one side of the Calumet River with the opening down stream, the arms running out 12 feet on each side. The gill-net is stretched across the river. At Riverdale there is a large distillery from which the slops are conducted into the river, and this affects the water so that a sour odor is very apparent for 6 or 8 miles below. The decrease in the number of fishes in the river is, without doubt, owing in part to this cause, as no fishes can be caught during the summer and fall for several miles below the distillery, while a short distance above, perch, sunfish, and several other species, are common. In proof of the destructive effect of this waste from the distillery I have the following notes of a remarkable run of fish I chanced to witness last winter (1875) and the effect of the water upon the fish above and below Riverdale. January 27, 1875, being at Riverdale and hearing several persons speaking of the large number of fish they were catching at the river, I went down to the ground. Owing to the severe cold weather the ice on the river was 20 inches thick, by measurement. The only openings, to my knowledge, in the ice throughout the course of this branch of the river were at Riverdale and Blue Island, 8 miles farther up the stream. At the former place there were two openings, one made by the ice-cutters, and the other, about 10 feet across, caused by the warm water from an artesian well flowing into the river near the distillery. At Blue Island the opening was caused by the rapid current flowing over the remains of a dam. On reaching the bank of the river I saw a group of men and boys surrounding the openings, which were about 200 yards apart. They were armed with shovels, pitchforks, muskrat-spears, dip-nets, and indeed any implements that could be used in throwing or pulling the fish out of the water. Joining one of these groups I was astonished to find the water filled with a struggling mass of fishes, all striving to get their noses to the surface of the water. As among these there were many large-sized fish, many of the smaller fry were lifted from the water, and where the new ice had commenced to form about the edges of the opening there was a solid layer of small perch and bullheads crowded out in this manner. On the ice, to one side of the hole, was a pile of buffalo-fish, large perch, bullheads, a few pickerel and black bass, which had been caught by one man with a dip-net. When he removed them, there were two one-horse wagon-loads, amounting to over 2,500 pounds. Scattered about on the ice were hundreds of fishes not edible. Garpike (*Lepidosteus osseus*) were especially numerous. I counted over two hundred and seemed no nearer the end than when I had commenced. They varied from 12 inches to $3\frac{1}{2}$ feet in length. With them were a nearly equal number of dog-fish. Examing the large pile of fish, I found perch, buffalo-fish, lake cat-fish, bullheads, and rock-bass were the most numerous species, the buffalo-

fish predominating. The latter weighed from 10 to 30 pounds. Black bass, white bass, and pickerel were not common, only a few being taken. These fish were all taken below the distillery and were very stupid. I saw a man throw out a number of dog-fish and garpike by putting the tines of his fork under them and giving a toss land them on the ice, where they lay with scarcely a struggle.

The next day I was at Blue Island, and there they were having a very similar run, with the exception that the fish were much livelier here than at Riverdale. Although the same species were taken and in about equal numbers as at the latter place, yet they could only be taken as they tried to crowd up to the surface of the shallow water running over the site of the old dam. This gave the fishermen an advantage, and when thrown on to the ice the fish struggled and flapped about, showing all their natural vigor. This run continued for several days at both places, and fishermen who were there during the whole run assured me that there must have been several tons taken from each place. In the shallow water at the Blue Island dam when the fish were crowding up in the largest numbers, the mass was so dense they were shovelled out onto the ice. After the ice had thawed in the spring and the river fallen several feet the effect of the waste from the distillery was much more evident than before. While collecting birds along the river below the distillery I found thousands of dead fish lying along the bank. In some places they formed a layer several inches deep, and in others lay scattered along the bank irregularly on each side of the river. The banks were strown with dead fish for at least 5 miles below Riverdale. Above this place toward Blue Island an occasional fish was found, not more than twenty or thirty in a mile. The fishermen on the river are also of the opinion that the fish are killed by the refuse from the distillery.

From a fisherman living just above the distillery at Riverdale, I have the following notes regarding the fish caught there in the last nine years. The species mentioned are only the prominent ones which he has taken; probably many small species are taken that he does not know or has no name for.

Lota lacustris, eel pout; occasionally taken in winter.

Haploidonotus grunniens, sheephead; not over 50 pounds have been taken in nine years.

Micropterus pallidus, black bass; taken irregularly at present, formerly abundant.

Ambloplites rupestris, rock bass; taken in sparing numbers throughout the year.

Eupomotis aureus and *Lepomis pallidus*, sun-fish; very common throughout the year.

Perca americana, yellow perch; abundant, from 100 to 300 pounds taken daily.

Stizostethium vitreum, pike; in the spring of 1875 quite a large run

of this species occurred, and over 200 pounds were taken in a day. Previous to this date and since then, only occasional specimens have been taken.

Roccus chrysops, white bass; a few taken every summer.

Esox lucius, pickerel; formerly abundant; quite rare now.

Myxostoma aureola, mullet; occasional during summer.

Catostomus commersonii, common suckers; abundant at all seasons; sometimes as many as 800 pounds are taken daily in the fall.

Myxostoma macrolepidota, red horse; rare; occasionally a specimen is taken in the gill-net.

Bubalichthys bubalus, buffalo-fish; only taken in the seine in spring and fall.

Amiurus catus, bull-head; common at all seasons.

Amiurus nigricans, catfish; specimens taken at short intervals during the spring.

Amia calva, dogfish; very abundant during the entire year.

Lepidosteus osseus, gar pike; this species is occasionally taken at all seasons.

One fall, several years since, over 200 gars were taken from the hoop-net in one day. During his nine years' fishing, the Riverdale fisherman tells me he has taken about a dozen eels; they have generally occurred in the spring or fall.

The only evidence as yet of the success of the attempt to stock the Calumet with eels and shad, made by Mr. Milner in 1872, was the capture of a small shad 3 or 4 inches in length. This specimen was caught in a hoop-net at Riverdale, April, 1874.

A small portion of the number of fishes Mr. Milner brought to the Calumet, were placed in the river near Riverdale, but the majority were placed nearer the mouth of the river. Without doubt, such of the young fish as were below the distillery, were killed by the filthy condition of the water. Probably those that have remained above are still living, and should an attempt be made to obtain specimens there, it would very likely prove successful. Should the young of these species be placed in Calumet Lake, they would doubtless thrive, and in time might stock the river. They would at least be shielded from the effect of the impurities of the river water, and as the water in the lake is naturally as pure as that in the river, both coming from the same source, the fish would have a much better chance in the "struggle for existence."

5.—ILLINOIS RIVER AND TRIBUTARIES.

As the character of the fishing at Lemont and Lockport is the same as at Joliet, and I have a more complete account of the subject at the latter place, I will let my notes on the fishing at Joliet and the list of species, unless otherwise stated, apply to both these places. Joliet is situated upon the Desplaines River, which empties into the Kankakee River a few miles below this town, and the Kankakee finally empties into the Illinois River.

At Seneca, a short distance below the jnnction of the Kankakee and Desplaines River, there is a dam which prevents any large number of fishes from coming up the river above that point. This combined with the effect of the Chicago River water, will doubtless eventually depopulate the rivers above that place. Before the waters of Chicago River were turned through the canal into the Desplaines, and from this into the Kankakee and Illinois rivers, there was fine fishing at nearly every point along these rivers, and in the smaller tributaries of each.

Previously to the opening of the Chicago River into the canal in 1871, rock-bass, (*Ambloplites rupestris*); black-bass, (*Micropterus pallidus*); silver bass, (*Roccus chrysops*); wall-eyed pike, (*Stizostethium vitreum*); mud-pike, (?); pickerel, (*Esoxlucius*); mud-eel, (?); silver-eel, (*Anguilla rostrata*); buffalo fish, (*Bubalichthys bubalus*); red horse, *Myxostoma macrolepidota*); suckers, *Catostomus* ——— ?); bull-heads, (*Amiurus catus*); spoon-fish, or shovel-bill, (*Polyodon folium*); sun-fish, (*Pomotis* ——— ?); cat-fish, *Amiurus* ——— ?); dog-fish, (*Amia calva*); gar pike, (*Lepidosteus osseus*); perch, (*Perca americana*), were caught in both these rivers, and also in the Du Page River, which flows 6 miles east of Joliet, and empties into the Desplaines 8 miles south of that town; also in Hickory Creek which rises about 14 miles east of Joliet, and empties into the Desplaines just south of the town, and in any of the streams of sufficient size in this vicinity.

When the current of Chicago River was first turned through the canal and the rivers, it caused the fish in them to bloat to a large size, and rising to the surface they floated down the stream in large numbers. It was estimated at the time that several tons of dead fish passed through one of the canal-locks just after the foul water commenced running through the canal.

When these bloated fish chanced to float into the clear water at the mouth of some tributary of the river they would revive and swim up the clear stream. Such large numbers of the fish revived in this manner that all the small streams flowing into the Desplaines and Kankaku rivers were filled with fish in such numbers that many were taken with hook and line, one man taking over 300 in a day in this manner at that time.

When the spring freshets occur the current is so rapid and the amount of pure water in the river is so great, that the foul water does not have much effect upon the fishes, and large numbers of the species mentioned ascend the rivers and are caught with hook and line. Later in the season as the water subsides, and the water from Chicago River predominates, the fish which came up in the spring die and are floated down the river. In July and August when the water is the worst even the mud turtles leave the river in disgust and seek less odorous homes.

Dog-fish are the last to die. Next to this species the bull-head, (*Amiurus catus*), are the longest lived, but finally they succumb and are floated down like their predecessors.

Before the current of the Chicago River was turned in this direction, some seining was done and dip-nets were used.

A species of minnow is said to spawn in great abundance at the mouth of a creek emptying into the Desplaines just north of Joliet, and when the muddy water flows over the spawn it is destroyed.

There are no professional fishermen at Joliet. A few men occasionally spending a short time fishing for market during spring and fall. Formerly they fished in the Desplaines, but at present only in the Kankakee above the mouth of the former river.

Around Joliet Lake, 3 miles southwest of Joliet, there are a number of springs; during the cold weather in the winter the fish of the lake congregate in the water about these springs.

People from the town and surrounding country go there and catch any number desired, as the openings in the ice caused by the warmer water of the springs are literally filled with fish of all the species found in the lake, the species here being the same as in the river.

The fish obtained in this lake are not generally considered edible. Eels have always been rare in the rivers in this vicinity, only about a dozen being taken yearly.

A party who has fished at Joliet upwards of twenty years states that thirteen years ago a large number of sheep-head (*Haploidonotus grunniens*), were taken in the spring and that none have been known to occur since.

Since the water of the river has been impure none of the fishes taken in the Desplaines and its tributaries are considered good for food, and the local demand for fresh fish is mostly supplied from Chicago, a small portion coming from the Kankakee River several miles above its junction with the Desplaines.

6.—LIST OF SPECIES IN THE ILLINOIS RIVER IN THE VICINITY OF PEORIA.

The following imperfect list of species is copied from the History of Peoria by C. Ballance:

As several species are mentioned not recorded in the Kankakee or Desplaines, I here insert the list: *Perca flavescens*, yellow perch; *Centrarchus fasciatus*, black bass; *Pomotis vulgaris*, sun-fish; *Pimælodus catus*, cat-fish; *Lenciscus deplema*, horned dace; *Catostomus tuberculatus*, warted sucker; *Catostomus duquesnii*, red-horse; *Esox estor*, pike; *Lepidosteus*, gar; *Anguilla lutea*, eel; *Acipenser*, sturgeon; *Polyodon folium*, shovel-fish, and several specimens not identified.

An exploration of the various streams and lakes in this State will without doubt reveal many species not anticipated, and probably a number new to science.

From the effect of the Chicago River water upon the fishes in the streams through which it passes before reaching the Mississippi River and the effect of the distillery on the water and fishes in the Little Cal-

umet, it will probably be useless to introduce new food-fishes. But other streams, and the numerous lakes in this part of the State can be successfully restocked. Eels would without doubt succeed, and the finding of the small shad at Riverdale proves that they have lived for a few years in that stream.

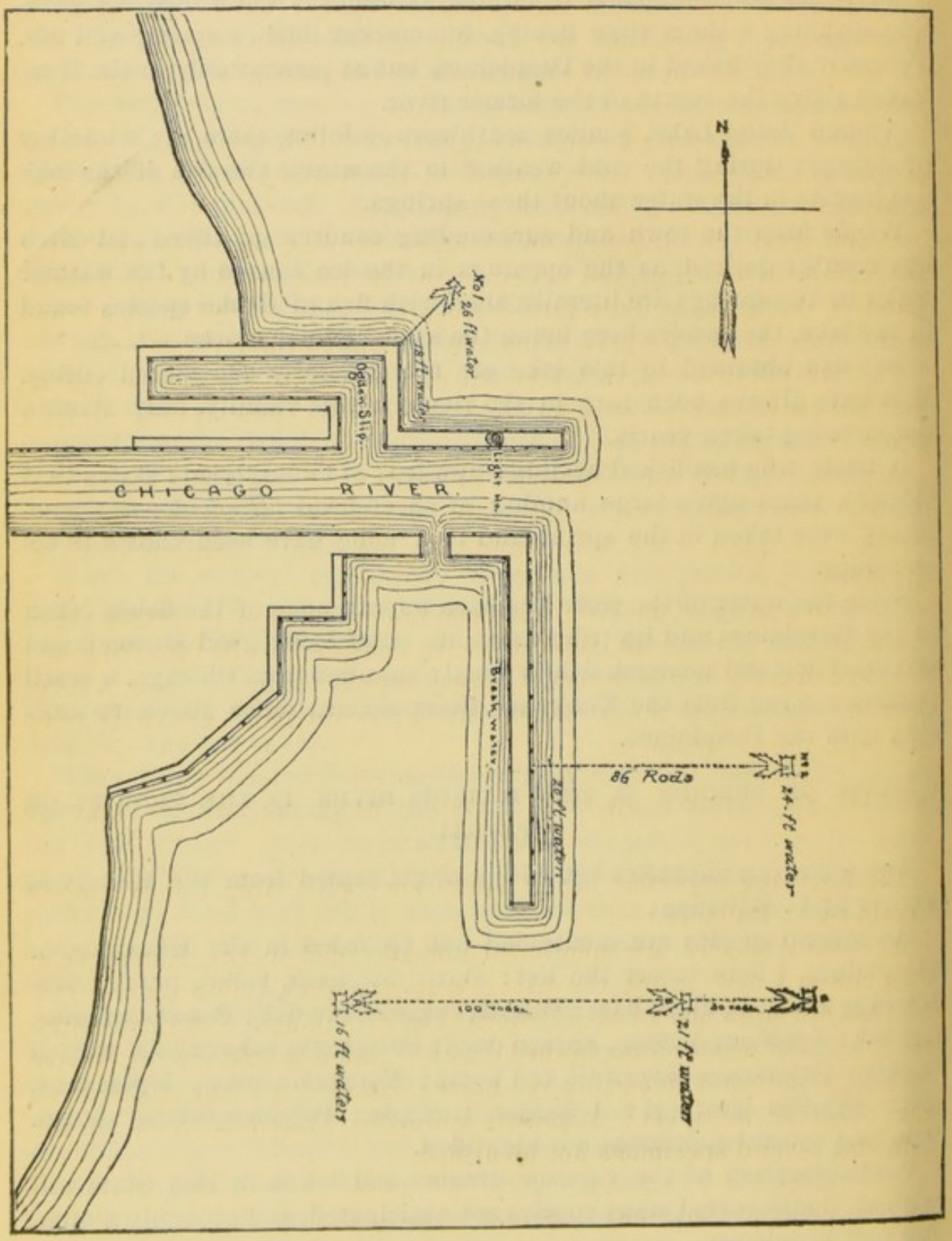


Diagram showing position of nets in Chicago Harbor.

III.—THE SALMON FISHERIES OF THE COLUMBIA RIVER.

By Livingston Stone.

San Francisco, Cal., *December* 31, 1875.

Sir: I beg leave to report as follows:

In pursuance of instructions received from you from Washington, I left San Francisco for the Columbia River on the 1st day of May, 1875, and arrived at Portland, Oreg., on the 6th day of the same month. From this point I made various excursions up the Willamette and up and down the Columbia from the ocean to Celilo, 210 miles from the mouth of the river, giving special attention to the natural history of the salmon and the business of the river canneries, besides looking up a favorable point for the artificial propagation of salmon.

In regard to the natural history of the salmon I was able to gather quite a large number of facts, but could make only very little certain progress, in the limited time that I had to spend on the Columbia, toward determining the number and characteristics of the many varieties of salmon which frequent the river.

The facts which I collected in regard to the natural history of the salmon, together with the other results of my investigations, will be found in the course of the following report.

LIVINGSTON STONE.

Prof. Spencer F. Baird,
United States Commissioner of Fish and Fisheries.

A—THE COLUMBIA RIVER.

The Columbia, as is generally known, is the most productive salmon river of the world. Its vast tributaries, extending over many degrees of latitude and longitude, furnish immense spawning grounds for the accommodation of the parent fish, while the broad and deep channel of the main stream for hundreds of miles affords a magnificent highway, free of obstruction, for their easy ascent of the river.

These advantages the salmon have availed themselves of in an extraordinary degree, and they pour through the mouth of the Columbia and up its current in an abundance unknown to any other river in the inhabited portions of the globe.

The abundance of the salmon, however, is not their only peculiarity in this wonderful river. They occur in greater variety also than in any other known river of the world.

While there is only one anadromous salmon in the Sacramento, one in the Penobscot, one in the Miramichi, one in the Rhine, and one in the British rivers, there are said to be no less than twelve distinct varieties in the Columbia. These in all their Protean forms, occasioned by differences of age, season, and sex, have constituted a labyrinth which has always been an invincible puzzle to naturalists.

In the very brief time that I spent on the Columbia it was quite impossible to acquire anything like an exhaustive knowledge of the different varieties in the river. I consequently confined myself chiefly to inquiries into the characteristics of the Chinook salmon (*Salmo quinnat*), which I had an opportunity to see and study, and to gathering such information as I could regarding the other kinds, from the fishermen and other salmon-experts of the river.

The results of my investigation in regard to the *Salmo quinnat* will be found in the form of answers to Professor Baird's very valuable series of questions relating to fishes.

B—QUESTIONS RELATIVE TO THE FOOD-FISHES.—SALMO QUINNAT.

1.—NAME.

Question. What is the name by which this fish is known in your neighborhood? If possible make an outline sketch for better identification.

Answer. This fish is known in the Columbia River as the "Chinook salmon," the "Tyee salmon," and the "common salmon of the Columbia."

2.—DISTRIBUTION.

Question. Is it found throughout the year, or only during a certain time; and for what time?

Answer. The Chinook salmon are not found in the main Columbia throughout the year, but begin to enter the river in February and continue to run until some time in September.

Question. If resident, is it more abundant at certain times of the year, and at what times?

Answer. They are most abundant from April to August, the greatest number making their appearance in the month of July.

3.—ABUNDANCE.

Question. How abundant is it, compared with other fish?

Answer. They vastly exceed in abundance any other fish of the river.

Question. Has the abundance of the fish diminished or increased within the last ten years, or is it about the same?

Answer. The salmon have not increased in the Columbia River during the last ten years, and it is not known that they have diminished any. Fewer Chinook salmon now make their appearance in the upper rivers, but this is sufficiently accounted for by the fact that such a vast quantity are now netted in the main river on their way up. On the Willamette River the fishermen claim that the salmon have very much diminished, and that they caught only twenty or thirty now where they used to catch a hundred. This is undoubtedly true, but it does not prove that the salmon of the Columbia are diminishing, for it may be, and probably is, only the natural result of so many thousand more being stopped and caught in the main river below than there used to be. This must, of course, lessen the number that enter the Willamette.

Question. If diminished or increased, what is the supposed cause?

Answer.

Question. What is the amount, or extent, of the change in abundance?

Answer.

4.—Size.

Question. What is the greatest size to which it attains (both length and weight), and what the average?

Answer. The largest specimen that I ever saw weighed had a length of 35 inches, a girth of 31 inches, and a weight of 65½ pounds. One of the fishermen told me that he saw one caught in May, 1843, which weighed 83 pounds. This is the largest Columbia River salmon that I have heard of. The average weight is 22 or 23 pounds whole, and 16¾ or 17 pounds dressed. Out of 98,000 salmon taken at Clifton, Oreg., in 1874, only one weighed as much as 65 pounds.

Question. State the rate of growth per annum, if known, and the size at one, two, three, or more years.

Answer. The rate of growth is not known. There is every reason to believe, however, that it is similar to that of the Sacramento salmon. (See Report of United States Commissioner of Fish and Fisheries, 1872–'73, pp. 185, 186.)

Question. Do the sexes differ in respect to shape, size, rate of growth, &c.?

Answer. In the spring the sexes are exactly alike in appearance. At and near the spawning-season they differ very much. Their rate of growth appears to be nearly the same.

5.—Migrations and movements.

Question. By what route do these fish come in to the shore, and what the subsequent movements?

Answer. It is not known by what route they come in to the shore, though it is conjectured that they come chiefly from the north. After entering the river the spring runs gradually make their way up toward the upper tributaries. The summer runs proceed more rapidly, a large proportion of both reaching the very headwaters of the river. The fall run of salmon do not ascend so high, but frequently spawn on the sand-beds of the main river within 50 miles of the sea. The salmon do not follow a stated track every year in ascending the river, but one year they take one course and another year a different one. Neither do they adhere to the same course during any specified year, but sometimes ascend the current and sometimes keep near the banks. A very strong current, however, they seem in the lower river to uniformly avoid.

Question. By what route do they leave the coast?

Answer. Not known.

Question. Where do they spend the winter season?

Answer. In the ocean.

Question. When are the fish first seen or known to come near the shore, and when does the main body arrive? Are the first the largest? Are there more schools or runs than one coming in, and at what intervals?

Answer. The salmon make their first appearance in February, though in very small numbers. The main body arrives in May, June, and especially in July, when the run is enormous. The May salmon are largest. Perhaps the most correct view to take of the running of the salmon is to consider all the salmon as included in one run, beginning in February, increasing in May and June, and culminating in July though they might also be legitimately divided into three runs: the first or meager run coming in February, March, and April, the second or full run in May and June, and the third or maximum run in July. After July they diminish very rapidly, and soon almost entirely disappear from the river.

Question. When do the fish leave shore, and is this done by degrees or in a body?

Answer. Those that do not die in the upper waters leave shore after descending the river, probably by degrees.

Question. Is the appearance of the fish on the coast regular and certain, or do they ever fail for one or more seasons at a time and then return in greater or less abundance? If so, to what cause is this assigned?

Answer. The appearance of the fish on the coast and in the river is very regular and certain. They never fail. This is the testimony of the Hudson's Bay Company for over a hundred years.

Question. How do the runs differ from each other in number and size?

Answer. See answer to question, When are the fish first seen? &c.

Question. Which sex comes in first; and how far advanced is the spawn in the female on first arriving?

Answer. Males and females come in together. Possibly the males somewhat precede. The spawn in the females is very backward when the first run enters the river; when the latter runs enter the river, it is well developed.

Question. Will either sex, or both, take the hook on first arriving; and if so, is there any period of the stay of fish when they refuse it?

Answer. Both sexes will take the hook when first arriving from the sea, and continue to till they enter fresh water. After this they refuse the hook till they reach the upper tributaries of the river, when they take the hook again quite eagerly.

Question. If they refuse the hook at first, how soon do they begin to take it after arriving?

Answer. See answer to the previous question.

Question. Do the schools of fish swim high or low; and is their arrival known otherwise than by their capture; that is, do they make a ripple on the water; do they attract birds, &c.?

Answer. They sometimes swim high and sometimes low. Their arrival is not marked by any signs above the surface of the water, except when they arrive at the upper waters, when they make their presence known by their incessant jumping.

Question. What is the relation of their movements to the ebb and flow of the tide?

Answer. In tide-waters the salmon are always found heading toward the tide; that is, up-stream with an ebb-tide, and down-stream with a flood-tide.

Question. Does spawn ever run out of these fish taken with a hook?

Answer. Yes.

Question. Answer same question in regard to fish taken in nets or pounds; is the spawn ever seen in any quantity floating about inside of nets?

Answer. Salmon are often taken at the spawning-season in nets, and otherwise, with the spawn flowing from them.

Question. Are these fish anadromous; that is, do they run up from the sea into fresh water for any, and for what, purpose?

Answer. Certainly. They come up to deposit their spawn.

Question. If anadromous, when are they first seen off the coast; when do they enter the mouths of the rivers, and what is the rate of progression up-stream?

Answer. They are first seen off the coast immediately previous to entering the mouth of the river. They are usually from one to three weeks passing from the mouth of the river to Clifton, about 20 miles. They first appear at the Dalles in the middle of April, about two months after their first appearance at the mouth of the Columbia. They appear in great quantities at the Dalles about the middle of June, or two months after they appear in large numbers at the bar. The falls of the Dalles are 200 miles up the river, which would indicate that their rate of pro-

gression to that point is about 100 miles a month. Dr. Suckley, in the Pacific Railroad Reports, estimates that the *Salmo scouleri* ascends the river at the rate of 100 miles a week. This variety, however, is a fall salmon and in great haste to deposit its spawn, which undoubtedly accounts for the difference of speed in the two instances. The spring (or summer) salmon are a week going from the Cascades to the Dalles. They are only a day or two getting through the Dalles, for they are seen above the Dalles a day or two after their first appearance at the mouth of the Dalles.

Question. If anadromous, what is the length of their stay in fresh water, and when do they return to the sea?

Answer. This question cannot be determined until it is known whether the fall runs of salmon are distinct from the *Salmo quinnat*. All of this latter variety return to the sea (or die) in August and September, as none are found in the river after that time having the characteristics of the spring run of the *Salmo quinnat*. It may be added here that vast shoals of the young of some salmon descend the Columbia in summer, passing the lower fisheries in June and July, and also that full-grown salmon of some variety are caught in considerable quantities, nearly exhausted, on the back of the drift-nets of the Lower Columbia in July and August.

Question. Do the different sexes or ages vary in this respect?

Answer. They do not.

Question. Do these fish come on to the breeding grounds before they are mature; or do you find the one or two year old fish with the oldest?

Answer. Fish of all sizes and ages above a year old are found together, on the breeding-grounds, except the salmon parrs recently hatched.

Question. What are the favorite localities of these fish? Say whether in still water or currents; shallow or deep water; on the sand; in grass; about rocks, &c.

Answer. These salmon are found anywhere in the river in deep water, in shallow water, over sand, gravel, and rocks; everywhere except in lagoons or sloughs, aside from the river, where the water stagnates.

Question. What depth of water is preferred by these fish?

Answer. No depth in particular.

Question. What the favorite temperature and general character of water?

Answer. The temperatures of the Lower Columbia are given below.

Table of daily temperatures of the water of the Columbia River at Clifton, Oreg., Sundays excepted.

Date.	7 a. m.	12 m.	Date.	7 a. m.	12 m.	Date.	7 a. m.	12 m.
1875.	°	°	1875.	°	°	1875.	°	°
May 10	51	51½	June 11	58½	60	July 14	66	67
11	50¾	51	12	58½	60	15	66	67
12	50	50½	14	59	60	16	66	67½
13	51	52	15	59½	60½	17	66	68
14	52	52	16	59½	61	19	67	68½
15	52	52½	17	59	61	20	67½	69
17	53	54	18	59	60	21	67½	69
18	54	54	19	59	60	22	68	68
19	53½	54	21	58½	59½	23	68	68
20	54	54½	22	58	59	24	68	69
21	54	54½	23	58	59	26	68	70
22	54	54½	24	58	58½	27	68	7.
24	54	55	25	58	59	28	68	69
25	54	55½	26	58	59½	29	67	68
26	54	55½	28	59	60	30	67	68
27	54½	55½	29	60	60½	31	66	67½
28	54½	56	30	60	60½	Aug. 2	66	67
29	54½	56	July 1	60	61	3	65½	66
31	55	56	2	60½	61½	4	65	67
June 1	55	56	3	60½	60¾	5	65	66
2	55	56	5	62	63	6	66	67
3	55	56	6	63	64½	7	67	68
4	55½	56½	7	64	65	9	66	67
5	55½	56½	8	64	65	10	65	67½
7	56	57	9	65	66	11	66	67
8	56½	57½	10	65½	67	12	67	69
9	57	58	12	66	67	13	67	69½
10	58	59	13	66	67	14	68	70

The headwaters are, of course, much colder in the summer months. All parts of the river seem to suit the salmon, from which it may be inferred that all the temperatures of the table, together with the colder ones of the tributaries, are satisfactory to the *Salmo quinnat*.

6.—Relationships.

Question. Do these fish go in schools after they have done spawning, or throughout the year, or are they scattered and solitary?

Answer. They do not go in proper schools as mackerel and other sea fish do. I think each salmon makes its progress on its own individual account; but such vast numbers ascend the river at a time that they appear to move in schools.

Question. Have they any special friends or enemies?

Answer. Seals, sea-lions, otters, eagles, and ospreys are their special enemies. They have no friends that are of any good to them, that I am aware of. I should, however, except the Oregon legislature, which has at last provided a close-time for salmon, which example the Washington Territory assembly ought to follow as soon as possible.

Question. To what extent do they prey on other fish; and on what species?

Answer. The salmon devour great quantities of smelts and other smaller fish, when in salt water; but in fresh water they do not eat anything. Out of 98,000 salmon examined at the cannery of J. W. Cook & Co., at Clifton, Oreg., in 1875, only three had food in their stomachs,

and these were so fresh from the sea that their last meal in salt water had probably not had time to digest.

Question. To what extent do they suffer from the attacks of other fish, or other animals?

Answer. Large numbers are destroyed by seals and sea-lions. Many are also killed by otters, fisher-cats, and other animals, after ascending the river; but compared with the whole number of fish in the river, the proportion thus destroyed is small.

7.—Food.

Question. What is the nature of their food?

Answer. Smelts, small fish, and crustaceans, form their food in salt water. In fresh water they eat nothing.

Question. Are there any special peculiarities in the manner of feeding of these fish?

Answer. None that I know of.

Question. What amount of food do they consume?

Answer. They are voracious eaters, but the exact amount of food they consume is unknown.

8.—Reproduction.

Question. Is there any marked change in the shape or color of either sex during the breeding-season, or any peculiar development of or on any portion of the body, as the mouth, fins, scales, &c.?

Answer. A very marked change comes over each sex, both in shape and color, at the breeding-season, affecting especially the male sex. What this change is, it is not quite safe yet to describe, as it is not ascertained to a certainty which of the species found on the spawning-grounds of the Columbia is the *Salmo quinnat*.

Question. Are there any special or unusual habits during the spawning-season?

Answer. See last part of answer to previous question.

Question. Is spawning interfered with by lines or nets, or otherwise?

Answer. Not much.

Question. At what age does the male begin to breed; and at what age the female?

Answer. The male at two years, probably, and the female at three.

Question. For how many years can these fish spawn?

Answer. Not known.

Question. Does the act of spawning exert an injurious effect?

Answer. These salmon, without doubt, die in vast quantities after spawning at the headwaters of the river.

Question. Where do these fish spawn, and when?

Answer. In the tributaries of the river, and on the sand-beaches of the main river, even within 50 miles of the sea.

Question. Can you give any account of the process; whether the

males and females go in pairs, or one female and two males; whether the sexes are mixed indiscriminately, &c.?

Answer. The following description of the spawning of these fish is taken from p. 313 of volume XII, part II, of Pacific Railroad Reports:

"The fish remained stationary over the bed about half a minute, keeping herself from being forced down with the current by gentle motion of the fins, and during her stay apparently discharging a few ova, some of which were probably washed down the rapid, the rest falling into their proper receptacles. She then suddenly darted up-stream to a quiet resting-place. Immediately upon her departure several males took her place over the bed and remained there about the same length of time; they, in turn, retreated to a place of repose, the spawning-bed being quickly again occupied by one or more females, followed by males as before; the same bed thus serving for about half a dozen individuals of both sexes. The period of repose seemed to be about two or three minutes for each individual."

Question. Is the water ever whitened by the milt of the male?

Answer. Cannot say.

Question. What temperature of water is most favorable for hatching?

Answer. Probably from 55° in the main river, down to very cold water indeed in the headwaters.

Question. At what depth of water are the eggs laid, if on or near the bottom?

Answer. On the bottom, at a depth of 3 or 4 feet of water usually.

Question. What is the size and color of the spawn?

Answer. Color, reddish-yellow. Size, about a quarter of an inch in diameter.

Question. What is the estimated number for each fish; and how ascertained?

Answer. Cannot say.

Question. Answer the question for one season, and for the life-time.

Answer. Cannot.

Question. Do the eggs, when spawned, sink to the bottom, and become attached to stones, grass, &c., or do they float in the water until hatched?

Answer. The eggs sink to the bottom, and are covered by the parent salmon with stones and coarse gravel.

Question. Do the fish heap up or construct any kind of nest, whether of sand, gravel, grass, or otherwise; and if so, is the mouth, the snout, or the tail used for the purpose, or what; and if so, how is the material transported; or do they make any excavation in the sand or gravel?

Answer. They scoop out a kind of nest in the gravel and rocks, about 3 feet in diameter, using the snout, mouth, and tail in their work.

Question. Do they watch over their nest, if made, either singly or in pairs?

Answer. They do not; nor do they seem to show the slightest interest in their offspring after the eggs have been deposited and the nest covered up.

Question. When are the eggs hatched, and in what period of time after being laid?

Answer. Not known.

Question. What percentage of eggs laid is usually hatched?

Answer. No one knows.

Question. What percentage of young attains to maturity?

Answer. No one knows.

Question. What is the rate of growth?

Answer. This is not known, but it is supposed that the salmon attain a full average growth in three years.

Question. Do the parents, either or both, watch over the young after they are hatched?

Answer. Never.

Question. Do they carry them in the mouth, or otherwise?

Answer. No.

Question. What enemies interfere with, or destroy, the spawn or the young fish? Do the parent fish devour them?

Answer. Almost every kind of creature that lives in or frequents the water, including insects, fish, and fowl. The water-ouzel in particular, whose salmon-egg-eating propensities created such an animated controversy in Great Britain a few years ago, is very destructive to salmon-eggs and the newly-hatched alewives. The parent fish, however, do not eat their eggs.

Question. Are the young of this fish found in abundance, and in what localities?

Answer. They are found in great abundance in some localities at certain seasons, particularly at the headwaters of the rivers.

Question. On what do they appear to feed?

Answer. On all kinds of small animal food found in the water; perhaps more especially caddis-worms and small fish.

9.—Artificial culture.

Question. Have any steps been taken to increase the abundance of this fish by artificial breeding?

Answer. Nothing more than the selection of a favorable point for artificial propagation, if it should ever become desirable.

10.—Protection.

Question. Are these fish protected by law, or otherwise?

Answer. There is a close-time provided by the Oregon laws, protecting the salmon from Saturday night to Monday morning.

11.—Diseases.

Question. Have any epidemic or other diseases ever been noticed

among them, such as to cause their sickness or death in greater or less numbers?

Answer. No disease has ever been known to attack the salmon in the main river, but countless numbers of salmon die, at the spawning-season, in the tributaries which form the headwaters of the river.

Question. When have these epidemics taken place, and to what causes have they been assigned?

Answer. See answer to previous question.

12.—PARASITES.

Question. Are crabs, worms, lampreys, or other living animals, found attached to the outside or on the gills of these fish?

Answer. The sea-louse is found under the fins of this salmon when it comes from the sea. Other parasites are found about the fins and on the gills at the spawning-season.

13.—CAPTURE.

Question. How is this fish caught? If with a hook, what are the different kinds of bait used, and which are preferred?

Answer. This fish is usually caught with drift-nets in the main river. In the smaller tributaries, where the fish come up to spawn, they are killed with spears, clubs, and almost anything that can be used to deal a heavy blow with. At the Dalles of the Columbia they are caught in scoop-nets and weirs, and are killed by the Indians with spears, and, I believe, both here and in the tributaries they are drawn ashore with large hooks attached to long handles, which can be used with great effect where the salmon are very thick and the water is shallow. They are also caught in salt water with hook and line baited with live minnows. At the headwaters, where they are also taken with hook and line, the universal bait is salmon-roe, though it is possible to take them with the artificial fly.

Question. If in nets, in what kind?

Answer. The large nets of the main Columbia are drift-nets with meshes which allow the head to pass in as far as the gills, by which the salmon are caught. These nets are 1,200 feet long and 20 feet deep, and are drifted three or four miles. At Chinook a seine of 200 fathoms with a 4-inch mesh is hauled in June. They sweep out with the tide and catch salmon and trout by the bushel. There are three seining-grounds on the river. The seines are used in July. The meshes of the seines are 2 inches from knot to knot.

Question. At what season and for what period is it taken in nets, and when with the line?

Answer. The *Salmo quinnat* is taken in drift-nets from March or April till about the 10th of August. It is taken with hook and line whenever it is found in salt water or at the headwaters of the river.

Question. What would be the average daily catch of one person with the hook, and what the total for the season?

Answer. I have no data to enable me to answer this question with any degree of fullness.

Question. Answer the same question for one seine, or pound, of specified length.

Answer. Below may be found the actual catch at the fishery of J. W. and V. Cook (Oregon Packing Company), Clifton, Oreg., at various times in 1874 and 1875.

An average of twenty boats (*i. e.*, seines each 1,200 feet long) took in—

	Salmon.
April, 1874	7,570
May, 1874	23,486
June, 1874	32,784
A much smaller number of boats took in July, 1874	33,974

This averages for one boat (seine) in—

	Salmon.
April, 1874	378
May, 1874	1,174 3/10
June, 1874	1,629 1/10
July, 1874, probably upwards of	2,500

For the whole season of 1874, beginning about the middle of April and ending about the middle of August, at the fishery of the Oregon Packing Company, eleven boats brought in salmon as follows:

	Salmon.		Salmon.		Salmon.
No. 1	4,819	No. 5	3,939	No. 9	5,635
No. 2	5,740	No. 6	5,833	No. 10	5,169
No. 3	5,441	No. 7	5,440	No. 11	2,426
No. 4	4,391	No. 8	5,735		

At the same place in 1874 and 1875 the daily catch of one of the boats taken at random was as follows:

Date.	Salmon, 1874.	Salmon, 1875.	Date.	Salmon, 1874.	Salmon, 1875.
April 2	6	.....	April 16	26	34
April 3	10	.....	April 17	41	71
April 4	4	.....	April 18	36	Sunday.
April 5	Sunday.	.....	April 19	Sunday.	46
April 6	20	.....	April 20	44	35
April 7	16	.....	April 21	24	30
April 8	20	.....	May 1	19	51
April 9	23	.....	May 2	10	.....
April 10	19	.....	May 3	.....	.....
April 11	16	.....	May 4	33	53
April 12	Sunday.	43	May 5	27	40
April 13	16	50	May 6	29	66
April 14	19	54	May 7	42	.....
April 15	35	20			

Table showing number of salmon caught by one seine from July 15 to July 28, Sundays excluded.

	Salmon.		Salmon.		Salmon.
July 15	90	July 20	89	July 25	173
July 16	80	July 21	128	July 26	.....
July 17	90	July 22	115	July 27	158
July 18	73	July 23	108	July 28	147
July 19	.....	July 24	124		

Question. Is the time of catching with nets, or pounds, different from that with lines?

Answer. There are no salmon worth mentioning caught in the Columbia with the line.

Question. Is it caught more on one time of tide than on another?

Answer. Most of the salmon are caught about the turn of the tide.

14.—Economical value and application.

Question. What disposition is made of the fish caught, whether used on the spot or sent elsewhere, and if so, where?

Answer. Most of the fish caught in the Lower Columbia are preserved in cans at the great canneries. (See description of canneries, page 821.) Those caught above and at the Dalles are salted. A large number are also salted on the Lower Columbia. Great quantities are dried by the Indians of the upper rivers. Some, of course, though comparatively very few, are consumed fresh by the residents in the vicinity of the river. No fresh salmon are exported to any considerable distance. The salted fish, and especially the canned salmon, are sent all over the globe, and have a reputation unsurpassed by any others in the world. The heads, which are rejected at the canneries, are gathered by the oil-factories, where a large amount of very serviceable oil is obtained from them. Not many fish are smoked at the lower river, the wet climate being unfavorable to this method of curing.

Question. What is its excellence as food, fresh or salted?

Answer. The quality of the fresh *Salmo quinnat* of the Columbia River is superb, and is unequaled by any salmon of the same or a lower degree of latitude. The salted, and particularly the canned salmon, also possess a very high degree of excellence.

Question. How long does it retain its excellence as a fresh fish?

Answer. Only a day or two exposed to the air. In ice it can be kept a week and probably two weeks.

Question. To what extent is it eaten?

Answer. Vast quantities of the Columbia River salmon are eaten. The consumption of the canned salmon is enormous, as is seen by the fact that from 10,000,000 to 20,000,000 pounds are annually exported from the river. The salted fish are also in great demand as an article of food, and the only limit to the consumption of the fresh salmon is the limit of the population that can procure them, for every one would eat them if they could get them. Great quantities of fresh and dried salmon are eaten by the Indians.

Question. Is it salted down, and to what extent?

Answer. See answer to question What disposition? &c.

Question. Is it used, and to what extent, as manure, for oil, or for other purposes, and what?

Answer. This fish is not used, to any extent, for any purposes but for

food, with the exception of the heads at the oil-factories, from which oil is procured.

Question. What were the highest and lowest prices of the fish, per pound, during the past season, wholesale and retail, and what the average, and how do these compare with former prices?

Answer. For canned fish the market opened in April, 1875, at $4.80 a case—48 one-pound cans. This was a losing price, and the canneries declined to begin work. Soon after, about the 1st of May, prices rose to $5.90, which left quite a margin for profit, and in a very short time the canneries were under full headway. The price ranged throughout the season from $5.90 to $5.10, which is much lower than the figures of former years, canned salmon commanding, in 1874, $6 a case, and in previous years even more than that. The retail price of a pound-can of salmon is 25 cents everywhere, whether on the Columbia or in New York City. Salted salmon bring $8 a barrel of 200 pounds at San Francisco. Freights to San Francisco vary from $3 to $5 a ton, averaging $4. These figures, I believe, do not vary much from year to year. The prices for fresh salmon vary indefinitely, in proportion to their abundance. At times they are very abundant and very cheap. At other times they are very scarce and very dear. The canneries pay about 20 cents apiece for their fresh salmon. These will average in weight from 16 to 17 pounds when dressed, though occasionally one is caught weighing 50 or 60 pounds or more. The prices for fresh salmon in the season, at Portland, Oreg., range from 30 cents to $1.25 apiece. The first of the season bring $2 apiece. In November, 1875, canned salmon brought in San Francisco from $6 to $6.30 a case. Contracts for 1876 were being made the same month at $5.40 to $5.60. Salt salmon were very abundant in the San Francisco market at $7 a barrel.

Question. Are these fish exported; and, if so, to what extent?

Answer. The canned fish are sent all over the world in great quantities, nearly 20,000,000 pounds being exported in 1874. The salted fish are sold chiefly in the United States, South America, the Pacific islands, and Pacific coast generally. It is estimated that about 4,000,000 pounds of salted salmon were exported in 1874. No fresh or smoked salmon are exported.

Question. Where is the principal market of these fish?

Answer. San Francisco buys most of the canned and cured salmon of the Columbia, but chiefly to sell again. The fresh salmon find only a home market.

Question. Give name of and address of observer.

Answer. Livingston Stone, San Francisco, Cal.

Question. Give date of statement.

Answer. October 20, 1875.

C—OTHER VARIETIES OF SALMON.

The number of varieties of the *Salmonidæ* which one hears of on the Columbia River beside the *Salmo quinnat* is extremely confusing, so in speaking of others of the salmon family I will confine myself to the few varieties that I was able to identify. They are as follows:

1. *Salmo truncatus*, Suckley.
2. *Salmo proteus*, Pallas.
3. *Salmo Gairdneri*, Richardson.
4. *Fario stellatus*, Girard.
5. *Columbia River Smelts.*
6. *Salmo spectabilis*, Girard.

1.—*SALMO TRUNCATUS, Suckley.

SYN.—Common names: Straits of Fuca, Short-tailed Salmon; Puget Sound, Square-tailed Salmon; Cowlitz River, Salmon-trout; Willamette River, Winter Salmon. Indian names: Klallam Indians, Klutchin; Nisqually Indians, Skwowl; Willamette River Indians, Hwanig.

The specific characters given by Dr. Suckley, on p. 327, of vol. xii, part ii, of Pacific Railroad Reports, are as follows:

"*Sp. Ch.*—Body fusiform; dorsal profile moderately arched; anterior margin of dorsal fin much anterior to a point equidistant between the nose and the insertion of the tail; head small, jaws fully provided with small teeth; tail small, its free margin, when extended, being almost straight, having a very faint tendency to lunation; scales generally large. Colors of the fresh-run fish, back of head, back, dorsal, and caudal fins, bright blue, spotted on the head with roundish, on the fins with oval spots of black; the blue of the back is silvery, that of the head and fins darker; the lower parts silvery-white, this color extending about an inch above the lateral line, and merging itself irregularly into the color of the back; no spots below the lateral line, which is faint and of a bluish-dusky color; lower fins pale and unspotted, their tips somewhat darkish."

This fish is identified without question. It is caught in large quantities in the Willamette River, just below the falls at Oregon, which are very difficult to pass. They arrive at Oregon City as soon as the water rises, about Christmas, at which time they are prime, and are both very fat and of very fine quality. The more water there is in the river in the winter the more the salmon come up. When the water becomes very cold they fall back. A rain brings them up again. They are most abundant in April, when they make great exertions to get over the falls to deposit their spawn. They are caught then in great numbers, both in scoop-nets and set-nets. The set-nets have a mesh of 7 inches. They are of different lengths, depending upon the opportunity the current affords

* See Nos. 452 and 454 of the writer's natural-history collection for the Smithsonian Institution.

for setting them, and are generally from 12 to 15 feet deep. The Indians use scoop-nets. They are about 2 feet in diameter, and are attached to a long wooden handle. The Indians also spear this fish.

The *Salmo truncatus* spawns in May, in the Willamette, and by June, they are all gone from this river; but in the Klackamas, which is a colder and purer stream, I was told they were found as late as August with ripe spawn in them. They average in weight about 12 pounds, though some have been taken weighing 25 pounds. In April and May, at Oregon City, when they are spawning they become thin, bruised, and very much deteriorated, as the *Salmo quinnat* also does at the time of spawning. The *Salmo truncatus* is distinguished in appearance from other salmon by its square tail, small head, round snout, comparatively slender form, light-colored meat, and by its spawning in April.

2.—Salmo proteus, Pallas.

Syn.—*Salmo gibber*, Suckley.
Common name: Humpbacked Salmon.
Indian names: Lummi Indians, Hunnun; Nisqually Indians, Huddoh.

The specific characters as given by Dr. Suckley, on p. 339, of vol. xii, part ii, of Pacific Railroad Reports, are as follows:

"*Sp. Ch.*—Male: Dorsal profile much more arched than in *S. scouleri*, Rich. After entering fresh water, an adipose hump becomes strikingly apparent, its greatest prominence being nearly opposite a point midway on a line drawn from the eye to the anterior margin of the base of the dorsal fin; intermaxillary projection curved downward, as in *S. scouleri;* jaws long, as in latter, the lower terminated by a dilated knob (as in several other species of the genus), which is armed with four or five strong, sharp teeth on each side; labials, and limbs of the lower jaw, closely set with very fine, sharp teeth, finer and more numerous than those of the *S. scouleri;* vomerine and palatine teeth much larger than those of the labials; those on the vomer disposed in a single row on its anterior portion; tail rather strongly lunated, and profusely dotted with elongated, oval, dark spots; the other fins usually unspotted, adipose, rather elongated; scales much smaller than those of the *S. scouleri;* those of the back are much smaller than those below the lateral line."

The identity of this fish is also unquestionably established, but it is neither abundant nor much valued in the Columbia River, although in Puget Sound it is said to be very plentiful every other year and much esteemed by the Indians. It is easily distinguished from all other salmon by the very conspicuous hump in its back.

Salmo gairdneri, Rich.

Syn.—Common name on Lower Columbia: Blueback.

The specific characters are given by Suckley and Cooper on p. 331, vol. xii, part ii, Pacific Railroad Reports, as follows:

Sp. Ch.—[Based on data given by Richardson and on the exam-

ination of two dried skins in the Smithsonian collection.] Profile of dorsal outline nearly straight. Tail terminating in a slightly semi-lunar outline. Ventrals correspond to commencement of dorsal and adipose to end of anal. Jaws fully armed with strong, hooked teeth, except a small space in center of upper jaw. Vomer armed with a double row for two-thirds of its anterior portion. Back of head and body bluish-gray, sides ash-gray, belly white, caudal spotted with oval dark spots. Snout rounded (much more blunt than *S. quinnat*). Head short and comparatively broad. Under fins light-colored.

This fish is undoubtedly the well-known blueback of the Lower Columbia, but it is also supposed by several fishermen to be the same as the square-tailed salmon (*Salmo truncatus*) of the Willamette. Suckley and Cooper (see p. 328, vol. ii, Pacific Railroad Reports) also say that it is possible that they may be found to be identical. As I was not successful in obtaining a specimen of the blueback during my short stay on the Columbia, I am unable even to express an opinion on this point.

This fish accompanies the *Salmo quinnat*, though in small numbers, in ascending the Columbia in the summer, but in the fall is much more abundant in the main river. It is easily distinguished from the *Salmo quinnat* by its having a smaller head, a less forked tail, a slenderer and straighter body, and in being a smaller fish. These, however, are the very characteristics which distinguish the *Salmo truncatus* from the *Salmo quinnat*. Suckley and Cooper, however, in comparing two imperfectly dried skins of the *gairdneri* with one of the *Salmo truncatus*, observed the following differences, viz: "The *S. truncatus* has the head smaller and shorter; tail neither so wide nor so long, and more spotted; teeth in the lower jaw more numerous, but smaller; muzzle and chin more pointed; body posterior to anal fin more slender. The lengths of the three skins were much the same, those of the *S. gairdneri* being slightly greater. The teeth of the latter are larger and more scattered, being in one specimen 9.9, and in the other 10.10, on the arms of the lower jaw. Those of the *S. truncatus* have 14–16 on each side, and although in line, were dispersed in a pair-like manner, *i. e.*, every other interval being greater. This pair-like disposition of the teeth is not seen in the *S. gairdneri*.

FARIO STELLATUS, Girard.

SYN.—Common names: Common Trout; Oregon Brook trout.
Indian names: Nisqually Indians, Kwuss-putt; Wasco Indians, Opkalloo.

The specific characters, as given by Suckley and Cooper, on p. 346 of vol. xii, part ii, of Pacific Railroad Reports, are as follows:

"*Sp. Ch.*—Body elongated and fusiform; head well developed, contained four times and three-quarters in the total length; jaws equal; maxillary gently curved, reaching a vertical line drawn posteriorly to the orbit. Anterior margin of dorsal fin a little nearer to the extremity of the mouth than the insertion of caudal fin. Back light olive; belly light yellowish-white; head, body, and fins profusely spotted with black."

(See No. 459 of the writer's natural-history collection for the Smithsonian Institution.)

This is another well-defined species. It is the common brook-trout of Oregon. It is very abundant in the streams emptying into the Columbia below the Dalles. It resembles very much the common brook-trout of California, of which a very large number of specimens of all sizes have been sent to the Smithsonian Institution by the writer. (See Nos. 462, 476 *et passim* of the writer's Smithsonian collection.) Like the California mountain-trout, it also spawns in the winter, chiefly, I think, in January. In the small brooks of Oregon the largest do not weigh over 2 or 3 pounds, but in larger waters it is said to attain a weight of 15 pounds and a length of 2 feet. In California (if the same fish), they are taken in the McCloud River weighing 3 or 4 pounds. The *Fario stellatus* is found with both white and red meat. It takes the fly, and is particularly fond, as most trout are, of salmon-roe, which consequently makes a very effective bait. It is easily distinguished from the other *Salmonidæ* (supposing it to be the same as the common California brook-trout,) because it resembles none of them except the *Salmo masoni*, and from this it differs in having larger spots and more of them, in having smaller scales, and a red patch under the jaw.

HYPOMESUS PRETIOSUS, (Girard) Gill.

SYN.—*Argentina pretiosa*, Girard. *Osmerus elongatus*, Ayres.

*Common name, Columbia River Smelt.

This fish is allied to the smelt, having the odd fin on the back between the dorsal and caudal, which distinguishes the salmon family. It is a very singular fact that, previous to the year 1870, there had been no smelts in the Columbia River for thirty years. Since then they have ascended the Columbia in vast quantities each year, usually during the last of March, but sometimes, as in 1871, in the month of February. It is also a very singular fact about these fish, that they never go up any river but the Cowlitz. The run lasts only about eight or ten days, although the fish remain in the river in all about a month. Their course can always be tracked by the flocks of gulls which follow them. Great quantities can be caught with nets, or fishermen's rakes, though very few in comparison with what might be, and a considerable number are so taken and sent to Portland fresh, but not many are salted, as it is their spawning-season when they ascend the river, and, to use a fisherman's expression, "they are all spawn at this season," and consequently not worth curing. This fish is easily distinguishable from all other varieties in the Columbia, because it resembles none of them at all.

SALMO SPECTABILIS, Girard.

SYN.—Common name: Red-spotted Salmon.

Sp. Ch.—Body subfusiform in profile, very much compressed, the

*See No. 460, writer's Smithsonian collection.

head forming about the fourth of the total length. Maxillary bone curved, extending to a vertical line passing somewhat posteriorly to the entire orbit. Anterior margin of dorsal fin a little nearer the extremity of the snout than the base of the caudal. Brownish-gray above; silvery beneath. Dorsal region and upper portion of the flanks spread over with light spots, those on the sides bright red as in *S. fontinalis*.

There is so much confusion and even contradiction in the descriptions given of the *Salmo spectabilis* that I am almost certain that there are two species of red-spotted trout on the Pacific coast entirely distinct from each other, and very different in their habits. One is the fish which is found in Dog River, Oregon, near Mount Hood, and also in the McCloud, near Mount Shasta, California. The other is the red-spotted trout that is so abundant in the bays and rivers of Puget Sound in the autumn. The first inhabits only the coldest waters, is not very abundant anywhere, and is not anadromous. The second is not so particular about the temperature of its habitat; is exceedingly abundant in the Nisqually, Dwamish, and other rivers of the northwest coast, and is unquestionably anadromous. Which fish Dr. Girard meant to designate by the *Salmo spectabilis* it is impossible to tell, but he undoubtedly meant one or the other, and if he intended to indicate the anadromous fish, then the mountain-fish has not been named, and if he meant to indicate the mountain-trout, then the anadromous fish has not been named.

As I have seen only the mountain red-spotted trout, I will confine myself entirely to this variety. This trout, as just remarked, is found only in the very coldest waters, usually at the head of some stream which is directly formed from melting mountain-snows. This accounts for its being found in Dog Creek, which heads in the snows of Mount Hood, and in the upper waters of the McCloud River, California, which heads in Mount Shasta, another mountain which is covered with perpetual snow. It is so attached to very cold water that it will rarely descend to the mouth of the McCloud River while the temperature of the water there is over 52° Fahrenheit. It spawns in May or June. It is a very voracious fish, and will take a fly or live bait with avidity. It may be distinguished from all other fresh-water trout by its bright red spots in connection with its peculiar form, which is more rounded than any other variety of American trout.

I saw and heard of many other varieties of *Salmonidæ* while on the Columbia, but I am not sufficiently sure of any of them to identify them with any certainty.

To illustrate the contradictory character of the information one meets with in inquiring into the salmon of the Columbia, I will repeat briefly what I was told about them at various points by experienced fishermen. At Astoria I was told that there were only two kinds of salmon in the river, the spring salmon and the fall salmon. At Clifton I was told by Mr. J. W. Cook that there were the Chinook Salmon, the Bluebacks,

the Silverside Salmon, the Hard-heads, the Humpback Salmon, the Hooknosed Salmon, the Brook Trout, the larger Brook Trout, the Salmon Trout, the Lake Trout.

I discovered afterward that Mr. Cook was right as far as he went; but as I had just arrived on the river and had not identified any of the fishes at that time except the *Salmo quinnat*, the contradictory character of my information seemed very discouraging.

The varieties mentioned by Mr. Cook I afterward found to be as follows:

The Chinook Salmon is the *Salmo quinnat.*
The Blueback is the *Salmo gairdneri.*
The Silverside Salmon is the *Salmo* sp.?
The Hard-head is the *Salmo truncatus.*
The Humpbacked Salmon is the *Salmo proteus.*
The Hooknosed Salmon is the *Salmo scouleri.*
The Brook Trout is the *Fario stellatus.*
The large Brook Trout is the *Salmo masoni.*
The Salmon Trout is the *Salmo gibbsii.*
The Lake Trout is the *Salmo* sp.?

On the Willamette I was told by the fishermen that there were, besides the varieties just mentioned, the Dog Salmon, the Klackamas Chinook Salmon, the Klackamas Trout, the Fall Chinook Salmon, the Fall Silver Salmon, and, in fact, a different salmon or trout in almost every different river. I could not identify any of these except the first, which is certainly the *Salmo canis* of Suckley, but it is very doubtful whether the *Salmo canis* and also the *Salmo Scouleri* are not merely the altered forms of some of the varieties of fish already mentioned after undergoing the very great changes which come on as the eggs and milt become ripe for the spawning-season. Indeed I feel very sure that the *Salmo canis* is a form of one of the other varieties which it takes at the approach of the spawning-period.

D—METHODS OF FISHING.

The various methods of fishing for the *Salmonidæ* on the Columbia may be found mentioned in the answers given above to Professor Baird's questions on the *Salmo quinnat*, but I will also offer here a recapitulation of the different methods of capturing the fish. They are—

1. By drifting with drift-nets, as at all the canneries of the Columbia.
2. By hauling a seine, as at Chinook and various points on the Columbia.
3. By set (gill) nets, as at Oregon City, on the Willamette.
4. By scoop-nets, as at the Dalles and the Falls of the Willamette.
5. By dip-nets, as at the Dalles.
6. By hook and line, as at the mouth and also at the headwaters of the Columbia, for salmon, and in all the smaller streams for trout.

7. By traps and weirs, as at Oak Point and various places on the Columbia.

8. By fishing-rakes, as at the Lower Columbia, and the Cowlitz for smelts.

9. By "twitching-hooks," as at the Falls of the Willamette for salmon.

10. By spearing, as everywhere, among the Indians, where the water is shallow enough.

E—THE CANNERIES OF THE COLUMBIA.

Every one has heard of the canneries of the Columbia. They have well deserved the reputation they have acquired, for seldom has a branch of industry assumed so quickly such large proportions or yielded such large profits to those engaged in it. It is only a very few years since the first salmon-cannery on the Columbia, commenced operations, and last year (1874) there were fourteen large establishments, employing in the aggregate nearly two thousand men and turning out nearly twenty million pounds of salmon in cans.

In May, 1875, I visited the cannery of the Oregon packing company carried on by J. W. and V. Cook through whose kindness I was enabled to obtain much information about the process of canning salmon, as well as about the fisheries and natural history of the salmon of the Columbia. The Messrs. Cook employ about one hundred and fifty men, mostly Chinamen. They run an average of twenty boats through the fishing season, (from the middle of April to the middle of August) and their buildings which are conveniently located and very methodically constructed cover nearly half an acre of ground. The buildings extend to the waters edge or rather they are built out over the water so that small boats can go under them. In front of the cannery is a platform very firmly built on piles which forms a wharf to which the ocean steamers can run up. At one corner of the establishment, and just in the rear of the wharf is a large rack opening on the river which receives the salmon fresh from the water just as the boats bring them in from the seines. This rack is capable of holding one or two thousand salmon. From the rack the salmon are passed to the cleaning bench, where the heads, tails, fins, and entrails are removed, and the body of the fish thoroughly washed in three different waters and with a hose. From the cleaning bench the salmon is passed on to the cutter where a system of revolving knives cuts the fish transversely into pieces about 4 inches long. These pieces are then passed on to the canning bench, where chinamen who are required to wash their hands every half hour, cut up the fish with meat knives into pieces of a suitable size for canning, and pack them into cans. The filled cans are then pushed on to the next bench where the covers are fitted on. The next set of Chinamen solder on the covers and pass them on to another set, who place them on iron racks and lower them into the boilers. After being sufficiently boiled the cans are taken out, washed, cooled, tested, labelled, cased, and placed on the wharf ready for shipment. In the course of the entire

process the salmon pass through forty or fifty hands. In 1874, the Cook Bro's. cut up 98,000 salmon, averaging in weight between 16 and 17 pounds when dressed. They shipped upwards of 30,000 cases containing 48 one-pound cans each.

There were in all in the spring of 1875, fourteen canneries on the Columbia the first being at Astoria, only a few miles above the bar at the mouth of the Columbia, and the last or uppermost being 60 miles up the river at Rainier.

I give below a list of the Columbia River canneries in May, 1875, in the order in which they come as one descends the river from Portland, Oregon.

Name.	Number of cases shipped in 1874. (In round numbers.)
1. R. D. Hume, Rainier. (Sixty miles from the mouth of the river. Not running now	6,000
2. William Hume	23,000
3. George W. Hume	35,000
4. Joseph Hume	30,000
5. A. S. Hapgood	25,000
6. John West & Co	35,000
7. T. M. Warren	25,000
8. Watson Bro's & Braman	16,000
9. Oregon Packing Company, (J. W. & V. Cook)	30,000
10. R. D. Hume, Bayview	37,000
11. Columbia River Salmon Company	10,000
12. Meigler & Co	16,000
13. Badalet & Co., Astoria	15,000
14. Booth & Co., Astoria. (Had not begun operations)	
Total	303,000

As each case contains 48 one-pound cans* this makes a total of 14,256,000 pounds of canned salmon that were put up at the canneries of the Columbia River in 1874.

The cannery of Booth & Co., at Astoria, which made no returns last year for the simple reason that it was not built, was ready to commence work at the beginning of the season of 1875. This establishment now employs about 175 men and does a large share of its work by steam. It is the largest on the river and in May, 1875, the proprietors expected to turn out 45,000 cases of salmon, the coming season.

Some notion of the magnitude of these establishments may be arrived at by considering that at some of the larger ones the tin alone for the cans costs between $50,000 and $100,000. The salmon themselves that are consumed in all the canneries of the river in a year, if placed lengthwise in a line, would reach upwards of 500 miles; while the cans if laid on their sides and placed end to end would reach from New York to Omaha.

The prices of canned salmon have varied very much during the last few years. In 1874 the average price was $6 a case, or 12½ cents per

*Usually, though, some two-pound cans are put up.

pound can. At the beginning of the season in April, 1875, prices had dropped to $4.80 a case, or 10 cents a can, which did not pay expenses, the cost being on an average, $5 a case. In consequence the canneries in 1875 did not open at all at first, but a little later prices went up again to $5.90, which gave a margin of profit, and the canneries began operations.

Prices have averaged between $5.20 and $5.40 a case this year, which has enabled the canning establishments to make a moderate profit; but the business is not as it has been in past years, when the larger canneries cleared from $30,000 to $70,000 in a season.

Besides the fish that were canned on the Columbia last year, (1874,) there were about 250,000 salted and barreled. The salted salmon bring from $7 to $8 per barrel of 200 pounds in San Francisco. A considerable number of salmon are, of course, consumed fresh, but owing to the very limited market for them at home, and the impracticability of exporting them fresh, the quantity so used is in comparison exceedingly small. (See answers to questions relative to food fishes of the United States pages 4–44.)

In concluding these notes on the Columbia River, I will say that in pursuance of my instructions to look up a suitable point for hatching the Columbia River salmon artificially, I made careful inquiries and at last found a place which appears to be in every way suited to the purpose. It is at Klackamas Falls, about 25 miles up the Klackamas River, where both the *Salmo quinnat* and the *Salmo truncatus* can be captured at their respective spawning seasons in vast quantities. Should the United States Fish Commission ever decide to carry on salmon hatching operations on the Columbia, I think it can be done here with distinguished success.

IV.—NOTES ON SOME FISHES OF THE DELAWARE RIVER.

By Dr. C. C. Abbott.

A—THE LARGER ACANTHOPTEROUS FISHES OF THE DELAWARE RIVER.

1.—INTRODUCTORY.

Trenton, N. J., *January* 27, 1875.

Dear Sir: In accordance with your request, made last June, I have gathered into shape the various notes that I have made in the field during the last fourteen years, on the habits of our fresh-water acanthopterous fishes, omitting all reference to the Etheostomoids. Since 1860, I have availed myself of every opportunity to learn something, however trifling, of the habits of even our commonest fishes. The results of my study in this direction, relating to the Cyprinoids, have already been published; and as I had, of late years, given them more attention than any of the other families of fishes represented in our waters, I was not aware, until I came to prepare my "notes" for you, how little I really knew concerning the Percoids; so I fear you will find nothing of value in what I send you now.

I would take this opportunity, however, to make a few general remarks, first, on the Delaware River as a valuable "food-fish" stream; and secondly, on the general character of the habits or life-histories of our common fishes.

There is reason to believe that there has been no material change in the principal physical features of the Delaware River; and to show what the river formerly was, as a food-fish stream, I will quote from a letter written by Mahlon Stacy, at "Falls of the Delaware," Fourth month, 26th, 1680. He says:

"Fish in their season are very plenteous. My cousin Revell and I, with some of my men, went last Third month (March) into the river to catch herrings; for at that time they came in great shoals into the shallows. We had neither rod nor net, but, after the Indian fashion, made a round pinfold, about two yards over, and a foot high, but left a gap for the fish to go in at; and made a bush to lay in the gap to keep the fish in; and when that was done, we took two long birches and tied their tops together, and went about a stone's throw above our said pinfold; then hauling these birch boughs down the stream, where we drove

thousands before us, but we got as many into our trap as it would hold, and then we began to haul them on shore, as fast as three or four of us could, by two and three at a time; and after this manner, in half an hour, we could have filled a three-bushel sack of as good and large herrings as ever I saw. And though I speak of herrings only, lest any should think we have little other sorts, we have great plenty of most sorts of fish that ever I saw in England, besides several others that are not known there, as rocks, cat-fish, shads, sheep's-heads, sturgeon."

There are two features of this extract from Stacy's letter to which I would call your particular attention. One is, the exceeding abundance and tameness of the herring, even in the shallowest waters; and the "great plenty" of the other desirable fishes to which he refers. If I am correct in considering the Delaware, both as to its bed and the purity of its waters, as essentially unchanged since Mahlon Stacy's time, then there is reason to believe that possibly by learning the several causes that have led to the diminution of the food-fishes, something practical may be done to repair the loss. It will be noticed that first in the list of those other desirable fishes that the river contained besides herring, Stacy mentions the "rock." As I have mentioned in my detailed notice of this fish that I consider it to be the worst enemy of the shad (and equally of the herring), may it not be that, subsequent to Stacy's time, a marked increase in the numbers of rock-fish may have been, and is, a powerful cause of the diminution of the shad and herring, rather than any amount of net-fishing or other persecution by man of the breeding-fish? You know how true it is that pike will soon destroy all the trout of a mountain-brook. It must be remembered, too, that when the fish in the Delaware were so very abundant, the aborigines were thickly settled along its banks, and by nets, pounds, and baskets, caught innumerable thousands of these very shad and herring. Such numbers of rock-fish need not wander the whole length of the river and its tributaries to destroy the shad and herring, but, congregating in the bays and tide-water, destroy the young fish when on their way to salt water, in early autumn. If there be any truth whatever in this suggestion, will not one way to re-establish the desirable food-fishes be, to protect them by destroying, if possible, their enemies, in the way of less valuable fishes? I fear that there is, in the presence of rock-fish, an obstacle to stocking the Delaware with salmon, that will prove to be serious; for, although of late years very large rock-fish have become less abundant, there is no lack of smaller ones, say from eight inches to a foot in length. The second point of interest in Stacy's letter is, his reference to the "cat-fish, sheep's-heads, and sturgeon." The former are too well known to need any note concerning them, but I would incidentally mention that I believe that they have very materially declined in size within two centuries. They are apparently dying out, losing ground, giving way to other species; which, I know not. My reasons for this opinion I will give in another paragraph. The fish called by him the "sheep's-head," is of

course not the sea-fish so named by most people, but the common river-chub (*Semotilus rhotheus*). I am inclined to think that this species, too, is on the decline. Sturgeon are yearly decreasing in numbers, and I doubt not, if nothing is done to prevent it, will soon become as scarce as the "gar" (*Lepidosteus osseus*), which was formerly very abundant.

In conclusion, allow me to make a few remarks with reference to the ordinary habits of fishes, and to some supposed changes that have taken place in the course of two or more centuries.

Probably to a much greater extent than has been supposed, all fishes are nocturnal in their habits; and even those that move freely about during the day are even more active at night. Either by an arrangement of the eye, as in the nocturnal owls, or by some other sense, they have the ability to move with the same rapidity when it is, to men, "pitch dark," as in the brightest sunshine. By a series of experiments, made with traps of different kinds, I found that even our small sun-fish, on the darkest nights, moved freely about and readily took the hook, if properly baited. Cat-fish are all genuine "owls," and from fykes kept constantly in position, 93 per cent. more fish were taken between sunset and sunrise than between early morning and evening. This does not apply simply to twilight and dawn; but on dark nights, when I could distinguish nothing a dozen feet off, not only perch, but cat-fish, and the Cyprinoids generally were darting through the water.

This night study of fishes brings two species prominently into notice, the economical value of one of which is really considerable. I refer to the common eel (*Anguilla acutirostris*) and the lamprey (*Petromyzon americanus*, Lesueur). Both of these fishes are exceedingly abundant in the Delaware and its tributaries, and of much interest, the one as an excellent article of food, the other as a great destroyer of the ova of other fishes.

The eel, abundant in every stream of water, mill-pond, and meadow-ditch, as well as the river itself, is worthy of far more attention as a food food than it has received; for it appears, judging from the annual reports, to have been largely overlooked by the State Commissioners of Fisheries. From long observation, I am disposed to acquit them of the charge of destroying large quantities of ova of other fishes. So far as I can determine, their food is of a varied character, and while a mass of eggs would not be passed by unheeded, they do not appear to hunt them up, or follow breeding fishes to their spawning beds. This latter habit, however, I am fully satisfied, is a characteristic habit of the lamprey. This fish, which is found occasionally hibernating in the soft mud at the mouths of some of the in-flowing creeks, appears to come from the bay or ocean, (at any rate from the lower portion of the river,) in immense numbers early in March, and remains about the rocks at the head of tide-water for some time, as though waiting for the coming shad and herring. With the shad they pass up the river beyond tide-water, and in the rapid, rocky portions of the river, having deposited their own

ova, they wander over the breeding grounds of other fishes, and devour every egg they can find. I have found lampreys in Crosswick's Creek in the month of May, gathering up the eggs from sun-fish's nests; and several times, when at the shad fisheries, I have taken small lampreys —from 5 to 7 inches in length—that were attached to shad, with their sucking discs (mouth) firmly closed on the vaginal orifice, through which they were sucking the eggs.

Investigations of an archæological character have led me to unearth a vast number of Indian relics, as you know. In the prosecution of this work, I have found two quite extensive fresh-water shell-heaps or kjökkenmöddings. Bones of water-birds and our common fishes were, in each case, noticeably abundant; and from the marked abundance of very large bones of many of our fishes, as the sturgeon, gar, rock-fish, and cat-fish, I am satisfied that, excepting the sturgeon, individuals of a larger size than ever occur now were quite abundant. This is the "supposed change" to which I refer in a previous paragraph.

In the accompanying pages, I have given you, in some detail, my observations on the habits of certain fishes.

Trusting you will pardon many defects of omission and commission, I remain, very truly, yours,

CHAS. C. ABBOTT.

Prof. S. F. BAIRD,
United States Commissioner.

2.—THE YELLOW PERCH, *Perca flavescens*, (Mitch.)

This very abundant species is known throughout the State only as the "yellow perch."

So far as I have been able to follow it this fish remains in the stream in which it was hatched throughout that year, and indeed for many years; the exception being that small perch will seek larger streams as they reach adult size if it happens that a gravid perch has entered a smaller from a larger stream to deposit its spawn. This quite frequently occurs. Thus many perch leave the Delaware River, and seeking out suitable localities in the smaller creeks that have an uninterrupted outlet, they deposit in these smaller streams their ova.

The yellow perch in the Delaware and such of its tributaries as I have examined is strictly resident, and can scarcely be said to be more abundant at one season than another, although in winter and the early weeks of spring they are more difficult to catch.

In the Delaware River I believe the yellow perch to be less abundant—except during the winter—than the rock fish (*Roccus lineatus*) or the white perch (*Morone americana*); but in the tributaries of the river, as Crosswick's Creek, (Burlington County,) and in many mill-streams not having uninterrupted outlets, they are more abundant than the two species above mentioned. It is, in fact, somewhat difficult to determine

the comparative abundance of this perch, inasmuch as I have frequently found two streams apparently alike, and not widely apart, maybe in the one case filled with them, and in the other wholly wanting them; but if we compare their numbers with the non-anadromous percoids it will be found not as abundant as the common sun-fish (*Ichthelidæ*) with which they are frequently associated. I have no means of determining the maximum size of the yellow perch. A specimen caught in the Delaware River at Bordentown, Burlington County, New Jersey, in May, 1865, weighed 4 pounds 3½ ounces. I have frequently met them weighing 1½ to 2 pounds. An average sized adult yellow perch, as found in the Delaware River and the principal inflowing creeks, may be said to be 9 inches in length and weigh from 6 to 8 ounces.

The young perch, by November 15 of their first year, *i. e.*, when six months old, are about 2¼ inches long. Of their subsequent growth I have not been able to determine anything positively, but believe it to be rapid. It very probably varies with the abundance or comparative absence of live food; as in some ponds where cyprinoids are not abundant the perch seem never to attain to large size.

No distinctions of sex are noticeable in the smaller fish, *i. e.*, of one and two weeks' growth, either in the shape, dimensions, or rate of growth; but when the full growth has been attained, or at least, the generative functions become active, the females, early in the spring, are easily known by their more prominent abdomens, and a duller tinting of the yellow surfaces of the scales. The transverse bands are duller, and the abdominal fins also have less of the brilliant carmine-color characteristic of males, especially at this time of the year.

On the approach of very cold weather—and it seems as if these as well as all other fishes could foretell the state of the weather—the yellow perch leave the shallower waters and congregate in deep holes, where the water at the bottom appears to remain sufficiently warm for them. Thus in December and January I have found a large number of them in a deep hole—in the bed of a tide-water creek, of about one-half of an acre in extent, and of an average depth of 20 feet. Such fish remain throughout the winter in moderately good condition, are active and in high color, although upon examination their stomachs prove to be empty, or very nearly so. When found at this season (winter) and in such a spot they will not take the hook, however baited.*

In March, although there may be considerable ice still in the water, floating or stationary, they will take the hook very eagerly, and from that time until late in autumn are certainly a very "gamy" fish to capture. In May, when the female perch are heavy with ripe ova, they will not take the hook very readily, although not as a rule refusing it; but this critical season does not seem in any way to influence the habits of the males. At this time the violent exertions of the fish, when taken

*A friend assures us he has taken them in midwinter from such holes when with live bait he was fishing for pickerel.

with a hook, causes a small extrusion of ova; but I have not noticed the males to drop their milt.

The yellow perch appears to be equally at home in quite different localities. As a still-water pond fish, if there is a fair supply of spring-water, they thrive excellently; but the largest specimens we have met with were either from the river or from the mouths of the larger in-flowing creeks. I believe that for the adult fish, deep water, of the tempe. rature of ordinary spring-water, having some current, and the bed of the stream, at least, partially covered with vegetation, is about such a locality as best suits this fish; this belief being based upon my experience in seeking out localities that afforded good sport in taking them with a line. Occasionally we have taken them of very large size in quite shallow waters. In such cases, it was evident that they were then following small cyprinoids, to feed upon them. When not in pursuit of food, they seek the deepest waters of the stream, preferring it to be of a depth of 10 feet, at least. Here they remain, quiet and close to, if not resting upon, the bed of the pond or stream. In streams of very clear water, we have occasionally seen numbers of perch resting apparently upon the bed of the stream, side by side, and all with their heads up-stream, just as, in August, we have seen a closely packed, crimson mass of "red-fins" (*Hypsilepis cornutus*) in a deep basin of some rapid mountain-brook.

The yellow perch is what may be called semi-social. Without going in schools, as do the herring; they are usually found in considerable numbers; associated, as it appears to me, more because the character of the locality is attractive to them, than from any pleasure in associating with their own kind. This is one of those impressions that a close observer will get, without being able to point out any one or more peculiarities in their habits which seem to prove it true. At all times they freely associate with other percoids, in the same manner as with individuals of their own kind, and follow, when hungry, associated with rock-fish (*Roccus lineatus*) and white perch (*Morone americana*), the scattered schools of cyprinoids, on which all three of these fishes so largely prey. The food of the perch, in fact, seems to be exclusively minnows. I have never detected any other food, except earth-worms, or an occasional grasshopper or cricket; these latter, however, may be considered as accidental articles of food. Probably, too, every spring, they feed to some extent upon their own ova and those of other fishes; but we have found that the water-turtles, especially the plain and spotted turtles (*Calemys muhlenbergii* and *Nanemys guttata*), are the worst enemies that fish have—*i. e.*—at any rate suckers breed in small streams.

In feeding, yellow perch chase small minnows, instead of waiting for a single fish to come near enough to seize by a single dart upon it, as the pike does. In catching the minnows, they are not rapid in their movements, but seem to dart with open mouth at several minnows, as though trusting to catch some one of the number they pursue. While

the amount of food consumed is considerable, they are not, I judge, as voracious as pike of the same size.

There is a decided deepening of the whole coloration of the male fish in the month of May, when the depositing of ova takes place; and with the higher coloring, is that increased activity, or restlessness, noticeable in so many of our fishes at this season of the year. I have not been able to determine, but judge, from the measurements of the smallest female with ova that I have examined, that the third summer (two-year-old fish) is the commencement of their spawning; but for how many years subsequently this is continued, I have no means of judging; but it is certain that they continue to grow long after the maturing of their generative organs. Some of the very largest yellow perch I have ever seen were taken in nets in the Delaware, and were females with apparently ripe ova.

In New Jersey, early in May, the sexes go in pairs to cool waters, having some current and a sandy or pebbly bed, with a moderate amount of vegetation (*Myriafilum obtusum* preferred), and the ova are deposited on the bed of the stream, quite near the shore. The milt is deposited immediately after, the two fishes being side by side while the process is going on. The temperature of the water is about 55° Fahrenheit.

The eggs, when extruded, sink to the bottom of the "nest" in small masses, and there remain, adhering to the pebbles or sand, until hatched, and the ordinary flow of the water does not seem to disturb them; although they have no protection from the current other than being in a very shallow basin, made by the female fish pushing to either side, with her abdominal fins, the coarser pebbles, or a little of the sand, immediately before she commences spawning.

The female fish, having deposited her eggs, immediately quits the nest, followed by the male, and the eggs they have deposited and fertilized are not disturbed by them, and certainly are not subsequently visited. So far as I have been able to judge, the parent fishes pay no further attention to the eggs, and lose all trace of their progeny's whereabouts. The eggs, numbering about 8,000, are hatched at the end of four or five days, at most; or at least a good proportion are; for at the end of a week or ten days I have frequently found minute yellow perch, associated with little sun-fish, tangled in among the water plants, active as their strength permitted, and darting voraciously at almost invisible specks, that seemed to serve them for food. In the immediate neighborhood of the "nest" I have seen many hundreds of such little perch, and once gathered about 500 (estimated) with one sweep of a scoop-net, when hunting for "pirates" (*Aphrodederus sayanus*). Whether this perch is a desirable species with which to stock ponds, or not. I will offer no opinion; but experiments I have knowledge of, certainly indicate that it is very easily reared artificially.

As a food-fish, there appears to be a great deal of difference of opinion as to its value; but in the markets at Trenton, N. J., it is not

looked upon as desirable, if pike, rock-fish, or white perch are to be had. The flesh, however, cooked is dry and chippy; and the difficulty in removing the scales is an objection we have often heard urged against it by those interested parties, the cooks. In market it seldom brings over ten cents per pound.

3.—Rock-fish, *Roccus lineatus*.

This well-known fish is known throughout New Jersey by the two names of "rock-fish" and "striped bass." The former name is used by the fisherman of the Delaware almost exclusively; along the sea-coast, the latter name is that principally used.

In the neighborhood of Trenton, N. J., the rock-fish is found not only in the river, but in such inflowing creeks as have water sufficient for it to swim. When small, it delights in wandering into small streams to catch the myriads of small minnows that congregate in the eddies of every brooklet. Prior to the erection of the dam at the mouth of the Assunpink Creek, at Trenton, they undoubtedly ascended this considerable creek, as in a fresh-water Indian shell-heap (kjökkenmöddings,) eight miles from the outlet of the creek, I found many bones belonging to this species. They still, in large numbers, pass up Crosswick's Creek, at Bordentown, N. J., as far as the dam at Groveville; and in this creek, some occasionally, if not regularly, breed. I am inclined to think that the rock-fish wander up every stream that has a decided current, they caring more for this than depth of water. Into really still waters, they do not go, and if confined in such ponds, unless copiously fed with spring-water, they will soon die.

While the rock-fish cannot certainly be considered as a resident in the Delaware, *i. e.*, remaining throughout every month of the year, on the other hand, their movements seem to have no regularity about them, as in the case of shad or herring. We have seen them caught with a net as early as February, but they are most abundant (small fry and up to 10 inches in length) from July 1 to October 1. They are not very abundant; not nearly as much so as the white perch (*Morone americana*), with which, when small, they are always associated. As compared with the white perch, they are about as 1 to 20, this estimate being based on the proportion taken, when fishing with a line for the latter, in the months of August and September; and nothing noticed at other times indicated that the proportion varied from that stated.

From the Upper Delaware—non-tidal portion—and, in a less degree, from the tide-water, the large rock-fish have greatly decreased during the past twenty years; but what the cause may be, unless excessive net-fishing, I cannot say. There can be no diminution of the amount of food, certainly, for the river now is as full of cyprinoids as it well can be, and from Philadelphia, northward, there is no perceptible defiling of the waters by the manufactories upon the banks. There has, curiously enough, been no noticeable diminution of the smaller ones, and judging

by their numbers—specimens varying from 1 inch to 10—the rock-fish must breed in the river or its principal tributaries, very generally.

The largest rock-fish that I have accurate knowledge of, taken in the Delaware River, at Trenton, weighed 40 pounds; but I have no measurements of the specimen. Fish from 2 to 5 pounds are not uncommon; but specimens of greater weight, formerly abundant, are now only occasionally met with, at least above Philadelphia.

While it is well known that the rock-fish comes up the river from the sea, and enters, as stated, the various tributary streams, there is something of a mystery connected with their movements in this respect. I think there can be no doubt but that the usual time of spawning is in June, and that many come from the bay (and ocean ?) in April and May for that purpose; but in August and September, when the thousands of young shad are going seaward, there is such an increase in the numbers of large fish that I am inclined to think many non-breeding fish come up from salt water at this time to prey upon the young shad, or that the rock-fish breed in tide-water and much to the south of Trenton, N. J.

The favorite localities of these fish may be broadly stated to be in swift currents of varying depth—the larger fish in the deeper waters. I have never discovered that they exhibited any predilection for the neighborhood of rocks, patches of grass, &c. A decided current and cool water are the two essentials, and without them they soon perish.

The food of the rock-fish consists exclusively of small fishes; and it is the pursuit of them into small streams that explains their presence where one would hardly expect to find them. A rock-fish will frequently "corner up" a small school of minnows, and then pick them up as rapidly and with as great ease as a fowl will pick grains of corn; and while devouring the luckless minnows, will keep them in a small space, close together, all the time. There is no cessation of this murderous work while a fish remains; for after devouring all that it is possible for him to hold, a mere love of destruction keeps him at work. I once had a very favorable opportunity of watching the rock-fish feed in this way. It was a moderate-sized fish, about a foot long, and as near as I could determine it devoured a dozen "cyprinellas" (silver-finned minnows) in four minutes. If I err in my estimate it is on the safe side, and it may be it was fifteen minnows in that length of time. I subsequently captured a dozen of these pretty shiners, and found I could by no means squeeze them into a bulk that was not much larger than the estimated interior of a rock-fish a foot in length; and yet it is certain that the minnows captured by the rock-fish were swallowed without decapitation or other reduction of size, for in that case I should have seen the fragments of the minnows floating in the clear waters.

I have already expressed the opinion that the rock-fish spawns, in Central New Jersey, about the 1st of June. This occurs in the tributaries of the river, if not in the river itself. As yet I have not been able to find them in the act of spawning, or even the impregnated ova,

(believe the egg *not* to be agglutinated). My observations have been wholly confined to Crosswick's Creek, seven miles south of Trenton, N. J. This stream is a tidal one, with an uninterrupted flow of about eight miles, to the dam at Groveville. The rock-fish are taken in it, by both nets and line-fishing, in considerable numbers. At the wharf at Abbottville I have taken a dozen with a line in the course of a morning's fishing. As is usual in such cases, they were associated with the white perch, (*Morone americana*). My belief is, that the (comparatively speaking) few adult fish that pass up the creek in March and April, accompanying the shad, breed in the upper cool waters of the stream; for on reference to my field-notes, I find records made of young rock-fish taken in specimen nets as small as one and a quarter ($1\frac{1}{4}$) inches in length; the capture bearing date of June 8, 12, 9, 11, and 13, of five successive summers. These very young fish in every case were quite abundant, and associated in large loose schools, as though a single "batch" had remained together, just as young cat-fish do, but without the parent fish. They are easily recognized by the broad transverse bands of bluish-gray, which remain more or less distinct until late in autumn. I have seen these young rock-fish as late as October 13, $4\frac{1}{2}$ inches long, with these transverse bands still quite perceptible, although not as clearly defined as in individuals of but half that size. These young rock-fish do not content themselves with feeding exclusively on young minnows, such as young *Hybopsis bifrenatus* or *H. procne;* but when they reach a size of 2 inches or but little more, will readily seize a minnow as large as themselves, and, with a large proportion of the captured fish protruding from its jaws, swim about for several hours before rid of the annoyance, as it seems to be. Size for size, young rock-fish are more voracious than young pike.

It is a question whether the objections that have been so generally raised against the pike are not equally applicable to the rock-fish, and if it is not really undesirable to increase their numbers. That this can be done there is no doubt whatever, as gravid females are easily obtained. For stocking inland still-water ponds it is not suitable, and, all things considered, where it would thrive it is not as desirable as the popular black bass.

To return to the river: If it is desirable to have an abundant supply of shad and herring in the Delaware, then the rock-fish should be kept down rather than protected with a view to its increase, for the ravages they commit in August and September upon young shad, I am convinced, is equal to the destruction caused by dams, fish-baskets, and illegal fishing together. Perhaps I may err in this, but there can be no doubt but that the chief natural enemy of the shad is the rock-fish.

The rock-fish is easily captured with a hook and line, especially if some care is exercised in selecting the bait. A minnow is the best bait that can be used. In "trolling" for them in the Delaware, a silver spoon-shaped disc, such as is used in blue-fish fishing, answers very

well. Also a strip of bright red flannel attached to the shaft of a hook has been used with success.

In summer (after June 15) they are sometimes caught in considerable numbers with an ordinary draw-net; and during the shad and herring season (ending June 10) occasionally large specimens are taken in the shad-nets; but they are, I judge, most numerous from July 1 to October 15, especially during the months of August and September. Small specimens, *i. e.*, 6 to 10 inches in length, are found associated with white perch, and in a catch of these with a line there is sometimes 10 per cent. of rock-fish, but usually not more than half that proportion. In the tide-water creeks they are caught most abundantly just at the turn of the tide, that is, as the high waters begin to recede.

Rock-fish, both large and small, are always in demand, and readily bring a good price, even when other kinds of fish are offered. Those taken from the Delaware are really a better table fish than those from the sea; but the great majority of the fish weighing over 5 pounds come from salt water. The price per pound varies from 12 to 16 cents.

4.—WHITE PERCH, *Morone americana*.

This fine fish is known only by the one name of "white perch." In the Delaware River it must be looked upon as an anadromous fish; but many ponds are now stocked with them, and these land-locked fish flourish so well, that it is probable that a few, at least, remain in the river throughout the whole year. When an open winter occurs, they are caught in the deeper waters of the tide-water portion of the river throughout the whole year. In ordinary seasons, the great bulk of these fish are found in the river from May till October. During the early part of the summer, they are principally found in the deeper portions of the river, within tide limits. As late as June 10, I have found female fish heavy with apparently ripe ova. Exclusive of the cyprinoids, and the shad and herring in their season, this perch is the most abundant of our river fish. I am disposed to think that their numbers exceed those of even the river sun-fish, (*Ichthelis appendix*). The abundance, however, of large perch, say of one pound weight, has certainly decreased during the past thirty years fully one-half. It would seem as if the perch of that size had found more attractive breeding-grounds elsewhere, and that only the smaller and weaker breeding-fish frequented our waters.

The largest specimens of white perch taken in the Delaware, that I have accurate knowledge of, weighed, respectively, 1 pound 9 ounces; 1 pound 13 ounces, and 2 pounds 1 ounce. These were caught in a shad-net, in May, at the fishery opposite Trenton (Lamberton), in 1865. The average adult fish may be said to measure 8 inches and weigh from 7 to 9 ounces.

I believe, for reasons to be given, that the growth of the young is very rapid, and that the August perch are young hatched late in the pre-

ceding May and early in June; these August perch measuring about 2½ to 3 inches in length.

There is little, if any, variation in the coloration or shape of the two sexes, except the greater prominence of the abdomen of the female fish at the time of their arrival in spring.

My experience with reference to their arrival in spring wholly contradicts itself, comparing year with year, and the most I can determine is a *certain* amount of *uncertainty* in the time of their spawning. This, of course, is affected somewhat by the character of the season, but, without having ever seen the ova, after being deposited by the parent fish, I should judge that spawning occurred between May 10 and June 10, usually nearer the former than the latter date. This is based on the fact of having gathered very young fish, the age of which I *guessed* from the general condition and amount of development of the specimens.

After the middle of June the white perch are found in localities widely different even quiet waters, with a dense growth of lily and river-weed are found to contain them in apparent health and vigor; spots where the rock-fish could not live a day. Still later in the summer, as the young perch become quite strong and of some size, the river, both in and above tide-water, fairly teems with them. At this season they go in schools, sometimes of large size. I have known of twelve, fifteen, and twenty dozen August perch being taken with a line in as short a time as from three to five hours. Fishing in this way, a line with half a dozen hooks is used, and worms, sturgeon spawn,* or live minnows used as bait. These schools of small perch I suppose to be broods of the preceding May, and that they keep together until late in November they pass down to the salt-water and there separate. The larger—adult—fish are not as restless as these smaller ones, and are found in deeper water, and usually the tide-waters. In their feeding habits the white perch agrees very closely with the rock-fish. In all their habits, in fact, the two fish are very much alike, and in the Delaware they are always associated; the most noticeable difference in their habits being the ability of the perch to remain and thrive in warmer waters than the rock-fish is ever found frequenting.

As an article of food, this fish is certainly popular, and I can scarcely think it merits the terms of "dry," "tasteless," "chippy," frequently applied to it. Those brought from the sea-coast, in winter, are not as good fish as the same sized fish caught in the river at other times of the year. Notwithstanding the objection of their diminutive size, I am inclined to think the August perch the best, and am not alone in this, as they command very ready sale in our streets, being hawked about in barrows, and not sold in markets.

5.—Black Bass, *Micropterus salmoides.*

As is now well known, this valuable fish has been successfully introduced into the Delaware River and its several unobstructed tributaries.

* Sturgeon ova are frequently kept in weak alcohol and water for this purpose.

During the summer of 1873, I found the young bass, 1 to 3 inches in length very abundant in both the river, and the feeder of the Delaware and Raritan Canal. They were associated with the myrinds of small cyprinoids and the barred minnow (*Fundulus multifasciatus*). The larger specimens were more abundant, apparently, in the canal than in the river. They snapped at the hooks continually while I fished in certain "holes" in the canal for specimens of rare cyprinoids, and seemed to have no fear about them, but took the hook a second and third time. A specimen caught in this way, I think for the fourth time, had its mouth so injured that I killed it. Its stomach on examination proved to have the remains of seven minnows (*Hybopsis*), besides a large grasshopper, within it. The specimen measured just 3¼ inches.

During the past summer, I have seen fewer very small bass, but several specimens much larger than those seen by me in 1873 were taken, with a hook and line, at several points below Trenton, N. J. This fish can be fairly considered as established in the Delaware River.

6.—Goggle-eyed Perch, *Pomoxys hexacanthus.*

A few specimens of this fine perch are caught every summer in the Delaware River. As the first specimens that I met with were adult, I concluded that they were purely "accidental"; mere stragglers as it were from their proper habitat. In the summer of 1873 they were more numerous, and I found several quite small specimens; so it is quite certain that a supply of them has been received from some locality, but how or when, I have no knowledge. It may be possible that they could reach the Delaware River through the Delaware and Chesapeake Canal; but I merely make the suggestion, knowing them to be a southern species. They are frequently offered for sale in the Trenton markets, as single specimens received with other fish. As an article of food, they rank with white perch and rock-fish of the same size.

7.—Sunfish, *Pomotis auritus.*

River-sunfish, *Ichthelis appendix.*

Blue sunfish, *Ichthelis incisor.*

Spotted sunfish, *Enneacanthus guttatus.*

Banded sunfish, *Mesogonistius chætodon.*

Mud-sunfish, *Acantharcus pomotis.*

The above list comprises the several species of the popularly-called "sunfish," or "sunnies," that frequent the river and our various small ponds and creeks. There is what I believe to be a well-marked variety also found in the Delaware of the *I. appendix;* of more ruddy hues, the *I. rubricauda* of Holbrook, and the "spotted sunfish," may prove to be the *obesus* of Girard, or that may be distinct from the *guttatus* of Morris, which is very abundant in our smaller streams.

There is not one of the above list that has really any economic value,

either as a food-fish or as a fish for fish to feed upon, a consideration that should be taken into account in considering the value of a species, even though very small. The reason that the black bass are so thoroughly established in the Delaware River is largely due to the enormous amount of food attainable in the countless schools of small cyprinoids.

The common sunfish (*Pomotis auritus*) is too well known in all respects to require any detailed account of it. It is uniformly abundant in all waters, unless there be a rapid current, and therefore, even in the quieter portions, it is not as numerous in the river and certain tide-water creeks as the following species, *Ichthelis appendix*. The common sunfish does not attain the size and weight here in New Jersey that it does in the Great Lakes and some localities north of us. As usually found in our ponds, creeks, and mill-ponds, it seldom measures over 6 inches in length. Of that length, and even smaller, while considered a fair "pan-fish" by many people, still it can scarcely be considered of any economic value, although, when of the very largest size, they are brought to market, especially in winter, when better kinds of fishes are scarce. They never command a higher price than 10 cents per pound, and more frequently are offered at 6 and 8 cents. My own opinion is that they are, big or little, a very indifferent article of food.

The river-sunfish (*Ichthelis appendix*), like the preceding, is too well known to need any reference to its habits. It is well known in this neighborhood among the more intelligent fishermen as the "black-eared sunfish", so called from the marked size of the opercular flap; and by others it is called the "ruddy-rudder", from the dull-red color of the tail. The most noticeable feature in the habits of this species, as compared with the preceding, is that it is more of a running-water species, being found in the river in great abundance, and in those small streams that have a decided current.

As is well known to ichthyologists, this sunfish has been called by Holbrook, in his work on the South Carolina fishes, the *Ichthelis rubricauda*, a specific name that well describes a marked feature of coloration. In examining a large series of these fishes from the river and various creeks, I have been convinced that the fish called *Pomotis appendix* is the same as that called *rubricauda* by others. In some localities the *P. auritus* is a dull yellowish-brown, darker upon the back, but having no trace of red upon the belly or the caudal fin. In the river, the red tints are noticeable even in small specimens. Comparing these extreme examples, one would readily conclude that they were different species; but the gradation from the plain to the gaudy coloring is so regular that I believe the two to be merely varieties of the one species.

The blue sunfish (*Ichthelis incisor*) is quite new to our fauna. In February of the past year (1874), I succeeded in procuring, in the Delaware River, at a short distance below Trenton, in the tide-water, five fine specimens of this southern and western species, known elsewhere, I believe, as the "copper-nosed bream." Learning that Mr. Richard Bliss, jr., of Cambridge, Mass., was engaged upon a monograph of the *Ich-*

thelidæ, I forwarded the specimens to him, and give herewith extracts from his two letters concerning them. He wrote me, "Three specimens are *Ichthelis incisor* and two *Pomotis auritus*. I am astonished at finding *I. incisor* in the Delaware, and congratulate you on your discovery." A few days later, having sent additional specimens, he wrote, "They are, both of them, fine specimens of *I. incisor*, and I think you have established the fact of their occurrence in the Delaware River, as these, with the three, make five from your place—an unusual number if they were stragglers."

During the past summer I was not able to find any additional specimens; but from a description of a "peculiar sunfish" given me by an observing friend, I am satisfied at least one other was taken in August last, while fishing for white perch. If such really was the case, it makes the sixth specimen from the Delaware, and, curiously enough, the locality whence the supposed sixth specimen was taken was within a hundred yards of that, where I procured the five specimens forwarded to Mr. Bliss.

The spotted sunfish (*Enneacanthus guttatus*) is well known throughout central New Jersey, and is as abundant in the small weed-choked streams as the first two of our list are numerous in the clear ponds and the river. In an article on our fresh-water fishes, published in the American Naturalist, vol. iv, p. 386, I considered the little sunfish described by Dr. Morris, as *Pomotis guttatus*, as distinct from *Bryttus obesus* Girard; and since then, I have found, in some small streams, a great abundance of specimens identical with the description of *Bryttus obesus* given by Baird in the Smithsonian Annual Report for 1854, p. 324; and at other times, in other creeks, and occasionally in the river, collected many dozens of fish, I am sure are identical with Morris's *P. guttatus*. As alcoholic specimens, the two species (?) cannot be distinguished; but when living, there is a variation in color, but scarcely so decided as to warrant Professor Cope in saying of the two supposed species, that they are "readily distinguished in life." As in the case of *Ichthelis rubricauda* and *appendix* I find a gradual merging of one style of coloration into the other, and separate the two varieties or species, as I understand them, by the *guttatus* having the anterior rays of the ventral fin, pure white, opaque, and succeeded by two rays of jet black; the remainer of the fin being of a dull reddish hue; and by the anal fin having also this dull red tinge, instead of greenish, as in *obesus*. The spots on the body of the fish in *guttatus*, too, are a bright golden, and more numerous and irregular than the purplish dots on the *obesus*.

The banded sunfish (*Mesogonistius chætodon*), now very common, is well known from the demand for it for stocking small aquaria. It appears to be steadily on the increase in certain ponds and small creeks in Central New Jersey. I have since then noted nothing peculiar in its habits not already given in the fourth volume of the American Naturalist, and Hardwicke's Science Gossip (London) for February, 1872. This sunfish never reaches a greater length than three inches, and has no value whatever as an article of food.

The mud sunfish (*Ambloplites pomotis*) is not a well-known fish. Occasional specimens taken by "line" fishermen have made them familiar with the fish, and from the color of the species, and character of the water it frequents, it is well called the "mud sunfish." The mud sunfish appears to be, even more than most fishes, nocturnal in their habits; and from the fact of lying, during the day, wholly out of sight, embedded in soft mud, it does not seem strange that the species should be little known. Besides muddy streams, this fish delights in those half-stagnant waters that are completely choked up with splatter-docks, pond-lily, and river-weed. I once had the good fortune to observe a large specimen of this sunfish making its way toward deeper water through such a dense mass of aquatic vegetation that the greater part of the time it was absolutely out of water, and really creeping among the weeds by the aid of its ventral fins apparently, rather than swimming in the water. It progressed in this awkward manner fully 3 feet, keeping the head up and the body in very nearly as upright a position as when swimming. On examination I found a huge log deeply embedded in the mud, and less than half an inch of water flowing over it, and this barrier caused the sunfish to attempt, and successfully, the reptile-like movements that I witnessed. This fish is one of several of our fresh-water species that can utter, at will, a peculiar grunting sound, not unlike the faint squeak of a young pig. Occasionally I have caught this fish with a hook, and heard this grunting sound as the fish was drawn from the water. (This same noise, but less shrill, is very frequently made by the common chub (*Semotilus rhotheus*) when caught with a hook). On two occasions, I am positive, I have heard the same sound from the sunfish while it was swimming about, and wholly undisturbed by anything above the water, at least.

The mud-sunfish grows to a considerable size, attaining a length of 6 inches; but as an article of food it is very indifferent. The flesh is dry, and has a muddy flavor that to most people is exceedingly disagreeable.

8.—Pirate or Spineless Perch, *Aphredoderus sayanus*.

In concluding this portion of my remarks on our fishes, I will make brief reference to this species, which is probably the least known of all our fresh-water fishes. It is moderately abundant in some small streams in this neighborhood. I have already noted its habits, in the Proceedings of the Academy of Natural Sciences, of Philadelphia, 1861, and in the fourth volume of the American Naturalist. I have given it the name of "pirate," from the fact of its being such a murderous, destructive fish. Its food is almost, if not exclusively, small fishes, which it swallows head foremost; and I have caught them, several times, with the tails of fishes, too large to be swallowed whole, protruding from their mouths. They are also given to feeding on their own young, but I judge this to be the case only when pressed by hunger, through a scarcity of cyprinoids.

B—NOTES ON THE WINTER HABITS OF FRESH-WATER FISHES OF THE DELAWARE.

On the 26th of January I completed a detailed notice of our percoids, giving brief notice in some cases of the character of their winter haunts and habits. Since then I have been engaged in studying, with all practicable care, the winter habits of all of our common fishes; and two months of steady winter-weather have given me an opportunity to accomplish considerable, but whether my statements may be of value or not I leave you to judge; but many of the facts, at least, were new to me. At this time (March 23) it is still emphatically winter, the thermometer marking 15° Fahrenheit at sunrise, and remaining at or near freezing-point, except on the south sides of hills and such protected localities. There have been but few mild days, and the frogs have not "sung" once since last autumn—a most unusual occurrence. I give these few details to show the general character of the season; for I think that the fact of its being the severest winter, with possibly one exception, since 1780, makes it a very favorable one in which to determine the ordinary winter-habits of our fishes. I will give these notes just as I took them down in my field-book on the spot, and omit references to aquarial studies pursued in connection with field-work. These will appear in due time in one or more scientific journals.

February 12, 1875.—To-day I visited Watson's Creek, Mercer County, and experimented in fishing with a net placed under the ice. There were no means of disturbing the fishes, if simply "at rest" in or on the mud, and any that might be caught would be such as voluntarly were moving to and fro. On removing the net—a gilling seine—there was found to be a catch consisting of ten sunfish, (*Pomotis auritus*); one banded-sunfish, (*Mesogonistius chætodon*); one very large mud-sunfish, (*Ambloplites pomotis*); two catfish, (*Amiurus lynx*?); two mullet, (*Moxostoma oblongum*), and one adult roach, (*Stilbe americana*). The stream where these fish were caught is a shallow, weed-grown water-course, fed wholly by a few springs, traversing a broad expanse of meadow and emptying into the Delaware River, about one mile from its source. At several other points the net was placed, and, with the exception of an occasional mullet (*Moxostoma oblongum*) no other fishes were taken. On returning to the spot where I had in the first instance been successful, I placed the net again in the same position, and after a lapse of twenty minutes, took seven more sunfish and several mullet. A third trial yielded but one small catfish.

In the discovery, as it appeared to be, of the fact that these fishes were attracted to one spot which happily I chanced upon wholly by accident, and that throughout the channel of the stream there was no other collection of individuals that I could discover, I believe it to be true that while fishes when unable to escape from the effects of a severe

winter, will embed themselves in the mud and remain in a torpid or semi-torpid condition, they will, in preference(?), seek winter-quarters where the water is of such temperature that they can move freely about. If this is true, then it necessitates their being able to procure food; and what the vegetable feeders, as the suckers and cyprinoids, find in the lifeless and leafless waters, it is difficult to determine. I endeavored to clear up to my own satisfaction, at least, some of these points in connection with the "catch" of fishes above enumerated.

On examining the physical character of the locality itself, I found it to be a basin, about one-fourth of an acre in extent, about 4 to 5 feet in depth, and fully 3 feet lower than the surrounding bed of the stream. The ice at the time was 9 inches in thickness over the entire stream, so that there was a depth of running water of 15 inches in the stream generally, and in this basin a depth of water of from 2 to 3 feet and 3 inches. This deeper water was, near the bottom of the stream, warmer than that in the shallower places. In addition to the mere depth, there was a constant supply of fresh water from two vigorous springs which bubbled up with great energy, keeping the sand in a constant whirl. About these springs the vegetation was green and vigorous, if not really growing, as in summer. These "mats" of vegetation were favorite resting-places for the sun-fish; and I suppose the vigorous condition of the plants and the chemical changes in operation in them, even at this time, is an additional source from which the water procures warmth. Assuming, then, from this brief outline of the physical characters of the locality, that certain fishes, finding such spots, can resist the effects of even the coldest winters, it becomes a question of interest to know what is the character of their food at this time, and if they can exist on a much smaller quantity than is ordinarily consumed, or for a considerable period upon none, yet retain their ordinary vigor and condition. To determine something of these questions, I examined the stomachs and their contents, of each of the fishes above mentioned, 28 specimens, and with the following result: The common sun-fish had in each case a small amount, about one-fourth the capacity of the stomach, of mixed vegetable and animal matter; the former being diminutive fragments of the common river-weed (*Myriafilum obtusum*), and the latter, fragments of minute shells of several species determined by the pieces of the shell, and some entire shells of a species of *Ancylus*. I determined the character of these partially digested masses by placing each mass in a plate of water, and allowing the lump to slowly separate into distinct particles. With a pocket lens, the character of these floating fragments could be determined. There was no trace of a fish in the stomach of any one of these sun-fish, and yet small minnows are eagerly devoured by them during the summer months. Having determined the character of the animal food in the stomachs of the sun-fish, I sought for the winter-quarters of the shells, such as the fish had been feeding upon, but could find none on the living plants grow-

ing about the springs in the bed of the creek. They appeared to have all hidden themselves away for the winter; and the few I subsequently succeeded in discovering were met with by accident. These were upon the under side of a sunken, mud-embedded stick, at least 6 inches deep in the mud, and so snugly fixed in the cracks and crevices of the stick that I do not suppose a sun-fish could have burrowed down and picked from such inaccessible places the specimens I found. So far as my recollection serves me, I do not recall an instance of sun-fish feeding upon shell-fish in summer. These fish, it must be remembered, are strictly carnivorous from early spring until winter; and I judge that the amount of food taken in winter is really very small, and that they can "keep up their flesh," even if "active" throughout the winter, without any, or but very little. That found in the stomach may have been taken, not so much as food, but simply by its presence to satisfy the natural craving of an empty stomach; *i. e.*, supposing that in winter the active fish has its digestive organs in full operation, save the presence of food. If the stomach secreted its digesting juices as usual, it would be unhealthy, unless there was something in the stomach for it to act upon; and thus vegetable substances and small shells may be taken into the stomach, not for the nourishment they contain, but as a means simply of keeping the body in a healthy condition; the more necessary, perhaps, as the ova and milt are now maturing, and must be in a healthy state to produce normal offspring. I throw out this suggestion as to the cause of sun-fish eating vegetable matter in winter, as a possible reason for their so doing. It suggested itself to me during the course of my investigations, and will be made the subject of a special study during the coming winter.

The mud sun-fish was fairly out of shape with an enormous mud-minnow which it had succeeded in swallowing. I could not make a careful dissection, but saw enough to convince me that the stomach and œsophagus are highly distensible. That portion of the digestive apparatus, or rather the bowel, not in use was literally pushed aside and almost out of sight. From specimens of this and other fishes kept in an aquarium, I have learned the fact, possibly of interest, that, like owls, this fish discharges by the mouth small pellets of bones and scales of the fishes it devours, as well as rejects, *ab ano*, the indigestible portions of its food.

The cat-fish (*Amiurus lynx*) I examined had in each case a small mass of greenish slime in the stomach, the character of which I could not determine. I have since examined many specimens taken from various localities, and find, at this time of the year, there is about the same amount of food in the stomach, and that the bowel generally is empty. From this I am led to believe that as to hibernation the cat-fish vary in the habit a great deal; and that the active individuals, throughout winter, take comparatively little and possibly no nourishment.

From a cruel experiment I tried a year ago, I am satisfied that this fish can live an unusually long time without food, and yet not lose weight. A specimen, weighing just one ounce, was placed in a glass jar, and at the end of eighty days was in good health and of the same weight, as near as I could determine by using the same scale and weight as at first. If there be truth in the supposition that fishes feed largely upon animalcula in the water, then a fish kept in the same tank of water that would gradually become darkened with the spontaneous generation of an abundance of animals and plants, would indeed find plenty of food, such as it was; but in the case of my imprisoned cat-fish, the water (pure spring-water) was changed every day, and I doubt not was absolutely free from everything that could nourish the fish had it been swallowed. As this and other species of cat-fish are well worthy of cultivation as a valuable source of food, the fact of its "easy keep" throughout winter should not be lost sight of. From the few experiments I have made, and facts I have learned with reference to the habits of the species, I do not hesitate to say that a pond of five acres in extent, having a depth of from 3 to 6 feet, will sustain in excellent condition cat-fish enough to yield, at least, 1,000 pounds annually of most excellent food.

The mullet (*Moxostoma oblongum*) is one of the most abundant of our fresh-water fishes, and the only sucker (*Catostomoid*) that remains in our smaller streams in abundance throughout the year. As an article of food, from May to November, it is certainly very indifferent, if not absolutely worthless; but, on the other hand, during the winter it is not really so unsavory as is supposed, and for this reason there is in it a source of cheap and abundant food of some value. No degree of cold seems to affect the movements of this species, and hundreds can frequently be seen under the ice moving slowly along the bed of the stream, feeding upon the wilted remnants of pond-lily and splatter-dock plants. One of the two specimens that I examined had in it a fragment of calamus-root, and nearly thirty statoblasts of the common polyzoon, (*Pectinatella magnifica.*) This sucker has, I think, a value which has as yet been overlooked, and that is as a source of food for black bass and other carnivorous fishes. They deposit such enormous masses of eggs, and in such shallow, weedy water, that the ova, until hatched, are protected from the predaceous fishes; afterward, as young fish, they swarm the stream by thousands, and are readily snapped up by the bass. This applies also to our common roach (*Stilbe americana*), which, to less extent, braves the chilling waters of our streams throughout the winter, and, in consequence, suffers from the persecutions of the three species of pike (*Esox reticulatus, fasciatus, porosus*) inhabiting our streams. I shall refer again, in more detail, to the value of Cyprinoids as sources of food for cultivated food-fishes in another communication.

On the 22d of February, a bright, warm day, I placed a small net in a brook fed by several springs, one of them largely charged with sul-

phur. The vegetation was quite green beneath the water, and probably had been so throughout the winter. I caught seven specimens of the ditch-pike (*Esox porosus*) and a vast quantity of the common mud-minnow (*Melanura limi.*) These two species seemed to be the principal inhabitants of the brook, and, as I expected, the pike each contained in their stomachs a partially digested mud-minnow. Three of the pike proved to be females, and were heavy with a considerable mass of orange-colored eggs, which were nearly matured, I should judge. They were adherent, in three separate masses, and comparatively few in number. An ovum measured $\frac{1}{30}$ of an inch in diameter.

The largest specimens of the mud-minnows I preserved in an aquarium for special study, since completed. I made several dissections of the smaller ones, and found in three, out of twenty examined, very small specimens of their own kind. Cannibalism among fishes is very common, however. The seventeen other specimens were without food, so far as I could detect. The specimens in my aquarium remained without food for two weeks, when the two very large ones devoured their smaller companions. These mud-minnows are wonderfully abundant and very prolific, and, like the cyprinoids, are valuable as a source of food for the pike and various percoids.

This covers the range of my observations made since the 1st of February. There are indications now of spring fairly opening very soon, when I will commence an investigation of the breeding habits of our river fishes generally.

V.—METHOD OF PURIFYING THE RESIDUUM OF GAS-WORKS BEFORE ALLOWING IT TO PASS OFF INTO THE WATER.

By J. R. Shotwell.*

Rahway, N. J., *May* 29, 1877.

My Dear Sir: At our recent meeting in New York you requested me to write you a description of the process by which the Rahway Gas-Light Company eliminates the offensive and injurious portions of the residual products resulting from the distillation of coal, in the manufacture of gas, before allowing them to pass off into the river. Our works are on the margin of a small stream, a branch of the Rahway River, whose banks, for nearly a mile below the works, are occupied by residences, and several streets cross it by bridges. To avoid the annoyance to the community caused by the overflow from the tar-wells, we built supplemental wells to receive and hold the ammonia-water and light oils that constitute the overflow. Valves with long rods reaching above the surface were placed at the bottoms of these wells, and the men in charge of the works were directed to open the valves after midnight so that the offensive products might be carried off by the current before morning. This plan did pretty well while the works were very small, but as the quantity of gas made increased, the refuse necessarily increased also, and complaints multiplied against our defilement of the waters.

About two years since we adopted a plan, at the suggestion of Mr. George W. Edge, of the Jersey City Gas-Light Company, of straining the overflow through a mass of the finer particles of coke, technically called "breeze," before allowing it to pass into the river. This has proved completely successful.

The accompanying drawings and descriptions will show the simple and inexpensive method of accomplishing the very important result of removing the deleterious matter from the ammonia-water before it is allowed to flow into the river. We have one tar-well at the retort-house and another at the purifying-house, each one having its supplemental well. These wells have been adapted to the new process I have described by merely dividing them by a horizontal partition, as shown in the drawings. It will readily occur to any engineer of gas-works that the same process could be carried out in various ways.

One remarkable feature in our experience in this matter is that we have never changed the breeze since it was first put in. We pump out

* Commissioner of fisheries of the State of New Jersey and president of the Rahway Gas-Light Company.

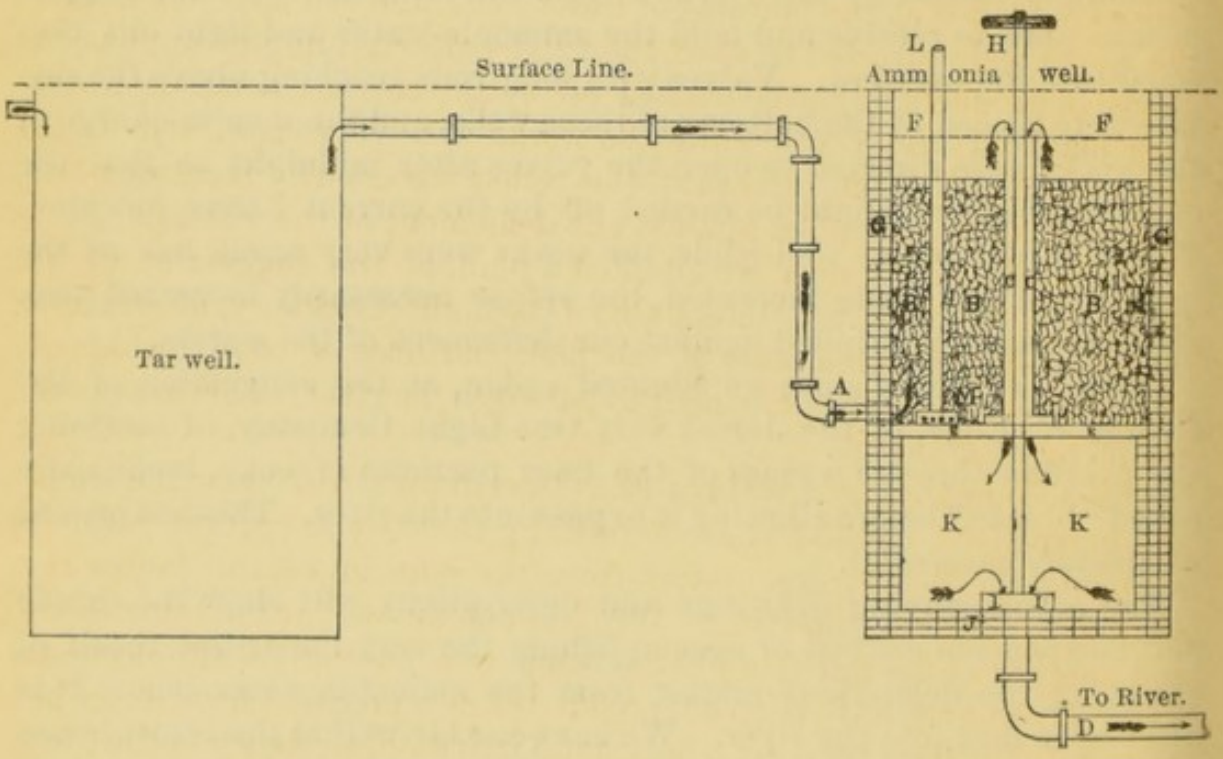
the "dead oil" that accumulates at the bottom of the upper section of the well about once a month, and that is all the care we give it. The valves at the bottoms of the wells are now left open, and the ammonia-water, freed from the "dead oil," light tar, and all insoluble matter, is allowed to flow into the river as fast as it is made. It is evidently soon diffused, and produces no bad effects upon the fishes that constantly sport in the water, near the outlets of the wells, nor is it noticed by the dwellers on the banks of the streams.

If my explanations and drawings do not make the case clear to you, I shall be glad to endeavor to elucidate any obscure parts, and to show you, or any one interested, the actual working of this simple but very efficient device.

I am, very respectfully and truly, your friend,

J. R. SHOTWELL.

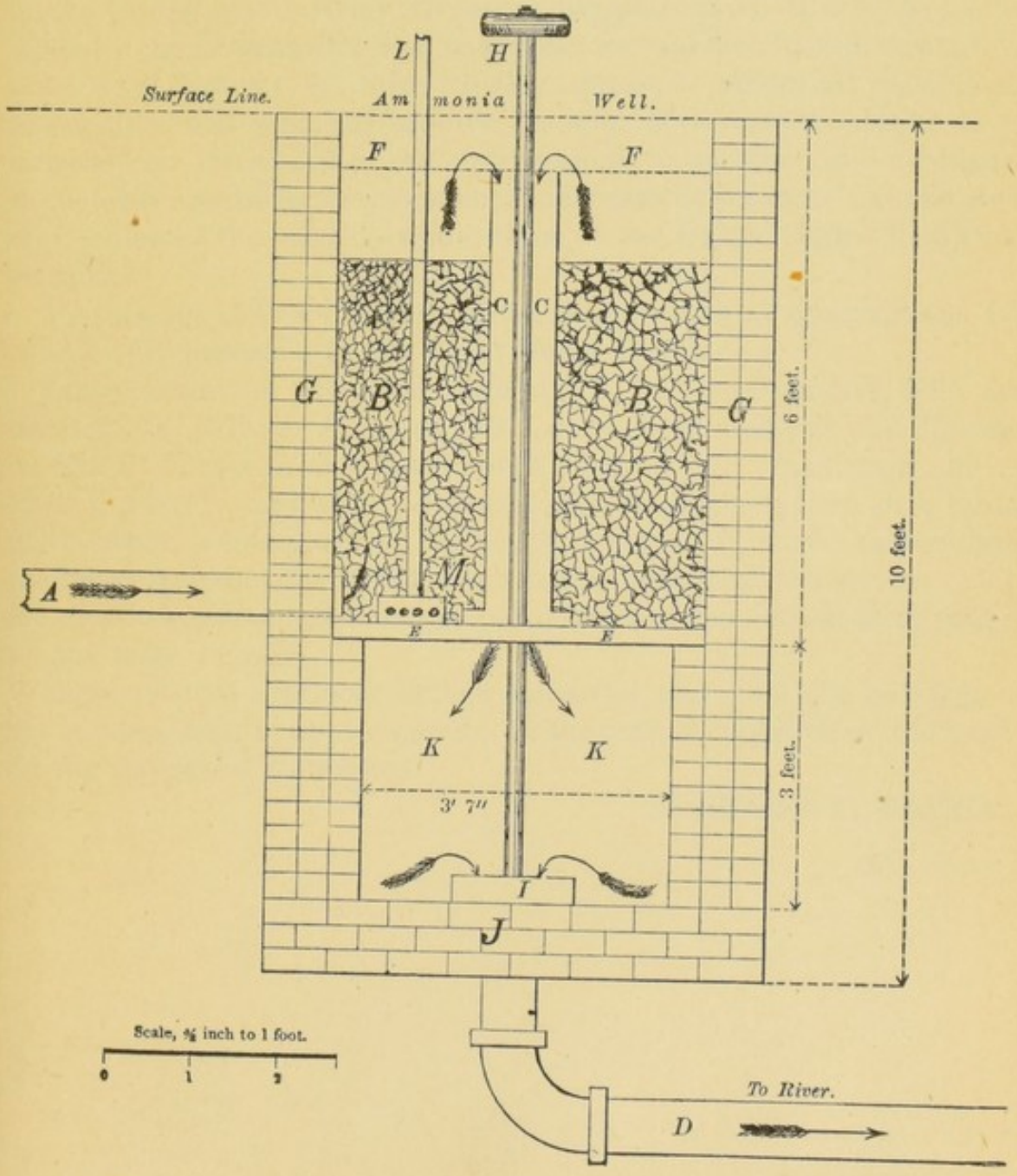
Prof. SPENCER F. BAIRD,
United States Commissioner of Fish and Fisheries,
Washington, D. C.



A is the inlet to well. *B* is the space filled with coke and breeze through which the ammoniacal liquor passes upward, leaving the insoluble matter in the interstices of the coke. The water containing ammonia and other soluble salts passes to the top *F*, and descending down pipe *C* to chamber *K*, and then out through valve *I* and pipe *D* to river. The wall *G* is two bricks thick from the top to *E*. From *E* to *J* it is three bricks thick, to form a ledge for bottom, *E*. *J* is the bottom of the well, three bricks thick. *E*, the bottom of the upper section *B*, is made

of two-inch plank, covered with two inches of cement. *F* is the overflow-line. *C* is the overflow-pipe, with flange at bottom bolted to *E*, and covered with cement to make it water-tight. *H* is the iron rod with wheel at the top to turn valve *I*. *I* is the valve and box, laid in cement, over discharge-pipe *D*. *K* is the lower section of the well, which receives the ammoniacal liquor before it is discharged out of pipe *D*. *L* is the pipe through which the tar and oil are pumped from the bottom of section *B*. *M* is the chamber or box perforated with small holes at the bottom of section *B* to collect the tar and oil from the breeze so that it may reach the pump-pipe *L*.

For the sake of greater clearness, we give an enlarged view of the ammonia well.



VI.—TABLES OF TEMPERATURES OF AIR AND WATER AT SUNDRY STATIONS OF THE UNITED STATES SIGNAL OFFICE, FROM MARCH, 1874, TO FEBRUARY, 1875, AND FROM MARCH, 1876, TO FEBRUARY, 1877, INCLUSIVE.

In view of the great importance of accurate data in regard to the varying temperature of the water of the rivers and lakes of the United States, in connection with the introduction of different kinds of new fishes, application was made to Brig. Gen. A. J. Myer, chief signal-officer of the United States Army, to cause observations on this subject to be made by the persons attached to his service and distributed throughout the United States. With his usual readiness to render all possible aid to scientific and practical inquiry, General Myer caused blanks to be prepared for the record of the observations in question, and forwarded them, with a suitable thermometer, to the various stations, and has since sent copies of the returns to the office of the United States Fish Commission.

The first of the two Wood's Hole, Mass., series of observations has been kindly furnished by the Light-House Board.

These returns for two years, from March, 1874, to February, 1875, and from March, 1876, to February, 1877, have been reduced and digested by Mr. H. Jacobson, and are herewith appended. They show the results of observations at fifty-four stations, respectively, and give tables of the mean temperature of the air at 3 o'clock p. m. for each month, the mean temperature of the water at the bottom of the stream at 3 p. m., as also the absolute maxima and minima of the bottom temperature for the same period.

These records are more or less imperfect, and must not be taken as being more than an approximation to the actual condition of the water during the period mentioned.

SPENCER F. BAIRD.

A.—TABLES OF TEMPERATURES DIGESTED FROM DAILY REPORTS OF SIGNAL-SERVICE BUREAU.

TABLE I.—*Mean temperature of air at 3 p. m.*

Place of observation.	Spring.				Summer.				Autumn.				Winter.			
	March, 1874.	April, 1874.	May, 1874.	Quarter ending May 31, 1874.	June, 1874.	July, 1874.	August, 1874.	Quarter ending August 31, 1874.	September, 1874.	October, 1874.	November, 1874.	Quarter ending November 30, 1874.	December, 1874.	January, 1875.	February, 1875.	Quarter ending February 28, 1875.
1. Alpena, Mich	40	54	.....		62.8	71	68.9	67.6	63.7	50.1	36.6	50.1	26.1	.....	.....	.....
2. Augusta, Ga	.....	71.3	71.8		.....	.....	86.4	.....	82.7	74.1	66.4	74.4	57.4	49.4	55.3	54
3. Baltimore, Md	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4. Buffalo, N. Y	32.5	35	58.3	41.9	71.7	78.5	75.3	75.1	76	.....	.....	.....	.....	.....	.....	.....
5. Burlington, Vt	.....	41.3	57.9		65.5	.....	69.2		68.4	53.5	.....		26.6	19.6	.....	
6. Cairo, Ill	.....	62.9	84.3		88	.....	87.1		82.3	70.1	56.1	69.5	50.2	35.6	44.5	43.4
7. Charleston, S. C	69.6	71.3	77.1	72.6	86.5	87.8	86.4	86.9	80	68.3	59.2	69.1	57.9	52	53.8	54.5
8. Chicago, Ill	.....	43.2	59		75.7	77.7	77.6	77	73.1	59.4	44.1	58.8	40.1	.....	.....	.....
9. Cincinnati, Ohio	50	46.7	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	33	.....	.....
10. Cleveland, Ohio	37.7	41	61.8	46.8	73.7	76.8	75.9	75.4	71.8	57.6	48.5	59.3	33.2	21.7	23.3	29.4
11. Duluth, Minn	.....	48.5	57.9		62.6	73 9	68.6	68.3	63.9	55.4	34.1	51.1	22.7	.....	.....	.....
12. Eastport, Me	.....	43.3	.....	.....	56.7	61.4	62.3	60.1	60.4	54.3	43.5	52.7	31.9	22.6	22.1	25.5
13. Escanaba, Mich	.....	.....	57	.....	64.5	73.8	69.7	69.3	65.9	50.5	34.9	50.4	38.6	.....	.....	.....
14. Galveston, Tex	71.3	69.6	80.7	73.8	87.6	.....	91.1		84.9	78.8	70.2	77.9	63	52.5	60.6	58.3
15. Indianola, Tex	.....	75.3	82.4		85.7	.....	91.2		83.5	79.3	71.9	78.2	63.8	52.9	63.8	60.1
16. Jacksonville, Fla	74.1	73.7	81.2	76.3	85.4	84.4	87	85.6	82.5	79	83.5	81.6	69.3	62.4	63.9	65.2
17. Keokuk, Iowa	52.7	55.8	77.2	61.9	85.8	88.8	86.8	87.1	78	68.3	50.4	65.5	41.4	.....	.....	.....
18. Key West, Fla	.....	.....	.....	.....	.....	.....	88.2	.....	86.2	62.5	78.7	75.8	75.9	79.3	77.6	77.6
19. Knoxville, Tenn	.....	.....	.....	.....	.....	.....	78.8	.....	80	63.8	57.7	67.1	51	47	53.5	50.5
20. La Crosse, Wis	.....	.....	.....	.....	.....	.....	83	.....	72.8	62.5	42.6	59.3	.....	.....	.....	.....
21. Leavenworth, Kans	47	59.1	80.3	62.1	86.1	92	92.3	90.1	76.2	67.2	31.3	58.2	38.1	16.7	....	
22. Louisville, Ky	49.7	53	75.7	59.4	87	86.5	85.1	86.2	79	65.3	51.1	65.1	43.2	29.7	33.3	35.4
23. Marquette, Mich	.....	.....	57.3	.....	62.5	71.3	71.6	69	68	52.2	34.3	51.5	25.1	.....	.....	.....
24. Memphis, Tenn	59.6	58.8	80	66.1	88	.....	.....	.....	.....	.....	.....	.....	.....	39.2	48.5	
25. Milwaukee, Wis	.....	42.6	60.9		72.5	72.8	73	72.7	71.7	57.8	48.7	59.4	37.3	21.6	20.6	26.5
26. Mobile, Ala	66.6	68.4	77.6	70.8	84.9	86.3	86.9	86	81.9	75.5	68.3	75.2	61	55.5	54.2	56.2
27. Montgomery, Ala	67	.....	86.7		86.7	86.7	90.7	88	84.1	76	66.1	75.4	59	50.9	55.5	55.1
28. Nashville, Tenn	58	59.1	80.4	65.8	90.4	90.5	86.2	89	78.2	67.4	56.7	67.4	50.4	37.5	36.3	41.4
29. New London, Conn	41.3	46.2	62.8	50.1	70.8	.. .	72.7		69.5	58.4	47.4	58.4	38	28.5	28.4	31.6
30. New York City	42.9	46.9	65.5	51.7	78.9	80.4	78.6	79.3	74.1	62.9	51.4	62.8	41.1	32.9	.....	
31. Norfolk, Va	54.2	56.3	71.6	60.7	83	84.5	79.7	82.4	77.8	68.8	58.7	68.4	49.3	38.9	.....	
32. Omaha, Nebr	41	53.1	72.4	55.5	82.8	90.7	82.3	85	69.1	62.3	43.1	58.1	43.7	.....	.....	.....

33. Philadelphia, Pa	54	51.5	69.9	58.4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34. Pittsburgh, Pa	.....	54.5	69.3		82	82.6	78.5	81	77.9	68	55.4	67.1	51.6	37.9	40.4	43.3
35. Portland, Me	33.7	40	56.6	43.4	68.9	72.2	70.3	70.4	65.2	56.6	42	54.6	31.6	21.8	24.7	29.3
36. Punta Rassa, Fla	77.6	79.6	80.3	79.1	82.6	.....	.....	.....	80.2	77.6	75.6	77.8	73	76.1	72	73.7
37. Sacramento City, Cal	.....	.....	.....	.....	.....	.....	87.2	.....	87.1	74	65.6	75.5	59.2	52.8	61.9	57.9
38. Sacramento River, Knight's Landing	.....	.....	.....	.....	.....	.....	83.2	.....	81.1	74.1	60	71.7	50.2	54.1	59.8	53.7
39. Sacramento River, Tehama Bridge	.....	.....	.....	.....	.....	.....	91	.....	89.1	74.5	61.4	75	59.4	54	63.1	58.8
40. San Francisco, Cal	63.2	67.1	68.7	66.3	69.5	.....	67.5		72	69	64	68	59.4	55.7	.....	
41. Savannah, Ga	68.7	73.3	79.4	73.8	86.9	83.6	84.8	85.1	80.4	73.8	66.4	73.5	62.5	56.3	57	58.6
42. Shreveport, La	66.8	67.3	83.4	72.5	90.1	88.7	91	89.9	82.8	76.6	67.6	75.6	59.9	45.4	57.8	54.3
43. Saint Louis, Mo	51.3	.....	48.8		87.5	.....	85.2		79.3	67.3	55.4	67.3	42.9	29.2	32.9	35
44. Saint Paul, Minn	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45. Toledo, Ohio	41.8	44.9	66.8	51.1	76.5	79.1	74	76.5	74.2	58.4	45.2	59.2	35.6	26.2	.....	
46. Wilmington, N. C	64.1	69.1	78.7	70.6	87.9	85.5	83.3	85.8	80.7	70.9	63.9	71.8	59.1	48.1	53.1	46.7
47. Wood's Hole, Mass., I	53	41.5	55.2	46.5	68.4	76	75.3	73.2	71.6	61.7	54.6	62.6	46	30.3	27.3	34.5
48. Wood's Hole, Mass., II	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
49. Yankton, Dak	.....	66.6	73.5		79.1	86.9	84.6	83.5	64.4	61.6	40.7	55.5	.....	.....	.....	.....

TABLE II.—*Mean temperature of water at the bottom, at 3 p. m.*

Place of observation	Spring.				Summer.				Autumn.				Winter.			
	March, 1874.	April, 1874.	May, 1874.	Quarter ending May 31, 1874.	June, 1874.	July, 1874.	August, 1874.	Quarter ending August 31, 1874.	September, 1874.	October, 1874.	November, 1874.	Quarter ending November 30, 1874.	December, 1874.	January, 1875.	February, 1875.	Quarter ending February 28, 1875.
1. Alpena, Mich	40.5	51	.....		68.2	71.1	68.5	69.2	64.4	49.4	38.3	51.3	33	.....	.....	.....
2. Augusta, Ga	67.3	65	71.9	68	.....	64.1	80.4	72.2	76.1	67	58.3	67.1	48.8	.....	46.5	
3. Baltimore, Md	44.6	45	.....		81.1	78.9	.....		.....	.....	.....	.....	.....	.....	.....	.....
4. Buffalo, N. Y	35.7	36	46.4	39.3	63.6	71.8	71.3	68.9	70.1	.....	.....	.....	.....	.....	.....	.....
5. Burlington, Vt	.....	34.4	43.2		53.3	.....	68.6		66.6	56.5	.....		37.3	33.1	.....	
6. Cairo, Ill	.....	51.7	73.1		82	.....	80.1		76.2	61.5	51.8	63.1	41	35.8	35	37.2
7. Charleston, S. C	61.9	66.6	70.8	66.4	82.9	81.7	82.5	82.3	74.2	70.8	62.1	72.3	55	48.8	50.2	51.3
8. Chicago, Ill	.....	40	48.9		62.1	70.4	70	67.5	64	55.7	42	53.9	31.8	.....	.....	.....
9. Cincinnati, Ohio	46.7	47.4	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	32	.....	.....
10. Cleveland, Ohio	33.9	40.5	54.4	42.9	67.8	72.4	67.6	69.2	67.8	57.9	49	58.2	33.9	31.7	31.6	32.4
11. Duluth, Minn	.....	31.5	37.4		50.9	55.7	60.6	55.7	56.8	46.2	37.4	46.8	31.5	.....	.....	.....
12. Eastport, Me	.....	37.2	.....	.....	42.9	46.2	49.1	46	50.3	50.4	46.9	49.2	41.2	35.6	32	36.2
13. Escanaba, Mich	....	.....	45.4	.....	53.8	66.3	66.6	62.2	63.5	50.9	41.9	52.1	36	.....	.....	.....
14. Galveston, Tex	65.1	67.8	75.7	69.5	83	.....	87.1		81.6	74.2	66.4	74	59.8	50.9	54.4	55
15. Indianola, Tex	.....	69.2	77.2		89.4	.....	87.2		81.5	75.8	67.6	74.9	60.4	47.1	56.3	54.6
16. Jacksonville, Fla	68	74	78.6	73.5	85.5	84.5	85.3	85.1	81.2	74.8	67.5	74.5	61	58.9	61.3	60.4
17. Keokuk, Iowa	39	46.1	65.7	50.2	77.7	78.4	79.9	78.6	72.6	58.5	43.4	58.1	33.6	.....	.....	.....
18. Key West, Fla	.....	.....	.....	.....	.....	.....	85.1	.....	83.9	78.9	75.4	79.4	71.8	74.7	76.3	74.2
19. Knoxville, Tenn	.....	.....	.....	.....	.....	.....	77.8	.....	76.5	61.4	49.1	62.3	41	44.4	42.7	42.7
20. La Crosse, Wis	.....	.....	.....	.....	.....	.....	73.2	.....	64.8	52.4	39.9	52.3	.....	.....	.....	.....
21. Leavenworth, Kans	.....	.....	65.8	.....	.....	80.2	79.9		67.6	59.5	34	53.7	33.4	32	33.8	33
22. Louisville, Ky	50.1	50.4	67.1	58.8	83.4	85.9	85	84.7	77.5	62	49.9	63.1	39.7	34.1	.....	
23. Marquette, Mich	.....	.....	41.3	.....	47.1	53.4	58.6	53	55.9	49.5	39.9	48.4	33.5	.....	.....	.....
24. Memphis, Tenn	52.2	53.4	64.5	56.7	80.7	.....	.....	.....	.....	.....	.....	.....	39.3	.....	38.3	
25. Milwaukee, Wis	....	41.6	48.9		57.1	62.2	67.6	62.3	62.6	50.3	44.3	52.4	32.4	32.6	32.6	32.5
26. Mobile, Ala	60.3	64.4	70.1	64.9	82.2	82.2	85.4	83.2	82.1	73.7	64.6	73.4	55	49.9	51	51.9
27. Montgomery, Ala	56.8	....	75.7		80.2	82	84	82	78.2	68.8	60.5	69.1	50.8	47.4	48.9	49
28. Nashville, Tenn	49.6	52.3	62.1	54.3	77.4	85.4	80.2	81	74	59.9	53.5	62.8	44.3	40.6	40	41.6
29. New London, Conn	38.6	40.6	47.9	42.3	56	.....	67.6		65.9	59.2	50	58.3	41.7	35.5	32.5	36.5
30. New York City	35.5	40	51.9	42.4	67.1	72	72	70.3	70.2	59.8	49	59.6	38.3	32	.....	
31. Norfolk, Va	49.7	54.2	64.9	56.2	78.7	79.8	78.5	79	75.5	64.1	55.1	64.9	43	37.6	.....	
32. Omaha, Nebr	34.5	44.7	62.5	47.2	74.7	78.1	.....		75	63.1	55.4	66.7	39.2	.....	.....	.....
33. Philadelphia, Pa	42.8	....	56.9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34. Pittsburgh, Pa	....	42	58.6		76.6	77.4	75	76.3	71.2	58.4	43.8	57.8	35.3	33	33.4	33.5
35. Portland, Me	33.1	33.3	44.4	36.9	55.4	56.9	58	56.7	55.9	52.6	32.7	47	36	29.4	29.6	31.6

36. Punta Rassa, Fla	75.5	78.1	81.1	78.2	85.7	.....	.....	83.6	76.2	73.4	77.7	68.8	74.5	69.7	71
37. Sacramento City, Cal	.....	.....	.....	.....	.....	.....	75.5	71.8	64.4	54	63.4	46.4	44.5	50	46.9.
38. Sacramento River, Knight's Landing	.....	.....	.....	.....	.....	.....	74	71.7	66	49.7	62.4	36.5	36.6	52.5	41.8
39. Sacramento River, Tehama Bridge	.....	.....	.....	.....	.....	.....	71	66.2	60.4	52	59.5	46.4	44.2	49.6	46.7
40. San Francisco, Cal	50	55	63.3	56.1	59.6	.....	59.5	62.3	61.3	57.2	60.2	52.9	49.8	.....	
41. Savannah, Ga	58.6	68.9	68.8	65.4	83.3	81.7	82.3	76.2	67.7	60.9	68.1	.....	.....	48.3	.....
42. Shreveport, La	58.5	61.9	73	64.4	83.5	87.1	89	81.6	70.4	60.5	70.8	52.1	42.2	48.8	47.7
43. Saint Louis, Mo	41.6	.....	43.9		78.3	.....	79.7	72.5	59.2	51.4	61	35.9	31.7	32	33.2
44. Saint Paul, Minn	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45. Toledo, Ohio	42.1	46.6	63.5	50.7	76	79.6	77.9	73.1	59.7	45.6	59.4	33.7	32.3	.....	3
46. Wilmington, N. C	55.6	63.2	67.6	62.1	80.3	81.7	77.9	75.5	64.5	56.9	65.6	48.1	43.8	45.5	45.8
47. Woods Hole, Mass., I	34.7	39.9	49.6	41.4	64.5	72.2	72.2	69.6	60.2	49.7	60.3	37.1	32	30.7	33.2
48. Woods Hole, Mass., II	.....	.....	.....	.....	.....	.....	70.8	.....	58.4	47.4	57.6	36.1	30.1	29	31.7
49. Yankton, Dak	.....	54.8	66.1		73	79.2	70.1	74.1	57.4	40.3	55.2	.....	.....	.....	.....

TABLE III.—*Absolute highest and lowest temperatures of water at the bottom, at 3 p. m. during the year ending February 28, 1875.*

Place of observation.	Spring.		Summer.		Autumn.		Winter.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1. Alpena, Mich	May 31...67	Apr. 20...32	June 23...74	June 13...57	Sept. 13...71	Nov. 23...33	Dec. 1...33	Dec. 12...33
2. Augusta, Ga	May 31...81	Apr. 26...59	June 24...86	Aug. 31...69	Sept. 8...80	Nov. 27...53	Feb. 25...54	Jan. 12...40
3. Baltimore, Md	Mar. 29...46	Mar. 24...43						
4. Buffalo, N. Y	May 31...61	Mar. 24...33	July 25...74	June 3...58	Sept. 11...71.5	Nov. 22...64.5		
5. Burlington, Vt	May 30...53	Apr. 22...33	Aug. 11...73	June 1...42	Sept. 1...70	Oct. 31...53	Dec. 1...42	Jan. 3...33
6. Cairo, Ill	May 31...77	Apr. 11...48	June 28...91	June 1...77.5	Sept. 2...79	Nov. 30...42.5	Dec. 3...44.5	Feb. 10...32
7. Charleston, S. C	May 26...78	Mar. 25...60	Aug. 11...91	Aug. 29...71	Sept. 20...81	Nov. 14...53	Dec. 28...68	Feb. 18...42
8. Chicago, Ill	May 24...64	Apr. 4...35	June 27...75	June 1...50	Sept. 2...74	Nov. 30...27	Dec. 6...33	
9. Cincinnati, Ohio	Apr. 23...53	Apr. 5...45						
10. Cleveland, Ohio	May 23...67	Mar. 5...29	June 28...80	June 11...59	Sept. 11...74	Nov. 21...42	Dec. 26...38	
11. Duluth, Minn	May 21...45	May 3...32	July 12...64	June 1...39	Sept. 1...64	Nov. 27...32	Dec. 9...34	
12. Eastport, Me	May 24...42	Apr. 30...36	Aug. 23...52	June 1...41	Sept. 22...52	Nov. 28...41	Dec. 3...43.5	Feb. 13...30.5
13. Escanaba, Mich	May 31...59	May 8...37	July 26...71	June 12...51	Sept. 13...68	Nov. 26...36		
14. Galveston, Tex	May 30...82	Mar. 1...61	Aug. 5...92	June 10...79	Sept. 1...87	Nov. 29...55	Dec. 13...66	Jan. 10...42
15. Indianola, Tex	May 31...86	Apr. 24...65	Aug. 9...89.5	June 21...80	Sept. 1...88.5	Nov. 30...58	Dec. 15...69	Jan. 9...35
16. Jacksonville, Fla	May 27...86	Mar. 15...63	June 9...89	Aug. 31...81	Sept. 20...87	Nov. 30...65	Dec. 1...64	Feb. 8...55
17. Keokuk, Iowa	May 31...78	Apr. 5...37	July 6...87	June 14...67	Sept. 12...81	Nov. 26...33	Dec. 2...36	Dec. 11...32.5
18. Key West, Fla			Aug. 27...87.5	Aug. 21...82.5	Sept. 3...86	Nov. 1...71.5	Feb. 28...78.8	Feb. 9...68
19. Knoxville, Tenn			Aug. 15...84	Aug. 29...70	Sept. 12...81	Nov. 28...44.2	Jan. 16...48	Feb. 6...38
20. La Crosse, Wis			Aug. 12...82	Aug. 26...67	Sept. 8...75	Nov. 22...30		
21. Leavenworth, Kans	May 31...76	Apr. 26...53	July 8...82	June 14...64	Sept. 1...77	Nov. 28...32	Dec. 3...37	Dec. 17...32
22. Louisville, Ky	May 31...82	Apr. 1...37	July 7...96	June 12...73	Sept. 8...84	Nov. 30...39	Dec. 2...43	
23. Marquette, Mich	May 27...48	May 10...34	Aug. 27...62	June 13...42	Sept. 10...63	Nov. 29...34	Jan. 30...44	Dec. 2...34
24. Memphis, Tenn	May 31...74	Apr. 1...50.5	June 11...83.5	June 1...74.5			Jan. 30...44	Feb. 19...35
25. Milwaukee, Wis	May 23...57	Apr. 26...35	Aug. 9...72	June 24...49	Sept. 10...74	Nov. 11...33	Dec. 8...38	Dec. 14...25
26. Mobile, Ala	May 30...79	Mar. 3...56	Aug. 8...89	June 1...79	Sept. 1...85	Nov. 30...58	Dec. 4...60	Jan. 10...46
27. Montgomery, Ala	May 29...81.5	Mar. 1...51	Aug. 14...87	June 17...73.5	Sept. 1...82	Nov. 30...53.5	Dec. 11...59	Jan. 11...41.5
28. Nashville, Tenn	May 28...71	Mar. 1...45	July 26...89	June 5...68	Sept. 13...80	Nov. 30...46	Dec. 28...50	Jan 15...35
29. New London, Conn	May 26...60.5	Mar. 29...38	Aug. 13...72	June 2...59	Sept. 10...69	Nov. 22...46	Dec. 2...46	
30. New York City	May 31...63	Mar. 11...32	July 15...75.5	June 3...62	Sept. 10...72.5	Nov. 30...41	Dec. 1...41	Jan. 28...30
31. Norfolk, Va	May 31...76	Mar. 13...45	June 27...84	Aug. 31...71	Sept. 19...79	Nov. 21...49	Dec. 29...47	Jan. 21...33.5
32. Omaha, Nebr	May 30...75	Mar. 23...32	June 27...80	June 4...70	Sept. 1...77	Nov. 19...32		
33. Philadelphia, Pa	May 18...63.5	Mar. 26...42						
34. Pittsburgh, Pa	May 30...68	Apr. 12...40	July 18...81	June 1...66.5	Sept. 1...76	Nov. 24...34	Dec. 15...38	Jan. 3...32
35. Portland, Me	May 27...51	Mar. 30...35	Aug. 22...61	June 13...51	Sept. 4...59	Nov. 30...40.5	Dec. 1...40.5	Jan. 10...28
36. Punta Rassa, Fla	May 28...87	Mar. 4...73	June 11...90	June 30...79	Sept. 19...87	Nov. 2...69	Feb. 27...78	Feb. 9...62.5
37. Sacramento City, Cal			Aug. 16...77	Aug. 20...74	Sept. 1...76	Nov. 20...51	Feb. 21...52.5	Dec. 29...42
38. Sacramento River, Knight's Landing			Aug. 1...78	Aug. 8...72	Sept. 1...75	Nov. 18...36	Feb. 17...53	Jan. 5...30
39. Sacramento River, Tehama Bridge			Aug. 29...73	Aug. 25...69	Sept. 1...69	Nov. 19...48	Feb. 19...52	Jan. 17...41
40. San Francisco, Cal	May 25...60	Mar. 7...49	June 12...61	June 3...58	Sept. 5...61	Nov. 24...56	Dec. 1...56	Jan. 17...48.5
41. Savannah, Ga	May 31...79	Mar. 16...50	June 10...85	Aug. 29...78	Sept. 19...80	Nov. 21...56	Feb. 25...57	Feb. 9...42
42. Shreveport, La	May 26...81	Mar. 1...53	Aug. 12...94	June 1...79	Sept. 3...88	Nov. 29...52	Dec. 28...61	Jan. 10...35

43. Saint Louis, Mo	May 31...78	Mar. 29...41	June 28.. 83	June 15...72	Sept. 13...79	Nov. 30...37	Dec. 7...42	Dec. 29...31
44. Saint Paul, Minn								
45. Toledo, Ohio	May 30...78.5	Mar. 31...38	June 30...84	June 14...65	Sept. 13...80	Nov. 24...35	Dec. 3...37.5	Jan. 29...32
46. Wilmington, N. C	May 30...76	Mar. 2...50.5	July 1...85.5	Aug. 29...71	Sept. 15...84	Nov. 29...51	Dec. 1...51	Jan. 21...30
47. Wood's Hole, Mass	May 27...56	Mar. 13...31	July 29...77	June 1.. 57	Sept. 3...72	Nov. 30...44	Dec. 3...46	Feb. 9...28
48. Yankton, Dak	May 29...78	Apr. 26...49	July 25...83.5	June 11...62	Sept. 11...75	Nov. 24...46		

Tables of temperature from Report of Signal Service Bureau, 1876–'77.

TABLE I.—MEAN TEMPERATURE OF AIR AT 3 P. M.

Place of observation.	Spring.			Quarter ending May 31, 1876.	Summer.			Quarter ending Aug. 31, 1876.	Autumn.			Quarter ending Nov. 30, 1876.	Winter.			Quarter ending Feb. 28, 1877.	Year ending Feb. 28, 1877.
	March.	April.	May.		June.	July.	August.		September.	October.	November.		December.	January.	February.		
1. Alpena, Mich	.....	59.1	53.7	.....	69	76.2	73.8	73	65.4	38.9	39	47.7	.....	.....	.....	.....	.....
2. Augusta, Ga	64.2	72.7	80	72.3	85.3	89.8	71.5	82.2	84.2	70.5	66	73.7	46.3	55.5	58	53.2	70.1
3. Baltimore, Md	47.2	62.7	70.2	60	81.9	86.4	81.2	83.1	70.8	58.4	51.3	60.1	32.2	35.8	.....	.....	.....
4. Buffalo, N. Y	39.2	48	58.1	48.4	74.6	83.9	85.4	81.3	71.5	54	42.1	55.8	28.8	.....	.....	.....	.....
5. Burlington, Vt	.....	.....	61.4	.....	76	83.2	83.6	80.9	69	54.8	44.9	56.2	26.1	.....	.....	.....	.....
6. Cairo, Ill	45.1	55.5	69.9	56.8	77.3	85.3	82.1	81.3	75.7	60.3	48.4	61.2	44.1	41.3	53.5	46.3	61.4
7. Charleston, S. C	62.4	70.9	76	69.7	84	88	86.4	86.1	83.2	68	62.2	71.1	49.3	56.2	55.6	53.7	70.1
8. Chicago, Ill	39	50.5	65.2	51.5	73	79	79.6	77.2	65.4	50.2	42.2	52.6	26.5	.....	39.8	.....	.....
9. Cincinnati, Ohio	46.1	63.2	76.6	61.9	79.3	80.8	83.1	80.6	74.1	62.9	50.3	62.4	31.1	36.8	46	37.9	60.7
10. Cleveland, Ohio	38.3	45.7	.....	.....	.....	76.5	74.7	.....	64.5	52.5	42.7	53.2	.....	26.8	36.7	31.7	.....
11. Detroit, Mich	34.5	50	64.9	49.8	79.5	80.8	80	81	65.1	51.2	41.6	52.6	21.5	.....	38.3	.....	.....
12. Duluth, Minn	35.7	47.2	57.8	46.9	60.5	71.5	71.5	67.9	60.9	46.1	34	47	17	.....	37.3	.....	.....
13. Eastport, Me	33.3	42.7	49.6	41.8	60.9	63	67.2	63.8	58.8	48.4	40	49	24.3	22.8	31.2	26.1	.....
14. Escanaba, Mich	.....	.....	54	.....	64.7	74.5	74.5	71.2	61.4	43.4	39.6	48.1	25.3	.....	.....	.....	.....
15. Galveston, Tex	66.4	75.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16. Grand Haven, Mich	36.1	49.4	61.8	49.1	72.4	77.4	77.2	75.7	66.1	54.1	44.8	55	32.9	.....	39.9	.....	.....
17. Indianola, Tex	69.2	74.5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18. Jacksonville, Fla	66.8	76	82.7	75.3	88.2	91.2	90.7	90	86.8	72.7	69.4	76.3	58.2	66	62.2	62.1	75.9
19. Keokuk, Iowa	39.8	59.8	69.8	56.4	75.4	82.3	83.9	80.5	71.1	60.5	41.6	57.7	29.6	.....	45	.....	.....
20. Key West, Fla	75.1	80.6	83	79.5	85.8	85.2	86.4	85.8	88.1	82.7	77.8	82.8	70.7	76.1	72.2	73	80.2
21. Kitty Hawk, N. C	.....	.....	.....	.....	90.4	87	82.1	86.5	75.9	.....	.....	.....	.....	.....	.....	.....	.....
22. Knoxville, Tenn	52	64.4	62.4	59.6	75.8	86.2	82.7	81.5	76.2	70.7	50 7	65.7	29.4	46.5	50.7	42.2	62.2
23. La Crosse, Wis	.....	54.3	68.1	.....	73.3	81.3	79.6	78	64.7	53.1	37.4	51.7	.....	.....	.....	.....	.....
24. Leavenworth, Kans	44.2	63.4	71.7	59.7	78.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Louisville, Ky	52.5	65.8	74.5	64.2	78.6	84.5	82.8	81.9	74	61.7	46.1	60.6	31.4	39.2	44.4	38.3	61.2
26. Marquette, Mich	.....	.....	65.8	.....	66.8	74.2	72.8	71.2	61	44.5	37.2	47.5	24.7	.....	.....	.....	.....
27. Memphis, Tenn	58.1	74.4	76.1	69.5	74.6	85.6	86.4	82.2	77	66.9	55.5	66.4	41.4	48.4	56	48.6	64.6
28. Milwaukee, Wis	30.1	45.8	49.5	41.8	66.3	74.2	74.2	71.6	62.4	49.1	36.9	49.4	19	.....	37.4	.....	.....

Tables of temperature from Report of Signal Service Bureau. 1876–'77—Continued.

TABLE I.—MEAN TEMPERATURE OF AIR AT 3 P. M.—Continued.

Place of observation.	Spring.			Quarter ending May 31, 1876.	Summer.			Quarter ending Aug. 31, 1876.	Autumn.			Quarter ending Nov. 30, 1876.	Winter.			Quarter ending Feb. 28, 1877.	Year ending Feb. 28, 1877.
	March.	April.	May.		June.	July.	August.		September.	October.	November.		December.	January.	February.		
29. Mobile, Ala	61.7	71.2	79.1	70.7	86.2	87.3	80.2	84.5	84.3	73.8	63.5	73.8	50.5	55.6	60.3	55.5	71.1
30. Montgomery, Ala	63	75.3	80.5	72.9	90.5	92.8	95.7	93	90.7	79.8	70.1	80.2	56.2	62.3	67.2	61.9	77
31. Nashville, Tenn	52.6	69.8	76.2	66.2	84.3	88.3	86.1	86.3	78.8	68.3	53.8	66.9	32.2	48.2	52.3	42.4	65.4
32. New London, Conn	39.1	50	59	49.3	71.8	78.9	75.5	75.4	65.7	62	56.4	61.3	37.9	40.2	49.8	42.6	57.1
33. New York City, N. Y	41.1	55.5	65.3	53.9	80.9	82.7	79.9	81.1	67.7	56.2	49.6	57.8	29.6	32.3	41.4	34.4	56.8
34. Norfolk, Va	52.4	62.2	72.7	62.4	85.7	89.8	84.2	86.5	74.1	62.6	54.1	63.6	37.9	42.7	49.5	43.3	63.9
35. Omaha, Nebr	.....	58.5	69.2	.....	74.1	81.9	80.3	78.7	68.6	59	42.7	56.7	25.3	20.7	.....	.....	.....
36. Pittsburgh, Pa	42.6	57.2	66.4	55.4	81.8	85.2	82.9	83.3	67.4	56.3	46	56.5	26.4	33.7	43.1	34.4	57.4
37. Portland, Me	37.7	47.7	59.7	48.3	69.9	77.1	81.3	76.1	64.7	52.9	45.2	54.2	25.5	23.1	48	32.2	52.7
38. Punta Rassa, Fla	74.1	75.7	81.8	77.2	84.1	84	85.5	84.5	85.5	79.2	71.8	78.8	65.1	71.1	69.8	68.8	77.3
39. Sacramento City, Cal	54.3	69.5	72.9	65.5	86	87.6	87.9	87.1	85.5	74.9	65.5	75.3	61.3	61	64.8	62.3	72.5
40. Sacramento River, (Knight's Landing)	74.9	77.5	75	75.8	86.9	84.9	82.5	84.7	76.3	69.2	53.7	66.4	59.9	61.9	59.5	60.4	71.8
41. Sacramento River, (Tehama bridge)	61.3	71.5	79.2	70.7	93.5	92.9	91.3	92.5	87.2	75.3	65.1	75.8	62.4	60.3	65.6	62.7	75.4
42. San Francisco, Cal	64.6	66.7	69.7	67	71.8	75.2	73.3	73.4	72.8	69.4	67.6	69.9	64.1	65.9	67	65.6	68.9
43. San Joaquin, (lower railroad crossing)	62.5	69.4	74.6	68.8	85.6	83.8	86.1	85.1	83.4	73.8	66	74.4	61.3	58.9	66.9	62.3	72.6
44. San Joaquin, (upper railroad crossing)	64	75.9	85.1	75	101.8	101.9	101.9	101.8	94.6	82.4	70.5	82.5	65.4	.....	.....	.....	.....
45. Savannah, Ga	65.4	73.6	79.6	72.8	84.1	93.2	87.3	88.2	84.2	.....	60.2	.....	54.1	66.2	63.6	61.3	.....
46. Shreveport, La	60.4	74.9	79.8	71.7	86.3	93	90.7	90	84.4	69.8	60.2	71.4	47.8	51	58.8	52.5	71.4
47. Saint Louis, Mo	48.5	68.7	76.9	64.7	82.7	88	86.8	85.8	75.5	64.7	46.3	62.1	31	36.9	48.6	38.8	62.8
48. Saint Mark's, Fla	66.4	72.3	84.3	74.3	88.1	90.3	89.2	89.2	86.5	67.4	68.1	74	57.3	68.7	66.6	64.2	75.4
49. Saint Paul, Minn	.....	59.8	67.6	.....	74.3	84.2	77.6	78.7	63.4	46.3	36.5	48.7	.....	.....	.....	.....	.....
50. Toledo, Ohio	43.1	56.3	66.4	55.2	76.7	80.8	78.5	78.6	64.8	53.9	46.4	55	.....	.....	.....	.....	.....
51. Wilmington, N. C	58.7	67.5	76.2	67.4	81.7	85.1	84.7	83.8	80.5	67	60.2	69.2	46.3	53.2	57.1	52.5	68.1
52. Wood's Hole, Mass., (9 a. m.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53. Wood's Hole, Mass., (3 p. m.)	38.5	47.9	56.1	47.5	69.7	76.1	74.5	73.4	65.5	55.2	47.4	56	30.5	29	38.6	32.7	52.4
54. Yankton, Dak	.....	59.7	69.1	.....	75.5	81.6	80.2	79.1	67.1	56.8	43.5	55.8	.....	.....	.....	.....	.....

TABLE II.—MEAN TEMPERATURE OF WATER AT THE BOTTOM AT 3 P. M.

1. Alpena, Mich	.....	35.2	49.2	.....	52.2	71.1	70.8	64.7	59.1	48.3	39.1	48.8	.....	.....	.....	.....	.....
2. Augusta, Ga	54.5	63.6	72.7	63.5	77.8	85.4	83.2	82.1	79.8	63.8	56.4	66.6	40.2	44.7	48.9	44.6	64.2
3. Baltimore, Md	41.3	50.7	63.4	51.8	76.8	83.2	72.1	77.3	70.5	57.8	50.4	59.5	34.9	32.1	.....	33	.....
4. Buffalo, N. Y	33.6	38.9	44.3	38.9	66.7	75.9	75.5	72.7	66.1	50.1	42.6	52.9	35.7	.....	.....	35.7	.....
5. Burlington, Vt	.....	.....	42.4	.....	58.2	73.1	73.6	68.3	62.3	56.1	46.2	54.8	38.6	.....	.....	38.6	.....

6. Cairo, Ill	43.7	53	67.1	54.6	75.5	84	81.9	80.4	75.5	60.4	46.2	60.7	33.7	32	35.3	33.6	57.3
7. Charleston, S. C	58	63.9	72.5	64.7	80.4	85	84.2	83.2	81	67	60.9	69.6	46.7	48.2	52.2	49	66.6
8. Chicago, Ill	36.7	45.3	54.2	45.4	55.5	65.5	72.7	64.5	64.7	50.2	43.8	52.9	34.6	.....	34.5	23	.....
9. Cincinnati, Ohio	42.8	51.4	63.6	52.6	70.9	76.4	76.1	74.4	70.3	55.3	48.2	57.9	33	33.8	36.8	34.5	54.8
10. Cleveland, Ohio	33.8	47.9	.....	.....	.....	75.3	72.7	.....	65	47.9	41.4	51.4	.....	.....	.....	.....	.....
11. Detroit, Mich	32.4	40.5	45.3	39.4	49.4	70.1	73.5	64.3	63.7	48.4	46.4	52.8	32.5	.....	32.8	32.6	47.2
12. Duluth, Minn	33.2	33.5	34.2	34.9	31.3	50.6	61.2	47.7	53.7	42.8	39.6	45.3	34.1	.....	34.6	34.3	40.5
13. Eastport, Me	32.1	34.9	37.9	34.9	41.7	45.8	49	45.5	50.1	49.8	45.9	48.6	39	31	29.2	33	40.5
14. Escanaba, Mich	.....	.....	42.4	.....	55.9	64.3	69.6	63.2	60.3	47.4	41.1	49.6	33	.....	.....	33	.....
15. Galveston, Tex	63.9	69.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16. Grand Haven, Mich	33.5	46.8	60.4	46.9	71.6	75.7	73.4	73.5	63.4	48.2	41.7	51.1	32.7	.....	33.2	32.9	51.1
17. Indianola, Tex	63.2	71.1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18. Jacksonville, Fla	64.7	73.6	80.9	72.7	84.9	88.3	87.2	86.8	85.8	72.5	68.2	75.5	51.3	56.5	58.7	55.5	72.6
19. Keokuk, Iowa	36.5	51.5	63.5	50.5	71.7	79.7	80.3	77.2	68	52.8	40.4	53.4	32.8	.....	34.8	33.8	53.7
20. Key West, Fla	75	79	82.3	76	85.6	86	85.5	85.7	87	81	73.6	80.5	66.2	72.5	68.6	69.1	77.8
21. Kitty Hawk, N. C	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22. Knoxville, Tenn	50	59	54.4	54.4	75.2	82.4	82	79.8	76	61.5	48.7	62	34.2	41.2	47.7	41	59.3
23. La Crosse, Wis	.....	48.7	61.5	.....	70.2	74.5	74.4	73	60.9	46.3	37.5	48.2	.....	.....	.....	.....	.....
24. Leavenworth, Kans	36.9	51.6	64.2	50.7	70.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25. Louisville, Ky	43.7	48.5	66.1	52.7	75	81.6	79.9	78.8	71.5	57	48.2	58.9	32.9	33.5	38.5	34.9	56.3
26. Marquette, Mich	.....	.....	35.8	.....	45.6	55.2	56.3	52.3	54	44.8	38.2	45.6	33.1	.....	.....	.....	.....
27. Memphis, Tenn	45.7	55.2	62.1	54.3	60.9	81.5	81.5	74.6	74.7	59.1	50.3	61.3	34.8	34.4	40.6	36.6	56.7
28. Milwaukee, Wis	34.2	40.3	43.4	39.3	54.7	60.1	65.8	60.2	61.5	49	48.7	53	32.7	.....	32.9	.....	.....
29. Mobile, Ala	57.2	63	73	64.4	81.6	85.7	83	83.4	82.8	69.9	62.6	71.5	47.4	47	53	49.1	67.1
30. Montgomery, Ala	54	62.1	61.9	59.3	83.2	86.7	86.1	85.3	80.7	65.7	56.4	67.6	43.4	44.6	51.6	46.5	64.6
31. Nashville, Tenn	49.3	69.8	68.7	62.6	76.3	84.4	80.4	80.3	76	61	51.7	62.9	35.1	38.8	45.9	39.9	61.4
32. New London, Conn	37	42.7	50.6	43.4	61.3	68.7	74.2	68	65.3	57.3	50.6	57.7	39	34	34.9	35.9	52.2
33. New York City, N. Y	32.8	39.2	50.2	40.7	66.8	70.9	72	69.9	64.3	52.4	46.1	54.2	32.4	28.1	32.1	30.8	48.9
34. Norfolk, Va	48.2	56.9	67.4	57.5	78.7	80.3	77.3	78.7	66.1	59.8	53.4	59.7	36.4	37.6	42.9	38.9	58.7
35. Omaha, Nebr	.....	44	60.9	.....	67.7	75.7	75.8	73	65.2	52.2	38.4	51.9	32	32	.....	.....	.....
36. Pittsburgh, Pa	34.1	41.5	55	43.5	71.6	80.4	77.5	76.5	68.4	52.3	47	55.9	30.1	34	37	34	52.4
37. Portland, Me	33.3	37	44	38.1	54	59.4	60.4	57.9	55.3	48.8	44.3	49.4	35	30.5	33	32.8	44.5
38. Punta Rassa, Fla	72.6	77.9	83.2	77.9	87.6	87.3	83.5	86.1	87.5	79.4	71.7	79.5	63	67.8	68.3	66.3	77.4
39. Sacramento City, Cal	52	56.7	62	56.9	63.9	69.9	75.3	69.7	71.3	65.7	52.9	63.3	45.8	45.8	51.3	47.6	59.3
40. Sacramento River, (Knight's Landing)	51.2	56	60	55.7	68	73.7	74.8	72.1	69.6	68.6	59.5	65.9	.....	51.7	50.2	.....	.....
41. Sacramento River, (Tehama bridge)	50.6	54.5	58.2	54.4	68.7	74.3	70.6	71.2	67.6	62.9	52	60.8	46.2	46.6	51.5	48.1	58.6
42. San Francisco, Cal	53.9	54.8	58.2	55.3	59.1	55.9	58.9	59.3	60.6	58.9	57.1	58.8	52.9	51.6	55.3	53.2	56.6
43. San Joaquin, (lower railroad crossing)	53.7	59.3	63.8	58.9	71.3	74.9	76	74	72.5	67.6	54.4	64.8	46.9	47.6	55.8	50.1	61.9
44. San Joaquin, (upper railroad crossing)	51.6	55.6	57.5	54.9	62.7	69.3	73.9	68.6	75.7	70	57.2	67.6	49.4	.....	.....	.....	.....
45. Savannah, Ga	56.2	59.8	66.8	60.9	71.7	76.8	82.7	77	80.7	.....	53	.....	43.8	47.9	51.3	47.6	.....
46. Shreveport, La	53.5	65.1	73.3	63.6	80.6	68.4	83.3	77.4	81.2	70.7	59.5	70.4	43.4	39.6	48.9	43.9	63.8
47. Saint Louis, Mo	48.2	53.4	67.4	56.3	71	79.9	84.4	78.4	68.3	55.5	44.8	56.2	32	32	37.2	33.7	56.1
48. Saint Mark's, Fla	65	68.5	74.6	69.3	76.2	79	55.4	70.2	76.6	66.8	62.7	68.7	55.7	63	62.2	60.3	67.1
49. Saint Paul, Minn	.....	44.5	59.3	.....	69.9	73.8	74.4	72.7	62.4	46.3	37.7	48.8	.....	.....	.....	.....	.....
50. Toledo, Ohio	35.7	49.1	62.9	49.2	73.6	79.5	78.4	77.1	67.2	49.8	53.4	53.4	.....	.....	.....	.....	.....
51. Wilmington, N. C	55	61.7	71.3	69.3	75	81.1	80.2	78.7	77.2	66.4	57.1	66.9	43.1	43	48.5	44.8	64.9
52. Wood's Hole, Mass., (9 a. m.)	35.1	43.3	53.3	43.9	67.2	.....	72	.....	64.7	.....	47.2	.....	.....	22.9	.....	.....	.....
53. Wood's Hole, Mass., (3 p. m.)	33.5	42.9	51.5	42.6	65.5	74.2	71.6	70.4	66.3	56.2	47.6	56.7	33.1	29.2	31.3	31.2	5.02
54. Yankton, Dak	.....	49.6	67.5	.....	67.5	74.7	73.2	71.8	64.2	52	38.9	51.7	.....	.....	.....	.....	.....

Tables of temperature from Report of Signal Service Bureau, 1876-'77—Continued.

TABLE III.—ABSOLUTE HIGHEST AND LOWEST TEMPERATURE OF WATER AT THE BOTTOM AT 3 P. M. DURING THE YEAR ENDING FEBRUARY 28, 1877.

Place of observation.	Spring.		Summer.		Autumn.		Winter.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
1. Alpena, Mich	May 29...64	Apr. 10..32	July 8..77	June 7..59	Sept. 1..66	Nov. 30..33		
2. Augusta, Ga	May 21...80	Mar. 22..42	July 15..89	June 17..71	Sept. 8..85	Nov. 30..50	Jan. 21..58	Jan. 4...35
3. Baltimore, Md	May 28..71	Mar. 3..38	July 11..86	June 1..72	Sept. 1..78	Nov. 30..45	Dec. 1..45	
4. Buffalo, N. Y	May 28...58.5		July 19..82	June 2..59	Sept. 1..73	Nov. 26..34	Dec. 1..39	Dec. 7...32.5
5. Burlington, Vt	May 31...49	May 7..39		June 4..49	Sept. 1..68	Nov. 27..43	Dec. 1..42	Dec. 31...33
6. Cairo, Ill	May 30...75	Mar. 21..41	July 20..89	June 18..71	Sept. 1..82	Nov. 30..42	Feb. 9..40	Jan. 4...32
7. Charleston, S. C	May 30...77	Mar. 22..54	Aug. 20..88	June 15..75.5	Sept. 3..84	Nov. 26..55	Feb. 3..55	Jan. 1...42.5
8. Chicago, Ill	May 29...59	Mar. 1..34	Aug. 22..72	June 18..75	Sept. 1..68.5	Nov. 30..37	Dec. 1..36	Dec. 8...33
9. Cincinnati, Ohio	May 30...71	Mar. 1..40	July 18..83	June 18..65	Sept. 1..78.5	Nov. 30..40	Feb. 18..38	Dec. 9...32
10. Cleveland, Ohio	Apr. 16...56.1	Mar. 21..32.2	July 15..78.2	Aug. 3..71.4	Sept. 11..68	Nov. 30..34		
11. Detroit, Mich	May 27...58	Mar. 1..32	July 20..76	June 5..58	Sept. 1..71.5	Nov. 29..37	Dec. 1..36.5	
12. Duluth, Minn	May 27...38	Apr. 7..32	Aug. 4..68	June 8..32	Sept. 5..59	Nov. 30..36	Feb. 20..37.5	Dec. 24...33
13. Eastport, Me	May 31...40.5	Mar. 18..31	Aug. 15..51	June 9..40	Sept. 29..51.5	Nov. 26..43.5	Dec. 1..43.5	Dec. 26...27
14. Escanaba, Mich	May 31...52	May 7..38	Aug. 5..73	June 1..53	Sept. 1..63	Nov. 30..32	Dec. 5..37	
15. Galveston, Tex	Apr. 30...79	Apr. 2..62						
16. Grand Haven, Mich	May 31...71.5	Apr. 2..35	July 18..83	June 21..63.5	Sept. 1..72	Nov. 30..34.5	Feb. 28..36	Dec. 8...32
17. Indianola, Tex	Apr. 23...78	Mar. 21..57						
18. Jacksonville, Fla	May 22...84	Mar. 21..62	July 14..90	June 12..81	Sept. 2..89	Nov. 11..64	Jan. 29..64	Dec. 7...45
19. Keokuk, Iowa	May 29...75	Mar. 20..33	Aug. 24..85	June 19..59	Sept. 4..78	Nov. 28..33	Feb. 18..37	
20. Key West, Fla	May 3...84.8	May 24..57	June 24..90	Aug. 22..76.6	Sept. 1..89	Nov. 11..65	Dec. 24..84	Dec. 6..45
21. Kitty Hawk, N. C								
22. Knoxville, Tenn	May 20...74	Mar. 4..47	July 22..85	June 17..67	Sept. 2..82	Nov. 25..42	Jan. 20..52	Dec. 30...33
23. La Crosse, Wis	May 31.. 74	Apr. 7..37	July 15..81	June 18..63	Sept. 3..68			
24. Leavenworth, Kans	May 22...73	Mar. 11..32	June 27..78	June 19..64				
25. Louisville, Ky	May 30...73	Mar. 3..40	July 19..85	June 6..71	Sept. 2..78	Nov. 30..40	Feb. 28..40	Dec. 10..32
26. Marquette, Mich	May 26...39.5	May 10..33	July 19..60	June 1..40	Sept. 1..58	Nov. 30..34	Dec. 1..31	Dec. 2..33
27. Memphis, Tenn	May 21..69	Mar. 21..42	July 21..85	June 22..54	Sept. 1..82	Nov. 30..40	Feb. 6..42	
28. Milwaukee, Wis	May 31...50	Mar. 1..32	Aug. 20..68.5	June 1..51.5	Sept. 1..65	Nov. 30..34	Feb. 10..34	Dec. 16..32
29. Mobile, Ala	May 4..68	Mar. 22..54	July 20..88	June 10..79	Sept. 5..88	Nov. 1..57	Dec. 1..55	Jan. 9...40
30. Montgomery, Ala	May 25...80	Mar. 23..48	July 23..89.5	June 1..75	Sept. 1..87.5	Nov. 30..50	Feb. 6..54	Jan. 5..36
31. Nashville, Tenn	May 28..77	Mar. 23..45	July 20..89	June 7..72	Sept. 1..82	Nov. 30..43	Feb. 5..47	Dec. 29...32
32. New London, Conn	May 30...57	Mar. 2..34.5	Aug. 13..76	June 1..54	Sept. 1..72	Nov. 30..46.5	Dec. 1..45	Jan. 6...33.5
33. New York City, N. Y	May 29..58	Mar. 1..32	July 20..75	June 1..55	Sept. 1..72	Nov. 30..39	Dec. 1..38	
34. Norfolk, Va	May 30..73.5	Mar. 4..44		Aug. 27..70	Sept. 1..80	Nov. 29..46.5	Dec. 1..45	
35. Omaha, Nebr	May 31...72	Apr. 1..34	July 19..79	June 18..59	Sept. 4..74	Nov. 20..33	Dec. 1..32	Dec. 2...32
36. Pittsburgh, Pa	May 31..66		July 13..83.5	June 5..63	Sept. 1..77	Nov. 30..41	Dec. 1..39	Dec. 7...33
37. Portland, Me	May 30...50	Mar. 1..31.5	Aug. 15..64	June 6..49.5	Sept. 2..58	Nov. 26..41	Dec. 6..42	Jan. 16...29
38. Punta Rassa, Fla	May 22...87	Mar. 21..67	July 17..93	July 31..79.5	Sept. 2..91.5	Nov. 26..68	Jan. 23..76.5	Dec. 5...52.5
39. Sacramento City, Cal	May 30...64.5	Mar. 6..48	Aug. 11..79	June 1..62	Sept. 2..75	Nov. 16..51	Feb. 22..55	Jan. 15...43

40. Sacramento River, (Knight's Landing) ..	May 6...57.5	Mar. 1 ..49	Aug. 1..78	June 1..62	Sept. 1..73	Nov. 30..46	Jan. 1..55	Jan. 27...47
41. Sacramento River, (Tehama bridge).....	May 30...61	Mar. 1 ..48	July 4..80	June 1..61	Oct. 1..76	Nov. 12..50	Feb. 21..54	Jan. 16...42
42. San Francisco, Cal.....	May 1...60	Mar. 9 ..51	June 29..65	June 7..54.5	Sept. 25..62.5	Nov. 27..56	Feb. 21 ..57	Jan. 18...56
43. San Joaquin, (lower railroad crossing)..	May 26...67	Mar. 4 ..49	Aug. 4..78	June 1..66	Sept. 28..75	Nov. 28..52	Feb. 20..58	Dec. 18...45
44. San Joaquin, (upper railroad crossing)...	May 23.. 60	Mar. 2 ..45	Aug. 26..76	June 6..60	Oct. 3..78	Nov. 18..56	Dec. 1..55	Dec. 26...46
45. Savannah, Ga	May 30...73	Mar. 22 ..53	Aug. 20..86	June 15..69	Sept. 2..87	Nov. 27..52	Jan. 21..58	Jan. 5...37
46. Shreveport, La	May 20...78.5	Mar. 21 ..42	Aug. 26..90	July 27..48	Sept. 1..88.5	Nov. 25..49.5	Feb. 10..52	Jan. 4...34.5
47. Saint Louis, Mo	May 30...75	Mar. 21 ..39	July 20..86	June 18..68	Sept. 1..79	Nov. 30..32	Feb. 21..42	Jan. 1...32
48. Saint Mark's, Fla.....	May 25...78	Mar. 20 ..61	July 21. 84	June 3..74	Sept. 5..80	Nov. 12..58	Jan. 18..66	Dec. 6...54
49. Saint Paul, Minn.....	May 31...72.5	Apr. 10 ..33	July 19..82.5	June 19 .60	Sept. 3..72	Nov. 18..33	.....	.....
50. Toledo, Ohio.....	May 31...73	Mar. 19 ..31	July 19..85	June 21..68	Sept. 2..74	.....	.....	.....
51. Wilmington, N. C	May 29...76	Mar. 3 ..51	July 19..87	June 10..74	Sept. 1..83	Nov. 29..51	Jan. 22..51	Jan. 4...35
52. Wood's Hole, Mass., (9 a. m.)	May 29...61	Mar. 15 ..31	Aug. 7..75	June 1..59	Sept. 2..72	Nov. 30..41	Jan. 20..31	Jan. 1...29
53. Wood's Hole, Mass., (3 p. m.)	May 28...57	Mar. 1 ..30	July 6..76	June 1..58	Sept. 1..70	Nov. 30..39	Dec. 1..38	Jan. 1...29
54. Yankton, Dak.....	May 30...74	Apr. 13 ..34	July 12..79	July 19..61	Sept. 1..71	Nov. 14..32	.....	.....

APPENDIX C.

THE PROPAGATION OF FOOD FISHES.

VII.—THE CARP AND ITS CUULTRE IN RIVERS AND LAKES: AND ITS INTRODUCTION IN AMERICA.

BY RUDOLPH HESSEL.

A—INTRODUCTION.

The present article is intended to give a brief description of the well-known carp of Europe, its nature, way of living, its ratio of natural and artificial increase in open waters, rivers, and lakes, the most approved methods of its culture, and the proper construction of ponds and breeding establishments. An additional object in view is to draw attention to the introduction into the United States of this valuable fish, as specially adapted to its needs.

B—THE RACES OF CARP—THEIR HISTORY AND HABITS.

1.—The species and varieties.

The carp, *Cyprinus carpio*, of the family *Cyprinidæ*, has a toothless mouth, thick lips, and four barbels on the upper jaw. In place of the usual teeth of the mouth there are a number of stout teeth on the pharyngeal bones, which are arranged in three rows. It has one single dorsal, which is longer than the anal. Both these fins have at their origin, on the anterior edge, a strong ray, which is serrated in a downward direction. The caudal is of semi-circular shape, and the natatory bladder is divided into two sections, with connecting air-passage. The scales have an entire edge, and the body is compressed on the sides. The general color of the back and sides is a dark olive-brown, the abdomen often of a whitish-yellow or orange tint. The coloring depends, as with all fishes, partly upon the age and season, partly upon the water, the soil, and also upon the food of the fish.

Be it remarked that the carp, which has occasionally been compared to the buffalo-fish, has no resemblance to it, with the exception of the similarity of their coat of scales; neither does the flesh of the buffalo-fish ever come up to the excellence of that of the carp.

The carp was, in all probability, originally introduced into Europe from Central Asia many centuries ago, and is now common in most of

the large rivers. In some parts of Europe, principally in Bohemia, Austria, Southern, Central, and Northern Germany, it has become domesticated.

The carp is alleged to have been imported into England in the year 1504. In Austria, which possesses the most extensive carp-fisheries in Europe, the culture of the carp can be traced as far back as the year 1227. The Emperor Charles IV of Germany, by granting sundry privileges, favored the establishment of ponds in his dominions, and the monks were especially assiduous in the culture of fish in ponds. As early as the first half of the fourteenth century, Bohemia had its first large carp-pond, and the culture of this fish progressed in that country, as also in Poland and that district which now comprises German Austria; also in Upper Lusoatia, Saxony, Silesia, and Bavaria. A celebrated establishment for carp-culture, with large, extensive ponds, was located, as early as the fourteenth century, near the town of Wittingau, in Bohemia, Austria. The first beginning of it may be traced back to the year 1367. At that time the Lords of Rosenberg called into existence and maintained for centuries these establishments on a scale so extensive that to this day they are the admiration of the visitor, the main parts having survived, while the race of the Rosenbergs has long been extinct.

The manor of Wittingau suffered greatly from the calamities of the Thirty Years' War, and with it, in consequence, its fish-culture. The latter only recovered the effects of it after passing, together with the large estate of a rich monastery of the same name, in the year 1670, into possession of the Princes of Schwarzenberg, their present owners. The extent which carp-culture has reached on these princely domains will be seen from the circumstance that their artificial ponds comprise an area of no less than 20,000 acres. The proceeds amount to about 500,000 pounds of carp per annum. The ponds of the Princes of Schwarzenberg are probably the most extensive of the kind on the globe. They are usually situated in some undulating-lowland country, where small valleys have been closed in by gigantic dams for the purpose of forming reservoirs. Similar establishments, though not equally extensive, are found in the provinces of Silesia and Brandenburg; as, for instance, near Breslau and Cottbus, in Peitz and Pleitz, which I visited last year. In Hesse-Cassel, Hanover, Oldenburg, Mecklenburg, and Holstein there are also many hundreds of ponds, none of them covering more than a few acres, but almost every large farm possessing at least one of them.

It will be easily understood that after such an exclusive culture in ponds, continued through centuries, as also an existence in open water, where the *Cyprinidæ* were left more to themselves, a number of varieties or rather genuine species *Cyprinus carpio*, showing striking differences from the races were developed: these races, though derived directly from the original type, just as with our domestic animals. They are divided into three chief groups:

1. *Cyprinus carpio communis*, the scale carp; with regular, concentrically-arranged scales, being, in fact, the original species improved.

2. *Cyprinus carpio specularis*, the mirror carp; thus named on account of the extraordinarily large scales, which run along the sides of the body in three or four rows, the rest of the body being bare.

3. *Cyprinus carpio coriaceus, sive nudus*, the leather carp; which has on the back either only a few scales or none at all, and possesses a thick, soft skin, which feels velvety to the touch.

The two last named are distinguished from the original form by a somewhat shorter and stouter, but more fleshy body. It is rather difficult to decide which of these three species is the most suitable for culture. There are some districts where only scale carp are bred and mirror carp are not valued, as there is no demand for any but the former in the market, as, for instance, in Bohemia, in the above-mentioned domain of Wittingau. Again, in other districts, as in parts of Bavaria and Saxony, &c., for the same reason, mirror carp or leather carp only are bred. There is, in fact, no sufficient reason for making any distinction among these three varieties, for if they are genuine types of their respective species they are indeed excellent and desirable fish.

The assertion which has been made at times that the scale carp is better adapted for transportation than either the mirror or leather carp by reason of its coat of scales, which would protect it more efficiently from the accidents incidental to transfer, as also against inimical or hurtful attacks in the ponds, (the mirror carp having very few and the leather carp no scales,) is not correct. In transportation scales are not only inefficient for protection, but they frequently cause the death of the fish, especially in transporting the so-called breeding-fish, for if a scale be torn off in part only ulceration will ensue, and the fish, of course, will die. Again, should any scale be lost the bare spot will very soon begin to fester or develop a confervaceous growth and the consequences will be the same. On the contrary, the leather carp, which, oddly enough, like the frog, is destitute of covering, will bear a great deal more ill usage and injury, whether young or old, than the scale carp. The smooth, slippery skin of the leather carp suffers much less from friction during transportation than the scale carp, and any slight wound will heal up much more easily, as the epithelium will cover it immediately and the formation of a new skin can progress under its protection. I have often had the opportunity of seeing such scars upon the skin of the mirror carp and even more so on that of the leather carp. They are the effects of an injury from the sharp edges of the heron's bill, the bite of a pike, or some other hurt, and I never saw anything of the kind on a scale carp, for if one of these be wounded it almost invariably dies.

The carp will sometimes cross with some related species of the *Cyprinidæ;* for instance, *Carassius vulgaris;* and, in consequence, hybrids have been engendered, which sometimes resemble the genuine carp so much that it is often difficult for the student as well as for

the professed culturist and experienced fisherman to immediately recognize them. Such fishes are valueless as food, on account of their bad and very bony flesh. One of the hybrids mentioned is the *Carpio kollarii—Cyprinus striatus*, which was formerly regarded as a separate species. It is a cross between the carp and *Carassius vulgaris*, (crucian carp), a very poor and bony fish, which, in Germany, is sometimes called "poor man's carp." Some varieties exist of this common fish. The latter has even been dignified by a specific name of its own, *Carassius gibelio*.

The spawning seasons of the crucian and the true carp coincide, and, where kept together, hybrid races may readily be formed; that period including the time from the month of May until August.

In order to determine this question, I myself managed to bring about such crosses by placing (1) female common carp with male crucian carp, and (2) female crucian carp with male common carp, in small tanks, constructed with this end in view; (3) I also put together female *Carpio kollarii* with male common carp; this for the sole purpose of testing the capability of propagation of the *C. kollarii*, which had been doubted. In the two former cases I obtained forms analogous to the *Carpio kollarii* sometimes approaching in appearance the true carp, at others the crucian carp. In the third case, however, having placed ripe *Carpio kollarii* together with *Cyprinus carpio*, I obtained a product with difficulty to be distinguished from the genuine carp. I took the trouble to feed them for three years, in order to try their fitness for the table, but their flesh was exceedingly poor and very bony and could not be compared by any means to that of the common carp.

Considering, then, the whole extensive tract of country devoted to fish-culture in Central Europe, where crucian carp are to be found from Italy to Sweden and Norway, from France to the boundary of Eastern Siberia, considering the many who cultivate on a small scale and the owners of badly-stocked ponds, with their different doubtful productions, how often do we find in the markets or ponds very nice crosses which have been propagated through from three to ten generations and which are sold for carp! There are many small sheets of water in Germany, France, Austria, Italy, Holland, and Belgium, and probably also in England, the proprietors of which imagine, in good faith, that they have stocked their ponds with good, genuine carp, which, in reality, through careless selection or ignorance, are hybrids which may even have been cultivated for two or three generations. In some ponds in Switzerland, near the lake of Constance, some crosses of *Abramis brama* were found as late as twenty years ago.

2.—The habits and the mode of reproduction.

The carp is partial to stagnant waters, or such as have a not too swift current, with a loamy, muddy bottom and deep places covered with vegetation. It inhabits now most of the larger and smaller rivers of Europe, particularly the Elbe, Weser, Rhine, Danube, Po, Rhone, Ga-

ronne, Loire, then the Bavarian and Swiss lakes, the lake of Constance, &c.; even salt water seems to agree with it very well. I have taken it in the Black Sea, where its weight often amounts to from 15 to 20 pounds. It is also found in the Caspian Sea in great numbers, and is known there by the name of *Sassan*.

It is an advantage that the carp is able to live in water where other fishes could not possibly exist; for instance, in the pools of bog-meadows or sloughs. However, it is not by any means to be inferred from this that the best locality for carp-ponds of a superior kind could be in such situations. The presence of too much humic acid is unfavorable to the well-being of the carp, as we shall see presently in the chapter upon the establishing of fish-ponds.

The carp lives upon vegetable food as well as upon worms and larvæ of aquatic insects, which it turns up from the mud with the head; it is very easily satisfied, and will not refuse the offal of the kitchen, slaughter-houses, and breweries, or even the excrement of cattle and pigs. I propose to enter further upon the subject of feeding it when I speak of its culture in ponds.

In the moderate zone, that is to say in Central Europe, the carp will, at the beginning of the cold season, seek deeper water to pass that period in a kind of sleep. This will sometimes occur as early as the beginning of November, if the winter should set in early; and it is to be remarked that they will retire at an earlier period in ponds than in rivers. They do so always in groups of from 50 to 100 and more. They make a cavity in the muddy ground, called a "kettle;" in this they pass the time until spring, huddled together in concentric circles with their heads together, the posterior part of the body raised and held immoveably, scarcely lifting the gills for the process of breathing, and without taking a particle of food. They do not take any food from the beginning of October, and continue to abstain from it, in some countries, until the end of March, and in colder districts even somewhat later. It will not answer, however, to depend on this habit when transporting them for propagation in the spring or winter time, more especially young carp one or two years old. The fish will arrive in a worn and hungry condition, and must be kept in a tank constructed on purpose for observation, where it has no chance to bury itself in the mud; here it will sometimes take a little food. At such times I generally make use of boiled barley, or rye flour converted into a kind of tough paste by the addition of hot water, and with this I mix a little loam and rye bread; but I continue the feeding only until I can judge from the looks of the fish that they have recovered. This method I followed with the carp which I imported from Europe for the purpose of breeding in the winter of 1876–'77. It is a most striking fact that the carp, though it does not take any food during this winter-sleep in its natural retreat, does not diminish in weight, while, in the so-called "winter-chambers," it does so to a remarkable degree. These "winter-chambers" are large tanks 1,000 to 5,000 square feet in size or less; they

are sometimes walled in with masonry, sometimes they are constructed of wood. Fishes intended for sale are kept in them for a few weeks or months during the winter.

The carp does not grow in the winter. Warmth alone seems to exercise a favorable influence upon it and to promote growth. It only grows in the months of May, June, July, and August, and does not appear to continue doing so in September. The slight increase in weight which takes place during the lat er month seems to grow out of an accumulation of fat which is being deposited around the entrails. In ponds which contain plenty of food and healthy water, in an ordinary year, the growth and increase of weight in the year will be represented in figures as follows:

	Per cent. of original weight.	Per cent. of growth
May	10–15	13
June	33	31
July	36	34
August	20	18
September	6	4
Total	110	100

If the weather in the month of May be mild and warm from the beginning, a better growth may be expected, amounting, as in June, to about 30 per centum. This month (May) is decidedly of great importance for the growth of the fish during the current year, for, in proportion as the fish has grown in the short space of one month, it will take more food in the following ones as the increase of its growth and consequent wants will demand. Culturists, therefore, consider the month of May as being the most important of the whole period of the carp's growth. The above-given calculations, of course, are limited to ponds in which no artificial feeding is resorted to, but in which there is sufficient food by reason of the good quality of the water and soil which produces it.

In small ponds, situated in parks or gardens, which possess favorable soil and river-water, the increase of weight will be even a little greater if feeding is had recourse to, for such small ponds (covering only half an acre) cannot produce sufficient food themselves. On the whole, feeding is a make-shift, as will be seen presently, and which in very large ponds of more than from 20 to 1,000 acres should not be made use of.

The above calculations are only admissible for Central Europe, from the Adriatic to the Baltic and the North Sea; in countries further north, as in Sweden, the growth of the carp is less, as, on the contrary, in more southern countries than Central Europe, for instance in Illyria, Dalmatia, Southern Italy, Southern Spain, and partly, also, Southern France, the result is more favorable still. There a milder and warmer climate, an early spring, a very warm summer and autumn, and a late winter which, in addition, is mild and short, combine to exercise a favorable influence upon the thriving condition of the fishes.

In these warm climates the fish becomes lively at a much earlier season, if it does at all pass the winter in that lethargic state, without taking any food, than it does in the countries of the northern parts of Central Europe.

The pond-carp of Central Europe generally leaves its winter retreat when the rays of the spring sun have warmed the water thoroughly, while at the same time it begins to seek for food at a somewhat earlier period in rivers and lakes. At the beginning of the month of March the eggs have developed themselves considerably in the body of the fish, and it only needs a few weeks of warm weather to bring about the spawning-season. This commences in the middle of May in such lakes and ponds of Central and Northern France, Southern Germany and Austria as have a warm situation and are sheltered from the cold winds. It continues in some localities throughout June and July, and sometimes, in more elevated situations, until August, as, for instance, in Franconia and Upper Bavaria. The spawn of so late a season, however, is scarcely fit for breeding purposes, as the fish cannot grow much more during the short space of warm weather. It remains very small and suffers greatly from the ensuing winter weather, and is easily dwarfed at that time. The spawning of the individual fish does not take place all at once. Days and weeks may pass before it will have left the last egg to the care of nature. At times, upon the setting in of rainy, cool weather during this period, it will be interrupted, but re-assumed as soon as the temperature grows warmer again. Culturists altogether dislike cold weather at this time, as not only the eggs but the young fry also suffer much from it. Wet, cold summers are no more profitable to the culturist of carp than to the agriculturist. In the southern part of Europe the spawning-season commences at an earlier date than in Central Europe. In Sicily, in the neighborhood of Palermo, where there are some private ponds, the carp begins to spawn at the commencement of the month of April. This is said to be the case also in the French province of Constantine, Algeria, Africa.

The abundance of eggs in the carp is very great, and it is this circumstance which will explain its extraordinary increase in the natural waters. A fish, weighing from 4 to 5 pounds, contains, on an average, 400,000 to 500,000 eggs. Other statements figure still higher. I not only made calculations myself, formerly, repeating them in 1876 on a female mirror-carp, which I obtained from the environs of Gunzenhausen Bavaria, and which, curiously enough, at the end of November, was entirely ripe, but I also obtained statements from culturists on whom I could depend. The calculation I made in the following manner. After freeing the eggs from all the fat, and the inclosing membrane, and after having washed them in alcohol, I counted off exactly 1,000 of them; these I weighed, and according to the result I deduced the number of the whole. In the somewhat longer-bodied scale-carp, I generally found comparatively more eggs than in a mirror or leather carp, though all were of equal age and weight.

During the spawning-season an appreciable change takes place in the male, protuberances, like warts, appearing on the skin of the head and back, and disappearing upon the expiration of that period. This is a peculiarity with most of the cyprinoids. Some time before the spawning-season sets in, the falling out of the pharyngeal teeth takes place; these grow anew every year.

Some days before spawning, the fish show an increased vivacity; they rise more often from the depths below to the surface. Two or three or more of the male fish keep near the female; the latter swims more swiftly on a warm, sunny morning, keeping mostly close to the surface, followed by the males. This is called "*streichen*,"=running-spawning, and is more frequent in warm than in windy and rainy weather. The female prefers spots which are overgrown with grasses and other kinds of aquatic plants, such as *Utricularia*, *Nymphea*, and *Alisma*. The male fishes follow close to the very water's edge, as far as the diminished depth will allow them. They lose all their timidity and precaution, so that they may be taken quite easily. They lash the water in a lively way, twisting the posterior portion of the body energetically, and shooting through the water near its surface with short, tremulous movements of the fins. They do so in groups of two or three males to one female fish, and forming an almost compact mass. This is the moment when the female drops the eggs, which immediately are impregnated by the milter. As this process is repeated several times, the female drops probably only from 400 to 500 eggs at a time, in order to gain resting time, so that it will require days and weeks before it has given up the last egg.

The eggs of the carp are adhesive, not detached, like those of the *Salmonidæ*, these latter lying loosely on the ground, while the former adhere in lumps to the object upon which they have fallen. As soon as the egg has left the body of the fish it swells up a little, the mucus, which surrounds it, serving as a means to fasten itself upon some aquatic plant, stone, or brush-wood. Those eggs which have no such object to cling to are lost. I found numerous eggs on the reverse sides of the leaves of the *Nymphacea* and their stems, the *Phellandrium* and *Utricularia*, but the greater number of them I discovered on the *Festuca fluitans*, which among fishermen is known generally by the name of "water-grass." Its narrow, long, strap-shaped, thin leaves spread softly over the water's surface, as also its numerous branches in the water afford to the fish the sought-for opportunity to depo sit its eggs upon its tender leaves. The seeds of this grass are an excellent food for the carp. This may be regarded as a useful indication to be acted upon in the construction of ponds.

The eggs will develop themselves quickly, if assisted by warm weather. As early as the fifth or sixth day the first traces of dusky spots, the eyes, will be visible, and toward the twelfth, or at the latest the sixteenth, day the little embryo fish will break through its envelop.

This rapid development takes place only in shallow, thoroughly-warmed ponds, or in such as were expressly constructed for hatching, and called breeding-ponds. If these ponds are deep, and consequently their water is colder, the hatching process may require as many as twenty days. In from three to five days the young fish has absorbed the yolks, and seeks its food. If the breeding-pond be productive enough to furnish the necessary food for so many young fishes, these will grow very rapidly. I shall return to this subject hereafter.

I remarked above that the carp prefers stagnant or slowly-running water with a muddy bottom, and that it lives upon vegetable as well as animal food, aquatic plants, seeds, worms, and larvæ of water-insects; it is therefore no fish of prey. It does not attack other fishes, and has no teeth in its mouth, but only in the throat, and is, on account of its harmlessness, an excellent fish for the culturist, as well as for stocking large lakes and rivers in general.

3.—The growth and size.

Its growth differs, according as the fish inhabits cold or warm water, a river, lake, or pond, finding plentiful food therein, or being fed. An additional factor is the quality of the soil, whether muddy or stony. In cold water, or such as has a stony ground, the carp will not progress favorably. For this reason, the statements concerning its normal size, attained to in a certain given time, differ widely. Very naturally, it will exercise an extremely great influence upon the thriving of the fishes whether the pond contains a great number or only a few of them; whether it is overstocked, as culturists term it, or whether there are only a proportionate number of fishes in it, according to its capability of producing food. Other considerations remain to be mentioned, namely, is the pond provided with supplies from brooks falling into it, or are the fishes to be fed? The latter course is almost indispensable in the culture of trout. The expenses incurred in this case diminish the income of the culturist; if not resorted to, the result will be the same, as the value of the fish will be smaller. This feeding is needless with the carp, if it be cultivated judiciously in suitable ponds, and for this reason alone the culture of the carp is preferable to that of the trout.

In rivers and lakes it grows larger, although the same fish; for the reason, probably, that in a larger space, which at the same time yields more sheltered retreats, it escapes from the pursuit of man more easily than in regular artificial ponds, and finds more plentiful supplies of food. The question of the species, or I would rather say the race, is of great moment, particularly in respect to carp-culture in ponds.

A favorable result may be expected from the culture of this fish wherever the necessary water is to be found, be it in the North or South, and that, too, as well in ponds as in open lakes and rivers.

The normal weight which a carp may attain to in three years, whether it be scale-carp, mirror-carp, or leather-carp, is an average of from 3 to

3¼ pounds; that is, a fish which has lived two summers, consequently is eighteen months old, will weigh 2¾ to 3¼ pounds the year following. The growth may turn out to be even more favorable in a warm year, or if only a few fishes have been placed in a pond, as we shall see farther on, in the chapter treating of pond-culture and the operations of the culturist.

Carps may reach a very advanced age, as specimens are to be found in Austria over one hundred and forty years old.

The increase in length only continues up to a certain age, but its circumference will increase up to its thirty-fifth year.

I have seen some common carp in the southern parts of Europe—in the lowlands of Hungary, Servia, Croatia, Wallachia, as also in Moldavia and the Buckowina—which weighed from 30 to 40 pounds and more, measuring nearly 3½ feet in length by 2¾ feet in circumference.

Old men, whose credibility and truthfulness could not be doubted, assured me and gave the most detailed accounts of the capture of this species of fish in former years, giants, which weighed from 50 to 60 pounds, and which they had seen themselves. During the Crimean war in 1853, a French engineer officer, stationed at Widdin, on the Danube, in Turkey, killed a carp by a bullet-shot, some distance below the city; this fish weighed 67 pounds. I had some of its scales in my possession, of which each had a diameter of 2½ inches. Their structure indicated to a certainty that the age of this fish could be no more than twenty-four years at the most. It is a well-known fact that two large carps, weighing from 42 to 55 pounds, were taken several years ago on one of the grand duke of Oldenburg's domains in Northern Germany. They had been kept in some particularly favorable water, productive of plentiful food, and had been used as breeding-fishes. These two specimens might, from their size, be calculated to be comparatively very aged fishes; it was proved that they were only fifteen years old. If we may credit the chronicles kept centuries ago by old families, and especially by the monks, who had taken possession of all the best localities along the banks of the beautiful blue Danube, then still greater giants had been caught, and that in the waters of the Danube itself. A chronicle of the monastery of Mölk, in Austria, refers to a carp weighing 78 pounds, which had been captured on Ascension Day in 1520. Another record speaks of a carp which had been taken in the third decennium of the present century in the lake of Zug, in Switzerland, and which weighed 90 pounds. These giants are certainly only wonderful exceptions, and have become celebrated through the scarcity of such occurrences, but still these facts are encouraging illustrations that it is possible for such large specimens to grow up in favorable water. All the countries, where these large fishes have been found and which are situated between the Black, the North, and the Baltic Seas, are pretty nearly such as have a late spring and a long, cold winter. Near Widdin the Danube has been frozen repeatedly. There the carp passes

from nve to seven months in its winter sleep, during which it does not grow. If this fish thrives so well in the countries which have such a very cold winter (on an average they have the same winter-temperature as Boston, Chicago, Milwaukee, Pittsburgh, Philadelphia, New York, Baltimore, and Saint Louis), where the rivers have not enough food for these fishes by far, their level being regulated by dams, which are a subject of constant complaint to the fishermen, how much more would they thrive in the waters of this country with their great riches of food? But if we take into account the rivers of the mild south and southwest of the United States, what success may not be expected for this fish in those regions?

If the carp finds food in superfluity it will grow much more rapidly than the above statement indicates. This gives an increase of from 3 to 3¼ pounds in one year and six months; but this is only the normal one, the food consumed being of an average amount. If the fish obtain food very plentifully it will grow more rapidly. In this case, again, it is to be considered that the waters of the milder climates of this country possess this advantage, scarcely to be judged of or estimated at its proper value as yet, that the fish may be able, during three-quarters of the year or even the whole year round, to take food, and will omit the lethargic winter-sleep conditioned by the cold winter. There is scarcely a comparison to be made so far as the carp are concerned between the rivers of this country, so richly supplied with food, which it will not be compelled to seek for it under a constant strife for existence, and those of the much poorer waters of the Rhine, Elbe, Rhone, &c. In the waters of its native country, in Central Europe, after its first wakening from the long winter sleep, it seeks most diligently after the contents of the seeds of the *Nuphar luteum* and *Nymphea alba*, the yellow and white water-lily, the *Phellandrieum aquaticum*, *Festuca flaitans*, etc. The waters of the United States abound in all these plants and numerons others, the seeds of which will serve the fish as food; for instance, the wild rice, (*Zizania aquatica* and *Z. fluitans*,) the well known Tuscarora rice or "water-oats" with its great riches of seeds, and many others, which will yield food profusely and which European waters do not possess, thus giving a great advantage to the American carp-culturist. And then there is the culture of fish in ponds. There are culturists in Central Europe who, wishing to see the fish growing more rapidly, take the trouble to feed them with soaked barley, which they occasionally throw out in different places, and by doing so they have had a very full success, the fish growing larger, that is, more quickly, when not thus fed. By introducing the above-named wild or natural water-plants in carp-ponds they will be perpetuated, and the grains which have fallen to the bottom of the water will form an ample article of food for the first spring days, if we do not prefer to give them the almost worthless offal of the slaughter-houses. I do not advocate the so-called artificial feeding of this fish where the ponds themselves yield food in ample abund-

ance, a consummation toward which the Tuscarora rice will largely contribute.

Let us once more consider the fact of its extraordinary increase of weight of about 110 per centum in the exceedingly short space of four months, for during the cold winter-time, when ice thickly covers rivers and lakes, nature banishes it into its temporary tomb, which it chooses and digs for itself, to hold its winter-sleep in. This fish needs from fifteen to eighteen months of gro wth, to gain, according to a low estimation, the weight of 3 pounds without being fed. But much more satisfactory results are frequently arrived at when favorable circumstances combine and when it will reach a greater weight. There are some culturists who obtain in the same space of time fishes of 4 pounds weight; of course they possess warmly situated ponds, which thaw very early in spring, and perhaps they assist nature in some degree by feeding the fishes. I have done so myself in two successive years, which were exceptionally warm, when I fed the fishes with the almost worthless malt-refuse or "grains." They increased visibly and attained to the above-mentioned weight in the same space of time.

This fifteen to eighteen months of the actual time of growth transpires during a period of three years and six months, as intervening months of winter-sleep are to be included, during which the growth is interrupted.

I will not recur to what this fish promises to become in the milder regions of the south, where neither ice-bound water nor cold temperatures force upon it the lethargy of the winter-sleep, where it will have the longer space of from eight to ten months, or, may be, the whole year, including the mild winter, for the most vigorous and rapid devel opment, not as in Europe, the sparingly allotted four or five months.

It is not to be doubted that the carp will arrive at the weight of from $2\frac{3}{4}$ to 4 pounds in one year in those warm climates, when in colder regions it requires two years and six months. I do not think that I am mistaken in this; I am ready to stand by this assertion, which the future will surely verify.

I believe I have said all that is most desirable for the culturist to know concerning the carp and its natural history, and I will now treat briefly of its culture in ponds, rivers, and lakes, as also the construction of ponds.

C—THE CULTURE OF CARP AND CONSTRUCTION OF PONDS.

1.—Its adaptability to artificial culture.

The conclusion from what has been said will be, that the carp is excellently qualified for culture in inclosed waters, as artificial ponds, and also for the stocking of open waters, such as rivers and lakes, for what is called "free fishing."

It is in the power of the culturist to produce, by means of artificial

impregnations and hatching, as also by the natural increase of this fish, with its abundance of eggs, any amount of fry, as well for fresh water as most probably also for salt water, as the fact of its occurring in the salt water of the Black, and very frequently in that of the Adriatic Sea, will demonstrate.

There is no other fish which will, with proper management, be as advantageous as the carp. Its frugality in regard to its food, its easy adaptability to all waters, in rivers, in lakes, and ponds, and even salt-water estuaries, its regular, rapid growth, and its value as a food-fish, are its best recommendations.

2.—The localities best adapted to a carp-pond.

I will try to describe, in the first place, the manner in which carp-culture in ponds is conducted in Central Europe, and subsequently explain more fully its introduction in open waters.

If intending to establish carp-ponds, it will be necessary to ascertain the following points before the execution of the plan:

1. Is there a sufficient quantity of water at hand for all purposes, for the summer as well as winter?

2. Is the ground, soil, and water favorable for culture?

3. It is important to examine the land minutely, in order to find what are the components of the soil, for not every kind of soil is suitable for carp-culture.

4. It ought to be decided from the commencement how large the establishment is intended to be, whether only for private use and pleasure, or whether wholesale production of the fish as an article of trade is contemplated.

If points 1 and 2 have been satisfactorially settled, then the ground must be examined, particularly whether it is so constituted as not to allow the collected water to penetrate, and whether the ground is sandy or loamy. Above all, it must not be neglected to measure the depth of the stratum which holds the water, and to be fully assured that it is sufficiently impermeable to withstand the pressure of the water and to hinder its oozing through, so as to prevent the consequent drying up of the pond.

A rocky, gravelly ground is not appropriate for carp-culture. Sandy ground, without a considerable mixture of loam, clay, and humus, is of small use. I speak here of large ponds of considerable extent. Small ponds with a sandy bottom may be improved by supplying them with loam, as it is frequently done in agriculture.

Loam is a mixture of a small per centum of sand and a larger quantity of clay, and is suitable for ponds. If such ground contains some marl, or, better, some little elements of humus, it is of the greatest advantage for fish-culture. These constituents of humus, if dissolved, give the water a yellow, muddy color; and this water supports by its ingredients a profuse number of microscopic beings, which again form the support

of a larger class of creatures, and represent therefore the productiveness of food of the pond, on which, in its turn, the carp depends for its sustenance. Too much humus or dissolved peat is injurious. Water which runs through bog-meadows or oak woods is not of much use, because it contains too much humic acid and tannin; these impart a moldy taste to the fish. A too considerable amount of gypsiferous earth, carbonate of lime, or sulphate of lime is injurious also. Should any mineral-springs fall into a pond they must be turned off. The most favorable water will always be that which comes from rivers and brooks. Ponds might be constructed which would fill themselves with rain-water during the winter or at any other time, but such water takes a moldy taste easily, which it will communicate to the fishes, as does the water from bogs also.

In Europe, experience has shown that water coming from fertile fields and meadows, carrying with it particles of offal from villages, is best adapted for carp-culture.

Spring-water direct from the ground is not favorable, and ought to be conducted for at least a few hundred yards through wide, shallow ditches, in order to receive more nourishing components from the air as well as the earth, and above all to be warmed to some extent by the sun and warm air.

A tract of land, such as above described, merits the preference as a site for a pond, if in other particulars the ground is favorable and has not too great a fall. If this were the case, very high and strong dams would be required for the collection of water. Such dams cost large sums if constructed of good water-proof material.

A low undulating country, with only slight elevations or hills, where the small valleys are easily closed up by dams for the purpose of forming reservoirs, is favorable, the construction of these dams involving comparatively trifling expense.

3.—The construction of the ponds.

Ponds must not be too deep, as the water will be colder and will harbor fewer insects, larvæ, and worms, which form part of the carp's food; besides, this fish does not grow quickly in cold water. A depth of 3 feet in the center of the pond is sufficient; toward the outlet-sluice it may be from 6 to 8 feet deep, but only for an area of from 200—1,000 square feet. In the depths of this "collector" the fishes seek their resting-place for the winter, and also in summer, when the water is too warm near the edge. The outer part of the pond should not be deeper than one foot for the distance of about 70 or 100 feet, so that the water there may be warmed more thoroughly by the sun.

Toward the center of the pond, and in accordance with its size, a cavity of from 20 to 50 feet in length and 2 feet deeper than the rest of the ground should be dug. This will serve the fishes for a resting-place

in summer and winter. This cavity is sometimes called a "kettle," though the appellation varies in different localities.

From the entrance of the pond to the other end, where the "collector" and the outlet sluice are situated, two or three ditches of 2 feet in depth and 4 feet in length must be made, which cut the deeper "kettles" transversely as far as the collector. These ditches are intended to carry all the fishes into the collector when the pond is being drained. The collector is nothing but a place of from 20 to 40 feet in length and breadth near the outlet-sluice, 1 foot deeper than the remaining bottom of the pond. In ponds of superior construction it has generally a wood flooring, and must be cleaned of the mud every year, so that the fishes may not become too much soiled by the mud.

In speaking of the erection of a breeding-establishment for carp I have in view a water extent of at least 35 to 70 acres area, which in Central Europe would be considered an establishment of about one-third magnitude.

The inflow of water into the pond should never be allowed to be direct; as, for instance, a brook falling into it. This often causes the water to rise at an inopportune time, carrying into the pond other fishes, especially the rapacious pike. The carp also has the disposition to swim toward the inflowing water, by which means it is drawn away from its proper feeding-places. The water should be conducted into the pond sideways from the stream; and if it should be a small brook only, it may be turned off entirely and carried alongside the pond, from which point the latter can be easily supplied with water.

The inlet-sluices from the stream must of course be of a strong and practical construction, so that an overflow is impossible, and they ought to be provided with gratings to prevent other fishes from intruding.

It is an indispensable condition for the culture in ponds, according to established rules, that they be so constructed as to allow of being thoroughly drained, so that the fishes may be taken out without any difficulty. The bottom of ponds should be of such a description as to permit their being dried up for agricultural purposes if necessary.

In Europe ponds of from 10 to 2,000 acres extent are frequently to be found, which, after having been used for fish-culture for a time, are dried up, and sometimes grass, oats, wheat, &c., are planted on the ground. This improves the soil exceedingly for fish-culture. I mention this simply in order to show that the soil gains by this manipulation not only for fish-culture but also for agriculture. If the soil at the bottom of ponds has been freed from the humic acid by vegetation, after being plowed and exposed to the air thoroughly, fishes will thrive incredibly well in them. This I intend as a suggestion particularly for farmers, who would wish to establish a small pond of perhaps 5 or 6 acres size, to show that the soil of their land would not lose, but rather gain by doing so. Agriculture and carp-culture go hand in hand in some Central European countries and form a kind of complement to one an-

other. To-day a piece of ground may be a field or fertile meadow; next year it will be found to be a productive pond, to serve again one or two years later its first purpose.

If the size of the principal and supplementary ponds has been decided on, the height, depth, and width must be measured, and the levels of the ground and dams, if such are needed, should be carefully taken. The leveling of the bottom is required to assist in the determination of the depth of the ditches, "kettles," collector, and outlet to be dug in it.

In the erection of the required dam it is most important that it be constructed of the very best material, so as to make it secure against the destructive influence of the water. It ought to be three times as wide at its base as it is high, and at the top the width should be the same as the height. The interior or water side should be less inclined than the exterior one.

Before the foundation of the dam is laid, the ground where it is to stand must be dug out to a depth of 2 and a width of from 4 to 5 feet throughout the whole length of it. If the ground does not consist of loam it must be filled up with it about 1 foot deep, and this must be tamped down hard. A second layer follows and is disposed of in the same manner. This is repeated, the clay being moistened every time if required, and then beaten down solidly. This lower stratum is but the foundation of the dam, which is formed from the earth dug out of the pond or its vicinity. This is continued until the dam is completed. Care must be taken, however, that the construction and tamping down of this lower stratum be done in layers and that nothing but good clay be used. In this manner the material of the foundation will become a very tenacious mass, which will not allow any water to penetrate. The completion of this laborious task will be a source of ultimate satisfaction, as many disadvantages, which might arise after the filling of the pond, will be done away with through its agency. The dam should not be made entirely of clay, for in mid-summer, during the great heat, it would dry out too much on that side most exposed to the sun, and consequently it would become full of fissures, through which the water would escape, and this might become disastrous for the establishment.

On account of the required outlet-sluices, etc., the fact must be kept in view, that such newly constructed dams will sink 10 per cent. after a lapse of time of little more than a year, with the exception of that portion which has been solidly made. The dam should be sodded. For the draining of the pond, at the "fishing out" season, it should have an outlet at the lower end, if no other advantageous arrangements can be made for the purpose. The use of wood-work for the channel should be avoided, its durability not being sufficient. The most desirable construction would be that the outlet channel consist either of masonry-work or water-pipes, which may be made either of clay or iron. This channel or pipe must be so made that it can be closed tightly or opened

again readily if needed, and must be provided with two or three-fold gratings to prevent the escape of the fishes upon the opening of the sluice. At the same time there should be an outlet-channel, several feet in breadth, at the side of the pond, to allow the water to run off. This must also be secured by grating, but should be kept open always, so that in case of continued rainy weather or sudden and violent showers of rain or thunder-storms no overflowing of the banks or dams may be possible through the unexpected rising of the water in the pond. Large fish-ponds of several hundred acres extent (some have a surface of 1,200, 1,500, or 2,000 acres) have generally and according to their size two or three outlets I have described, and which pass underneath the dam. The outflow from these is usually regulated by adjustment of the flood-gates from the top of the dam.

The so-called "Mönche" (monks) are wooden boxes, which stand in the pond at a distance of a few feet from the dam. They are perforated like a sieve, or are provided with small adjustable boards, and wooden pipes run from them through the dam. In Bohemia they are called "carp-houses." They are, however, rarely used in large establishments at present, only such culturists making use of them who have but small breeding-ponds at their command and carry on culture on a small scale. These locks suffer too much from the water, air and sun, as also from the pressure of the ice in winter, so that they require considerable repairs at an early date after their first coming into use; but they serve their purpose fully in small ponds, especially in smaller ponds, which are intended for pleasure or experiment.

There are so many different ways of constructing these subterranean sewers, that I may as well pass them over; they belong more particularly to the department of hydraulics. It is the province of the culturist to find for himself that which will be the best and most practical method in the construction of outlets.

If it be desired to make use of natural ponds, of which there are numbers in every State of the Union, it is necessary to ascertain whether they can be put into the proper condition for regular culture. This can only be done if the influx of water can be regulated and the entire drainage of the pond made possible. An intrenchment will be required with such ponds in order to make them dry. Trunks of trees should be taken out of them; and where they are too deep they should be filled up, or, if this cannot be done, they should be brought into connection with the above-described sewers on the bottom of the pond. If this is not done too many fishes will remain embedded in the mud when the pond is being drained, and this lessens the profits to a great extent.

Should any brooks fall into such ponds, as is often the case with large ones, they must be kept under strict observation on account of possible overflows which might occur. If it be practicable the brook had best be turned off and conducted alongside the pond, when the latter can be supplied with water if required.

Such brooks, coming from a neighboring hilly territory or from mountains, will frequently occasion an overflow if either a thunder-shower or sudden thawing of snow and ice should set in; in the latter case the ground might be too hard with the frost to allow the water to run off readily.

If the overflow should even be inconsiderable it would still exercise an injurious influence upon the fishes, as the influx of so much water, which in all probability would contain unfavorable substances, would be apt to drive them from their winter retreat.

In summer, sudden, violent rain-showers may cause an overflow within a few minutes, which will carry off the fishes, and eventually may destroy all the ponds. To secure against this, the construction of reserve-sluices, such as are contrived in artificial ponds, and a wide reserve-ditch alongside the pond, which is destined to carry off the threatening high water, are recommended. A small dam between the pond and brook, instead of the reserve-ditch, will sometimes answer.

Great caution is necessary in the selection of the site for a pond or the natural pond, which is to be converted into a carp-pond.

Overflows not only injure the ponds and fishes, but may result in a still worse disaster, that of carrying away the fishes into strange waters and destroying the ponds.

The fundamental rule in carp-culture is that the water be of the same depth in summer and winter. If the supply of water is too plentiful, great quantities of mud are carried into the pond, embedding the grass which grows in it and on its banks; this, in consequence, will rot and poison the water. The carp immediately desert such water on account of its offensive odor and retire from their proper feeding-places to depths deficient in the production of food.

The mud, which is being constantly reproduced, consists of the remainders of plants. From these different gaseous compounds develop themselves in midsummer, and the fishes become sickly in consequence. In this case, especially if they rise to the surface seeking for air, more water must be supplied through the inlet-sluice, when they will recover by degrees. A casualty of this description may occur in very large ponds, though no overflow may have taken place.

Pernicious gases develop themselves from the mud even in winter, but they rarely have any bad effects, being injurious only if the water is covered by ice, when the fishes die from suffocation. For this reason large apertures are cut into the ice for the supply of fresh air.

4.—Stocking the ponds and care of the fishes.

To carry on carp-culture in a regular and judicious manner, several ponds are required, according to the various purposes they are destined for.

1. The hatching-pond.
2. The breeding-pond.
3. The culture or regular carp-pond.

The hatching-pond serves more particularly for natural impregnation and hatching, or rather for natural propagation generally, by placing a number of male and female fishes into the pond. Here the females drop the eggs, during the spawning season, upon aquatic plants, where they are impregnated by the male.

In stocking ponds, three females are calculated to two males, sometimes twice that number, per acre. The females bear a great number of eggs, as has been remarked before, but the smaller number only are impregnated, neither do all these come to life.

The most liberal estimate will not exceed the number of from 800 to 1,000 young fishes to one spawner; the aggregate per acre amounting to from 4,000 to 5,000.

It is scarcely possible to say what is the most desirable number of milters and spawners for stocking ponds, as the views on this subject differ widely in Europe. I believe, however, the above to be correct, and it is accepted as such by all extensive establishments.

The above-mentioned result will be much more favorable if the old rule, now unfortunately almost forgotten, is observed, to feed the carp which are in the spawning-pond, shortly before and during the season of spawning, so as to prevent their searching for food, which generally leads them to eat their own eggs. After the fish have laid their eggs, they must simply be removed from the ponds, which prevents their eating the eggs. This useful rule, formerly much practiced in Europe, has unfortunately fallen into disuse; in fact, it has almost been forgotten, probably because carp naturally increase very fast.* By removing the spawners, three times as many young fish are kept alive than by leaving them in the spawning-ponds. On no account should too great a quantity of young fish be placed in a pond. The

* In Germany, this rule is only observed by some small pisciculturists; in France, on some of the former lordly manors—in the department of the "Seine inférieure" and in the department of the "Rhône"—where they likewise had the custom to plant aquatic plants (*Utricularia*, *Phellandrium*, &c.) in loosely-plaited baskets, which, when covered with the impregnated eggs, were transferred to other ponds. Duhamel also practiced this in his time. This practice has doubtless led Dr. Lamy, of Rouen, to his artificial spawning-places made of reeds. By an order of the abbot of the Benedictine Convent of Kremsmünster, in Upper Austria, (founded in 777,) of the year 1529, the fishers of the convent domain were reminded that spawning-carps must be of a certain age and size, and must consequently be weighed. After spawning, they had to be removed from the pond. This convent is still in existence, and is the wealthiest convent of the Austrian monarchy, owning upwards of 150 large villages and possessing a large and valuable library and observatory and scientific collections. But the order of the good old abbot is no longer observed. Similar orders were, in former centuries, also given by other convents in Austria, as Lambach, in Upper Austria, Wellehrad, in Moravia, and others. The fishermen's guilds of Nuremberg and Bamberg had, about the year 1600, similar rules, which were placarded in their guildhalls, and which were strictly observed. At present such rules are not known in either place.

above-mentioned number of 4,000 to 5,000 young fish to the acre requires water which is very rich in natural food. If there are too many young fish in the spawning-pond they grow very slowly, as the pond cannot produce the necessary quantity of food. Such fish are scarcely one to two inches long when they are one to two years old; only the head grows a little, whilst the rest of the body remains small. As soon as young fish feel the want of food for any length of time, the gristle and bone of the skeleton harden, thus bringing its development to a close, not allowing nature fair play, and the fish remains a cripple for the rest of its life, even if it is placed in ponds affording unlimited supply of food. It is therefore better either to place fewer young fish in the ponds or to make the ponds larger; it will be found to pay. The young fish will grow rapidly; their development will be healthy, and even during the first year they will reach the length of five to six inches. Strong and healthy fish can thus be placed in the growing-ponds, and here, too, they will grow rapidly. If there are too many young fish for the water-area, it is better to place them in some lake, brook, or river. On no account should they be kept in the pond. Beginners in carp-culture usually consider it quite a sacrifice to let so many young fish loose in the open river or lake; they keep them, and later they will bitterly regret their parsimony, or rather their imprudence, by having weak or not fully developed fish.

The hatching-pond should not be as large as the breeding-pond; its depth not to exceed 1′ or 1½′ foot. The outer portion, or, as it is termed, the low-water margin, should generally be from 2 to 5 inches in depth, and from 30 to 40 feet in width. Provision should be made that *Festuca fluitans* grows there plentifully; for the fishes give the preference to this plant for the deposition of eggs, as I before observed. But the bottom of these hatching-ponds must be of similar construction to that of the larger ones; that is, they must be provided with the above described cavities, or kettles, collectors and collector ditches. The "collectors" must be cleaned from the mud every spring; they need not be as deep in these ponds as they are in such as are intended for the reception of larger fishes; a depth of from 4 to 5 inches only being required for fishes of minor size. The hatching-ponds have outlets and reserve-sluices in the dam, at the lower end or on the sides, to guard against overflows. These ponds must be secured against the intrusion of pike, eels, bass, catfish, tritons, water-snakes, turtles and water-lizards, rats and water-fowls, or any voracious animals, and in the south the alligator. A fine grating will prevent the entrance of the former; against the latter various traps are in use, and other means might be devised. It is of the highest importance that new ponds be assiduously kept clear of the animals mentioned, and of many others not named here.

In small establishments, embracing only a few acres, it will be found advantageous, in spite of the somewhat greater expense, if the ponds (both natural and artificial), either all or singly, are surrounded by a

very close board fence, 3 to 4 feet high, and going 4 to 6 inches into the ground. Such a fence will afford no protection against aquatic birds, water-snakes, and muskrats, but it will exclude the snapping-turtle, the most dangerous and voracious enemy of fish, which is more to be feared than either cranes or otters. This detestable animal has been known to clean a pond of fish, and then, led by its sense of smell, to follow the fish, going even up hill and against the stream. At night it seizes the fish, which, not suspecting any danger, rest at the bottom, with its sharp fangs, resembling shears, and kills them. It is a peculiarity of carp to keep at the bottom during the night, and likewise during cold and gloomy weather, and the snapping-turtle would therefore have many an opportunity of destroying them. Large iron fish-hooks, with a piece of meat fastened to them as bait, will do good service, if distributed in suitable places on the banks. This should be done from spring to October. The pieces of meat should be of such a size that even large carps cannot bite them; they will then form a most attractive bait for the ugly monsters. These hooks should be fastened with a strong brass wire, as the snapping-turtle could easily bite through twine, and should be inspected every day.

In placing spawners in ponds, great caution must be practiced in their selection, so that only really healthy fishes may be introduced, and not such as are affected by fungous growths, the gelatinous polyp, or other disease. In Europe the polyp, in particular, has frequently destroyed the productiveness of ponds for many years.

The newly-obtained young fry are left in the hatching-ponds during the winter, after which they are to be transferred to the larger ponds.

The catching of the young fishes must be done with great care, and the water must be drained off through the grated outlets very slowly, so that no fishes may remain in the mud, for if a new hatching operation is contemplated in the pond, the newly hatched fishes will be retarded in their growth on account of the scarcity of food, this being consumed by any remaining larger ones. The young fishes must be handled carefully, for the slightest injury of the scales may cause disease and death.

The breeding-ponds have the same construction as the hatching-ponds; they have dams, reserve-sluices, outlet-channels, collectors, and ditches in the bottom. The only difference is in being deeper and larger than hatching-ponds. They have an average depth of 1 foot 9 inches, and the width of their shallow borders is from 70 to 80 feet. The "kettles" have a depth of 4½ feet from the surface; their borders are from 6 to 8 inches deep. The growth of grass should also be advanced in these ponds. In small ones of about 4 or 6 acres, the "kettles" may have a length and width of 60 or 70 feet.

The stocking of the breeding-ponds takes place in spring, immediately after the emptying out of the hatching-ponds; it lasts from the latter part of March until April.

From 800 to 1,000 breeding-fishes may be calculated to an American

acre, 800 being the average. To cover possible risks, 100 more may be added, as in the most successful pond slight losses are to be expected.

In favorable ponds, where the carp is left to seek its food, it will have gained a weight of about 1¼ pounds in the ensuing autumn. In small ponds, about one acre in size, where feeding is practiced, they will weigh more.

In the southern countries of Europe, in favorably situated ponds, they will sometimes reach a weight of 2 pounds in the same space of time. This I found to be the case in southern France; however, these favorable results are only attributable to the mildness of the climate, and I doubt not that proportionably better results may be arrived at in the south of this country.

In ponds of small capacity, in which nourishing food is produced in small quantities, the results of breeding are not very encouraging.

An advantage will be gained in northern, colder countries, by leaving the young fishes two summers in the breeding-ponds; that is, they are transferred to a second, larger one, and only from this they pass into the culture or real carp-ponds. This will answer especially well if the bottom of the pond is poor, or if feeding has not the desired effect.

This method is followed by many competent culturists in Germany and Austria, who, in the possession of extensive lands and excellent, numerous ponds, find it to their advantage, as it enables them to place larger breeding-fishes in the carp-ponds, and though this is done a whole year later, the loss of time is compensated for by the large size of the fishes produced in the carp-ponds.

In the spring of the third year those fishes which have been one year in the breeding-pond are transferred to the carp-ponds, the construction of which I have described before. Fishes having been kept in the breeding-pond for one summer only, without being fed, will be found to weigh at the expiration of that time from 1 to 1¼ pounds, while those which remained there two summers will show a proportionally greater increase of weight. In Southern Hungary and Croatia the fishes kept in the breeding-ponds but one summer occasionally thrive more favorably. Differences in the ratio of weight are commonly owing, as I observed before, to climatic influence, and the greatest and most rapid increase will be found in localities where there is an early spring and where the months of September and October are warm, but particularly where the nights are still and mild during spring and autumn.

Breeding-ponds should have a certain number of fishes only placed in them when they are stocked, and that number should never be exceeded. For the culturist it is important to bear in mind that the younger the transferable breeding-fishes are, the less expense they will have caused and the sooner their money-value may be realized, all carps weighing 2½ pounds and more being for the market.

To stock a culture-pond of one acre 400 to 500 carp, of one pound in weight, will be required, and in the following year, or rather in the

autumn of the same year, when the fishes are taken out for the market, they will weigh in a good pond 2¾ to 3 pounds each, or about 1,200 to 2,000 pounds in the aggregate. In some localities only 200 carp are taken to one acre of American square measure; in other places more.

Pike* are frequently put into carp-ponds in Europe without reducing the number of the carp, one pike being added to 25 or 30 of the former. This is an old practice, which has been proved of great use by experience, assisting through the effects exercised in the improvement of culture—that is, the favorable progress of the fishes. The carp is a very indolent fish, which frequently remains for many hours in the same place at the most favorable period for feeding, namely in summer. It is aware of the pike's voracity and remains always cautiously at a distance from it. The introduction of the pike is practiced for two reasons: (1.) That the carp may not constantly remain in the same feeding-place, but, frightened away by the pike, may visit others also; (2) it is done, and principally so, to prevent the more mature carp from spawning; should the spawning occur, as is the case occasionally, the young fry will be devoured by the pikes, which otherwise would have deprived the large carps of their food. The pike will also destroy those fishes and their spawn which had succeeded in getting into the ponds without the knowledge or through the inability of the culturist to prevent it. Great care is required in the introduction of the pike; specimens of minor sizes than that of the carp must be selected. The growth of the pike being much more rapid than that of the carp (300 per cent. per annum), the former should be younger by one year at least than the latter, so that it may not prove dangerous to the carp. If this precaution is taken in the introduction of the pike, it will be an actual boon to the carp-colonies, for it will not only exterminate by degrees all those parasitical fishes which intrude themselves into the ponds, but it will devour frogs or the smaller kinds of its own species as well as water-snakes and tritons.

Should the pike suffer from want of food after having cleared the pond of all these animals it must be supplied with it; small spoiled fishes, or such as have been stunted in their growth, will answer the purpose. If this is neglected the hungry pike will attack its companions, the carp, and though it may not devour them, it will mortally wound them with its teeth.

I have so far given the principal traits of natural carp-culture, and will speak more explicitly of the artificial impregnation and hatching of the carp's eggs in my next report. So far as I know, this latter method has been little, if at all, employed in Europe, although it offers much greater advantages for the production of vast quantities of spawn. My own experiments were rewarded by the best results. I intend continuing them this summer in Baltimore, and hope to communicate the results hereafter.

*Males are selected for this purpose.

I now proceed to give a few rules of general importance for the construction and management of carp-ponds.

The ponds should have as shallow a border as possible. Their depth should be in accordance with their size, one foot in the culture or regular carp-ponds where large fishes are kept; ½ foot in breeding and ¼ to ½ foot in hatching ponds. The borders should be of considerable width; it is desirable in any case that a great number of such shallows be contrived in ponds, as these are the principal feeding-places of the carp.

Another important condition to be considered is this, that the water in ponds must be of the same depth all the year round, any variation in this having an injurious influence upon the fishes.

Ponds of smaller circumference, of from 10 to 15 acres, are, according to results obtained, better suited for carp-culture than very large ones, 100 to 1,000 acres in extent. These are frequently found in Central Europe upon tracts of land belonging to some princely domain. In the former the fish finds more security, the bottom of the pond being smoother; it also suffers less from the waves, these being high and rough in large ponds, becoming very detrimental to the spawn and breeding-fishes, especially during storms, when they are cast ashore and become the prey of water-fowls or perish in some other manner.

The diminution of water by evaporation must be made up for by a fresh supply; this, however, must not exceed the quantity actually needed for maintenance of the regular height of water. Small ponds of from one to fifty acres area, which serve some commercial or industrial purpose, as mills, &c., and which are constantly varying the height of their water, cannot be considered as favorable or regular culture-ponds. Although the fishes may grow to a pretty good size in them, they must still be regarded as belonging to the category of waters for "free fishing," like lakes and rivers. In these neither the height of water, nor the hatching of the eggs, nor yet the increase of aquatic animals, can be regulated at will. Still, leaving these waters to lie waste on this account would be a pity, for if stocked with carp they will, in spite of all disadvantages, remunerate the proprietor, and the care which he bestows on them will be a source of much pleasure.

I beg to make some remarks, in conclusion, relative to the introduction of the carp and its increase in open waters, in which it is solely left to the care of nature, and to which subject I alluded at the commencement.

We introduce into our waters migrating fishes, such as the salmon and shad, and find it profitable, for the reason that they consume but little food in the rivers, growing up in the sea and ascending into fresh water as large fishes. We also maintain in our lakes white-fish, bass, pike, &c. These are all fond of animal food and belong in part to the class of fishes of prey. The carp, on the contrary, lives upon vegetable food, insects, larvæ, and worms, but it never attacks other fishes or

their spawn. It can be produced in masses and then be transferred into the waters destined for its reception. This can be done either by artificial impregnation and hatching, or in the way of natural increase.

For each of these methods two ways of action are open: (1,) the spawn can be transferred into open water as soon as it is free from the egg; or, (2,) the young fishes may be kept in ponds for a season until they have had time to grow—that is, for one summer. In the latter case, the rule, that fishes which are destined for open waters must not be artificially fed, is to be strictly adhered to. Carp which have been used to feeding in that manner will not be so apt to find the food for themselves which, until then, had been supplied to them. Tormented by hunger, they will lose the fear of their enemies and the consequent cautiousness, falling an easy prey to them before many weeks will have elapsed.

If artificial feeding is not intended, the ponds for the reception of the small fishes must be proportionately larger, so that they may find food in sufficient quantities in a natural way. Both methods have their advantages. If the young fry is transferred into open water five or six days after hatching there will be no necessity for the establishing of large ponds. A great number of eggs must, however, be hatched in this case, for the small fishes will be destroyed in vast numbers by their enemies.

The better method of the two is certainly this: to keep the young fishes in large ponds until the fall, when they will have reached the age of five or six months. During this time they will have had the opportunity to learn how to find their food by their own efforts, such ponds producing it profusely to satisfy all their wants, and thus they will be prepared for their stay in open waters. To carry through the latter method, a larger extent of water is required, nature itself having indicated precisely the conditions under which and the limits in which the natural and unimpaired growth of the young fishes may be expected.

They do not require as extensive a pond during the first months of their development and growth as those which have reached a more advanced age. For this reason it will be more advantageous to choose the middle way by retaining the young fishes in the ponds for about one or two months and then to give them their liberty instead of transferring them immediately after the hatching or keeping them for five or six months. By acting upon this suggestion, the incalculable advantage will be gained that the fishes profit by the rich food of the open waters during the season and will have grown strong enough to fight more successfully for their existence. For this purpose, establishments for artificial breeding, constructed with a regard to the demands of climate, are essentially needful in these open waters, so that the greatest possible number of eggs may be hatched.

In Europe the subject of stocking open waters with carp has been discussed, because there, in its native country, its excellent adaptation for this purpose has been recognized.

I observed above that this fish is found in great numbers in most of the European rivers, particularly in the Rhine. Although this river has a very swift current, which at times forms rapids, here neither mud nor suitable ground is to be found which would qualify these localities for feeding-places for the rather indolent carp; still, there are numbers of shallows and small creeks, the borders of which are richly overgrown with grass and *Festuca fluitans*, where the fishes find food plentiful and multiply.

The river-carp is not as fleshy as the pond-carp; this is accounted for by the great amount of bodily exercise which it is naturally compelled to take. In many places it is more highly appreciated than the pond-carp, probably because the river-water does not impart to it the moldy taste which is sometimes found with the carp inhabiting ponds situated in marshy localities and morasses which have not a sufficient supply of fresh water.

The assertion in regard to the preference given to the river-carp will be found to be correct, especially in regard to the rivers Rhine, Elbe, Weser, Vistula, Loire, Rhone, Garonne, and the Danube. The latter is celebrated in song as the beautiful, blue Danube; in reality its water has, during the greater part of the year, a grayish-white, muddy color, and a very swift current. It has, however, particularly in Austria, Hungary, and the lowlands in general, which border upon it, numerous branches which creep along sluggishly, and also many small creeks with almost stagnant water.

A great number of fishes of prey inhabit this river: the pike, perch, the rapacious Hucho (*Salmo hucho*), and, above all, the never-satisfied *Wels* (*Silurus glanis*), which, in the lower Danube, reaches a weight of 500 pounds. Its habits being similar to those of the carp it lies on the mud-banks or feeding-places of this fish and becomes its most dangerous enemy and insatiable destroyer, and still the carp increases in the Danube. From the city of Ulm, where this river begins to be navigable, after its escape from the Black Forest, a thousand miles downward to its mouth on the Black Sea, as also in this one, the carp is found. To this fact allusion has been made on a former occasion. The carp thrives best in those parts of the Danube where the water is least clear, at the influx of the muddy water of its tributaries. At one time I was present at a draught of a seine which took place close to the quay of the city of Pesth, in Hungary, and was arranged by Mr. Szihelsky Ferentz. At that point the river is constantly plowed by steamers, steam-tugs, canal and ferry boats, and it would have seemed that there could not be many fishes there, yet 300 fine carp, weighing from 1 to 5 pounds each, were taken in one draught of the net, within the distance of about one-quarter of an English mile. The carp is partial to this locality because it finds abundant food there in the offal from kitchens, slaughter-houses, breweries, and the sewers of both the cities of Ofen and Pesth. In the European lakes, for instance in the lakes of Constance, Zurich, and Geneva, the carp comes sometimes from these into the ports to seek for food.

Comparing the water of the Danube with that of the Mississippi, I feel convinced that I may safely assert that the carp would thrive excellently in the latter, although its water appears to be even more muddy and rapid than that of the Danube, and I believe this to be true of the Missouri and Ohio and many others of its tributaries. The Mississippi has near its borders many spots where the current is slow and which are partially covered with vegetation; there are also numerous creeks, where the fishes would find food plentifully in the alluvial mud on the banks. What has been said of Mississippi will be found to be the case with many other, or probably nearly all, American rivers. They will be found to be adapted for the introduction of the carp, so long as they are not mountain torrents which have to break their way through rocky and pebbly ground. The increase of this fish is of great importance from an economical point of view, especially so in regard to the southwestern waters.

Under the present circumstances it is to be hoped that the endeavors which have been made for this purpose may before long be rewarded by success, and become a *fait accompli*, and that the difficulties which will have to be overcome may not prevent the achievement of it. The effort will and must meet with success at last.

5.—TAKING THE FISH FROM THE PONDS.

The emptying out of ponds demands the greatest caution and attention. The water must be made to flow off very gradually through the several outlets, all of which are to be kept open at the same time; it requires frequently from ten to eighteen days to draw off the water. The fishes are driven carefully and slowly with boats into the principal ditches. They must not be chased on any account, or they will bury themselves in the mud; occasionally many thousands will do so within a few moments, and will remain there, pressed together closely, and so perish through suffocation. This is recorded as having occurred from time to time, when during the process of driving them into the ditches the fishes were startled by some unknown cause and all sank into the mud instantaneously. Through the impossibility of extricating them speedily enough, many hundreds and even thousands perished, the owner sustaining heavy losses in consequence. To guard against such an emergency, preparations should be made for an immediate supply of water in similar cases, in order to save the fishes. If the fishing-out progresses in the regular manner, the fishes will by degrees draw off from the ditches into the collector. The collecting takes from five to six days in large ponds, containing frequently 100-400 tons of fishes. Care should be taken, that crowding them together may be avoided. On the evening before the fishing-out, when the water of the pond has been diminished to the depth of half a foot, those fishes which have been collected are shut off from the pond by a large net, and in the early morning, at the dawn of day, they are caught. As so large a number

of fishes cannot be disposed of at once, they are transferred to the so-called market-ponds, from which they are sold by degrees to fish-dealers. These market-ponds are quite small, capable of holding from 2,000 to 3,000 pounds of fish only, and are supplied with running water.

Those who never saw the fishing-out of a carp pond can scarcely imagine the beautiful sight of so many thousand fine fishes, fat and well fed, raising their high, broad backs and thick, puffy lips above the water, their heads side by side, all being nearly of the same size, weighing from four to five pounds, their bodies closely pressing against each other, looking like an immense herd of sheep, imprisoned in one large net upon a circumference of 3,000 to 4,000 feet. Closer and closer the circle is drawn around them, until its extent measures only about two acres, when they are caught by thousands, weighed in lots of 100 pounds, and then they are placed into the market-ponds. The pikes, which have reached an almost equal weight, are put into pike-ponds. It requires often two or three days to weigh the fishes, ponds of 1,000 or 2,000 acres area containing on an average 200 tons of carp and 20 tons of pike; tench and other fishes not included.

I assisted once at the fishing-out of one of these ponds, which took place in the neighborhood of the town of Guben Pleitz, province of Brandenburg, Germany. The pond was the property of a competent culturist and valued friend, Mr. Thomas Berger, of Georgenhof, near Cottbus-Peitz. The ponds in which this gentleman carries on carp-culture exceed the extent of 6,000 Prussian acres. The pond which was fished out at the time I speak of was but a small one, not more than 200 acres in size, yet to my surprise I found that the greater number of the fishes were fine specimens of about 3 pounds weight, though they were but in their second year, having weighed no more than 1¼ pounds five short months before, (the fishing-out took place at the beginning of October,) and they had attained to this great weight in a comparatively very limited space of time. Several establishments of this kind are located in that district, and they commonly belong to some large princely domain, (crown property.) They are, like all large fisheries, admirably managed, and the results are most satisfactory.

6.—MIXED CARP-CULTURE.

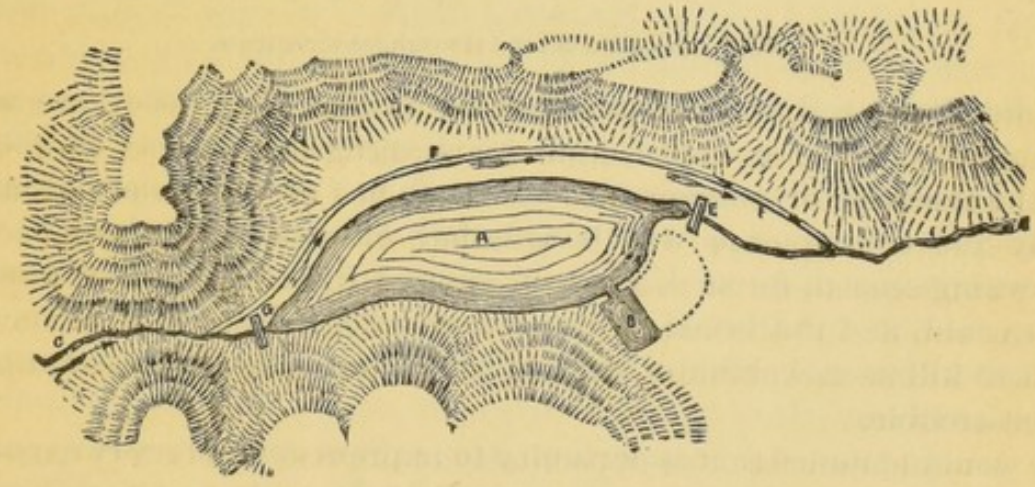
We have so far spoken of carp-culture, according to the different age of these fish, in special ponds (hatching, breeding, and carp ponds), termed "class-culture" in Central Europe. We must now speak of another method, pursued in so-called "mixed ponds," in which there are fish of all ages, from 1 year to 8 to 10 years.

Not much can be said regarding this method, as there are no hatching- and breeding-ponds, but only one pond, which, however, must combine all the characteristics of the class-ponds. It must therefore have shallow places, overgrown with grass or aquatic plants (*Festuca fluitans* and *Phellandrium*), for the spawners and the young fish, and also places, 8 to

10 feet deep, for the larger fish. If such a pond is to yield some profit, it must also be particularly rich in food. A natural pond may be used, or, if such a one is not found, it may be artificially constructed. It is indispensable, however, that such a pond should have the same depth of water all the year round, and it should be so arranged that even the last drop of water can be let off, as occasionally even the smallest fish, measuring only 2 to 3 inches in length, must be taken out. Such "mixed ponds" must likewise have "collectors" and "collector-ditches." It will also be found very useful to construct a sort of hatching-place, on some flat and sunny place, near the bank, *i. e.*, a so-called cut in the bank, measuring 40 to 100 feet in length and 30 to 50 feet in breadth, and having a depth of 5 inches to 1½ feet. This cut should be thickly planted with the above-mentioned aquatic plants, and ought, so to speak, to be the only place in the pond where carp can ascend from the depth in order to deposit their eggs conveniently and engage in the spawning process.

As soon as this has taken place, the entrance to this cut is closed with a net, so the eggs cannot be eaten by the fish. This net may be removed when the young fish have come out of the eggs, but it is preferable to leave it in its place for some days, that the young fish may be able to feed for some time undisturbedly.

Fig. 1.



Explanation of diagram.—A is the pond, B the cut, which, though directly connected with the pond, is in reality nothing but a hatching-pond, such as has been described above. In order to have a complete system of ponds, nothing would be required but a "breeding-pond."

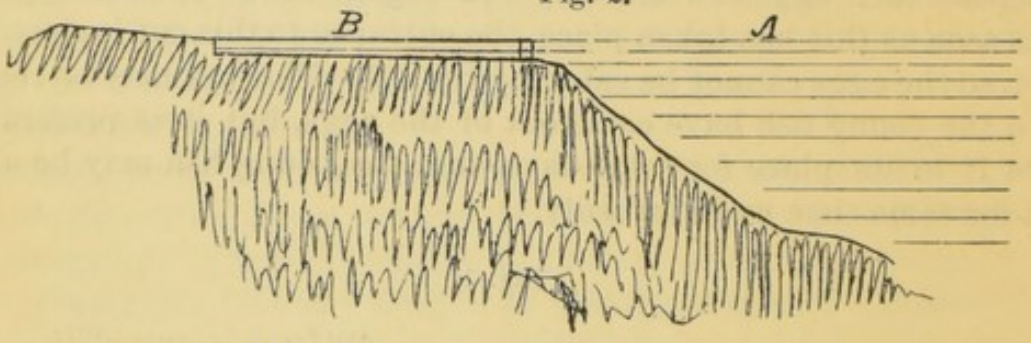
In Europe this method was generally adopted by beginners in carp-culture, commencing with a mixed pond, and gradually proceeding to the small "hatching-pond," and finally to the "breeding-pond," as the great advantage of separate ponds for the different ages of fish over the "mixed-pond" system soon became evident.

In such a "mixed pond" no pike must be kept for regulating the stock, as may be done in a class-pond, for all the small fish would then soon be devoured. It must be made a strict rule that, with the excep-

tion of the tench (*Cyprinus tinca*), no other kind of fish, however harmless, is allowed in the pond. The tench is related to the carp, but it spawns 4 to 5 weeks later, so there can be no danger of cross-breeds.

Great care should be taken that no gold-fish (*Cyprinus carpio auratus*) or bream (*brama*) get in the pond, for these fish would soon mix with the carp and tend to degenerate the breed. Such fish should therefore be removed or killed at once. The gold-fish, especially the milter, swims in spawning-schools like the carp, and at the very same season. It thus spoils the eggs of the carp, as all eggs which it impregnates will produce spotted fish, having at least a silvery streak ¼ to ½ inch long and ⅛ inch broad, between the caudal and the dorsal fin. Such bastards (the cross-breeds of gold-fish and *Carassius* also resemble them) do not grow larger than gold-fish, and have as many bones. They are unfit

Fig. 2.



B A Cross-section of pond through breeding-place.

for table-use and entirely unsuited for ornament, as they are neither genuine carp nor gold-fish, and are disagreeable objects in the eyes of the scientist or connoisseur. If such fish are not removed immediately the consequence will be another cross-breed during the next spawning-season, for such a hybrid spawns, like the gold-fish, when it is a year old, and the breed of carps would degenerate still more. It is best to kill such worthless cross-breeds at once, as they are apt to give great trouble.

I would embrace this opportunity to impress upon every carp-culturist who intends to make breeding-experiments with any carp procured through the United States Fish-Commission, the importance of having if possible only *one* of three above-mentioned kinds of carp, unless he can have every kind in a separate pond. Thus, the common carp (*Cyprinus carpio communis*) should never be placed in the same pond with the "mirror-carp" or the "leather or naked carp" (*Cyprinus carpio alepidotus, coriaceus vel nudus*), nor should the two last-mentioned varieties ever be in the same pond. Cross-breeds would invariably be produced, and in such a manner that one would have neither genuine common carps nor genuine mirror or leather carps, but a cross-breed of all the three varieties. Not even when quite young and not yet capable of spawning should these varieties be put together, because, even if they are kept strictly separate during the spawning process, the young

fish would never have the sharply-marked characteristics of their variety as regards form and color, but would approach nearer to the "mirror-carp" and the "common carp." The carp has a striking tendency, when living with other varieties, to approach the primitive form of the common carp, and finally to be merged in it. These beautiful varieties should therefore be kept strictly separate; lack of ponds or any other reason should never induce people to mix them.

If the breeding-experiments are to be accompanied by good results, a pure variety should be selected, and the finest and best milters and spawners, showing strongly all the characteristics of their variety should be procured, and the experiments will be crowned with success.

I must return to the so-called "mixed culture," by mentioning that it is not to be recommended. In Central Europe it is never practiced by scientific pisciculturists but only by small operators mostly in so-called "peasants' ponds." This method does never yield a certain and truly profitable result.

7.—FEEDING THE CARP.

In conclusion I will make some remarks on the feeding of carp in close ponds. It is not every natural pond which is a good pond, having the essentials of a good soil at the bottom and capable of producing sufficient food for the fish. If these conditions are wanting, the fish must be fed. This is as a general rule only necessary in ponds with sandy bottom without any clay. As I have said before, I am *not* in favor of feeding fish, as my standpoint is that of the rational culturist sharing the opinion with most of the prominent pisciculturists of the Old World, that the carp should find its own food in the ponds.

If, however, the nature of the bottom demands artificial feeding, or if suitable food can be had at a remarkably cheap price, the feeding should be done with great caution. Never feed in one and the same place; even if the pond be very large, distribute the food in different places near the banks. If the food is always put in one place or even if it is distributed over two places, the carp will stay in the neighborhood of these places, will become languid, and instead of scouring the other parts of the pond in search of food, will remain at the bottom. It will even if surrounded by the richest food, grow fat, but never have any firm flesh; nor will it ever grow much in length, as the somewhat phlegmatic fish does not get the exercise which favors its growth.

Never give them much food at one time, but by degrees, in small quantities, never during the day but either early in the morning or in the evening. During the hot season only feed them late at night, because the carp, if it has eaten sufficiently in the morning, will remain at the bottom all day, while during the higher temperature of the water it is necessary for its health that it should swim round and get a change of water. It is therefore useful to place in ponds containing large carps a limited number of pike, which, however, must be smaller than the carp. The carp fears the pike and flies from it. If there are pike in

the pond, the carp will get more exercise and will seek natural feeding-places, whither on account of its innate sluggishness it would never have gone.

Pond-carp are accustomed to other food than the river-carp. The former confine themselves to worms, larvæ, and plants, while those living in streams find all sorts of animal and vegetable refuse; these latter can also stand a greater amount of food, as the current naturally makes them take more exercise thus increasing their appetite. It is different with the pond-carp; if you give it too much food, it will not take any more than is necessary to satisfy its hunger; the remnants will remain at the bottom, and if their quantity be considerable, they will spoil the water. If these remnants are chiefly animal refuse, as flesh or blood, fungi will grow on them, and will then produce, as with the salmon and trout, diseases of the skin, the gills, and in the case of the carp, sometimes internal diseases.

The writer once had the following experience: During his absence a number of large carp were fed on coagulated blood which had begun to putrefy; the fish devoured it eagerly, got sick, and most of them died in a few days from an inflammation of the intestines. Spoilt food should never be given to fish. If slaughter-house or kitchen refuse can be had, give these, chopped up small about the size of peas. Never give so much that remnants remain for any length of time in the water and begin to putrefy. Let no one be induced by the circumstance that the carps like to eat the dung of hogs, sheep, and cows, to feed them on any putrefying matter. There are instances on record that thereby epidemics, particularly diseases of the scales have originated.

The carp likes above everything else vegetable matter such as cabbage, lettuce, boiled potatoes, corn, turnips, pumpkins, melons, &c. The refuse of malt from breweries and distilleries, is also very good food for carp; and wherever such refuse can be had, it should be given to the fish.

The small pisciculturist, having a pond of perhaps 1–2 acres near his house, will often be able to feed his fish on refuse, as he will always have it fresh from the kitchen and stable.

In conclusion, I earnestly recommend the culture of the carp to all pisciculturists. If the value of the carp for table use has once been recognized, it will become a highly esteemed fish, especially in the neighborhood of large and populous cities, and its culture will yield a larger and more certain profit, than the expensive trout.

8.—EXTENT OF CARP-CULTURE IN EUROPE.

In Europe many thousand acres of artificial waters are to be found. In these enormous quantities of carp are bred. Some of these ponds, or rather lakes, have an extent of about 1,000 to 2,000 acres. They are provided with gigantic dams, many of them 60 feet high. By these the water is closed in into broad valleys, containing no other fishes than carps from 4 to 5 pounds in weight. If we consider the size of these

lake-like ponds, surrounded by enormous dams which are overgrown with oak-trees 100 to 300 years old, series of three and more of these lakes being not uncommon, then we can form some idea as to the remunerativeness of these establishments, particularly in Bohemia.

The standard establishment with regard to the most extensive business transactions is found in Austria. The Prince of Schwarzenberg, of whom I have spoken previously, possesses more than 250 ponds of large size, the smallest having about 10 acres, the largest 2,000 acres water extent.

We find many villages where ponds of 50 to 200 and more acres are maintained at the expense of the community.

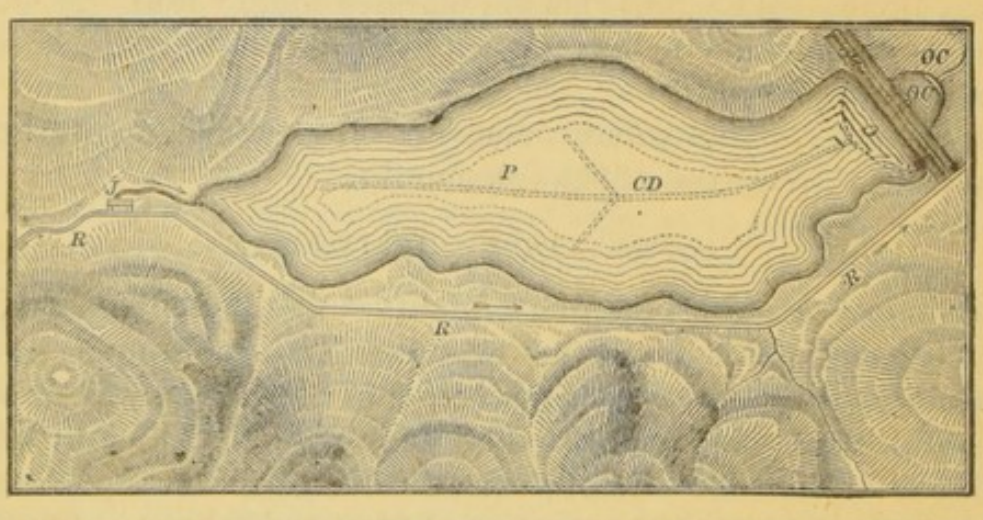
9.—THE TABLE QUALITIES.

If the carp were a fish of inferior quality, like the buffalo-fish, for instance, its sale would doubtless be limited to the sea-port towns of Northern Germany and the principal cities of Central Europe, as Vienna, Berlin, and Paris. In the latter city, in spite of an abundant supply of salt-water and different kinds of fresh-water fish, the carp is ever preferred to these, and, with the exception of trout and salmon, it frequently commands a price three times as high as that of all the rest.

I maintain my assertion that the carp, whether it be scale, mirror, or leather carp, is one of the most excellent fresh-water fishes, and its introduction will be of great value in point of national economy, especially on account of the facility of its culture and the enormous extent to which this may be carried on.

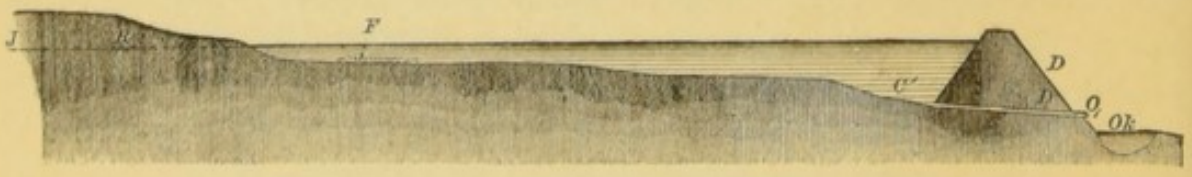
The carp and its value as a fish of culture will before long be fully appreciated, so that we may be enabled favorably to compare the results of its culture in America, as also the extent attained to, with any other country, to our complete satisfaction.

FIG. 3.—Plan of a natural carp-pond.



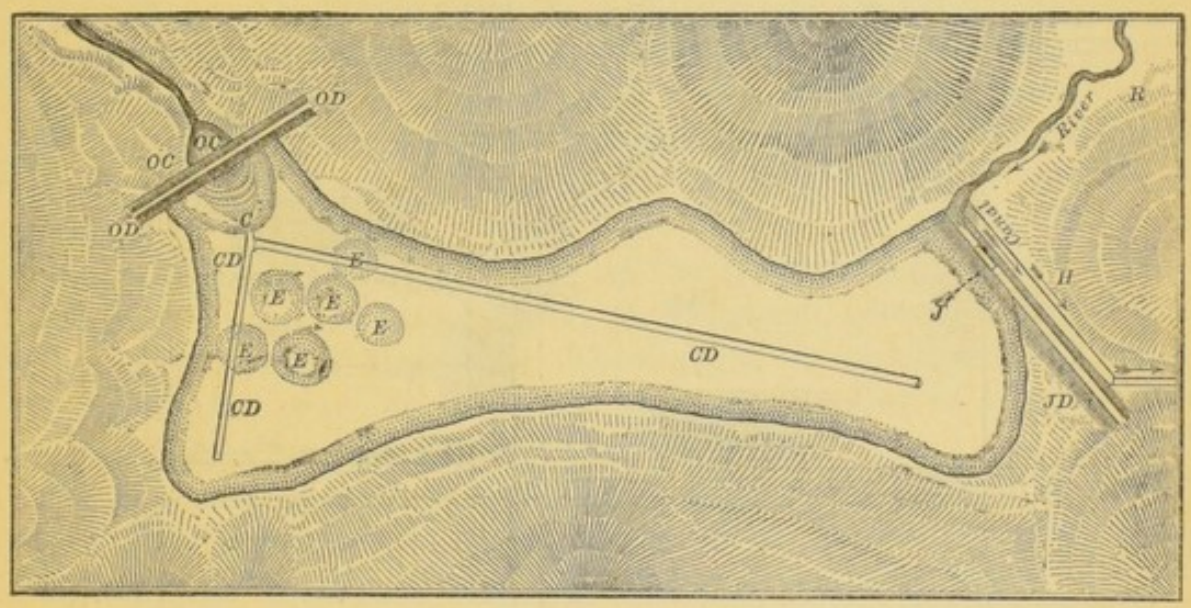
Pond *P* is a natural body of water. Its extent is about one hundred and fifty to two hundred acres. It is formed by a dam, *D*, about seven to eight feet high, crossing the valley and thus collecting the water of a run flowing there. Before *D* is a deepening, *C*, the collector. In the dam *D* there is an outlet leading to another deepening—the so-called outlet collector *OC*. The purpose of this collector is to keep back fishes that may have passed the outlet when opened. It is provided with a screen or netting. *CD*, upon the bottom of pond *P*, is the collector-ditch, which conducts the fishes to *C* when the water is let out, and thus prevents them being caught in the mud. *R* is the run of water which, to prevent overflow, has to be conducted around the pond in a separate ditch, leaving an inlet at *I*, protected by a sluice with screens.

FIG. 4.—Cross-section of carp-pond, fig. 3.



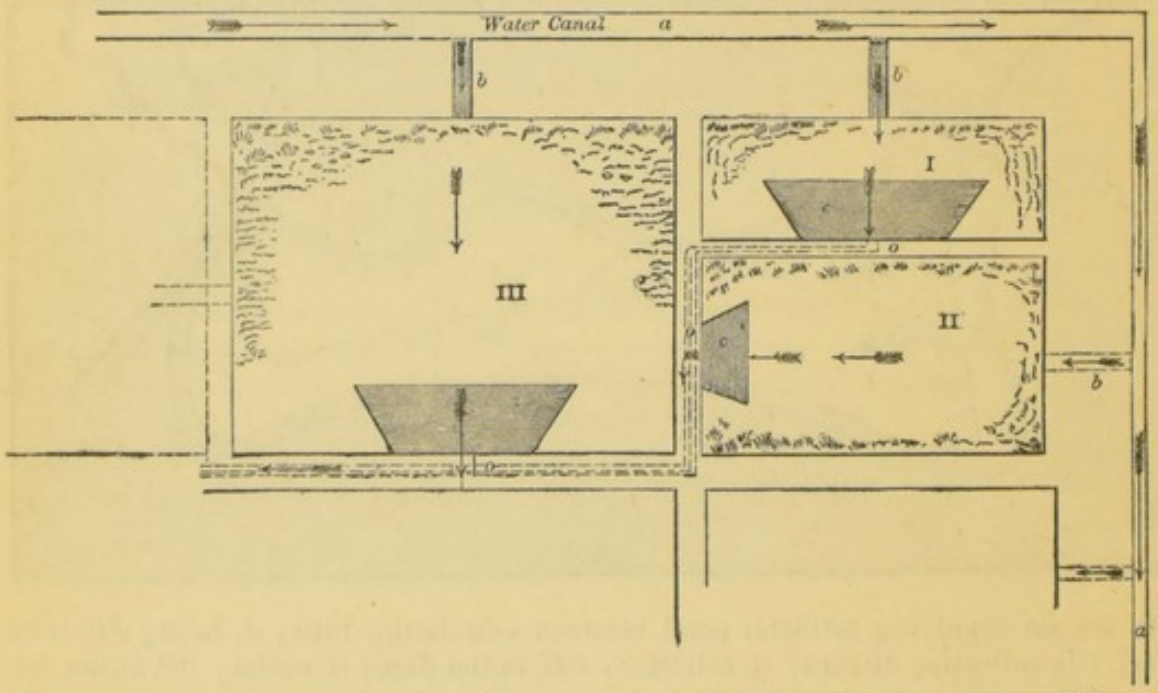
F, surface of the pond; *C*, collector; *D*, dam; *O*, outlet; *OK*, outlet collector; *J* inlet; *R*, stream; *D*, the dam; *R*, the run or creek.

FIG. 5.—Plan of artificial carp-pond.



R, stream supplying artificial pond between undulating hills; *J*, inlet; *JD*, inlet dam; *CD*, collecting ditches; *C*, collector; *OD*, outlet dam; *O*, outlet; *OC*, outlet collector; *E*, cavities, "kettles," in which the carp collect for the winter; *H*, canal to let off surplus water in case of freshets.

FIG. 6.—Plan of artificial carp-ponds.



I, breeding-pond for spawning fishes and spawn; II, pond for small fry; III, pond for large fish; *a*, supply of water; *b*, inlet; *c*, collector; *o*, outlet.

VIII.—THE PROPAGATION AND DISTRIBUTION OF SHAD.

A—OPERATIONS IN 1876.

By James W. Milner.

1.—STATION ON THE POTOMAC RIVER.

The efforts of previous years to obtain eggs of the shad in the rivers south of the Potomac having yielded very small results, it was thought best not to make the attempt in 1876, but to commence operations on the Potomac at as early a date as possible, so that a long season might furnish the opportunity of obtaining the largest possible number of eggs.

The steam-yacht Lookout came up the river during the commencement of the work, bringing Mr. T. B. Ferguson, commissioner of fisheries for the State of Maryland. Throughout the remainder of the season, on the Potomac and the Upper Chesapeake Bay or mouth of the Susquehanna River, our efforts were combined.

On May 8 a camp was established at Ferry landing, near Mount Vernon, Va., and Mr. Frank N. Clark placed in charge. The seine-hauls were sedulously watched, but no ripe fishes were taken until the 13th. From that date until the 24th eggs were taken almost daily, either at the Ferry landing fishery, or from the trips of the dispatch-boat Lookout to other fishing-shores of the Potomac. In all, 686,000 young fishes were hatched, of which about 100,000 were shipped to North Carolina, and the remainder put into the river.

The catch of shad was remarkably small along the river, the hauls of the 1,000-fathom seines bringing in such quantities as 125, 130, rarely 200 at a time.

There are few places in the wide portion of the Potomac where there is sufficient shelter for the hatching-boxes. During this season, many eggs were washed out by the tossing of the boxes during high winds. A boom of double logs is an essential protection to the boxes.

The seines along the river "cut out" before the 23d of May, as the fishing proved a failure and expenses were much greater than the income.

The disposition of the fish hatched will be seen in the tables on a subsequent page.

2.—STATIONS AT THE HEAD OF CHESAPEAKE BAY.

Mr. Ferguson had the work near Havre de Grace, Md., in the region of the mouth of the Susquehanna River, under way on the 9th of May, and long before the camp was broken up at Ferry Landing, Va., a large number of fishes had been hatched and turned loose in the river mentioned. Swan Creek, Carpenter's Point, Havre de Grace, where the fresh waters of the Susquehanna enter the extreme head of Chesapeake Bay, were the localities chosen as stations.

Carpenter's Point was the first station, and was continued between May 10 and May 31. The report of the operator, W. F. Wroten, gives 1,725,000 eggs taken, 1,660,000 fishes hatched, of which 822,500 were released at the station, and 837,500 shipped away.

Swan Creek Station No. 1, conducted from May 26 to June 3, as reported by W. H. and J. H. Hines, had in the boxes 280,000 eggs, producing 125,000 fishes, and 80,000 of these were turned loose from the boxes, while 45,000 were shipped away.

Swan Creek Station No. 2, carried on from June 1 to June 10, collected 630,000 eggs; hatched 525,000 fishes; turned loose 200,000 fishes, and shipped away 325,000.

Havre de Grace Station No. 1, operated by F. N. Clark, begun May 28 and ended June 14, gathered 960,000 eggs and hatched 862,000 fishes; 272,000 were turned loose, 590,000 were shipped away.

Fishing Battery Station, near Havre de Grace, between June 3 and June 26, obtained, according to William Hamlen, in charge, 536,000 eggs, producing 459,000 fishes, all of which were released at the station.

Havre de Grace Station No. 2, conducted by W. H. Hines, from June 12 to June 20, from 190,000 eggs produced 110,000 fishes, all of which were turned into the river.

The total productions of these stations from the above reports were 4,321,000 eggs; 3,741,000 fishes; 2,143,500 turned alive into the waters of Maryland, and 1,597,500 shipped away.

The seines "cut out" early in this region, and the later work of the stations depended on the drift-nets for the supply of parent fishes. A great scarcity of ripe males prevailed throughout the season, and this reduced the total of fertile eggs very much, as well as the production from eggs placed in the boxes.

The attacks of the eels upon the shad hanging in the nets were sometimes very destructive. Often half of the catch, as it was thrown into the boat, would be found to be the heads and back bones of shad, from which the meat had been stripped by the eels. One fisherman in the vicinity gave his whole attention to the capture of eels, and made a good living from it.

The accounts of the early abundance of shad and herring in this vicinity were similar to those from the Potomac and many regions of the Atlantic coast.

Mr. C. H. Bogel, now fishing at Havre de Grace, Md., about forty years ago sailed the sloop Bowman Williams between Philadelphia and Port Deposit, Md. In the spring of 1837, in the month of May, while at the southern end of the route, a haul was made with a 1,000-fathom seine which contained so large a number of fish that it occupied the better part of the day to get the seine on shore. From this single sweep of the net were taken 2,700 barrels of "herring," (*Pomolobus pseudo harenges*,) or about 1,350,000 "herring." Besides the herring, there was a large number of shad—"many thousands." Another fisherman spoke of a famous haul of shad, where 30,000 were brought on the shore.

3.—STATION ON THE CONNECTICUT RIVER AT SOUTH HADLEY FALLS, MASS.

This station was established at South Hadley Falls on the 3d of July. Mr. A. D. Hager, formerly commissioner of fisheries for the State of Vermont, took charge of the field-work, and arrived several days before the spawning fishes were ripe. Not until the date referred to were the first eggs taken. The temperature of the water was very high. Mr. Hager records it on the 3d as at 81°, and from that to the 20th it increased to 86°. The level of the river, because of the hot, dry season, was very low.

The seine was hauled on two fishing-grounds, below the bridge at South Hadley Falls and at Willimansett, as from time to time the different grounds seemed to offer the better prospects; for a time, both fisheries were made use of. On the 16th and 20th there were no seine-hauls made. The largest number of eggs taken on one night was 300,000, and the smallest, 35,000. Between the 3d and the 20th, 1,480,000 eggs were taken, developing 1,110,000 fishes. All eggs taken subsequent to the 11th died from the excessive heat.

The water attained such a temperature by the 20th that it was found useless to take and impregnate the eggs, no development of the embryo ensuing. The hauls made on the night of the 19th closed the work, and it was determined to stop the fishing until the temperature of the water became much reduced.

On the 24th it was found that the rains at the sources of the Connecticut had raised the river at South Hadley Falls eight inches, and reduced the temperature of the water to 76°. The seine-hauling was again begun, and from this time to August 5, when the station was broken up, eggs were taken in small quantities every night. In this time 900,000 eggs were taken, making the total for the station, between July 3 and August 5, 2,380,000, producing 1,958,000.

Of the young fishes, 645,000 were put into the Upper Connecticut; 199,000 were released at South Hadley Falls; 80,000 were put into the Westfield River; 180,000 were put in the Taunton River; 100,000 were

sent to the Alabama River; 100,000 to the Sacramento River, and 654,000 to the waters of the Mississippi River.

A total of 924,000 shad was returned to the waters of the Connecticut, altogether 1,104,000 deposited within the boundaries of Massachusetts, and 854,000 shipped south and west.

This is the smallest year's work ever done at this station. The assertion made by residents that the river was lower and the water warmer than ever before known in the Connecticut seems quite probable.

The entire season's work figures out the total from the reports of those who deposited the fishes in thewaters at 5,877,500 shad in the streams of the Atlantic slope, the gulf rivers, the tributaries of the Mississippi, and the Sacramento River of the Pacific coast.

B—TABLES OF SHAD-PROPAGATION IN 1876.

Record of shad-hatching operations conducted at Bristol Landing, on the Patuxent River, from May 2, 1876, to May 12, 1876, on account of the Maryland commission of fisheries, by William H. Hines.

Date.	Hour.	Temperature of—		Direction of wind.	Ripe fish.		Eggs obtained.	Fish hatched.	Fish turned loose.
		Air.	Surface-water.		Males.	Females.			
		°	°						
May 2	7a. m.	57	53	S. E.	1	1	15,000	.....	.....
May 3	..do ..	58	59	N. E.	(*)	1	10,000	.....	.....
May 4	..do ..	56	59	S. E.	(*)	1	20,000	.....	.....
May 5	..do ..	59	62	S.	(*)	2	35,000	.....	.....
May 6	..do ..	66	62	S. W.	(*)	3	50,000	.....	.....
May 7	..do ..	72	68	S. W.	.....	.....	.....	.....	.....
May 8	..do ..	74	71	S. W.	(*)	3	70,000	.....	.....
May 9	..do ..	63	72	N. E.	(*)	1	30,000	50,000	50,000
May 10	..do ..	62	66	N. E.	.....	.....	.....	75,000	75,000
May 11	..do ..	57	65	N. W.	.....	.....	†75,000	50,000	50,000
May 12	..do ..	60	67	S.	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	.....	.....	305,000	175,000	175,000

*No record. †Eggs emptied from boxes into the river.

Record of shad-hatching operations conducted at Carpenter's Point, on the Upper Chesapeake, from May 10, 1876, to May 31, 1876, on account of United States and Maryland commissions of fisheries, by William F. Wroten.

Date.	Direction of wind.	Fish taken.	Ripe fish.		Eggs obtained.	Fish hatched.	Fish turned loose.	Shipped.
			Males.	Females.				
May 10	N. W.	16	.....	.....	.....	.....	.....	.....
May 11	N. W.	305	.....	7	120,000	.....	.....	.....
May 12	S.	199	.....	6	120,000	.....	.....	.....
May 13	N.	783	.....	9	180,000	.....	.....	.....
May 14	S. W.	.....	.....	.....	.....	.....	.....	.....
May 15	Variable.	556	.....	8	210,000	.....	.....	.....
May 16	N. E.	107	.....	1	25,000	.....	.....	.....
May 17	N. E.	87	.....	1	.....	.....	.....	.....
May 18	S. E.	143	1	2	40,000	278,000	108,000	170,000
May 19	S.	272	8	9	200,000	183,000	108,000	75,000
May 20	S. E.	337	13	15	225,000	.....	.....	.....
May 21	S. W.	.....	.....	.....	.....	.....	.....	.....
May 22	S. W., stormy.	434	4	15	15,000	162,000	162,000	.....
May 23	N.	409	5	7	120,000	168,000	168,000	.....
May 24	S.	377	9	14	175,000	216,000	46,000	170,000
May 25	S.	77	6	5	125,000	.....	.....	.....
May 26	N. E. and E.	237	7	6	100,000	180,000	105,000	75,000
May 27	S. W.	139	.....	.....	.....	5,000	5,000	.....
May 28	Sunday.	.....	.....	.....	.....	.....	.....	.....
May 29	S. W.	238	1	10	20,000	265,500	105,500	160,000
May 30	E.	235	2	8	75,000	.....	.....	.....
May 31	S. E.	.....	.....	.....	.....	202,500	15,000	187,500
Total	.....	.....	.....	.....	1,750,000	1,660,000	822,500	837,500

Record of shad-hatching operations conducted at Swan Creek, on the Susquehanna River, from May 26, 1876, to June 3, 1876, on account of United States and Maryland commissions of fisheries, by William H. and J. H. Hines.

Date.	Direction of wind.	Ripe fish.		Eggs obtained.	Fish hatched.	Fish turned loose.	Shipped.
		Males.	Females.				
May 26	S.	2	3	50,000	.....	.....	.....
May 27	S.	1	2	10,000	.....	.....	.....
May 28	S.	.....	.....	.....	.....	.....	.....
May 29	S. E.	3	5	90,000	.....	.....	.....
May 30	S. E.	1	1	10,000	45,000	.....	45,000
May 31	S.	3	2	20,000	30,000	30,000	.....
June 1	S. W.	.....	.....	.....	.....	.....	.....
June 2	.....	5	8	100,000	50,000	50,000	.....
Total	.....	.....	.....	280,000	125,000	80,000	45,000

Record of shad-hatching operations conducted at Fishing Battery, on the Susquehanna River, from June 3, 1876, to June 21, 1876, on account of United States and Maryland commissions of fisheries, by Mr. William Hamlen.

Date.	Temperature of water.			Direction of wind.	Condition of—		Fish taken.		Ripe fish.		Eggs obtained.	Fish hatched.	Fish turned loose.
	7 a. m.	12 m.	7 p. m.		Sky.	Water.	Males.	Females.	Males.	Females.			
	°	°	°										
June 3	.....	.....	.....	.....	.....	.....	3	10	2	3	35,000	.....	.....
June 4	.....	.....	.....	.....	.....	.....	2	9	2	5	60,000	.....	.....
June 5	.....	.....	.....	.....	.....	.....	7	24	5	8	100,000	.....	.....
June 6	.....	.....	.....	.....	.....	.....	9	14	4	9	150,000	.....	.....
June 7	.....	.....	.....	.....	.....	.....	3	13	2	2	15,000	90,000	90,000
June 9	.....	.....	.....	.....	.....	Muddy.	...	...	..	...	.....	.....	.....
June 10	.....	.....	.....	S.	.....	...do	...	...	..	...	.....	190,000	190,000
June 11	70	71	73	S. E.	.....	...do	...	...	..	...	.....	.....	.....
June 12	70	70	73	S. W.	.....	...do	3	8	..	...	.....	.....	.....
June 13	68	69	70	S. E.	Clear....	...do	...	2	...	...	.....	.....	.....
June 14	70	70	72	S.	Cloudy	...do	2	1	...	...	6,000	.....	.....
June 15	71	71	72	S. E.	Clear....	...do	....	12	...	...	.....	.....	.....
June 16	73	74	75	E.	Cloudy	...do	6	23	4	5	80,000	.....	.....
June 17	74	77	77	S. E.	Clear....	...do	...	...	...	...	.....	.....	.....
June 18	75	75	75	S. E.	Cloudy	...do	...	...	...	...	.....	4,000	4,000
June 19	74	75	78	S.	Clear....	... do	4	8	3	5	90,000	.....	.....
June 20	75	74	76	S. W.	...do	...do	...	...	...	...	.....	75,000	75,000
June 21	71	72	.....	.....	...do	...do	...	...	...	...	.....	100,000	100,000
Total	.....	.....	.....	.....	.....	.....	...	...	...	...	536,000	459,000	459,000

NOTE.—All fish taken in gill-nets on Susquehanna Flats.

Record of shad-hatching operations conducted at Swan Creek, on the Upper Chesapeake, from June 1, 1876, to June 10, 1876, on account of United States and Maryland commissions of fisheries, by Willam F. Wroten.

Date.	Direction of wind.	Fish taken.	Ripe fish.		Eggs obtained.	Fish hatched.	Fish turned loose.	Fish shipped away.
			Males.	Females.				
June 1								
June 2	S. W.	27	5	13	100, 000			
June 3	S.		2	5	100, 000			
June 4	S. E.	43	4	9	35, 000			
June 5	N. W.	79	6	7	100, 000	75, 000		75, 000
June 6	N. W.	57	4	12	205, 000	80, 000	80, 000	
June 7	S.	63	4	7	90, 000	70, 000	70, 000	
June 8	S.	5	4					
June 9								
June 10						300, 000	50, 000	250, 000
Total					630, 000	525, 000	200, 000	325, 000

Record of shad-hatching operations conducted at Havre de Grace, Md., on the Susquehanna River, from June 12, 1876, to June 20, 1876, on account of United States and Maryland commissions of fisheries, by William H. Hines.

Date.	Direction of wind.	Eggs obtained.	Fish hatched.	Fish turned loose.
June 12	S.			
June 13	S.	100, 000		
June 14	S. E.			
June 15	S. E.	40, 000		
June 16	S. E.	20, 000	70, 000	70, 000
June 17	S. E.		30, 000	30, 000
June 18	S. E.		10, 000	10, 000
June 19	Variable	30, 000		
June 20				
Total		190, 000	110, 000	110, 000 (125, 000†)

NOTE.—15,000 eggs left in charge of Mitchell.

Record of shad-hatching operations conducted at South Hadley Falls, on the Connecticut River, from July 3, 1876, to August 5, 1876, on account of United States Commission Fish and Fisheries, by A. D. Hager.

Date.	Temperature of—			Wind.		Condition of—		Tide.	Number of seine-hauls.	Fish taken.		Ripe fish.		Eggs obtained.	Connecticut River and tributaries.	Shipped away.
	Air.	Surface-water.		Direction.	Intensity.	Sky.	Water.			Males.	Females.	Males.	Females.			
	8 a. m.	Noon.	8 p. m.													
July 3	74°	.....	81°	S.	Light ...	Clear	Clear	Low	3	23	46	12	23	210,000	.....	.....
July 4	76	82°	82	S.	Strong ..	....do	....do	....do	3	27	36	12	16	300,000	.....	.....
July 5	77	82	82	N. W.	Light ...	....do	....do	... do	3	17	26	7	14	135,000	.....	.....
July 6	78	82	80	N. W.	High ...	....do	....do	... do	3	3	17	.....	.....	.....	.....	.....
July 7	82	82	80	N. W.	Light ...	....do	....do	....do	3	10	103	3	12	*60,000	.....	.....
July 8	86	82	82	N. E.	..do	....do	....do	....do	3	4	33	3	16	100,000	.....	100,000
July 9	72	84	84	N. W.	..do	Shower at 5 p. m.	Muddy	....do	3	14	38	2	9	210,000	.....	.....
July 10	76	84	82	S.	Strong ..	Shower at 4 p. m.	....do	....do	3	4	17	2	4	80,000	300,000	.....
July 11	84	84	82	N. W.	Light ...	Shower	Very muddy	... do	3	6	15	2	4	80,000	.....	100,000
July 12	82	85	82	S.	..do	Clear	....do	Rising	4	1	19	.....	.....	.....	.....	†80,000
July 13	84	85	85	N. W.	..do	....do	Roily	....do	4	0	27	0	12	(‡)	.....	150,000
July 14	84	86	84	N. E.	..do	....do	....do	Low	4	14	40	3	12	§120,000	80,000	200,000
July 15	85	86	84	N. W.	..do	....do	Clear	....do	3	7	18	7	4	§50,000	.....	†100,000
July 16	86	86	85	N. W.	..do	....do	....do	....do	.....	.....	.....	.....	.....	.....	.....	.....
July 17	78	88	84	S.	..do	... do	....do	....do	3	3	16	1	3	§40,000	.....	.....
July 18	80	86	84	S.	..do	Shower	...do	....do	3	3	27	3	5	*35,000	.....	.....
July 19	78	84	84	N. W.	..do	Clear	....do	....do	3	4	18	4	8	§60,000	.....	.....
July 20	94	87	86	S.	..do	Hard shower....	....do	....do	.....	.....	.....	.....	.....	.....	.....	.....
July 24	76	79	76	N. W.	..do	Clear	....do	Rose 4 inches	3	3	36	.....	.....	80,000	.....	.....
July 25	60	78	76	N. W.	..do	....do	....do	Rose 6 inches.	3	4	23	.....	.....	50,000	.....	.....
July 26	72	77	76	N. W.	..do	... do	....do	Rose 5 inches.	3	6	23	.....	.....	100,000	150,000	.....
July 27	72	75	75	S.	Strong ..	....do	....do	.....	3	2	19	.....	.....	20,000	.....	.....
July 28	80	76	75	S.	Light ...	....do	....do	.....	3	3	14	.....	.....	40,000	75,000	.....
July 29	75	76	75	S.	..do	....do	....do	.....	3	14	7	.....	.....	85,000	4,000	.....
July 30	65	76	75	N. E.	.....	Rain	.....	.....	.....	.....	.....	.....	.....	.....	30,000	.....
July 31	75	77	73	N. E.	.....	Cloudy	Roily	.....	3	15	19	.....	.....	100,000	.....	.....
Aug. 1	81	74	74	N. E.	.....	....do	....do	.....	3	12	14	.....	.....	90,000	240,000	100,000
Aug. 2	86	76	76	N. E.	.....	Clear	Clear	.....	3	15	10	.....	.....	150,000	5,000	.....
Aug. 3	76	76	75	N. W.	.....	....do	....do	.....	3	10	13	.....	.....	105,000	.....	.....
Aug. 4	79	78	76	S.	.....	Cloudy.....	....do	.....	3	5	11	.....	.....	20,000	40,000	84,000
Aug. 5	82	80	79	N. W.	Light ...	Clear	....do	.....	3	1	11	.....	.....	60,000	.....	.....
Aug. 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Aug. 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	120,000
Total.	.....	.....	.....	.....	.....	.....	.....	.....	90	200	596	.....	.....	2,380,000	924,000	1,034,000

* Eggs taken at Willimansett. † Shipped to Taunton River, Massachusetts. ‡ Fishing at Willimansett. § Killed by the excessive heat.

Record of distribution of shad (Alosa Sapidissima) made from May 25, 1876, to August 8, 1876, by United States Commission Fish and Fisheries, under direction of James W. Milner.

State.	Date of transfer.	Place whence taken.	Period of journey.	Number of fish planted.	Introduction of fish.			Transfer in charge of—
					Place.	Stream.	Tributary of.	
			Hours.					
Alabama	July 11	South Hadley Falls, Mass.	59½	90,000	Montgomery, Ala.	Alabama River	Gulf of Mexico	Kumlien & Bean.
Arkansas	Aug. 7	do	84	83,000	Newport, Ark	White River	Mississippi	Anderson & Smith.
California	Aug. 8	do	172	99,000	Tehama, Cal	Sacramento River	Pacific Ocean	Clark & Bean.
Georgia	June 2	Havre de Grace, Md	35	96,700	Atlanta, Ga	Chattahoochee River	Apalachicola River	A. A. Anderson.
Do	June 2	do	46	77,400	Macon, Ga	Ocmulgee River	Altamaha River	T. H. Bean.
Do	June 3	do	61	77,400	Milledgeville, Ga.	Oconee River	do	A. L. Kumlien.
Iowa		South Hadley Falls, Mass.		148,500	Des Moines, Iowa	Des Moines River	Mississippi River	Quinn, Cory & Shaw.
Maryland	May 10 to June 21.	Havre de Grace, Md., and vicinity.		1,943,500	Havre de Grace, Md., and vicinity.	Susquehanna River	Chesapeake Bay	Clark, Wroten, Hines.
Do	July 9	Havre de Grace, Md	9	178,000	Cumberland, Md	Potomac River	do	Anderson & Kumlien.
Massachusetts	July 10 to Aug. 8.	South Hadley Falls, Mass.		199,000	South Hadley Falls, Mass.	Connecticut River	Long Island Sound	C. C. Smith.
Do	July 12	do	7	80,000	Bridgewater, Mass.	Taunton River	Mount Hope Bay	R. R. Holmes.
Do	July 15	do	8	100,000	Middleborough, Mass	do	do	Do.
Do	July 14	do	1	80,000	Westfield, Mass	Westfield River	Connecticut River	Do.
Mississippi	June 13	Havre de Grace, Md	58	74,000	Jackson, Miss	Pearl River	Lake Borgne	A. A. Anderson.
Do	June 12	do	55	74,000	Abbeville, Miss.	Yazoo River	Mississippi River	Anderson & Abbott.
Missouri	June 8	do	46	20,000	Poplar Bluffs, Miss.	Black River	White River	Ingalls and Fairfax.
Do	June 9	do	55	61,000	Callao, Mo	Charitan River	Missouri River	B. S. Cory, jr.
Do	July 13	South Hadley Falls, Mass.	50	99,500	Pacific, Mo	Meramec River	Mississippi River	Clark & Fairfax.
Do	Aug. 9	do	36	119,500	Kansas City, Mo	Kaw River	Missouri River	Anderson & Smith.
North Carolina	June 12	Havre de Grace, Md	39	66,900	Catawba, N. C	Catawba River	Santee River	A. L. Kumlien.
Do	May 26	Ferry Landing, Va	55	98,000	Raleigh, N. C	Neuse River	Pamlico Sound	Chas. D. Griswold.
Ohio	June 13	Havre de Grace, Md	20	59,700	Zanesville, Ohio	Muskingum River	Ohio River	Ingalls & Fairfax.
South Carolina	June 9	do		50,000	Spartansburgh, S. C	Broad River	Santee River	Griswold & Quinn.
Tennessee	May 31	do	48	72,300	Chattanooga, Tenn.	Tennessee River	Ohio River	F. A. Ingalls.
Do	May 31	do	31	72,200	Knoxville, Tenn	Holston River	Tennessee River	J. D. McNaughton.
Do	May 31	do	44	54,300	Athens, Tenn	Eastanallee River	do	B. S. Cory, jr.
Do	July 17	South Hadley Falls, Mass.	68	99,000	Jackson, Tenn	Forked Deer River	Mississippi River	S. M. Gilmore.
Do	July 17	do	69	99,000	Brownsville, Tenn	Big Hatchie River	do	C. D. Griswold.
Vermont	July 10 to Aug. 7.	do		645,000	Bellows Falls, Vt	Connecticut River	Long Island Sound	
Virginia	May 8 to May 24.	Ferry Landing, Va		586,000	Ferry Landing, Va.	Potomac River	Chesapeake Bay	F. N. Clark.
Do	May 25	Havre de Grace, Md	21	59,900	Staunton River Station, Va.	Staunton River	Roanoke River	B. S. Cory, jr.
Do	May 25	do	24	59,500	New River Sta'n, Va	New River	Kanawha River	F. A. Ingalls.
Do	May 27	do	27½	74,700	Marion, Va	Holston River	Tennessee River	Anderson & Kumlien.
Do	June 11	do	16	80,500	Danville, Va	Dan River	Roanoke River	T. H. Bean.
Total				5,877,500				

IX.—ON THE COLLECTION OF EGGS OF SCHOODIC SALMON, IN 1875 AND 1876.

By Chas. G. Atkins.

A—NOTES ON THE SPECIES.

1.—NOMENCLATURE.

There are in the State of Maine four lake systems known to be inhabited by fresh-water (or "land-locked") salmon, namely the systems of Sebago Lake, of Sebec Lake, of Union River, and of the Saint Croix River. Specimens from the Saint Croix have been critically examined by Dr. Suckley and placed by him in Dr. Girard's species, *Salmo sebago*, which latter was based on specimens from the Sebago region. A single specimen of the young of the Union River fish, examined by Dr. Girard, has served to connect the fish of that locality with those of the Sebago and Saint Criox. From this single specimen Dr. Girard erected the species *S. gloveri*, and many writers have, with what reason I cannot see, considered this name applicable to the Saint Croix fish; but Dr. Suckley pronounces *S. gloveri* to be synonymous with *S. sebago*, and would thus establish the identity of the fresh-water salmon from three of the systems named. I do not know that the result of any studies on the salmon of the Sebec waters has been published, but if Dr. Suckley's decision as to the specific identity of the other three varieties stands, doubtless the Sebec fish must go with them as constituting a fourth variety of the species *Salmo sebago*.

I think I am certainly warranted in speaking of the fresh-water salmon of the different localities as different varieties. My observation has been but superficial, to be sure, but I have examined and handled a large number of specimens from the Sebago and Saint Croix waters, and quite a number from Sebec, and the apparent differences among them have been quite marked. Of these three, the Schoodic and Sebec fish are much alike, agreeing very well in size (not an important point) and differing in general appearance less than the Schoodic and Sebago fish. The latter is far the largest of the three, and bears, at the spawning season, when only I have seen it, a much stronger resemblance than either of the others to the sea-going species, *Salmo salar*. The salmon of Union River I have never seen, but from descriptions received, conclude that they closely resemble those of the Sebago, being large, stout-built fish.

The term "land-locked salmon" by which these fish are generally known seems to imply that they are or have been at some time shut out from communication with the sea and thus forced to pass all their lives in fresh-water. There is, indeed, a very prevalent theory that the fresh-water and sea-going salmon were originally identical, and that the distinguishing characteristics of the fresh-water species are the result of a forced or voluntary residence in fresh water. However this may be, there is no evidence that the supposed change of habits—the abandonment of the seaward migrations—came about in any such way as the name "land-locked" implies. A natural impediment sufficient to shut in the salmon and prevent their reaching the sea may perhaps have occurred by some convulsion of nature during a former geological age, but not in the present. The artificial obstructions that man has erected, though sufficient to prevent fish ascending, have never constituted any serious obstacle to their descent. The alleged original discovery of the species in some of the localities in recent times does not rest on sufficient evidence.

2.—DISTRIBUTION AND HABITS OF SCHOODIC SALMON.

The operations detailed below had to do with the Schoodic variety, best designated as the "Schoodic salmon," inhabiting the lakes of the Saint Croix River.

In proportion to its size, the Saint Croix has a more extensive lake system than any other river on the Atlantic coast of the United States (the Saint Lawrence not included in the comparison). The most of the water passes through successive lakes, which serve as vast basins for the deposit of sediment, and is thereby purified to a remarkable degree.

The range of the Schoodic salmon was formerly through all parts of the main Saint Croix from tide-water upward. Once it was often caught at Salmon Falls, less than a mile above the flow of the tide, and various other places are pointed out on the lower part of the river where the sportsman of thirty or forty years ago could always find them at the proper season. It is only a few years since they were abundant at Princeton, the outlet of the western chain of lakes, and at Vanceborough, the outlet of the eastern chain. Latterly it has almost or quite disappeared from the main river, and is scarce at Princeton and at all points on the east branch. In many of the lesser lakes and streams of the region it has also become quite scarce within a few years. It is still found, however, in Big Lake occasionally, in West Musquash Stream and Lake, in Grand Lake and Stream, in Pocumpus Lake, in Sysladobsis* Lake and Stream, Sysladobsis-sis Lake (or Upper Sysladobsis), and the stream bearing the same name; also in Junior Lake and Stream, Scraggly Lake, and Pleasant Lake. All these waters are tributary to the

* The aboriginal name is pronounced Sich'-la-dob'-sis, the *ch* having a guttural sound as in German. The whites commonly shorten it to "Dobsis" or "Dobsy." Sysladobsis-sis means *Little Sysladobsis.*

west branch or Schoodic River. There are no facts at command relative to its distribution in the lakes of the east branch of the Saint Croix, except that it is now exceedingly scarce in all that region.

The proper home of the Schoodic salmon is in the lakes mentioned above. The streams are resorted to mainly for the purpose of reproduction, but to a very considerable extent for the purpose of feeding. There are two migrations yearly from the lakes to the streams. The first is the spring migration, performed for the sole purpose of feeding. The second is the fall migration, performed for the sole purpose of reproduction. The spring migration begins in May, is at its height in June, and ceases in August, either by the death of the migrated fish at the hand of the sportsman or by their return to the lakes. The fall migration begins in September, but takes place mostly in late October and early November, and ceases at the beginning of winter; such fish as may have survived returning then to the lakes.

These migrations do not answer very well to those of the sea-going salmon. The spring movement is indeed hardly entitled to the term "migration." The autumnal movement is well defined and complete, and answers to the only observed migration of sea-going salmon, yet it occupies much less time, is accompanied by a very limited abstinence from food, and involves no change of element like that from salt to fresh water.

The spring migration is not participated in by all the salmon, although probably all of them are at that season busily feeding. They are to be found in greater or lesser numbers in all parts of the lakes inhabited by them, and are taken by bait at the surface of the water. That is the season when insects are most abundant, and it is probably mainly the pursuit of these that attracts the salmon to the streams and to the surface of the water.

Though there appears to be reason to call the late spring and early summer the feeding season, it does not appear that it is exclusively so. There is no part of the year, with the possible exception of the spawning season, when it is impossible to catch salmon with a baited hook. Yet it would be too much to assert, in the present state of our knowledge on the subject, that all of them continue to feed through the late summer months, or even that feeding is general among them at that season. The retirement to the depths of the lakes in midsummer may indicate either a general cessation from feeding or merely a change of food, as that occurring in the deep waters would, most likely, be different from that found in the shallows.

Of the precise sort of food taken by the salmon, but little can be said for want of definite observations. It is the general belief that they feed largely on insects, and probably this is correct. They are also known to feed more or less on small fishes. There is a species of smelt in these lakes, attaining a maximum length of about four inches, which is pursued by the salmon. At various dates in February, March, and April

the smelts enter small tributary brooks to spawn, and the salmon are then taken around the mouths of the brooks and found to be gorged with smelts.

At the time of the spring migration, the salmon tha take part in it are generally in their highest physical condition, heavier (in proportion to their length, at least), and more active than at any other season. The sexes are not easily distinguished. Both are of a fine silvery color, white beneath, bluish or greenish gray above, with black spots on the sides and backs. Compared with sea-going salmon, they are only one-sixth or one-eighth as large, but in appearance and action the resemblance is very close. They are less fat and the flavor of the flesh is thought to be more delicate. By old salmon fishermen the fish is thought to bear a striking resemblance to the grilse or partly-grown salmon of Canadian rivers. In purely game qualities, probably this fish has no superior, and no equal among the salmonidæ of the United States. When in season, the fly is taken eagerly, and when hooked the fish fights fiercely, leaping repeatedly into the air to free itself. The average weight, at this season, of the fish frequenting Grand Lake Stream would, I think, be very near a pound and a half. Those of Dobsis Lake and of West Musquash Lake are somewhat larger, while those of Pleasant Lake are smaller.*

The approach of cool weather in September is the signal for the commencement of the autumn migration. In Grand Lake stream a very few fish are first seen in the stream, or reconnoitering the approaches to it, very early in the month. Their numbers slowly increase, and if their way is unobstructed, they pass down and soon occupy the whole length of the stream, feeding all the time when opportunity offers. They become daily more plenty until spawning begins, which is between October 20 and 31. Though many have by this date already sought the stream, there is still a larger number of spawners waiting their development in the lake, and not descending into the stream until their maturity is close at hand. The date of the spawning varies somewhat from year to year. In general, it may be said that the greater part of the fish spawn between November 1 and 10; but the operation goes on actively until the 15th, and a few fish are later still than that. In some seasons a large part of the spawn is believed to be laid during the last half of November. The phenomena thus far observed seem to indicate that warm weather hastens the spawning, and cold weather retards it. Thus, in 1875 more than half of the spawn obtained at Grand Lake stream was taken after November 23, while in 1876 not any was taken so late as that.

The migrations into Grand Lake stream are, in the main, downward movements from Grand Lake. It is not known whether any fish ascend

*The Union River and Sebago varieties attain a much larger size. In 1867 I observed the Sebago fish through the spawning season, and found the average weight of the males to be about five pounds, of the females a little more than three pounds; and single specimens have been taken weighing seventeen and a half pounds.

the stream from Big Lake or not. Probably they do, but not in large numbers; so little was expected from this source, that it has been entirely neglected in the spawn-gathering operations. In Dobsis stream, a similar state of things exists; nearly all the fish frequenting the stream for spawning, descend into it from Dobsis Lake; a very few ascending from Pocumpus Lake, and this, in spite of the fact that the head of the stream is obstructed by a dam which renders it very difficult for either old or young fish to return to the Dobsis Lake, while passage between the stream and Pocumpus Lake is quite unobstructed and easy. Whatever may be the cause, it appears that these fish when seeking spawning-ground are more likely to move down stream than up stream. It is supposed that they always enter streams to spawn unless shut out by some extraordinary obstruction; but this is not positively known to be the case.

The fish that earliest seek the stream at the approach of the spawning-season are mostly males. But as the season advances the females become more numerous, and of the whole number visiting the stream, the females have, during these two seasons, been in the decided majority. The sexes invariably consort in pairs, but it does not appear that the pairing takes place till the female is about to spawn.

The spot chosen by the pair for a spawning-bed is in a strong current of water, one or two feet deep, on a bottom of coarse gravel or small bowlders. The operation is generally performed at night, but has been often observed on a cloudy day and very rarely in sunshine. The two salmon lie on the bottom near each other, the male two or three feet farther down stream and a little to one side from the female. Occasionally the female turns upon her side and fans violently against the bottom with her tail, loosening up the gravel and moving it by the help of the current, a few inches down the stream, where it is deposited in the form of a small mound. In this mound the eggs are supposed to lie buried. The male is occupied most of the time in driving away rivals, chasing them off for a few feet and sometimes several rods, and returning from each sally to the exact position occupied before. Occasionally he is seen to approach close to the female, and lie for a few seconds by her side.

When spawning begins, the temperature of the water in the stream is about 47° F., but before the eggs are all laid it has cooled to below 40° F. During the winter, it varies but little from 33° F. The eggs are believed to hatch about the first of May.

B—SPAWN-GATHERING IN 1875

1.—GENERAL PLAN OF OPERATIONS.

None of the other breeding-grounds of the Schoodic River, and probably not all combined, are frequented by so many fresh-water salmon as those of Grand Lake stream. Here, then, of course, it was decided to

undertake the capture of fish and spawn. These grounds had been occupied for the same purpose several times before by sundry parties, and there existed, at a spring half a mile from the stream, the ruins of a small hatching-house built in 1869 by the States of Maine and Massachusetts. To avoid the expense of rebuilding the hatching-house and maintaining an establishment through the winter and spring, it was decided to arrange with the Dobsis Club to have the eggs cared for at their hatching-house, fifteen miles distant, no doubt being entertained of water communication remaining open until the close of the spawning-season.

Grand Lake stream receives the waters of Grand Lake and pours them into Big Lake. Its length is about two and a half miles, and its volume at a very low stage is about one hundred and thirty-eight cubic feet per second. Its water, as it comes from Grand Lake, is exceedingly pure. Its bed consists mostly of gravel and small bowlders. Its current is mostly rapid. There is a large extent of ground which was well adapted to spawning purposes until 1870, when a tannery was erected near the head of the stream, and from time immemorial the salmon of Grand Lake have come down into it in large numbers every autumn to lay their eggs. The outlet of the lake is now commanded by a dam, but it is of the sort known as a "driving dam," used for storing water for the purpose of assisting the driving of logs; the water is never allowed to flow over the top of the dam, but through spacious gates which admit the passage of fish to and fro at almost all times.

The very best place to catch the salmon is close to the outlet of the lake, as they first enter the stream. About two hundred feet below the dam is a stretch of gravelly shallows where a man can wade any time during the spawning-season quite across the stream. Here a net suspended on stakes was stretched diagonally across the stream, leading at its lower end into a set of inclosures (also of netting), constructed after the manner of fish-weirs, so that the fish could easily enter but could not escape. The nets used were all of a mesh too small to gill the fish. The largest inclosure was about seventy feet long and forty wide, and had about five feet of water in the deepest part. In this it was intended for the bulk of the fish to lie while awaiting maturity of the eggs. Various other smaller inclosures were to serve for assorting the fish, to separate those spawned from the immature, &c. A rough shed was built to shelter the working party. Overlooking the whole on the bank of the stream, a cottage was built to serve the purposes of work-shop, store-house, and lodging and boarding house.

The necessity of transporting the eggs fifteen miles and of caring for them (perhaps for a week or ten days), while awaiting shipment, and guarding against a possible interruption of communications, compelled me to devise a new piece of apparatus. I must have something that would receive the eggs and hold them securely, that could be placed in a running stream and admit a free passage of water through from side to

side, and that could be inclosed in a box and transported to Dobsis stream, without disturbing the eggs. All these conditions were fulfilled by a nest of wire-cloth trays inclosed in a frame of which the front and top swung open at pleasure, allowing the trays to be placed or removed, and which, when closed, held the trays firmly in place. The trays were placed one upon another, but by making the corners of extra thickness an open space one-eighth inch wide was secured on all four sides above each tray. This contrivance proved to be very useful both in the open stream and afterward in troughs of a hatching-house. For purpose of transporting eggs in case of land journeys trays bottomed with cotton flannel instead of wire-cloth were provided, but never brought into use.

2.—TAKING SPAWN.

The main net was put across the stream October 9. This prevented any of the salmon passing down after this date and getting out of our reach. The inclosures were not, however, put into shape to retain fish until October 28, it being thought better to allow them freedom as long as possible. After this date they collected rapidly, but as they passed without our interference into the large pound the number inclosed could not be accurately known until they were all seined out of that pound, which was not done until October 24. They appeared to come down in greatest numbers during the first week in November; but they continued to come until November 20.

The first indications of the maturity of the fish were observed October 28, when two partly-formed ridds (or nests) were found just above our nets. No attempt was, however, made to take spawn until November 6, when, out of forty-eight female fish examined, twenty-five were found ripe, and relieved of their eggs. The spawning proceeded from day to day rather slowly until November 20, when the total number of eggs obtained amounted to 550,000. On the 24th, we attacked the main pound where there remained quite a body of fish. We finished handling these on the 26th, and found among them twenty-nine unripe females. Severe weather prevented the completion of the spawning operations until December 8, at which late date two of the female fish still remained unripe. The total number of Schoodic salmon was 2,628, consisting of 1,055 males, 1,571 females, and 2 of unknown sex. The eggs obtained were estimated to amount to 1,077,500.

Uncommonly severe weather was experienced during this season. The ground began to freeze in October. Snow fell on eight days of November. On the 18th of November the temperature of the air fell to 13° F., and ice closed our communications with Dobsis stream while as yet but half our spawn was taken. November 23 the mercury fell to —3° F., and November 30 to —16° F. in the morning and —7° F. at midday. With such weather the working of nets and the handling of fish and spawn was far from being an easy task.

Finding that the route to Dobsis stream was closed, I was compelled to improvise a hatching-house out of the ruins of the old one at the spring referred to above. Fortunately we had an abundance of apparatus, and it being very compact, a single trough about twenty-five feet long was room enough for the half-million spawn which was to be deposited there.

Very few other fish than Schoodic salmon were taken in the pounds. The number of brook-trout (*Salmo fontinalis*) did not exceed a dozen; of togue (*Salmo toma*?) barely two were caught; of whitefish, ten; of eels, not exceeding half a dozen; of *Cyprinidæ* there were a good many suckers, and great numbers of chubs and shiners passed at will through our nets.

There was taken a single specimen of *Salmo salar*, a female of about thirteen pounds' weight; she yielded 10,000 eggs, which were impregnated with the milt of the Schoodic salmon; they developed well, hatched into vigorous fish, which were afterward deposited in Williams pond, in Bucksport.

3.—DISTRIBUTION OF THE EGGS.

The eggs at Grand Lake stream were divided early in February, 1876, and those at Dobsis stream in March. On measuring all the spawn, there were found to be 933,000 eggs. Of these, 265,000 were left to be hatched for Grand Lake stream (being 32,000 in excess of the proper quota of 25 per cent.). The remainder were divided among the several parties bearing the expense, namely, the Fishery Commission of the United States, of Connecticut, Massachusetts, Rhode Island, Vermont, and Wisconsin.

The share of the United States was 159,000, which were distributed as follows:

To Vermont	14,000
Connecticut	14,000
Pennsylvania	8,000
Virginia	4,000
Ohio	12,000
Michigan	18,000
Wisconsin	24,000
Minnesota	10,000
Iowa	10,000
Illinois	20,000
Tennessee	4,000
New York	11,000
Dominion of Canada	10,000
Total	159,000

C—SPAWN-GATHERING IN 1876.

1.—PREPARATIONS.

The impracticability of using the hatching-house of the Dobsis Club for the development of spawn taken at Grand Lake stream was sufficiently demonstrated by the experience of the previous year. The temporary hatching-house at the spring was therefore removed, and a better structure put in its place. The new house was 20 feet wide and 30 feet long, and allowing half its interior for stove-room, tables, working-room, &c., the remaining half afforded room for six troughs, each 22 feet long, one foot wide, and nine inches deep, which, when fitted with the compact apparatus devised and brought into use the preceding year, would accommodate, at the utmost, 2,400,000 eggs. I should have preferred to use the water of the stream as being, on the whole, preferable for fish-hatching, but no practicable site could be found, except we resorted to the expedient of raising the water artificially, which it was not deemed best to do.

There was no change of importance made in the details of the hatching apparatus nor in the fixtures and implements for catching and managing the fish and taking the spawn.

2.—TAKING FISH AND SPAWN.

In 1875, the nets had not been placed until the movement of fish into the stream had been going on several weeks, and consequently a good many of the fish had passed down below our fishing-ground, and therefore out of our reach. This year the precaution was taken to put in the main nets on September 20, only four days after the beginning of the close-season. By this means nearly or quite every fish that would come into the stream was kept above our nets, and but a small number escaped eventual capture.

Notwithstanding this husbanding of our resources, however, the season was not destined to be so successful as the first had been. There was, undeniably, a great falling off in the number of fish seeking the stream, owing to some unknown cause that operated before the recent attempt to cultivate them.*

The inclosures were all completed October 24, and the capture of salmon then commenced. The precise date of the first spawning among the free fish in the open stream was not observed, but many pairs had been at work on the gravels before October 30, and it was at that date quite evident that the fish were spawning earlier than the previous year.

Taking spawn began November 6, when all the fish that had entered the pounds up to that date were examined and found to count 337, there

* Happily this was only a temporary depression. The next season (1877) shows a great increase over both 1875 and 1876.

being 132 males, 205 females. Of the females, 167 were ripe and full, 17 unripe, and 21 spent. The fish continued to come in until November 22, when it became evident that the run was at an end. All the females caught had yielded their eggs, and only spent-fish could now be caught. The whole number of fish taken was 1,021, there being 272 males and 749 females. The number of eggs secured from these fish (670 females yielding spawn) was 530,500, and 12,500 more were obtained from the neighboring West Musquash Lake, making a total of 543,000.

3.—DEVELOPMENT AND DISTRIBUTION.

The development of the eggs did not proceed with the usual success. Eighty-three thousand were rejected before distribution, and a portion of the remainder were injured in some unexplained manner, so that a very serious loss was experienced in their subsequent hatching.

The number divided was 460,000, of which 115,000 were retained for the benefit of Grand Lake stream; 145,000 were distributed on behalf of the United States commission, and 200,000 sent to Massachusetts and Connecticut.

The share of the United States was distributed as follows:

To Maine	8,000
Connecticut	10,000
Massachusetts	10,000
New Hampshire	10,000
New York (S. Green)	7,500
New York (F. Mather)	2,000
Maryland	7,500
Virginia	10,000
Tennessee	20,000
Ohio	4,000
Michigan	4,000
Illinois	10,000
Wisconsin	7,000
Iowa	10,000
Minnesota	20,000
California	5,000
Total	145,000

X.—OPERATIONS ON THE McCLOUD RIVER IN SALMON BREEDING, IN 1875.

By Livingston Stone.

A.—PREPARATION.

On the 16th of June I arrived at the McCloud River and found preparations already progressing. The shallow trays were changed to deep ones, and the troughs remodeled, so that the capacity of the hatching-apparatus reached a maximum limit of about 12,000,000 eggs. On the 8th day of August the river was virtually closed to the salmon, although there were still a few places where by great exertion a few smaller ones succeeded in getting by. On the 12th of August the obstruction of the river was complete. After this the salmon collected in great quantities in the river below the bridge, and, as it happened last year, occasionally made raids upon the bridge in vast numbers.

The bridge and dam having been completed, we proceeded to erect a flume from the wheel to the hatching-apparatus and to place the filtering-tank and the troughs for the eggs. Several new hatching-troughs were built; the trays and all the wood-work were covered with a fresh coating of asphaltum. A large double corral was built at the fishery for receiving the parent salmon from the seine, and things were made ready generally for the approach of the spawning-season.

B.—THE SALMON-EGGS.

1.—TAKING SPAWN.

Some of the salmon which were caught the first week of August had eggs so nearly ripe that it was generally predicted that the spawning-season would begin earlier than usual. But so regular is the course of nature in this particular that I felt quite confident that this season would be no exception to the common rule, in accordance with which the McCloud River salmon at this point begin to spawn about the 1st of September. My expectations were verified as the month of September approached, and the first ripe eggs which we obtained in any considerable quantity were taken on the 2d day of September. The salmon were at this time collected in vast quantities below the dam. There were so many that in a space of twenty yards wide by a hundred long I have counted one hundred salmon jumping out of the water within the space of a minute. When one reflects that this is at the rate of six

thousand an hour, an idea can be formed of the great number of fish collected there.

From these evidences of the abundance of salmon we naturally expected that when we came to haul the seine it would be pretty good fishing. We were not disappointed, and the first haul of the seine brought in, as nearly as could be estimated, 1,500, which, at an average weight of 20 pounds each, would make 30,000 pounds. The seine, of course, could not be hauled ashore, so after taking out a hundred or so to try them, the seine was reversed and the fish released.

As a natural consequence of the abundance of salmon the yield of salmon-eggs was unprecedented.

Last year, with a total of 6,000,000 for the season, we beat the world by two or three millions, but this year we took 50 per cent. more than last year. This great success, however, was not without its disadvantages, for the increased work of spawning came very hard on the men. To hold and spawn a 20 or 30 pound salmon is no slight task, and to spawn six tons of them a day is something that no one who has not tried it knows the severity of. The physical exertion required to hold the struggling and powerful fish, and to press out the eggs or milt, is very considerable. But this is not all. The men are wet from head to foot all day, and constantly exposed to scratches from the bony rays and cuts from the poisonous teeth of the male salmon. So serious a disadvantage is this latter circumstance that after two days' spawning the hands of the operators, and often their feet and other parts of their bodies, become very sore and painful. The stooping position in taking the eggs is very trying to the back. And the constant soaking of the limbs with cold water brings on rheumatism and a sense of great lassitude at night, all of which combine to make the taking of the spawn on a large scale an extremely severe and trying labor.

The handling of so many eggs also involves the employment of a great deal of help, and in this remote place it is difficult to obtain competent white workmen. To make matters worse, just at this time, the picking over of eggs comes on, the preparation of the immense amount of moss for packing the eggs, and the making of the packing-boxes, in consequence of which we were very short-handed during the month of September, though a large number of hands were employed.

In spite of all disadvantages, nearly 9,000,000 eggs were taken, the daily record being as follows:

Daily record of salmon-eggs taken at the McCloud fishery, California, 1875.

Date.	Number of eggs.	Date.	Number of eggs.	Date.	Number of eggs.	Date.	Number of eggs.
Aug. 31	59,400	Sept. 9	660,000	Sept. 16	397,650	Sept. 23	61,600
Sept. 2	243,100	10	599,500	17	352,000	24	.....
3	228,250	11	986,150	18	120,450	25	75,900
4	546,150	12	.....	19	8,250	26	.....
5	732,600	13	672,650	20	146,300	27	55,000
6	211,750	14	334,400	21	297,450		
7	754,500	15	364,650	22	92,400	Total..	8,629,300
8	629,200						

If necessary, I could have pushed the work so as to have taken 10,000,000 eggs, but I did not do this because it had not been made apparent that there would be a demand for so large a number. As it actually turned out, there were just enough eggs to fill the orders, besides having 2,000,000 to turn over to the California fish commission for California waters. Sixteen hundred and fifty thousand of these were hatched at the fishery and placed in the McCloud River.

The success in maturing the eggs was quite equal to the success experienced in taking them. Mr. Woodbury, who had special charge of the hatching-troughs, estimates that 4 per cent. only were lost in preparing the eggs for shipment. The condition of the eggs was exceptionally good. Nothing could be conceived more faultless than they appeared, and they were as healthy, in point of fact, as they seemed clean and wholesome in outward appearance.

The eye-spots showed in the first eggs on the 18th day of September, nineteen days after they were taken.

2.—Shipment of the eggs.

On the 29th of September the first shipment to the east was made. This lot was made up from eggs taken on the 6th, 7th, and 8th days of September, which were, consequently, twenty-one, twenty-two, and twenty-three days old, the eggs gathered previous to these dates, to the number of 2,500,000, having been reserved for California waters.

The first shipment was as follows:

To C. L. Ditman, Stillwater, Minn	200,000
To S. S. Watkins, Redwing, Minn	200,000
To B. F. Shaw, Anamosa, Iowa	300,000
To N. W. Clark, Northville, Mich	268,000

The second shipment was made on the 1st of October, and is as follows:

To A. Palmer, Boscobel, Wis	80,000
To N. W. Clark, Northville, Mich	480,000
To Geo. H. Jerome, Niles, Mich	800,000

The third shipment was made on the 4th of October, as follows:

To T. B. Ferguson, Baltimore, Md	560,000
James Duffy, Marietta, Pa	480,000
Mrs. Dr. J. H. Slack, Bloomsbury, N. J.	320,000

The fourth shipment was made on the 7th of October, as follows:

To Professor Ellzey, Christiansburg, Va	160,000
William B. Robertson, Lynchburg, Va	160,000
W. H. Cushman, Georgetown, Col	240,000
E. M. Lees, Westport, Conn	480,000
Waldo Hubbard, Truckee, Cal	240,000
Myron Green, Kern River, Cal	240,000

The fifth shipment was made on the 12th of October, as follows:

To N. W. Clark, Northville, Mich.	240,000
E. A. Brackett, Winchester, Mass.	80,000
Samuel Wilmot, Ontario, Canada	80,000
A. A. Reed, jr., Providence, R. I.	240,000
A. P. Rockwood, Salt Lake City, Utah	160,000
Dr. W. A. Pratt, Elgin, Ill.	80,000

Besides these, 50,000 eggs were sent to New Zealand, consigned to Charles Kaeding, San Francisco. There were also 80,000 eggs shipped to Seth Green, Rochester, N. Y., the 18th of October.

Before the earlier eggs were all sent off, those of the California reserve began to hatch, the first fish making its appearance the 4th day of October. The remaining eggs hatched out very rapidly, it being safe to say, I think, that in the latter part of October a hundred thousand salmon hatched every day.

Up to the time of the present writing, returns had been received from the first two lots. These read as follows:

From C. L. Ditman, Stillwater, Minn., who received 200,000 eggs:

"Salmon-eggs arrived in fine condition.—C. L. DITMAN."

From S. S. Watkins, Redwing, Minn., who received 200,000 eggs:

"Watkins got eggs in good order on sixth.—R. O. SWEENEY, Fish Comr."

From B. F. Shaw, Anamosa, Iowa, who received 300,000 eggs:

"The spawn arrived in fine condition.—B. F. SHAW. Per SLOCUM."

From N. W. Clark, Northville, Mich., who received 268,000 eggs:

"One lot of eggs arrived yesterday in good condition.—N. W. CLARK & Co."

From George H. Jerome, Niles, Mich., who received 800,000 eggs:

"Very little loss; eggs superior.—GEO. H. JEROME."

From N. W. Clark, Northville, Mich., who received 480,000 eggs:

"Last lot of eggs 4 per cent. loss.—N. W. CLARK & Co."

3.—LABOR AND COST OF THE EGGS.

The cost of taking and maturing these eggs was about $8,000. There were 8,170,000 impregnated eggs obtained, making the cost per thousand less than $1.

The following statistics may perhaps be interesting to the curious in such matters as showing what is involved in carrying on this work on so large a scale:

There were in bulk almost 100 bushels of salmon-eggs. To mature these eggs 1,200,000,000 foot-pounds of water were pumped from the river by the wheel-pump. It took 160 bushels of moss from Mount Shasta and over 800 yards of mosquito-bar to pack the eggs. When packed they filled 158 boxes 2 feet square by 6 inches deep. It took 79 crates, containing 2 boxes each, to hold the boxes of eggs. The whole lot of eggs sent East weighed, when packed, 20,000 pounds, and the express charges paid Wells, Fargo & Co. were about $3,000.

In carrying out this enterprise of procuring and shipping salmon-eggs there were the following trades represented by the party at the McCloud River:

1. Painter.
2. Plumber.
3. Blacksmith.
4. Tinman.
5. House-builder.
6. Cook.
7. Laundryman.
8. Seamstress.
9. Bridge-builder.
10. Fisherman.
11. Boat-builder.
12. Draughtsman.
13. Hunter.
14. Fish-culturist.
15. Tailor.
16. Teamster.
17. Gardener.
18. Dairyman.
19. Cooper.
20. Lumber-sawyer.
21. Farmer.
22. Bootmaker.
23. Upholsterer.
24. Mason.
25. Brewer.
26. Gunsmith.

4.—Summary of results.

The following table presents a summary of the results of the season's work:

Shipped to Massachusetts	80,000
Shipped to Connecticut	480,000
Shipped to Rhode Island	240,000
Shipped to New York	80,000
Shipped to New Jersey	320,000
Shipped to Pennsylvania	480,000
Shipped to Maryland	560,000
Shipped to Virginia	320,000
Shipped to Michigan	800,000
Shipped to Illinois	80,000
Shipped to Wisconsin	80,000
Shipped to Minnesota	400,000
Shipped to Iowa	300,000
Shipped to Colorado	240,000
Shipped to Utah	160,000
Shipped to Canada	80,000
Shipped to New Zealand	50,000
N. W. Clark, for the United States Fish Commission	1,000,000
For the State of California	500,000
Now hatching at this establishment for the Sacramento River and its tributaries	1,750,000
Total impregnated eggs taken	8,000,000

C—TABLES OF TEMPERATURE AND CONDITION OF EGGS.

Record of temperature at the United States Salmon-Breeding Establishment on the McCloud River, Shasta County, California.

Date.	Temperature of air.				Temperature of water.			Temperature of water in hatching-troughs.			Remarks.
		Shade.	Sun.								
	7 a. m.	3 p. m.	3 p. m.	7 p. m.	7 a. m.	3 p. m.	7 p. m.	7 a. m.	3 p. m.	7 p. m.	
June 18	66	88	103	66	54	59	58	.....	.....	.....	Clear.
19	62	80	100	62	55	60	59	.....	.....	.....	Do.
20	62	87	113	72	52	58	59	.....	.....	.....	Do.
21	68	92	120	74	52	60	59	.....	.....	.....	Do.
22	72	91	118	75	53	59	59	.....	.....	.....	Do.
23	62	91	111	78	55	61	61	.....	.....	.....	Do.
24	63	82	.....	76	53	62	60	.....	.....	.....	Cloudy.
25	64	92	126	82	55	60	60	.....	.....	.....	Clear.
26	71	97	120	84	55	62	62	.....	.....	.....	Do.
27	74	106	130	84	52	63	62	.....	.....	.....	Do.
28	76	104	126	82	56	64	63	.....	.....	.....	Do.
29	66	94	118	75	56	62	60	.....	.....	.....	Do.
30	62	94	121	76	56	62	62	.....	.....	.....	Do.
July 1	62	92	118	80	56	62	61	.....	.....	.....	Do.
2	72	92	117	83	56	61	61	.....	.....	.....	Do.
3	75	91	117	88	56	61	61	.....	.....	.....	Do.
4	63	95	122	83	55	61	62	.....	.....	.....	Do.
5	52	93	114	80	57	61	61	.....	.....	.....	Do.
6	60	96	120	82	55	63	62	.....	.....	.....	Do.
7	58	108	128	92	56	63	62	.....	.....	.....	Do.
8	62	106	120	80	56	63	62	.....	.....	.....	Do.
9	60	100	111	88	56	64	63	.....	.....	.....	Do.
10	64	97	114	91	57	64	63	.....	.....	.....	Do.
11	64	97	110	88	56	64	63	.....	.....	.....	Do.
12	52	96	103	86	56	62	62	.....	.....	.....	Do.
13	56	90	110	86	56	60	62	.....	.....	.....	Do.
14	50	94	106	86	56	62	62	.....	.....	.....	Do.
15	52	92	103	88	56	61	62	.....	.....	.....	Do.
16	56	89	103	89	56	62	62	.....	.....	.....	Do.
17	53	90	103	87	54	60	61	.....	.....	.....	Do.
18	54	92	106	80	56	62	62	.....	.....	.....	Do.
19	56	96	108	82	60	62	62	.....	.....	.....	Do.
20	60	96	115	82	56	64	63	.....	.....	.....	Do.
21	62	109	120	84	56	65	64	.....	.....	.....	Do.
22	60	110	153	88	58	62	63	.....	.....	.....	Cooked an egg in the sand.
23	60	115	149	87	56	64	64	.....	.....	.....	Do.
24	61	102	115	84	58	64	64	.....	.....	.....	Do.
25	68	100	112	85	56	64	65	.....	.....	.....	Do.
26	64	93	108	88	56	63	63	.....	.....	.....	Clear.
27	57	100	117	86	56	62	63	.....	.....	.....	Do.
28	59	94	112	84	56	63	64	.....	.....	.....	Do.
29	65	95	111	86	57	63	63	.....	.....	.....	Do.
30	56	94	110	82	56	64	63	.....	.....	.....	Do.
31	60	93	111	78	56	63	63	.....	.....	.....	Do.
Aug. 1	62	93	105	85	56	64	64	.....	.....	.....	Do.
2	65	92	98	78	57	61	61	.....	.....	.....	Do.
3	65	90	94	72	56	60	60	.....	.....	.....	Do.
4	56	92	98	73	54	62	62	.....	.....	.....	Do.
5	55	94	117	75	55	62	62	.....	.....	.....	Do.
6	52	92	105	75	55	61	61	.....	.....	.....	Do.
7	52	94	115	85	56	60	61	.....	.....	.....	Do.
8	63	104	117	86	56	64	63	.....	.....	.....	Do.
9	64	109	120	75	56	63	63	.....	.....	.....	Do.
10	67	96	.....	78	56	59	60	.....	.....	.....	Cloudy.
11	63	99	117	80	56	60	61	.....	.....	.....	Clear.
12	57	99	110	75	56	62	62	.....	.....	.....	Do.
13	60	100	112	75	56	61	61	.....	.....	.....	Do.
14	60	101	115	76	56	62	62	.....	.....	.....	Do.
15	60	94	.....	77	56	62	62	.....	.....	.....	Cloudy.
16	56	95	108	77	55	60	60	.....	.....	.....	Clear.
17	53	101	115	79	56	61	61	.....	.....	.....	Do.
Aug. 18	59	98	108	77	56	60	60	.....	.....	.....	Do.
19	56	99	107	75	56	61	61	.....	.....	.....	Do.
20	55	102	110	75	55	61	61	.....	.....	.....	Do.
21	59	102	117	76	56	60	60	.....	.....	.....	Do.
22	60	94	112	75	56	60	60	.....	.....	.....	Do.
23	67	97	109	77	56	61	61	.....	.....	.....	Do.
24	72	96	114	77	56	62	61	.....	.....	.....	Do.

Record of temperature at the United States Salmon-Breeding Establishment, &c.—Continued

Date.	Temperature of air.				Temperature of water.			Temperature of water in hatching-troughs.			Remarks.
	7 a. m.	Shade. 3 p. m.	Sun. 3 p. m.	7 p. m.	7 a. m.	3 p. m.	7 p. m.	7 a. m.	3 p. m.	7 p. m.	
Aug. 25	74	94	110	74	56	61	60	.....	.....	.....	Clear.
26	60	94	110	74	55	61	61	.....	.....	.....	Do.
27	61	95	111	75	56	62	61	.....	.....	.....	Do.
28	54	85	94	70	53	58	58	.....	.....	.....	Do.
29	58	80	92	68	54	58	58	.....	.....	.....	Do.
30	50	86	92	69	54	57	57	.....	.....	.....	Do.
31	58	78	89	68	54	56	56	.....	.....	.....	Do.
Sept. 1	56	83	92	64	52	58	57	.....	.....	.....	Do.
2	58	87	99	66	53	58	58	.....	.....	.....	Do.
3	48	89	99	66	52	58	58	.....	.....	.....	Do.
4	45	87	99	64	52	57	57	.....	.....	.....	Do.
5	44	87	100	67	51	57	57	51	57	59	Do.
6	47	88	100	66	52	57	57	47	66	60	Do.
7	52	89	101	67	52	58	58	49	68	60	Do.
8	44	86	100	66	50	59	59	50	66	60	Do.
9	44	83	96	64	50	58	58	50	57	60	Do.
10	42	85	104	64	50	55	58	50	58	60	Do.
11	48	82	92	60	50	57	57	49	56	57	Do.
12	53	82	98	64	50	57	57	49	58	55	Do.
13	50	92	108	64	50	58	58	50	56	58	Do.
14	52	99	110	65	50	56	56	50	56	56	Do.
15	58	84	.....	64	50	56	56	50	56	56	Cloudy.
16	54	86	106	64	51	56	57	50	57	56	Clear.
17	54	94	110	65	50	57	57	50	57	57	Do.
18	51	95	108	69	50	57	58	50	58	57	Do.
19	59	96	108	72	51	58	58	51	57	58	Do.
20	70	88	104	74	52	56	57	52	58	57	Do.
21	60	94	108	63	52	58	57	53	56	58	Do.
22	49	88	106	64	51	56	55½	52	56	56	Do.
23	50	86	103	60	51	56	56	51	56	56	Do.
24	52	94	104	60	51	57	57	50	56	56	Do.
25	48	89	104	60	50	56	56	50	55	56	Do.
26	47	88	100	60	51	55	56	50	54	56	Do.
27	47	82	98	60	50	54	55	49	55	56	Do.
28	45	92	100	61	49	54	55	50	55	55	Do.
29	50	94	102	60	49	55	55	50	55	55	Do.
30	50	92	104	60	50	55	55	49	56	56	Do.
Oct. 1	44	84	92	60	49	54	54	49	56	55	Do.
2	42	80	92	59	50	54	54	50	54	54	Do.
3	45	80	92	60	50	53	53	50	53	54	Do.
4	43	82	94	61	49	54	54	49	53	53	Do.
5	50	92	104	62	50	54	54	50	54	54	Do.
6	51	94	102	61	50	54	54	50	54	54	Do.
7	61	96	110	64	50	52	54	50	52	52	Do.
8	59	100	118	65	50	53	52	50	53	53	Do.
9	60	101	120	65	50	54	53	50	54	54	Do.
10	55	73	.....	58	50	53	54	50	54	54	Cloudy.
11	52	82	97	61	50	54	53	50	54	53	Clear.
12	50	91	102	60	50	54	54	50	54	54	Do.
13	50	92	108	60	49	53	64	49	54	53	Do.
14	54	92	109	61	50	53	54	50	54	54	Do.
15	52	91	100	62	50	54	53	50	55	54	Do.
16	49	87	100	61	50	54	54	49	53	52	Do.
17	52	84	.....	60	50	54	54	49	54	53	Cloudy.
18	56	84	99	62	50	54	54	50	54	54	Clear.
19	54	84	90	63	50	54	54	50	53	53	Do.

Table showing the time of packing and shipment of the salmon eggs.

Box.	Date when taken.	Date when shipped.	Condition of advancement.	Hour when packed.	How box was kept after packing.	Temperature of air when packed.	Date when packed.	Outer packing.	Eggs consigned to—	Condition on arrival at destination as reported by consignees.
						°				
1	Sept. 6	Sept. 29	23 days old..	2 p. m.	Under a stream of water till packed in crates.	90	Sept. 28	Wet hay..	N. W. Clark, Michigan	Good.
2	Sept. 6	Sept. 29	...do	2 p. m.	...do	90	Sept. 28	...do	...do	Do.
3	Sept. 6	Sept. 29	...do	2 p. m.	...do	90	Sept. 28	...do	...do	Do.
4	Sept. 6	Sept. 29	...do	2½ p. m.	...do	82	Sept. 28	...do	...do	Do.
5	Sept. 6	Sept. 29	...do	2½ p. m.	...do	82	Sept. 28	...do	...do	Do.
6	Sept. 7	Sept. 29	22 days old..	2½ p. m.	...do	82	Sept. 28	...do	...do	Do.
7	Sept. 7	Sept. 29	...do	3 p. m.	...do	78	Sept. 28	...do	B. F. Shaw, Iowa	Fine.
8	Sept. 7	Sept. 29	...do	3 p. m.	...do	78	Sept. 28	...do	N. W. Clark, Michigan	Good.
9	Sept. 7	Sept. 29	...do	3 p. m.	...do	78	Sept. 28	...do	...do	Do.
10	Sept. 7	Sept. 29	...do	3½ p. m.	...do	78	Sept. 28	...do	B. F. Shaw, Iowa	Fine.
11	Sept. 7	Sept. 29	...do	3½ p. m.	...do	78	Sept. 28	...do	...do	Do.
12	Sept. 7	Sept. 29	...do	3½ p. m.	...do	78	Sept. 28	...do	...do	Do.
13	Sept. 7	Sept. 29	...do	4 p. m.	...do	76	Sept. 28	...do	...do	Do.
14	Sept. 7	Sept. 29	...do	4 p. m.	...do	76	Sept. 28	...do	C. L. Ditman, Minnesota	Do.
15	Sept. 7	Sept. 29	...do	4 p. m.	...do	76	Sept. 28	...do	...do	Do.
16	Sept. 7	Sept. 29	...do	9 a. m.	...do	65	Sept. 29	...do	S. S. Watkins, Minnesota	In good order.
17	Sept. 7	Sept. 29	...do	9 a. m.	...do	65	Sept. 29	...do	...do	Do.
18	Sept. 7	Sept. 29	...do	9 a. m.	...do	65	Sept. 29	...do	...do	Do.
19	Sept. 8	Sept. 29	21 days old..	9½ a. m.	...do	70	Sept. 29	...do	...do	Do.
20	Sept. 8	Sept. 29	...do	9½ a. m.	...do	70	Sept. 29	...do	C. L. Ditman, Minnesota	Fine.
21	Sept. 8	Sept. 29	...do	9½ a. m.	...do	70	Sept. 29	...do	...do	Do.
22	Sept. 8	Sept. 29	...do	10 a. m.	...do	75	Sept. 29	...do	...do	Do.
23	Sept. 8	Sept. 29	...do	10 a. m.	...do	75	Sept. 29	...do	S. S. Watkins, Minnesota	In good order.
24	Sept. 8	Sept. 29	...do	10 a. m.	...do	75	Sept. 29	...do	B. F. Shaw, Iowa	Fine.
25	Sept. 8	Sept. 29	...do	10½ a. m.	...do	80	Sept. 29	...do	...do	Do.
26	Sept. 8	Sept. 29	...do	10½ a. m.	...do	80	Sept. 29	...do	...do	Do.
27	Sept. 8	Oct. 1	23 days old..	2½ p. m.	...do	90	Sept. 30	Straw	G. H. Jerome, Michigan	Superior.
28	Sept. 8	Oct. 1	...do	2½ p. m.	...do	90	Sept. 30	...do	...do	Do.
29	Sept. 8	Oct. 1	...do	2½ p. m.	...do	90	Sept. 30	...do	...do	Do.
30	Sept. 8	Oct. 1	...do	3 p. m.	...do	88	Sept. 30	Wet hay..	N. W. Clark, Michigan	4 per cent. loss.
31	Sept. 9	Oct. 1	22 days old..	3 p. m.	...do	88	Sept. 30	...do	...do	Do.
32	Sept. 9	Oct. 1	...do	3 p. m.	...do	88	Sept. 30	Straw	G. H. Jerome, Michigan	Superior.
33	Sept. 9	Oct. 1	...do	3½ p. m.	...do	86	Sept. 30	Leaves	...do	Do.
34	Sept. 9	Oct. 1	...do	3½ p. m.	...do	86	Sept. 30	...do	...do	Do.
35	Sept. 9	Oct. 1	...do	3½ p. m.	...do	86	Sept. 30	Wet hay..	N. W. Clark, Michigan	4 per cent. loss.
36	Sept. 9	Oct. 1	...do	4 p. m.	...do	80	Sept. 30	...do	...do	Do.
37	Sept. 9	Oct. 1	...do	4 p. m.	...do	80	Sept. 30	Straw	...do	Do.
38	Sept. 9	Oct. 1	...do	4 p. m.	...do	80	Sept. 30	...do	...do	Do.

39	Sept. 9	Oct. 1	22 days old..	4½ p. m.	Under a stream of water till packed in crates.	
40	Sept. 9	Oct. 1	....do	4½ p. m.	.....do	
41	Sept. 9	Oct. 1	... do	4½ p. m.	.....do	
42	Sept. 9	Oct. 1	....do	7 a. m.	.....do	
43	Sept. 9	Oct. 1	....do	7 a. m.	.....do	
44	Sept. 9	Oct. 1	....do	7 a. m.	.....do	
45	Sept. 9	Oct. 1	....do	7½ a. m	.....do	
46	Sept. 10	Oct. 1	21 days old...	7¾ a. m.	.....do	
47	Sept 10	Oct. 1	....do	7¾ a. m.	.....do	
48	Sept. 10	Oct. 1	....do	8½ a. m.	.....do	
49	Sept. 10	Oct. 1	....do	8½ a. m	.....do	
50	Sept. 10	Oct. 1	....do	8½ a. m	.....do	
51	Sept. 10	Oct. 1	....do	9 a. m	.....do	
52	Sept. 10	Oct. 1	...do	9 a. m	.....do	
53	Sept. 10	Oct. 1	....do	9 a. m	..... do	
54	Sept. 10	Oct. 1	....do	9½ a. m	.....do	
55	Sept. 10	Oct. 1	...do	9½ a. m	.....do	
56	Sept. 10	Oct. 1	...do	9½ a. m	.....do	
57	Sept. 10	Oct. 1	...do	10 a. m	.....do	
58	Sept. 10	Oct. 1	....do	10 a. m	.....do	
59	Sept. 11	Oct. 1	20 days old...	10 a. m	.....do	
60	Sept. 11	Oct. 1	....do	10½ a. m	.....do	
61	Sept. 11	Oct. 4	23 days old...	10½ a. m	.....do	
62	Sept. 11	Oct. 4	...do	10½ a. m	.....do	
63	Sept. 11	Oct. 4	....do	2½ p. m	.....do	
64	Sept. 11	Oct. 4	....do	3 p. m	.....do	
65	Sept. 11	Oct. 4	....do	3 p. m.	.....do	
66	Sept. 11	Oct. 4	....do	3 p. m	.....do	
67	Sept. 11	Oct. 4	....do	3½ p. m	.....do	
68	Sept. 11	Oct. 4	...do	3½ p. m	.....do	
69	Sept. 11	Oct. 4	....do	3½ p. m.	.....do	
70	Sept. 11	Oct. 4	...do	4 p. m	.....do	
71	Sept. 11	Oct. 4	...do	4 p. m	.....do	
72	Sept. 11	Oct. 4	...do	4 p. m	.....do	
73	Sept. 11	Oct. 4	....do	4½ p. m	.....do	
74	Sept. 11	Oct. 4	...do	4½ p. m.	.....do	
75	Sept. 11	Oct. 4	....do	4½ p. m	.....do	
76	Sept. 11	Oct. 4	....do	5 p. m	.....do	
77	Sept. 11	Oct. 4	....do	5 p. m	.....do	
78	Sept. 11	Oct. 4	....do	5 p. m	.....do	
79	Sept. 13	Oct. 4	21 days old...	5½ p. m	.....do	
80	Sept. 13	Oct. 4	....do	5½ p. m	.....do	
81	Sept. 13	Oct. 4	...do	5½ p. m	.....do	
82	Sept. 13	Oct. 4	...do	8 a. m	.....do	
83	Sept. 13	Oct. 4	...do	8 a. m	.....do	
84	Oct. 13	Oct. 4	21 days' old..	8 a. m	.....do	
85	Oct. 13	Oct. 4	...do	8 a. m	.....do	
86	Oct. 13	Oct. 4	...do	8½ a. m	.....do	

75	Sept. 30	Straw.....	G. H. Jerome, Michigan	Superior.
75	Sept. 30	....do	.....do	Do.
75	Sept. 30	Ferns.....	.....do	Do.
46	Oct. 1	....do	.....do	Do.
46	Oct. 1	Straw.....	.....do	Do.
46	Oct. 1	...do	.....do	Do.
50	Oct. 1	...do	N. W. Clark, Michigan	4 per cent. loss.
50	Oct. 1	....do	.....do	Do.
50	Oct. 1	...do	G. H. Jerome, Michigan.....	Superior.
54	Oct. 1	...do	.....do	Do.
54	Oct. 1	...do	N. W. Clark, Michigan	4 per cent. loss.
54	Oct. 1	... do	.....do	Do.
58	Oct. 1	....do	.....do	Do.
58	Oct. 1	....do	.....do	Do.
58	Oct. 1	.. do	G. H. Jerome, Michigan	Superior.
65	Oct. 1	... do	.....do	Do.
65	Oct. 1	....do	.....do	Do.
65	Oct. 1	....do	.....do	Do.
68	Oct. 1	..do	.....do	Do.
68	Oct. 1	....do	.....do	Do
68	Oct. 1	... do	A. Palmer, Wisconsin	Splendid order.
70	Oct. 1	do	....do	Do.
78	Oct. 3	Ferns.....	James Duffy, Pennsylvania ...	Remarkable success; 1 per cent. loss.
78	Oct. 3	...do	.....do	Do.
78	Oct. 3	...do	.....do	Do.
80	Oct. 3	....do	.....do	Do.
80	Oct. 3	....do	.....do	Do.
80	Oct. 3	...do	.....do	Do.
80	Oct. 3	... do	Mrs. J. H. Slack, New Jersey..	Apparently very nice.
80	Oct. 3	...do	.....do	Do.
80	Oct. 3	....do	James Duffy, Pennsylvania ...	Remarkable success; 1 per cent. loss.
79	Oct. 3	....do	.....do	Do.
79	Oct. 3	....do	.....do	Do.
79	Oct. 3	...do	.....do	Do.
76	Oct. 3	....do	Mrs. J. H. Slack, New Jersey ..	Apparently very nice.
76	Oct. 3	....do	..... do	Do.
76	Oct. 3	....do	James Duffy, Pennsylvania ...	Remarkable success; 1 per cent. loss.
70	Oct. 3	....do	.....do	Do.
70	Oct. 3	....do	Mrs. J. H. Slack, New Jersey..	Apparently very nice.
70	Oct. 3	... do	.....do	Do.
66	Oct. 3	Straw.....	.....do	Do.
66	Oct. 3	....do	.....do	Do.
66	Oct. 3	Ferns.....	T. B. Ferguson, Maryland	Beautiful condition; could not be better.
50	Oct. 4	....do	.....do	Do.
50	Oct. 4	....do	.....do	Do.
50	Oct. 4	Ferns.....	T. B. Ferguson, Maryland.....	Beautiful condition; could not be better.
56	Oct. 4	Straw.....	.....do	Do.
56	Oct. 4	....do	.....do	Do.

Table showing the time of packing and shipment of the salmon eggs—Continued.

Box.	Date when taken.	Date when shipped.	Condition of advancement.	Hour when packed.	How box was kept after packing.	Temperature of air when packed.	Date when packed.	Outer packing.	Eggs consigned to—	Condition on arrival at destination as reported by consignees.
87	Oct. 13	Oct. 4	21 days olds.	8½ a. m.	Under a stream of water till packed in crates.	66	Oct. 4	Straw.....	T. B. Ferguson, Maryland.....	Beautiful condition; could not be better.
88	Oct. 13	Oct. 4	....do.....	8½ a. m.	.....do.....	68	Oct. 4	....do.....	.....do.....	Do.
89	Oct. 13	Oct. 4	....do.....	9 a. m.	.....do.....	68	Oct. 4	Ferns.....	.....do.....	Do.
90	Oct. 13	Oct. 4	....do.....	9 a. m	.....do.....	68	Oct. 4	....do.....	.....do.....	Do.
91	Oct. 14	Oct. 4	20 days old...	9 a. m	.....do.....	72	Oct. 4	....do.....	.....do.....	Do.
92	Oct. 14	Oct. 4	...do.....	9½ a. m	.....do.....	72	Oct. 4	....do.....	.....do.....	Do.
93	Oct. 14	Oct. 4	...do.....	9½ a. m	.....do.....	72	Oct. 4	....do.....	.....do.....	Do.
94	Oct. 14	Oct. 4	...do.....	9½ a. m	.....do.....	73	Oct. 4	....do.....	.....do.....	Do.
95	Oct. 14	Oct. 6	22 days old...	10 a. m	.....do.....	74	Oct. 6	....do.....	Charles Kaeding, for New Zealand.	Not heard from.
96	Oct. 14	Oct. 6	....do.....	10 a. m	.....do.....	74	Oct. 6	....do.....	.....do.....	Do.
97	Oct. 14	Oct. 7	23 days old...	2 p. m	.....do.....	92	Oct. 6	....do.....	Professor Ellzey, Virginia.....	In fine order.
98	Oct. 14	Oct. 7	...do.....	2 p. m	.....do.....	92	Oct. 6	....do.....	.....do.....	Do.
99	Oct. 14	Oct. 7	....do.....	2 p. m	.....do.....	92	Oct. 6	....do.....	W. B. Robertson, Virginia.....	Do.
100	Oct. 15	Oct. 7	...do.....	2½ p. m	.....do.....	90	Oct. 6	....do.....	.....do.....	Do.
101	Oct. 15	Oct. 7	...do.....	2½ p. m	.....do.....	90	Oct. 6	....do.....	Professor Ellzey, Virginia.....	Do.
102	Oct. 15	Oct. 7	....do.....	2½ p. m	.....do.....	90	Oct. 6	...do.....	.....do.....	Do.
103	Oct. 15	Oct. 7	....do.....	3 p. m	.....do.....	90	Oct. 6	....do.....	W. B. Robertson, Virginia.....	Do.
104	Oct. 15	Oct. 7	....do.....	3 p. m	.....do.....	90	Oct. 6	....do.....	.....do.....	Do.
105	Sept. 15	Oct. 7	...do.....	3 p. m	.....do.....	90	Oct. 6	....do.....	W. H. Cushman, Colorado.....	Good.
106	Sept. 15	Oct. 7	...do.....	3½ p. m	.....do.....	90	Oct. 6	....do.....	.....do.....	Do.
107	Sept. 16	Oct. 7	22 days old...	3½ p. m	.....do.....	90	Oct. 6	....do.....	E. M. Lees, Connecticut.....	Splendid; very few dead eggs.
108	Sept. 16	Oct. 7	...do.....	3½ p. m	.....do.....	90	Oct. 6	....do.....	.....do.....	Do.
109	Sept. 16	Oct. 7	...do.....	4 p. m	.....do.....	88	Oct. 6	....do.....	W. H. Cushman, Colorado.....	Good.
110	Sept. 16	Oct. 7	...do.....	4 p m	.....do.....	88	Oct. 6	....do.....	.....do.....	Do.
111	Sept. 16	Oct. 7	...do.....	4 p. m	.....do.....	88	Oct. 6	...do.....	.....do.....	Do.
112	Sept. 16	Oct. 7	...do.....	4½ p. m	.....do.....	82	Oct. 6	....do.....	.....do.....	Do.
113	Sept. 16	Oct. 7	...do.....	4½ p. m	.....do.....	82	Oct. 6	....do.....	E. M. Lees, Connecticut.....	Splendid; very few dead eggs.
114	Sept. 16	Oct. 7	...do.....	4½ p. m	.....do.....	82	Oct. 6	....do.....	.....do.....	Do.
115	Sept. 16	Oct. 7	...do.....	5 p. m	.....do.....	76	Oct. 6	....do.....	.....do.....	Do.
116	Sept. 16	Oct. 7	...do.....	5 p. m	.....do.....	76	Oct. 6	....do.....	.....do.....	Do.
117	Sept. 16	Oct. 7	...do.....	5 p. m	.....do.....	76	Oct. 6	....do.....	..... do.....	Do.
118	Sept. 16	Oct. 7	...do.....	5½ p. m	.....do.....	70	Oct. 6	....do.....	.....do.....	Do.
119	Sept. 16	Oct. 7	...do.....	5½ p m	.....do.....	70	Oct. 6	....do.....	.....do.....	Do.
120	Sept 16	Oct. 7	...do.....	5½ p. m	.....do.....	70	Oct. 6	....do.....	.....do.....	Do.
121	Sept. 16	Oct. 7	...do.....	5½ p. m	.....do.....	69	Oct. 6	....do.....	.....do.....	Do.
122	Sept. 16	Oct. 7	...do.....	8 a. m	.....do.....	58	Oct. 7	...do.....	.....do.....	Do.
123	Sept. 7	Oct. 7	30 days old...	8½ a. m	.....do.....	62	Oct. 7	....do.....	Myron Green, California.....	First rate.
124	Sept. 7	Oct. 7	...do.....	8½ a. m	.....do.....	62	Oct. 7	....do.....	.....do.....	Do.
125	Sept. 7	Oct. 7	....do.....	8½ a. m	.....do.....	62	Oct. 7	....do.....	.....do.....	Do.

126	Sept. 7	Oct. 7	30 days old..	9 a. m	Under a stream of water till packed in crates.	70	Oct. 7	Ferns.....	Waldo Hubbard, California ...	First rate.
127	Sept. 7	Oct. 7	...do	9 a. m.	.....do	70	Oct. 7	....do	.....do	Do.
128	Sept. 7	Oct. 7	....do	9 a. m	.....do	70	Oct. 7	....do	.....do	Do.
129	Sept. 7	Oct. 7	....do	9½ a. m	.....do	74	Oct. 7	.. .do	.....do	Do.
130	Sept. 7	Oct. 7	....do	9½ a. m	.....do	74	Oct. 7	....do	.....do	Do.
131	Sept. 7	Oct. 7	....do	9½ a. m.	.....do	74	Oct. 7	...do	.....do	Do.
132	Sept. 7	Oct. 7	....do	10 a. m.	.....do	79	Oct. 7	Leaves ..	Myron Green, California	Do.
133	Sept. 7	Oct. 7	...do	10 a. m	.....do	79	Oct. 7	...do	.....do	Do.
134	Sept. 4, 5	Oct. 7	32 and 33 d'ys old.	10 a. m	.....do	79	Oct. 7	.. do	.....do	Do.
135	Sept. 17	Oct. 12	25 days old...	11 a. m.	.....do	74	Oct. 11	Ferns....	N. W. Clark, Michigan	Not heard from.
136	Sept. 17	Oct. 12	....do	11 a. m	.....do	74	Oct. 11	.. do	....do	Do.
137	Sept. 17	Oct. 12	....do	11 a. m	.....do	74	Oct. 11	.. do	Samuel Wilmot, Canada	Very good.
138	Sept. 17	Oct. 12	....do	11½ a. m	.....do	76	Oct. 11	..do	.....do	Do.
139	Sept. 17	Oct. 12	....do	11½ a. m	.....do	76	Oct. 11	... do	N. W. Clark, Michigan	Not heard from.
140	Sept. 17	Oct. 12	....do	11½ a. m	.....do	76	Oct. 11	.. do	... do	Do.
141	Sept. 17	Oct. 12	...do	1½ p. m	.....do	86	Oct. 11	...do	A. P. Rockwood, Utah.....	2 per cent. loss.
142	Sept. 18	Oct. 12	24 days old...	1½ p. m	.....do	86	Oct. 11	...do	....do	Do.
143	Sept. 18 and 19.	Oct. 12	23 and 24 d'ys old.	1½ p. m	.....do	86	Oct. 11	...do	E. A. Brackett, Massachusetts	Good.
144	Sept. 20	Oct. 12	22 days old...	2 p. m.	.....do	86	Oct. 11	....do	.....do	Do.
145	Sept. 20	Oct. 12	....do	2 p. m	.....do	86	Oct. 11	...do	A. P. Rockwood, Utah.....	2 per cent. loss.
146	Sept. 20	Oct. 12	....do	2 p. m	.....do	86	Oct. 11	... do	.....do	Do.
147	Sept. 21	Oct. 12	21 days old...	2½ p. m	.....do	80	Oct. 11	...do ...	A. A. Reed, jr., Rhode Island..	Three days' delay *en route;* not good.
148	Sept. 21	Oct. 12	....do	2½ p. m	.....do	80	Oct. 11	....do	.....do	Do.
149	Sept. 21	Oct. 12	... do	2½ p. m	.....do	80	Oct. 11	Straw....	.....do	Do.
150	Sept. 22	Oct. 12	20 days old...	3½ p. m.	.....do	72	Oct. 11	....do	.....do	Do.
151	Sept. 22	Oct. 12	....do	3½ p. m	.....do	72	Oct. 11	.. do	.....do	Do.
152	Sept. 22	Oct. 12	...do	3½ p. m	.....do	72	Oct. 11	....do	.....do	Do.
153	Sept. 23	Oct. 12	19 days old...	8½ a. m	.....do	56	Oct. 12	Straw and ferns.	Dr. W. A. Pratt, Illinois.....	Excellent; not over 2 per cent. loss.
154	Sept. 23	Oct. 12	....do	8½ a. m.	.....do	56	Oct. 12	...do	.... do	Do.
155	Sept. 25	Oct. 12	17 days old...	9 a. m	.....do	59	Oct. 12	Ferns....	N. W. Clark, Michigan	Not heard from.
156	Sept. 25	Oct. 12	....do	9 a. m	.....do	59	Oct. 12	... do	.....do	Do.
157	Sept. 25	Oct. 18	23 days old...	11 a. m.	.....do	73	Oct. 18	Ferns and moss.	Seth Green, New York.....	Do.
158	Sept. 27	Oct. 18	....do	11 a. m	.....do	73	Oct. 18	....do	.....do	Do.

D—LIST OF NATURAL HISTORY COLLECTIONS.*

450. Salmon Lower Columbia River, Clifton, Oreg. Girth at tail, 6¼ inches; girth front of dorsal, 19¼ inches; length, 27¼ inches; weight, 14½ pounds. *Salmo quinnat;* Indian name, Quinnault. Female: Roe considerably advanced. Eggs about the size of mature trout-eggs. May 8, 1875.

451. Female salmon, Lower Columbia River, Clifton, Oreg. Girth at tail, 7⅝ inches; girth, 22½ inches; length, 36½ inches; weight, 26 pounds.

May 7, 1875. *Salmo quinnat;* Indian name, *Quinnault.* Spawn much more developed than No. 450. Roe nearly a foot long. Eggs nearly as large as Miramichi salmon-eggs when ripe.

452. Willamette River, Oregon City, Oreg. Female salmon. May 17, 1875. See notes on square-tailed salmon. Indian name, *Hwanig.*

453. Salmon, probably a grilse. The Dalles, Columbia River, Oreg., May 14, 1878. Indian names, Silverside, *Uöch*, *Onan.*

454. Same as 452.

455. Same as 453.

456. Lower Columbia River, Oregon. May 18, 1875. Salmon.

457. Trout. McCloud River, California, June 20, 1875.

458. Trout. McCloud River, California, June 21, 1875.

459. Brook-trout. Hunt's Creek, tributary of the Columbia River, Clifton, Oreg. One jar. May 8, 1875.

460. Smelts. One jar. Clifton, Oreg. Columbia River, March, 1874. See notes on smelts.

461. Chubs. Columbia River. Clifton, Oreg., May 9, 1875. One jar.

462. Trout. McCloud River, Cal., June 20, 1875.

463. Same as 462.

464. Same as 462.

465. Same as 462.

466. Same as 462.

467. Same as 462.

468. Same as 462.

469. Same as 462.

470. Same as 462.

471. Same as 462.

472. Same as 462.

473. Same as 462.

474. Same as 462.

475. Same as 462.

476. Male salmon-head, McCloud River, California, September, 1875.

477. Trout, McCloud River, August, 1875.

478. One jar McCloud River specimens containing: (*a*) Bat, October 1, 1875; (*b*) *Wye-dar-deek-it; Salmo spectabilis*, June, 1875; (*c*) two young salmon, September 21, 1875.

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* Alcoholic collection made for the Smithsonian Institution.

479. One bottle mud-fish, McCloud River, California, July, 1875.

480. One jar containing: (*a*) one trout, McCloud River, California, summer, 1875; (*b*) teeth *Salmo quinnat*, male, McCloud River, California, September, 1875.

481. Trout fry, McCloud River, California.

482. Skin and head of grilse caught in Merced Lake, near San Francisco, May 28, 1875. This grilse is from one of several thousand eggs taken at the McCloud River, in September, 1873, and afterward hatched and placed in Lake Merced. The grilse was consequently about nineteen months old.

484. One jar *Salmonidæ*, June, 1875, McCloud River, California.

485. One jar *Salmonidæ*, June, 1875, McCloud River, California.

486. Eel, McCloud River, California, September 30, 1875.

XI.—OPERATIONS ON THE McCLOUD RIVER ON SALMON-BREEDING IN 1876.

By Livingston Stone.

A—CONDITION OF THE STATION.

As soon as the condition of the roads permitted last spring, I proceeded to the McCloud River, arriving there on the 16th of March. I was particularly desirous to be at the river as early as possible, because the snows of the preceding winter had been unusually deep on the mountains, and a freshet of extraordinary volume was expected in the streams of Northern California as soon as the influence of the spring sun and rains began to be felt by the snow. The buildings at the United States Salmon-Breeding Station had been located with special reference to the fluctuations of the river, and were all placed above the highest traces of high water, but the winter was one of such unusual severity that I felt considerable alarm, notwithstanding the precautions that had been taken.

Our fears, however, proved to be wholly groundless, at least for this season, for although the Sacramento River, at Sacramento City, was higher than ever before within the experience of white men, and in consequence did a vast deal of damage, the McCloud River did not rise as high as usual. This was owing, without doubt, to the absence of any long-continued rains and the consequent gradual disappearance of the snow from the effect of the sun's heat, only. It was an interesting fact that I might mention here, that during the spring an extremely hot day was always followed during the next day by very roily and usually a lower temperature in the river. This effect was caused, as might be expected, by the melting snows on very hot days, swelling the tributary streams to such an extent as to make them turbid and at the same time colder, and the next morning these results were apparent in the main stream at the fishery, which was 70 miles below the sources of the river. I had left Mr. Myron Green in charge of the fishery during the winter, and I found everything on my arrival in good order. Still there was a good deal to be done in making desirable improvements and in getting ready for the season's work, as, for instance, painting and whitewashing the buildings, constructing fences, getting in the season's supply of fuel and the like, which, thanks to the appropriation made by Congress in the summer of 1876, we were enabled to accomplish.

On the 25th of March there was an eclipse of the sun, and it was a matter of great astonishment to the Indians that we were able to predict the day and hour, and even minute of its occurrence. A considerable number of Indians assembled at the fishery about the time of the expected eclipse, and were extremely pleased with the facility with which they could see the sun through the pieces of smoked glass which I had provided, and through which they watched the progress of the eclipse with great interest and patience. When the eclipse was at its culmination a large otter came out of the water just in front of the house, under the impression, we supposed, that night was approaching.

During their visit we had a good many jokes with the Indians about their theory of the eclipse, which is that a "weemah" or grizzly bear comes and eats up the sun.

B—CONTROVERSY REGARDING OWNERSHIP OF FISHERY.

From this time till the 1st of July nothing specially worth mentioning occurred except the controversy which sprang up between our next neighbor and ourselves concerning the right of fishing at a certain ground on the river.

The facts in the case are these: In the spring and summer of 1872, in the fall of which year I first began work for the United States Fish Commission on the McCloud River, a Mr. Leschinsky and son came over from Shasta to fish for salmon in the river with a seine. They cleared a place for hauling the seine, caught a considerable number of fish at intervals, and returned to Shasta in the fall. The first season, supposing from the representations of Mr. Leschinsky that the fishing-rights belonged to him, I paid him something for the use of the ground, but the next year I ascertained that the fishing-rights on these unsurveyed lands were free to all, and consequently proceeded to draw my seine also on the river without paying any toll for it. This led to a very exciting collision, in which some violence was resorted to on both sides, though no deadly weapons were used. After the first night of my fishing there, no disturbance occurred, and as I had the law on my side no legal complications followed, and Mr. Leschinsky seemed to accept the situation for the time.

On the 9th of December, 1875, however, the President of the United States made a reservation of a tract of land on the McCloud River, including the place where the United States Fish Commission buildings were located, and also the disputed fishery ground.

In the mean time Mr. Leschinsky had entered at the land office a claim to 160 acres of land on the river, also including, as the President's reservation did, the fishery buildings and the fishing-ground in question.

This, of course, opened the controversy afresh on a new basis, and on my arrival at the reservation this spring (1876) Mr. Leschinsky claimed that the land, the fishing-grounds, and fishing-rights all belonged to him, and that the United States Government and its agents had no right to fish there.

Fortified, however, by the President's action in the matter, I proceeded to fish on the fishery-ground as usual, to which Mr. Leschinsky yielded a reluctant compliance, owing to our superior numbers. I was advised to proceed farther and to stop him from fishing within the limits of the reservation, that being now set aside for the exclusive use of the United States. I did not, however, attempt to do this, because that would enable Mr. Leschinsky to bring a personal action against myself and a claim for damages, which was the very thing he wanted to do. This continued for some time, until one evening, when the men went down to fish without me, Mr. Leschinsky told them they could not fish there, and sent them all back again empty-handed, The next evening, taking a sufficient force with me to carry out my purpose, I fished there again, and made known my determination to continue fishing through the season, which resolution I was enabled to carry out, as before, by virtue of superior numbers.

The affair now took the following shape: Mr. Leschinsky could not prevent me from fishing there because he was not strong enough, and I would not prevent him from fishing there because that would lead to a troublesome suit at law. So we both continued to draw our seines over the same fishing-ground, neither interfering with the other, and everything going on very quietly till our dam for obstructing the ascent of the parent salmon was finished and our supply of both for the spawning season began to collect below. Then a new phase of the matter presented itself; and it was this: If Mr. Leschinsky continued to fish, as he actually did, he would obviously catch out all our spawning salmon and we could get no salmon-eggs, and the whole season's work would end in a failure. The spawning season was very near at hand—indeed it was within a week of it—and still as fast as our salmon collected below the dam Mr. Leschinsky caught them out and salted them down or sold them in Shasta. It was now painfully evident that a crisis must be forced or the United States Fish Commission would get very few salmon-eggs on the McCloud this season. Not knowing exactly what to do, I rode over to the nearest point where a copy of the State laws could be found to consult the statute. To my surprise and great gratification I found in the statute a clause making it illegal to extend a seine more than one-third across any river in the State at any time. Of course this disposed of Mr. Leschinsky's case at once. He not only could not reach our spawning salmon now without violating the law, but he had actually incurred a penalty every time he had made a regular haul of the seine all summer.

He was now left no alternative but to stop fishing, which he did immediately, and we had no more trouble in collecting and catching the parent salmon which were to furnish the season's supply of salmon-eggs.

The controversy as to the fishing-rights and the title to the land remains just where it was in the summer. The documents bearing upon it may be found appended to this report. The United States Fish Com-

mission has offered Mr. Leschinsky a fair reimbursement for the labor he has expended on the fishing-ground if he will vacate; but he has declined, and the whole subject has been placed in the hands of the United States Attorney-General, though at the present time nothing has been done toward an adjustment or a legal decision in the matter.

C—BEGINNING OF THE SEASON.

The necessary work having been done to put the place in order for the summer, everything was ready to begin the regular work of the season except the appropriation by Congress providing funds for the season's operations. This appropriation is included in the sundry civil appropriation bill, the passage of which was delayed to a late day. As it was not safe to incur any expense at the fishery till the fate of the fish-culture bill was determined, there was nothing left for us to do but to wait until Congress had taken action in the matter. Week after week passed, however, and the season became so far advanced that at last it became absolutely necessary to begin preparations for the spawning season of the salmon or give up the year's work altogether. It was rather a difficult question to settle. To begin work without the certainty of any appropriation being made to cover the cost was not a desirable thing to do. Neither was it a desirable or agreeable thing to let the year go by without accomplishing anything. Yet one or the other must be done. After a careful consideration of the case, I resolved, if the bill had not passed when the 1st of July came, to wait no longer, but to begin work and take the risk of reimbursement. Accordingly, on the 1st of July, though, as is well known, the sundry civil appropriation bill was still a subject of conference between the two houses of Congress, I began operations at the United States salmon fishery on the McCloud River.

The most important things to be done, were (1) The construction of the bridge and dam across the river to prevent the parent salmon from passing the fishery on their ascent of the river; (2) the placing of a large current-wheel on the river to pump up the water for the hatching-house; and (3) the erection of a new, large, and prominent building for a hatching-house.

I went to work at all of these simultaneously, as there was no time to spare, and the work must be driven ahead at all points, in order to have everything ready for the spawning of the salmon.

The bridge and dam were constructed on exactly the same principles as in previous years, the bridge being formed of heavy timbers resting on hollow triangular piers of logs filled with rocks, and the dam being made of poles resting against the upper side of the bridge. The current is so very powerful on the McCloud, and the volume of water so great, that the building of the bridge and dam is always attended with a good deal of difficulty, but the experience of former years was of great service in accomplishing this labor, and helped very much to

facilitate the work of this year. It helped us also by the use of various expedients to make the dam more salmon-proof than ever before, so that I think it is quite safe to say that, after it was wholly completed, not a single salmon of any considerable size got by it till we allowed them to. The credit of making the dam so secure this year is mainly due to the efforts of Mr. Myron Green, who has been with me in California several years. I ought to add here, perhaps, that the spring rains make such a resistless torrent of this mountain stream, that it carries everything before it, and renders it necessary to build a new bridge and dam every season. The same cause makes it necessary to put up a new current-wheel every year for pumping up the water. In putting up this wheel this season I made some considerable changes. Hitherto the wheel was required merely to lift the water high enough to fill the hatching-troughs on the bar below high-water mark, where the hatching-tents formerly stood. This year, however, as I contemplated placing a new and permanent hatching building above high-water mark, it became necessary, under the proposed arrangement, to lift the water nearly ten feet higher than before. To accomplish this, I erected a 17-foot wheel 40 rods or so farther up the river, where a favorable place was found with a powerful current. The main difficulty here was to place in position the piers for the standards to rest upon, but this being accomplished, the rest of the work of building the wheel and conveying the flume to the site of the hatching-house was easily managed.

The location which I selected for the hatching-house was a flat, just behind our larger main dwelling-house, and about a dozen rods from the wheel. It was so covered with brush and rocks that it appeared at first to be rather an unpromising place for a building, but after being cleared and graded, it proved to be the best spot we could have found for it. The house was built 100 feet long and 24 feet wide. The frame was made of heavy 8-inch timbers, resting on solid posts of oak, and is a very substantial structure. The wheel sends the water through a flume to the filtering-tanks at the upper end of the building, whence it is conveyed in the usual manner to the hatching-troughs. The hatching apparatus is the same used last year, namely, the Williamson troughs, with the deep wire baskets described in last year's report. I ought to add here that the wire basket gave the same perfect satisfaction that they did the year before. They are unquestionably the best thing known for maturing salmon-eggs on a large scale. Of the utmost simplicity in construction, they are more easily handled and will hatch more eggs with less cost, less loss, less room, and less labor than any other hatching apparatus in use.

From the 1st of July, when we began operations, to the 22d of August, when the salmon began to spawn, work was very driving at the fishery, and was sufficient to keep a dozen or more hands employed. Our work crowded us all the more, from the fact that in the middle of July there occurred an exceedingly heated term of nine days, during which the

thermometer recorded an average of 110° in the shade, and about 130° in the sun, where most of the work was going on. This was too trying for the hardiest of our party, and brought them down one after another, till almost our entire camp was converted into a hospital. It was so hot, that in some parts of California birds dropped down dead from the trees and men and horses fell dead in the fields, and it was no wonder that our men could not remain at their work in the sun beyond a limited space at a time, or that nine successive days of this heat put us all on the sick-list. No lasting injury was sustained by any one at the fishery on account of the heat, but the temporary sickness and delay it caused put back our plans somewhat, and made it necessary to push the work the more vigorously when good working days returned.

With the exception, however, of this drawback, occasioned by the heat, things progressed very favorably, and by the time the salmon were ready to spawn the bridge and dam were completed, the wheel was pumping up the water very vigorously, the hatching-house was ready, the roads were put in order for the wagons, the large corral for the spawners was finished, the spawning-shanty erected, and everything ready for the salmon.

It was a very peculiar circumstance, which ought not to pass without mention, that the salmon spawned ten days earlier than they did the year before. The moon was also ten days earlier than it was last year. This opens the subject which scientists scoff at so much in these days, concerning the influence of the moon on terrestrial affairs. Without expressing an opinion on the subject here, I will merely say that from the time of our first arrival on the McCloud the Indians have uniformly said that the salmon would begin spawning with the September moon, and thus far the salmon invariably have.

D—TAKING THE SALMON EGGS.

The first eggs were taken on the 22d of August. They came on very slowly at first; so slowly, indeed, that we began to fear that we should not do more than half a season's work. There were also less fish than usual in the seining-hole below the dam, which added to our discouragement. Our fears, however, proved entirely groundless; for although there were less fish to start with than in previous years, they kept coming up the river steadily every day, and constantly renewed their numbers, so that it was no matter how many we took out on any stated day, there were always as many or more on the fishing-ground the next day. This constant renewing of the supply continued even till we stopped taking the eggs, and I think if it had been necessary we could have taken a third more than we did.

I have adopted the practice now of offering the men a reward, if, in taking the salmon eggs, they will in any one day beat the best day's work done the year before. The reward was offered this year as usual, and I selected the 4th of September as the time for "putting in their

big day," as they call it. They commenced work as early as possible, and although it rained in torrents all day, they had before night taken and placed in the troughs over a million eggs, beating the "big day" of the previous year by about a hundred thousand, and taking more salmon eggs than were ever taken before in the world in one day. It is true the appended table giving the daily returns of eggs states 930,000 as the number taken on September 4, but this is because in placing the eggs in the troughs we undercount by about 10 per cent. to allow for waste, and to make sure of having full measure when the eggs are packed to send off. Any one who has had much to do with handling fish-eggs will appreciate the value of this precaution. By the 8th of September we had enough eggs for distribution in this country, and consequently stopped taking on that day, though I made arrangements for taking another lot on the 16th and 17th of September for New Zealand, it being necessary to take the New Zealand eggs on those days in order to have them of just the right age to ship by the Australian steamer, which was to sail from San Francisco on the 10th of October. On these two days we took 630,300 more, making 7,498,500 in all, according to our count, which, as before mentioned, was considerably below the actual number.

In the actual process of taking the eggs we made some improvements over previous years, the chief of which were securing a uniformity of temperature for the eggs in their earlier development, and a greater regularity in the time of attending to the various manipulations of the eggs. To accomplish these results two long troughs were placed in the spawning-shanty, with compartments just large enough for admitting one spawning-pan in each, and a clock was hung upon the wall. The trough was kept filled with fresh water from the river, which thus insured an even temperature for all the pans which were placed in it. As soon as a pan of eggs was taken, the time was noted and recorded, and exactly four minutes afterward the water was added to the pan, and in exactly an hour the eggs were washed and sent to the hatching-house. The result of this case showed a great improvement in the vitality of the eggs, the loss in taking them being much less than in previous years.

I tried another innovation this year, which perhaps deserves the name of an improvement, and which consisted in taking a pailful of eggs at a time. For instance, a half dozen men would be ready with their spawning-fish, and would, as rapidly as possible, take the eggs of all their fish in one pail. If everything is ready, so that there is no delay, five or six fish can be spawned in this way with safety. By this method the eggs can be taken in larger bulk, and perhaps some time can be saved by it, though I do not consider it a very great improvement over the old plan of taking the eggs of one fish in each pan, which is a pretty satisfactory way after all.

During the first few days of the spawning season, while we were in

doubt whether there would be enough parent fish to supply the required amount of eggs, I detailed a number of men to go down the river below the fishing-grounds and drive the salmon out of the holes and off the rapids, where they had collected, with the hope that they would ascend the river to the seining-grounds and increase the supply of spawning-fish. The ruse was very successful, and every day's work at scaring out the salmon below resulted in a very perceptible increase of spawners at the fishing-ground. This led to the idea that it would a desirable thing to clear a second fishing-ground below the present one, and to work the new one in connection with the old one, the effect of which would be to cause the fish to collect on one ground while the fishing was going on at the other, which would of course very much facilitate the capturing of the parent salmon. This idea presented itself to me with so much force and so favorably that I immediately set at work to carry it into execution. The place selected as the most favorable for the purpose was the first large hole below the old fishing-ground, and about eighty rods distant from it. I put five or six men upon the job of clearing this ground with a Spanish windlass and two cables of inch and ¾-inch rope each; but so ponderous and obstinate were the snags and logs which had to be removed, that, after a week's work, almost the only results were two parted cables and a half a dozen swollen heads and bruised limbs, the effect of accidents in working this powerful windlass against so much resistance. This undertaking, however, was not abandoned, and before the fishery was closed for the season the new fishing-ground was tolerably well cleared, and in a condition, I think, to be safely swept with the seine next spring. This labor, although it has cost severe and dangerous exertion and a good deal of money, will, I hope, be worth in future seasons all it has cost.

The eggs having been secured, the next thing was to find help to take care of them. In the northern Atlantic States, where the salmon eggs are two or three months maturing for shipment, as at the Penobscot River station in Maine, it is not such a great labor to look after the eggs and pick out the dead ones; but in California, where the whole year's supply, say seven or eight millions, mature in less than twenty days, it is a work that requires a great deal of attention and a great many hands. The best help for doing this I have found to be the more careful class of Indian women. These women, accustomed to patient and monotonous labor, are unusually adapted to the work and give excellent satisfaction. Many, especially the younger and more frivolous ones, I have found it necessary to discharge, but there are some who work faithfully and patiently at it, whose work could not be surpassed. The patient habits which their native education has given them, together with their dexterity and delicacy of touch, especially fit them for this kind of labor.

E—THE SHIPMENT OF EGGS AND HATCHING THE SURPLUS.

So short is the time at the McCloud station between taking the eggs and shipping them, that they were hardly in the hatching-troughs before we were preparing to pack and send them off. As is well known to those who have kept track of the labor of the United States Fish Commission on the McCloud River, the only available moss for packing the salmon-eggs is found in the spring-brooks which head in Mount Shasta. This moss is not by any means abundant, and the extensive draught which we have made on the supply for the last five years has so reduced it that this year we had to go seven miles farther than usual in order to get enough for our purposes. It has always been a good deal of an undertaking to collect the moss, and from the cause just mentioned was made still more so this year. I obtained a large quantity, however, but still not quite enough to pack the eggs with. The deficiency was supplied by the river moss, as we call it there, which is found on the rocks on the river-banks in shady places, anywhere very near the water. In ordinarily dry seasons this is not available, as it is dried up and worthless; but this year, fortunately, there was so much rain during the summer that we were able to find a very considerable quantity of it which was suitable for packing.

Hitherto the salmon-eggs have always been sent to their eastern destination by express. The suggestion has often presented itself, however, that they might possibly be shipped at a much less expense by means of a car provided with a sufficient complement of ice, and taken along with the overland express trains. Notwithstanding the many difficulties that stood in the way of carrying out this suggestion, I nevertheless decided to attempt the undertaking, and accordingly arranged with the Central Pacific Railroad Company to have a large fruit-car at Redding, our nearest railway station, on the 21st of September, loaded with four tons of ice. On the same day that the car arrived at Redding we commenced packing the eggs at the McCloud Fishery. Strange as it now seems, it was once considered a good day's work to pack and ship 80,000 eggs in a day, as Mr. Atkins, of the Penobscot Salmon Breeding Station, can testify; but my men, by long experience in their work, had acquired such dexterity and method, that on the first morning we packed four hundred thousand eggs in an hour and a half. One of the dangers of not making the refrigerator-car a success was the supposed impracticability of packing a full load for a car in a sufficiently short space of time. For instance, at the rate of 80,000 a day, it would take fifty days to pack 4,000,000, in the course of which all of them would not only be hatched, but would be ready to feed. The extraordinary dispatch with which our first lot of eggs was packed removed all doubts concerning our ability to get a full car-load packed within the required time.

During the rest of the week, however, we continued packing the eggs as they were required, sending three or four wagon-loads each day to the car at Redding, where Mr. Green was detailed to superintend the

loading into the car. The last wagons left the Fishery on Sunday noon, September 24. At midnight of Sunday the eggs were all in the car and everything ready for a start. Soon after this the car was attached to the train, and the salmon-eggs were on their way to their distant destinations. Thinking that, as this was the first experiment in transporting the eggs in a refrigerator-car, it was more important that I should go with them than to remain at the fishery, I accompanied the train that took the car.

No one who has not gone on such an expedition can know the amount of trouble that conductors and other railroad officials can cause a man who has charge of it. But without enlarging on this topic, which might, however, be made to fill a small book, I will say that at Sacramento, where I received every attention from the Central Pacific officials, I took on four more tons of ice, which was furnished by the Pacific Ice Company at half their usual rates, and I left on the eastern-bound train for Chicago at 3 p. m. on the 25th of September. Although extremely hot at Sacramento, the air soon became cooler as we ascended the Sierra Nevada. The ice in the car kept the eggs cool, and lasted till my arrival at Chicago. We arrived here with the eggs in fine order at 3.45 in the afternoon of Saturday, September 30. This being the most convenient distributing point for the eggs, I left the car at Chicago and forwarded the eggs from there by express. I had previously telegraphed to the United States Express Company to meet the car on arrival with men, teams, and ice, for receiving the crates of eggs and forwarding them on the 5.15 p. m. trains east.

I take pleasure in saying that the United States Express Company was fully up to the emergency, and although there was only an hour and a half to spare, most of the eastern-bound eggs were started on their journey that afternoon.

Unfortunately, from unforeseen circumstances, a portion of the eggs had to stay in Chicago till the next Monday evening, when they also were shipped to their destinations. The two days that the eggs were at Chicago were, however, fortunately, very cold, and they suffered no damage, and all arrived at their destinations in surprisingly good order, as will be seen by reference to the table *b*, which gives the number, destination, and condition on arrival of each consignment.

The work at the McCloud Fishery was left on my departure in charge of Mr. Myron Green. This was no trifling responsibility, as it involved the shipping of the New Zealand eggs, and the balance due at eastern points, the taking to pieces of the bridge and dam, the shoring up of the piers for the winter, the general packing up and getting ready for the rainy season, the hatching and distributing of nearly 2,000,000 salmon for the State of California, and various other work. Everything, however, appears to have been well attended to.

The California eggs were hatched out in fine condition. On the 7th and 8th of October the New Zealand and Sandwich Island eggs, to the

number of 400,000, were sent to the Australian steamer, and the remaining eggs for destinations in this country were forwarded. The bridge was taken to pieces, the piers were shored up for the winter, and the other work was going on well when a disaster occurred which it was not within the scope of human foresight to avoid. A terrible storm of rain came on, the river rose to an unnatural height for this season of the year, and with the tremendous force which it acquired when swollen, it swept away the splendid 17-foot wheel, foundations and all, which pumps up the water into the hatching-house. There was no avoiding this calamity. It was necessary to keep the wheel in its place at this period, in order to supply water to the immense number of young salmon in the hatching-house, and no human power could hold it there against the almost irresistible force of the McCloud River at its height. The wheel, as I said, was torn to pieces, with its solid foundations, and swept down the river. Before the absence of the water was felt, however, by the young salmon in the hatching-house, Mr. Green removed them to the river and saved them. It was the wish and the intention of the California fish commission, who paid for the hatching of the fish, to have them kept in the hatching-house till they were more mature; but I think I shall find indorsement from most fish-culturists when I say that the young fish are about as safe when they are placed in the turbid waters of a freshet, where they cannot be seen by the larger fish that prey upon them till they have hidden themselves under rocks and snags, as they are when they are placed at a more advanced stage in the clear water of the river, with the disadvantage of having lost a large part of their natural caution and shyness from having lived so long in the artificial troughs in absolute freedom from all their natural enemies. When the wheel is rebuilt, I am inclined to think that it will be better to support it on boats that will rise and fall with the water than on stationary piers. Lumber costs so much in that section that it will be rather an expensive undertaking, but will be an economical one, I think, in the long run, especially as this plan will secure irrigation of the ground about the buildings all the year round, and pave the way for a vineyard, fruit-orchard, and vegetable garden at the fishery in subsequent years.

F—FOREIGN DEMAND FOR SALMON-EGGS.

The foreign demand for salmon-eggs from the McCloud Fishery promises to be a marked peculiarity of this station in the immediate future. Australia, New Zealand, the Sandwich Islands, and South America have appeared as applicants for eggs from this source. It is true Australia had received all its salmon-ova before last year from Great Britain, but the shipments from that country have been so expensive and so hazardous, and have been attended with such disastrous results that in future the Australians will, without doubt, look for their supply of salmon-eggs to California, which furnishes a source of supply so much nearer home. This is more likely to occur because a consignment of eggs from the

McCloud River, sent by the United States Fish Commission last year, and intended for New Zealand, having been left in Australia for want of sufficient ice to take them to their destination, opened in good order, were hatched out by the Australians, and the young salmon placed successfully in the Australian rivers. New Zealand applied for a few hundred thousand this year, but will probably want next year nearly as many millions. The Sandwich Islands have begun with 30,000 eggs, but will, without doubt, increase their application in future to hundreds of thousands. No eggs have yet been sent to South America, but the government of Chili has expressed a desire for some, and as soon as the political disturbances there admit of moving in this direction a large number of salmon-eggs will probably be wanted for Chili. To illustrate the changes that have taken place in the last few years in the world's supply of salmon-eggs, I will mention the striking fact that five years ago the United States paid the Canadians $40 a thousand, in gold, for salmon-eggs, and now the United States Fish Commission is sending salmon-eggs from California to the British colonies of the Pacific for 50 cents a thousand, being a reduction of price in the ratio of 80 to 1.

G—THE ESTABLISHMENT OF NEW STATIONS.

Salmon-breeding on the Pacific coast has, up to this time, been confined to the McCloud River station, in Shasta County, California, but it is quite possible that the United States Fish Commission will be required to enlarge its sphere of usefulness on this coast and establish branch stations for salmon-breeding both on the San Joaquin River and the Columbia River. A station on the San Joaquin seems to be called for, because we now know from actual observations that the San Joaquin salmon, in ascending the river to spawn, go through water having a very high temperature compared with all other known salmon-rivers in the world. This has led to the very reasonable supposition that San Joaquin salmon may be made to flourish in the Atlantic rivers of the Southern States, which have hitherto contained no fish of the salmon family. The mere possibility of such an important result being attainable seems to make it worth while to operate on the San Joaquin River in obtaining salmon-ova, at least long enough to stock some of the Southern Atlantic rivers, and fairly test the question whether this variety of salmon can be made to live and thrive there. I would strongly recommend that the attempt be made as soon as circumstances permit.

On the Columbia River, a salmon-breeding station is called for to enable the river to sustain the enormous draughts which are made upon its salmon-supply by the canneries established on that river. It is estimated that 40,000,000 pounds of salmon were canned or cured on the Columbia this season (1876). It will, indeed, be a wonderful river if it can stand an annual draught on its resources of this magnitude. The general anticipation is that the river, prolific as it is in salmon, will not be equal to the occasion, and that artificial propagation must be resorted

to to keep up the supply. It is more than probable that this will be done, in which event it is likely that the funds will be provided by contributions from the canning-companies on the river, and that the work will be done by the United States Fish Commission. It will be seen by the tables appended to this report that the work of the United States Fish Commission this year on the McCloud River in California has been very successful. It has been, also, without doubt, every year a great public service. It depends, it is true, for its continuance on appropriations made by Congress, but every thousand dollars expended by the people in this work is returned to them tenfold, or, perhaps, one-hundred-fold, in the increase of the food-fishes of the country.

H—TABLES EXHIBITING THE WORK AND OBSERVATIONS.

To illustrate what has been done at the McCloud station by the United States Fish Commission, I give below a tabular statement of the daily number of salmon-eggs taken at the fishery for the last three seasons:

TABLE I.—*Daily record of salmon-eggs taken at the United States salmon-breeding establishment, McCloud River, Redding, California*, 1874, 1875, 1876.

Date.	Eggs taken each day.	Date.	Eggs taken each day.	Date.	Eggs taken each day.	Date.	Eggs taken each day.
1874.		1874.		1874.		1874.	
Aug. 31	82, 200	Sept. 8	453, 000	Sept. 16	390, 000	Sept. 24	129, 000
Sept. 1	25, 800	9	252, 600	17	364, 000	25	.....
2	120, 900	10	304, 000	18	252, 000	26	210, 000
3	102, 500	11	170, 000	19	290, 000	27	126, 000
4	.....	12	234, 500	20	217 000	28	.....
5	290, 400	13	218, 500	21	126, 000	29	77, 000
6	234, 600	14	322, 000	22	172, 000		
7	.....	15	457, 000	23	126, 500	Total ...	5, 752, 500

Date.	Number of eggs.	Date.	Number of eggs.	Date.	Number of eggs.	Date.	Number of eggs.
1875.		1875.		1876.		1876.	
Aug. 31	59, 400	Sept. 15	364, 650	Aug. 22	396, 000	Sept. 6	243, 100
Sept. 1	.....	16	397, 650	23	130, 350	7	.....
2	243, 100	17	352, 000	24	205, 425	8	774, 400
3	228, 250	18	120, 450	25	169, 125	16	300, 300
4	546 150	19	8, 250	26	234, 300	17	330, 000
5	732, 600	20	146, 300	27	175, 550		
6	211, 750	21	297, 450	28	255, 750	Total ...	7, 498, 500
7	754, 500	22	92, 400	29	271, 425		
8	629, 200	23	61, 600	30	371, 525		
9	660, 000	24	.....	31	460, 900		
10	599, 500	25	75, 900	Sept. 1	722, 700		
11	986, 150	26	.....	2	595, 650		
12	.....	27	55, 000	3	249, 150		
13	672, 650			4	1, 030, 425		
14	334, 400	Total ...	8, 629, 300	5	737, 825		

TABLE II.—*Statement of salmon-eggs distributed from the United States salmon-breeding station in California during the season of* 1876.

Date of shipment.	Consignee.	Number of eggs.	Condition on arrival as reported by the parties receiving the eggs.
1876.			
Sept. 21	Professor Baird, Centennial Grounds, Philadelphia, Pa.	5,000	"Fair."
24	State Hatching-House, Madison, Wis	100,000	"Came nicely."
24	Dr. W. A. Pratt, Elgin, Ill	150,000	Not heard from.
24	A. P. Rockwood, Salt Lake City, Utah	50,000	"Nine-tenths of 1 per cent. loss."
24	Lewis C. Starkel, Belleville, Ill	100,000	"In excellent order."
24	F. N. Clark, Northville, Mich	500,000	"Two and one-quarter per cent. dead."
24	Pack Thomas, Louisville, Ky	200,000	"Two and three-quarters per cent. dead."
24	T. B. Ferguson, Baltimore, Md	1,000,000	"Better condition than last year."
24	Dr. R. O. Sweeny, Saint Paul, Minn	300,000	"In fine condition."
24	E. M. Lees, Westport, Conn	500,000	"Less than 2 per cent. dead."
24	James Duffy, Marietta, Pa	400,000	"In fine condition; very slight loss."
24	E. A. Brackett, Winchester, Mass	200,000	"In good condition."
24	S. P. Thompson, New Hope, Bucks County, Pa.	100,000	"Splendid order; less than 2 per cent. loss."
24	M. S. Rodgers, Knoxville, Tenn	100,000	"Less than 1 per cent. loss."
24	S. Wilmot, Ontario, Canada	10,000	Not heard from.
24	New York Aquarium, Thirty-fifth street and Broadway, New York.	50,000	"Fair condition."
24	Boston Aquarium, 13 West street, Boston, Mass.	10,000	"Arrived in the best condition."
24	Professor Baird, Centennial Grounds, Philadelphia, Pa.	10,000	"In good order."
27	Sportsman's Club, San Francisco, Cal	300,000	"In fine order."
Oct. 2	W. H. Cushman, Georgetown, Cal	300,000	Not heard from.
8	A. W. Bush, Honolulu, Sandwich Islands	30,000	Do.
8	Dr. James Hector, Wellington, New Zealand.	80,000	"Splendid condition."
8	Province of Hawke's Bay, New Zealand	80,000	Do.
8	Province of Auckland, New Zealand	80,000	Do.
8	Province of Canterbury, New Zealand	80,000	Do.
8	Maryanna, New Zealand	80,000	Do.
8	New York Aquarium, New York	40,000	"Splendid order."
8	T. B. Ferguson, Baltimore, Md	210,000	Not heard from.
18	Tributaries of the Sacramento, California	1,500,000	
	Total	6,565,000	

TABLE III.—*Record of eggs shipped from United States salmon fishery, McCloud River, California, season of* 1876.

No. of eggs.	No. of box.	Date when taken.	Time of packing.	Temperature of air.	Number of days advanced.	Time of shipment.	Destination.
				°			
50,000	1	August 31	September 21, 9 a. m.	64	21 days	September 22, 2.00 p. m.	State Hatching-House, Madison, Wis.
50,000	2	do	do	64	do	do	Do.
50,000	3	do	do	64	do	do	Dr. W. A. Pratt, Elgin, Ill.
50,000	4	do	do	64	do	do	Do.
50,000	5	do	September 21, 9.45 a. m.	65	do	do	Do.
50,000	6	do	do	65	do	do	A. P. Rockwood, Salt Lake City, Utah.
50,000	7	do	do	65	do	do	Lewis C. Starkel, Belleville, Ill.
50,000	8	do	do	65	do	do	Do.
50,000	9	September 1	September 21, 10.30 a. m.	68	20 days	do	F. N. Clark, Northville, Mich.
50,000	10	do	do	68	do	do	Do.
50,000	11	do	do	68	do	do	Do.
50,000	12	do	do	68	do	do	Do.
50,000	13	do	September 22, 9.05 a. m.	66	21 days	do	Do.
50,000	14	do	do	66	do	do	Do.
50,000	15	do	September 22, 9.10 a. m.	67	do	September 23, 3.30 p. m.	Do.
50,000	16	do	do	67	do	do	Do.
50,000	17	do	September 22, 9.45 a. m.	69	do	do	Do.
50,000	18	do	do	69	do	do	Do.
50,000	19	do	September 22, 9.50 a. m.	70	do	September 23, 2.00 p. m.	Pack Thomas, Louisville, Ky.
50,000	20	September 2	September 22, 9.55 a. m.	70	20 days	do	Do.
50,000	21	do	September 22, 10.20 a. m.	72	do	do	Do.
50,000	22	do	do	72	do	do	Do.
50,000	23	do	do	72	do	September 23, 3.30 a. m.	T. B. Ferguson, Baltimore, Md.
50,000	24	do	September 22, 10.30 a. m.	72	do	do	Do.
50,000	25	do	September 22, 10.50 a. m.	74	do	September 23, 1.00 p. m.	Do.
50,000	26	do	September 22, 10.55 a. m.	74	do	do	Do.
50,000	27	do	do	74	do	do	Do.
50,000	28	do	September 22, 11.00 a. m.	74	do	do	Do.
50,000	29	do	September 22, 11.25 a. m.	76	do	do	Do.
50,000	30	do	September 22, 11.30 a. m.	76	do	do	Do.
50,000	31	September 3	do	76	19 days	September 23, 2.00 p. m.	Do.
50,000	32	do	September 22, 11.35 a. m.	76	do	do	Do.
50,000	33	do	September 22, 11.55 a. m.	76	do	September 23, 1.00 p. m.	Do.
50,000	34	do	September 22, 12.00 a. m.	76	do	do	Do.
50,000	35	do	September 23, 9.30 a. m.	73	20 days	September 23, 2.00 p. m.	Dr. R. O. Sweeny, Saint Paul, Minn.
50,000	36	do	September 23, 9.35 a. m.	73	do	do	Do.
50,000	37	September 4	September 23, 10.03 a. m.	73	19 days	do	Do.
50,000	38	do	September 23, 10.07 a. m.	76	do	do	Do.
50,000	39	do	do	76	do	September 23, 3.30 p. m.	Do.
50,000	40	do	do	76	do	do	Do.
50,000	41	do	September 23, 10.35 a. m.	76	do	do	T. B. Ferguson, Baltimore, Md.
50,000	42	do	do	78	do	do	Do.
50,000	43	do	do	78	do	do	Do.

TABLE III.—*Record of eggs shipped from United States salmon fishery, McCloud River, California, season of* 1876—Continued.

No. of eggs.	No. of box.	Date when taken.	Time of packing.	Temperature of air.	Number of days advanced.	Time of shipment.	Destination.
				°			
50,000	44	September 4	September 23, 10.35 a. m	78	19 days	September 23, 3.30 p. m	T. B. Ferguson, Baltimore, Md.
50,000	45	do	September 23, 1.58 p. m	84	do	do	Do.
50,000	46	do	September 23, 2.04 p. m	84	do	do	Do.
50,000	47	do	do	84	do	do	Do.
50,000	48	do	September 23, 2.22 p. m	85	do	do	Do.
50,000	49	do	September 23, 2.30 p. m	86	do	do	E. M. Lees, Westport, Conn.
50,000	50	do	September 23, 2.35 p. m	86	do	do	Do.
50,000	51	do	September 23, 2.37 p. m	86	do	do	Do.
50,000	52	do	September 23, 3.00 p. m	89	do	do	Do.
50,000	53	do	September 23, 3.14 p. m	90	do	do	Do.
50,000	54	do	do	90	do	September 24, 10.30 p. m	Do.
50,000	55	do	do	90	do	do	Do.
50,000	56	do	September 23, 3.25 p. m	90	do	do	Do.
50,000	57	September 5	do	90	18 days	do	Do.
50,000	58	do	September 23, 3.40 p. m	90	do	do	Do.
50,000	59	do	September 23, 4.00 p. m	90	do	do	James Duffy, Marietta, Pa.
50,000	60	do	September 23, 4.08 p. m	90	do	do	Do.
50,000	61	do	September 24, 9.35 a. m	77	19 days	do	Do.
50,000	62	do	do	77	do	do	Do.
50,000	63	do	September 24, 10.10 a. m	79	do	do	Do.
50,000	64	do	do	79	do	do	Do.
50,000	65	do	September 24, 10.30 a. m	80	do	do	Do.
50,000	66	do	September 24, 10.35 a. m	81	do	do	Do.
0,000	67	do	do	81	do	do	E. A. Brackett, Winchester, Mass.
50,000	68	do	September 24, 11.15 a. m	82	do	do	Do.
50,000	69	do	do	82	do	do	Do.
50,000	70	September 6	do	82	18 days	do	Do.
50,000	71	do	September 24, 11.45 a. m	84	do	do	James Thompson, Newhope, Bucks County, Pa.
50,000	72	do	do	84	do	do	Do.
50,000	73	do	September 24, 12.05 a. m	84	do	do	M. S. Rodgers, Knoxville, Tenn.
50,000	74	do	do	84	do	do	Do.
50,000	75	September 8	September 27, 9.35 a. m	78	19 days	September 27, 11.30 p. m	Sportsman's Club, San Francisco, Cal.
50,000	76	do	September 27, 9.30 a. m	78	do	do	Do.
50,000	77	do	do	78	do	do	Do.
50,000	78	do	September 27, 10.15 a. m	84	do	do	Do.
50,000	79	do	do	84	do	do	Do.
50,000	80	do	do	84	do	do	Do.
15,000	A	September 6	September 24, 9.00 a. m	74	18 days	September 24, 10.30 p. m	Professor Baird, Centennial Grounds, Philadelphia, Pa.
20,000	B	do	do	74	do	do	New York Aquarium, 35th street and Broadway, N. Y.
10,000	C	do	do	74	do	do	Boston Aquarium, 13 West street, Boston, Mass.
10,000	D	do	September 24, 9.30 a. m	76	do	do	S. Wilmot, Newcastle, Ontario, Canada.

TABLE IV.—*Memorandum of 50,000 California-salmon eggs, hatched for the West Jersey Game-Protective Society, at Ingham Spring trout-ponds, New Hope, Pa.*

1876.			Eggs.
October	5. Received per express		50,000
	6. Number of dead eggs when unpacked	1,000	
	7. Number of dead eggs when taken out	65	
	9. ....do	19	
	10. ....do	21	
	11. ....do	22	
	12. ....do	20	
	13. ....do	10	
	14. ....do	27	
	15. ....do	21	
	16. ....do	31	
	17. ....do	29	
	18. ....do	38	
	19. ....do	31	
	20. ....do	34	
	21. ....do	44	
	22. ....do	39	
	23. ....do	34	
	24. ....do	63	
	25. ....do	98	
	26. ....do	148	
	27. ....do	143	
	28. ....do	219	
	29. ....do	128	
	30. ....do	77	
	31. ....do	135	
November	1. Eggs all hatched		
	Total number of dead eggs		2,496
	Number of fish		47,504
November	2. Number of dead fish taken out	18	
	3. ....do	26	
	4. ....do	20	
	5. ....do	20	
	6. ....do	11	
	7. ....do	10	
	8. ....do	5	
	10. ....do	2	
	11. ....do	12	
	12. ....do	10	
	13. ....do	5	
	16. ....do	12	
	17. ....do	14	
	18. ....do	13	
	19. ....do	3	
	20. ....do	12	
	21. ....do	7	
	22. ....do	3	
	23. ....do	8	
	24. ....do	14	

1876.

November	25.	Number of dead fish taken out	12
	26.	....do	17
	27.	....do	28
	29.	....do	10
December	1.	....do	7
	2.	....do	5
	3.	....do	14
	4.	....do	21
	5.	....do	10
	6.	....do	12
	7.	....do	26
	8.	....do	12
	9.	....do	26
	10.	....do	34
	11.	....do	25
	13.	....do	5
	15.	....do	21
	16.	....do	28
	17.	....do	59
	18.	....do	37
	19.	....do	19
	20.	....do	71
	21.	....do	32
	22.	....do	36
	23.	....do	12
	24.	....do	14
	25.	....do	2
			820

Total number of fish delivered to the West Jersey Game-Protective Society 46,684

November 28. Delivered to agent, M. P. Bierce, first lot, 5 cans.
December 15. " " " second lot, 5 cans.
" 26. " " " third lot, 6 cans.
Total, 16 cans—containing 46,684 salmon.

Number of dead eggs unpacked	1,000
Number of eggs lost while hatching	1,496
Number of deformed fish	414
Number of fish died of sack-disease	406
Total loss	3,316

JAMES B. THOMPSON, JR.

NEW HOPE, BUCKS COUNTY, PA., *January* 4, 1877.

TABLE V.—*Record of weather, temperature of air, and temperature of water at United States salmon breeding establishment, McCloud River, California, for the season of* 1876.

Date.	Weather.	Air.				Water.		
		7 a. m.	3 p. m.		6 p. m.	7 a. m.	3 p. m.	6 p. m.
			Sun.	Shade.				
		°	°	°	°	°	°	°
Apr. 9	Rain; clear	47	80	57	47	47	48	47
10	Rain; light clouds	37	82	59	52	45	47	47
11	Clear	45	89	67	60	46	48	48
12	Clear	49	102	70	58	48	50	49
13	Cloudy	52	72	66	62	48	49	49
14	Light clouds	52	104	72	65	48	50	49
15	Clear	56	92	76	64	49	52	52
16	Light clouds	63	86	76	66	49	50	50
17	Cloudy a. m., rain p. m.	55	76	70	63	48	49	49
18	Light clouds	52	84	64	58	48	49	48
19	Light clouds	54	.....	.....	.....	46	49	48
20	Cloudy	52	73	64	61	47	48	48
21	Rain	54	.....	50	.....	48	48	48
22	Rain	52	70	55	55	48	48	48
23	Cloudy	52	70	60	58	47	48	48
24	Light clouds	58	76	68	62	48	49	49
25	Light clouds	55	88	70	.....	48	50	49
26	Cloudy	60	90	72	.....	50	50	49
27	Cloudy; fair	60	104	80	65	48	49	49
28	Rain	56	64	61	60	49	49	48
29	Cloudy	60	80	63	58	48	48	47
30	Fair	54	108	81	62	45	48	48
May 1	Light clouds	60	93	78	66	47	49	49
2	Light clouds; clear	51	101	74	70	48	50	50
3	Clear	56	114	87	68	48	50	50
4	Light clouds	54	108	81	70	48	50	50
5	Light clouds	46	112	84	72	48	50	50
6	Clear	54	118	90	70	48	50	.....
7	Clear	59	122	95	70	49	52	52
8	Clear	58	110	88	73	50	53	53
9	Cloudy; fair	62	108	86	69	50	51	51
10	Light clouds	55	110	86	72	50	52	52
11	Cloudy	60	86	80	70	50	53	53
12	Fine; light clouds	56	117	87	70	50	52	52
13	Cloudy	56	73	70	64	50	52	51
14	Fair	49	103	72	62	47	49	50
15	Fair	47	84	69	62	48	51	50
16	Fair	45	99	69	60	47	49	50
17	Fair	44	104	76	65	46	50	50
18	Fair	54	104	78	72	48	50	51
19	Windy and cloudy; snow on the hills.	49	71	69	63	49	52	52
20	Rainy, a. m.; fair, p. m.	44	79	63	55	48	49	50
21	Fair	47	86	70	62	47	50	50
22	Fair	58	105	80	64	49	52	52
23	Heavy wind and rain	54	87	60	55	50	52	52
24	Rainy	48	80	64	58	50	50	50
25	Fair	52	108	85	70	48	51	51
26	Fair	68	125	96	74	51	54	54
27	Fair	64	120	94	76	52	55	55
28	Fair	60	107	84	70	52	55	54
29	Cloudy	60	94	79	72	51	53	53
30	Fair	59	102	76	67	50	53	53
31	Fair	59	92	83	74	50	53	52
June 1	Cloudy; fair	72	104	84	75	52	55	55
2	Fair	68	122	96	77	52	55	55
3	Fair	72	119	96	78	53	56	56
4	Fair	69	107	90	74	54	56	56
5	Fair; rain	66	98	80	66	54	56	56
6	Fair	56	100	78	70	52	54	54
7	Clouds	59	94	80	74	52	54	54
8	Rainy	57	67	63	64	52	53	53
9	Cloudy	60	85	77	72	50	53	53
10	Fair	64	116	89	78	52	55	55
11	Fair	68	121	97	84	54	56	57
12	Fair	72	132	104	86	55	58	58
13	Fair	70	130	103	85	55	57	57
14	Fair	72	134	110	86	56	58	58
15	Fair	72	132	112	86	56	58	58
16	Fair	72	135	113	90	57	59	59
17	Fair	71	126	103	88	57	59	59
18	Fair	71	109	93	82	57	59	59
19	Fair; cloudy	70	109	86	75	56	58	58
20	Rain	63	91	73	70	56	56	56
21	Fair	64	106	84	76	54	56	57

Record of weather, temperature of air, &c.—Continued.

Date.	Weather.	Air.				Water.		
		7 a. m.	3 p. m.		6 p. m.	7 a. m.	3 p. m.	6 p. m.
			Sun.	Shade.				
		°	°	°	°	°	°	°
June 22	Fair	69	116	94	79	55	57	57
23	Fair	65	113	92	82	56	58	58
24		65				56		
25	Fair	70	114	100	86	56	59	58
26	Fair	78	118	102	88	57	60	60
27	Fair	80	128	109	90	58	61	60
28	Fair	74	125	107	88	58	62	61
29	Fair	76	132	111	89	59	61½	61
30	Fair	74	133	110	92	60	62	61½
July 1	Water roily	75	137	111	92	59	62	61½
2	Fair	75	132	108	90	58	62	62
3	Fair	72	135	109	94	60	63	62
4	Fair	75	132	111	92	60	63	62
5	Fair	73	119	158	92	59	62	62
6	A. m., cloudy; p. m., rain	66	62	62	57	58	59	58
7	Rainy	52	59	59	54	55	54	54
8	Fair	57	92	77	72	52	57	55
9	Fair	57	94	80	77	55	57	57
10	Fair	65	111	88	79	56	59	58
11	Fair	70	117	97	83	56	59	58
12	Fair	64	114	94	81	55	58	57½
13	Fair	62	115	96	84	55	60	58
14	Fair	62	110	91	82	56	60½	59
15	Fair	62	108	94	83	56	59	58
16	Fair	63	118	98	84	56½	59	58
17	Fair	63	114	94	82	56	60	59
18	Fair	61	114	96	82	56	60	60
19	Fair	59	126	102	82	56	59	58
20	Fair	67	128	106	87	56	60	60
21	Cloudy	66	114	100	85	56	61	60
22	Cloudy	68	115	100	85	58	61	61
23	Fair	67	123	103	86	58	62	61
24	Cloudy	66	115	98	87	57	61	60
25	A. m., cloudy; p. m., fair	63	116	94	82	57	62	61
26	Fair	59	117	96	80	56	61	60
27	Fair	55	119	98	80	55	60	59
28	Light clouds	56	113	95	80	55	60	59
29	Fair	56	124	101	80	55	60	59
30	Fair	66	122	100	80	55	60	59
31	Fair	72	127	107	84	56	60	59
Aug. 1	Fair	64	110	100	87	56	60	59
2	Fair	56	120	103	82	55	60	59
3	Fair	54	124	106	82	55	60	59
4	Fair	56	121	102	82	55	60	60
5	Fair	65	130	107	84	56	61	61
6	Fair	62	122	102	84	57	61	60
7	Fair	56	119	99	82	56	60	60
8	Windy	56	114	96	78	56	60	60
9	Fair	63	117	99	79	55	54	58
10	Fair	70	126	105	85	56	60	59
11	Fair	60	124	100	86	56	61	60
12	Fair	68	114	96	84	56	60	59
13	Fair	60	113	90	81	55	59	58
14	A. m., rainy; p. m., cloudy	59	68	68	60	54	55	54
15	Fair	51	106	93	74	52	57	57
16	Fair	61	112	98	75	54	59	58
17	Fair	50	111	95	76	54	59	58
18	Fair	50	116	98	76	54	59	58
19	Fair	48	106	86	73	54	58	58
20	Cloudy; rain	56	113	92	71	53	58	58
21	Cloudy; rain	48	112	90	80	54	58	58
22	Cloudy	54	115	86	76	54	58	58
23	Fair	48	112	94	78	54	58	58
24	Fair	50	120	100	76	53	57	57
25	Fair	48	119	102	76	53	57	58
26	Fair	66	125	106	76	53	57	58
27	Fair	59	115	101	80	54	58	58
28	Windy	55	109	93	78	53	58	58
29		66	108	94	85	54	58	57
30	Cloudy	56	100	87	76	54	56	56
31	Fair	58	110	98	80	54	58	58
Sept. 1	Fair	56	110	94	73	54	59	54
2	Fair	58	118	103	78	55	59	59
3	Fair	57	94	95	75	54	59	58
4	Cloudy; rain	58	60	60		54	55	55

Record of weather, temperature of air, &c.—Continued.

Date.	Weather.	Air.				Water.		
		7 a. m.	3 p. m.		6 p. m.	7 a. m.	3 p. m.	6 p. m.
			Sun.	Shade.				
		°	°	°	°	°	°	°
Sept. 5	Rainy	56	69	69	59	52	52	54
6	Cloudy	.....	90	80	56	56	56	55
7	Fair	.....	115	88	69	.....	56	56
8	Fair	52	110	83	78	54	57	56
9	Fair	48	95	81	64	53	57	56
10	Fair	52	108	92	66	52	56	55
11	Cloudy	54	108	95	66	51	56	55
12	Cloudy	48	101	92	70	52	56	55
13	Fair	52	112	99	70	52	56	55
14	Fair	52	112	99	70	52	57	56
15	Cloudy	52	90	86	70	52	56	56
16	Cloudy	50	80	74	66	52	55	55
17	Fair	52	98	94	66	52	56	56
18	Fair	51	110	92	72	52	56	56
19	Fair	56	113	94	70	52	56	56
20	Rain	51	100	90	78	52	56	56
21	Fair	55	101	88	66	52	56	56
22	Fair	48	106	96	70	51	55	55
23	Fair	50	110	99	70	50	56	56
24	Fair	56	120	104	70	51	56	56
25	Fair	56	115	108	72	52	56	56
26	Fair	56	118	108	72	52	56	56
27	Fair	56	120	110	72	52	56	56
28	Light clouds	52	98	96	78	52	56	56
29	Rain	58	.....	88	72	52	56	56
30	Fair	56	110	102	74	54	57	56
Oct. 1	Fair	56	110	96	72	53	56	56
2	Light clouds	52	98	92	70	52	56	56
3	Fair	50	110	100	70	52	56	56
4	Fair	50	112	102	68	52	55	55
5	Cloudy	48	86	84	68	51	55	55
6	Fair	48	98	82	76	51	55	55
7	Cloudy	50	80	80	66	51	54	54
8	Cloudy	56	94	84	66	52	55	54
9	Cloudy	58	94	88	63	52	55	53
10	Fair	55	98	89	66	52	54	54

I—RESERVATION OF THE McCLOUD RIVER FISHERY BY THE PRESIDENT.

DEPARTMENT OF THE INTERIOR,
Washington, D. C., Dec. 7, 1875.

SIR: I have the honor to recommend the reservation, for pisciculture, of the smallest legal subdivision within which the premises on the McCloud River, California, represented on the diagram herewith inclosed, shall be found to be embraced when the lines of public surveys shall have been extended over the same.

This request is made at the instance of Professor Spencer F. Baird, Commissioner, under the act of February 9, 1871, (16 Stat., 594;) and the Commissioner of the General Land Office informs me that the records of his office present no objection to the reservation.

I am, sir, very respectfully, your obedient servant,

Z. CHANDLER.

The PRESIDENT.

EXECUTIVE DEPARTMENT, *Dec.* 9, 1875.

Let the tract of land described within be reserved for pisciculture, as recommended by the Secretary of the Interior.

U. S. GRANT.

DEPARTMENT OF THE INTERIOR,
GENERAL LAND OFFICE,
Washington, D. C., August 5, 1876.

SIR: I have the honor to acknowledge the receipt of your letter of 22d ultimo; also the receipt, by reference from Professor Milner of the Smithsonian Institution, of your letter to him dated 3d instant, and letter dated July 25th, ultimo, addressed to you from Livingston Stone, informing this office that one A. Leschinsky claims rights of fishing on the reservation made by executive order dated December 9, 1876, for pisciculture purposes, on the McCloud River, in the State of California, and suggesting that this office issue a peremptory order to Mr. Leschinsky to vacate the premises covered by said reservation. In reply I have to inform you that it is not the province of this office to issue any order in the premises, but I would call your attention to the following section of the United States Revised Statutes bearing upon the subject:

By section 2258 it is provided that lands included in any reservation by any treaty, law, or *proclamation by the President*, shall not be subject to the rights of pre-emption.

Also, by an act of Congress approved March 3, 1853, (U. S. Stat., vol. 10, p. 246,) it is declared that all public lands in that State shall be subject to pre-emption, but with this general exception, to wit, *lands reserved by competent authority.*

Section 12 of the same act also excludes from disposal certain lands, viz, mineral, or lands *reserved for any public purposes whatever.*

It appears from your letter of 3d instant that Mr. Leschinsky was on the ground fishing prior to its occupation as a reserve. This being the case, he may have equitable rights to the lands he occupies, of which this office has no knowledge whatever, and which could not be considered by this Department. Even if he claims by pre-emption, no vested rights accrue as against the United States until proper proof and payment for the land has been made. (See Hutchins *vs.* Low, 15 Wall. Reports, p. 77, and other cases there cited.)

It thus appears that Mr. Leschinsky can have no legal rights to any of the lands within this reserve, and in case he persists in occupying the same or in interfering with the operations of the fisheries, I would suggest that you make application to the Department of Justice to have him ejected therefrom.

Very respectfully, your obedient servant,

J. A. WILLIAMSON,
Commissioner.

HON. SPENCER F. BAIRD,
United States Commissioner of Fish and Fisheries,
West Philadelphia, Pa.

DEPARTMENT OF JUSTICE,
Washington, August 15, 1876.

SIR: Replying to your letter of 11th instant, I have to inform you that I have this day instructed John M. Coghlan, esq., United States attorney for the district of California, to investigate and ascertain the facts of the case you present to me, and, if he shall find that one A. Leschinsky is unlawfully occupying and claiming a right of fishing upon the McCloud River, and interfering with the works which Mr. Livingston Stone has in charge, to take the proper steps to eject him from the reservation; or if that shall be deemed unnecessary, to take such other course as, upon consultation between him and Mr. Stone, shall be deemed expedient.

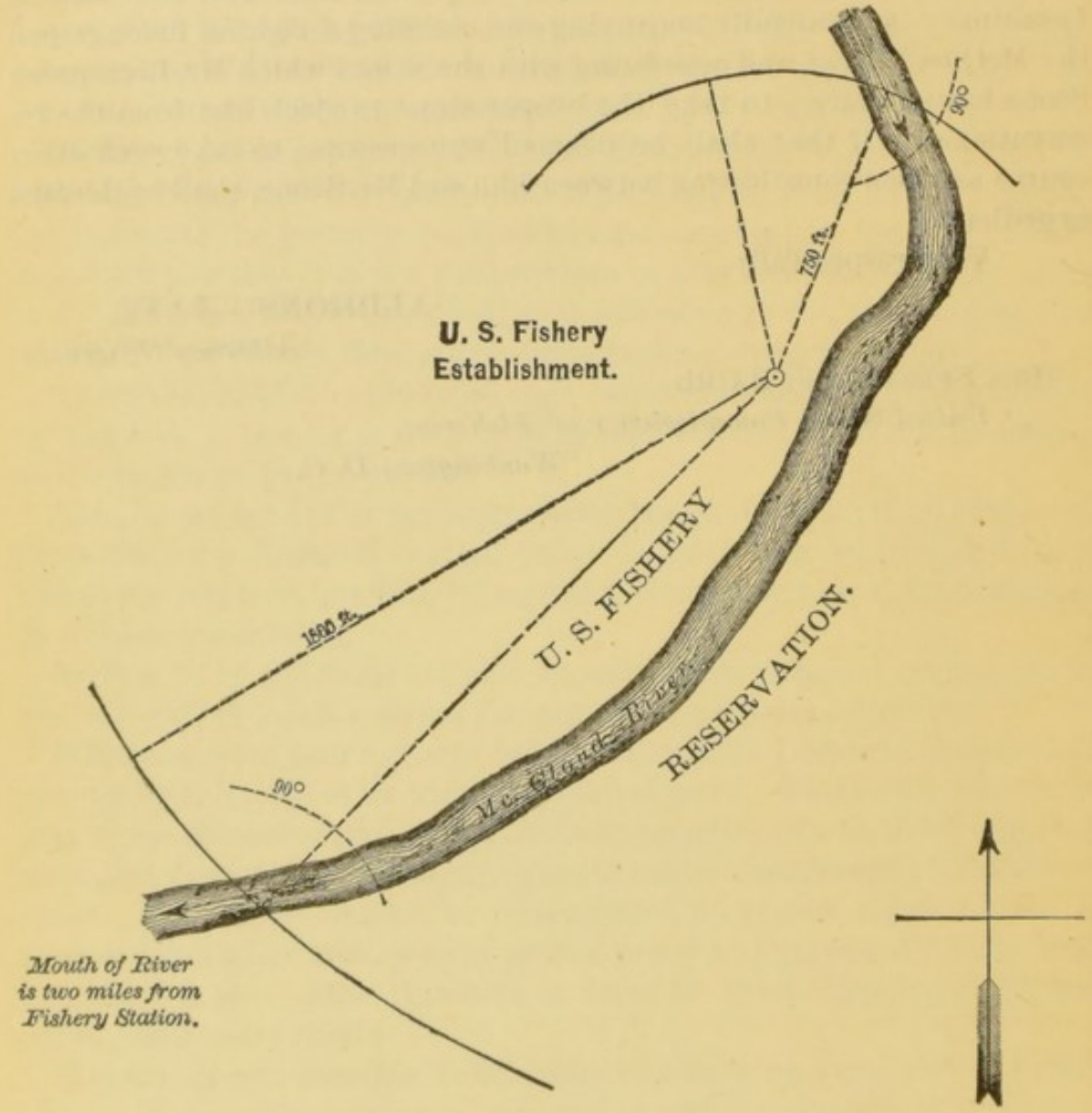
Very respectfully,

ALPHONSO TAFT,
Attorney-General.

Hon. SPENCER F. BAIRD,
United States Commissioner of Fisheries,
Washington, D. C.

APPENDIX.

The following diagram represents the extent of the United States salmon fishery reservation on the McCloud River, as established by the United States General Land-Office, upon the proclamation of the President:



XII.—CORRESPONDENCE RELATING TO THE EXPORTATION OF FISHES AND FISH-HATCHING APPARATUS TO NEW ZEALAND, GERMANY, ETC.

A—THE SHIPMENTS MADE IN 1875 TO NEW ZEALAND.

SAN FRANCISCO, *August* 21, 1875.

DEAR SIR: Would you be so kind as to furnish the Province of New Zealand with 50,000 impregnated salmon ova from the McCloud River fishery for transportation per steamer?

Yours, respectfully,

CHAS. KAEDING.

Hon. SPENCER F. BAIRD,
United States Fish Commissioner, Washington, D. C.

The following details refer to the distribution of and progress made with the California salmon eggs sent to New Zealand from the United States salmon hatchery establishment in 1875, and will be found exceedingly interesting.

DISTRIBUTION OF THE SALMON OVA.

To the Editor of the Herald:

SIR: Many persons having asked me to publish an account of the results of my expedition to place California salmon ova in the rivers of the Thames and Waikato country, on behalf of the Auckland Acclimatization Society, I forward you a copy of a letter I have addressed to a sporting friend of mine in England. I hope your readers will be good enough to excuse the somewhat familiar style of the communication, as I have not leisure to write an account perhaps more suitable for a newspaper.

I am, &c.,

J. C. FIRTH.

AUCKLAND, *November* 19, 1875.

MY DEAR C——: Let me give you a rough sketch of an expedition I have just made to place salmon ova in some of the headwaters of four of our chief rivers in this part of New Zealand. You will perhaps be more interested when I tell you that in this colony there is a remarkable absence of plants, animals, or fish natural to the country suitable for the food of man. To remedy this deficiency in some measure, we started some years ago an Acclimatization Society, whose object is to intro-

duce useful plants, animals, birds, and fishes. Our society was greatly encouraged by the success which had attended the efforts of one of our worthy citizens, Mr. Thomas Henderson, to introduce the pheasant. Thanks to him, this noble bird has covered the country, and we can give you, and all sportsmen who may come this way, almost as good shooting as you can get in your preserves at home. You would be delighted to see so many of your old favorites, which we have introduced with great success—the finches, linnets, blackbirds, yellowhammers, buntings, the unjustly abused house-sparrow, and, above all, that most charming of English song-birds, the sky-lark. Latterly our society has turned its attention to the introduction of trout and salmon—both brown trout and salmon-trout are promising to succeed—and in a few years I hope to see the disciples of gentle old Izaak Walton having many a good day's sport. Hitherto our efforts to introduce salmon have been total failures. About a week ago, however, fortune favored us. It happened in this wise: The mail-steamer Vasco de Gama arrived with 40,000 salmon ova for the Acclimatization Society at Napier. Unfortunately the supply of ice had run out, and the gentleman in charge, fearing a total loss if the ova were sent on, kindly and wisely, as it has turned out, offered us half the consignment. Late one night our curator called at my house and informed me of the state of affairs, and we immediately placed 10,000 of the ova in our fish-house to be hatched. The remaining 10,000 we could not accommodate. I proposed to place them in some of the southern rivers in this province, but as none of the council could go, or, perhaps, knew the rivers so well as myself, I volunteered to see the work done. Not an hour was to be lost when I took it in hand. I had some ice made at once, and setting Tremain, one of my workmen, to make the necessary appliances, in a very short time I was off with my precious cargo. The railway and a river steamer put me 100 miles south in a few hours. I had telegraphed to a sporting friend to have his trap ready, and next morning we started bright and early for the mountain streams. Fortunately the weather turned bitterly cold, and by dint of constant attention and an abundant use of ice and cold water, I kept the ova in the primest and healthiest condition. Besides my sporting friend, Mr. R. Kirkwood, I had requested my manager at Matamata, Mr. Williams, and Mr. Chitty, of the armed constabulary, to be ready to lend a hand. This latter gentleman, besides being a true sportsman, is a most excellent officer, whom I hope to see shortly get the promotion he well merits. Besides these, I had pressed into the service O'Neill, an A. C., well up in salmon, Bob, one of my own Maoris, and Turner, a fine specimen of the half-caste. My little party were a hearty lot, and went at it *con amore*. We had two days' real hard work, but very pleasant nevertheless. Up in the morning early, with the help of good horse-flesh, cushions of elastic fern to prevent vibration, ice, water, and bundles of fern to keep out the heat, we conveyed our ova over long distances and rough roads as tenderly as though we

were conveying delicate children. Fortunately, the sun considerately kept well behind the clouds, whilst the bright moonlight of the clear, cold nights served us admirably. During these two days and nights, with two meals a day, and very little time for sleep—though what we had was sound enough, as you may fancy—we got through an amount of work which pleased me greatly. Nothing could be finer than the *esprit* of the whole party. I do not know when I enjoyed anything more. The enemies we had to fear were wild ducks, shags, and eels. The apparatus I had provided to defend our little *protégés* from their attacks was very simple, and I hope may be effective. It consisted of twelve sets of boxes and covers, boxes three feet long and nine inches broad, with a ledge running round each. The covers were of two boards same length, nailed together, ridge-board fashion, with each end closed by wire netting of half-inch mesh. A keen sportsman like you will not think me tedious if I describe how we made our plants. The streams were high and the water intensely cold. Taking off our boots and coats, rolling up our trousers and shirt-sleeves, Kirkwood made a smooth bottom and spread some sand and pebbles in the box, while I prepared the ova, which is like semi-transparent red pease. Scattering the ova among the sand and pebbles in the box, I held it on the bottom of the stream at about two feet deep, to provide against the stream falling and leaving our plant high and dry, which, of course, would have ruined the whole thing. Kirkwood had the cover ready, and placing it firmly on the box, I held it down, while he piled over it heavy bowlders to keep it in position. Both now set to work to make a little breakwater of bowlders and shingle up stream, to defend our little ark from the rapid current, and, scattering a further supply of ova among the shingle to give a double chance to the experiment, the operation was complete. In one stream we had a great fright. We had just got the ark into position, I holding it firmly down, while Kirkwood was piling bowlders over it, when he suddenly called out, "Here's a big trout, a regular monster." I could not let go, as the whole thing would have been adrift. "Nonsense," said I; "why, I only put salmon trout into this stream a year ago, and they can't have developed into monsters already." "Look for yourself, then," he roared out, and sure enough there *was* a monster, but, instead of a trout, a black, hideous eel, four feet long, rubbing his slippery sides against Bob's naked legs, and waiting, like a *gobe-mouche*, for our poor little ova. "Seize him, Bob," I shouted; "grab him behind the fins." This he did in a twinkling, but the ugly reptile glided out of his hands, like a slippery eel as he was, and we saw him no more—giving me a proof of the value of the little arks I had provided for the ova. I didn't feel easy about the eel, however, until at night, on relating the circumstance, Chitty declared his days were numbered, for he would have him next night. I hope he got him. Some of the points we chose were charming. One took my fancy particularly. We had started before breakfast, and after a drive and a tedious tramp on foot, we reached the stream. We had completed our preparations, and in two minutes more

our *plant* would have been made, when a loud voice in broad Scotch hailed me with "Hey, mon, ye mauna pit the sawmon in there; that place is foo o' eels; the Maori chiels catch bushels o' 'em." Looking up, I said, "My good man, what do you know about salmon?" "Eh, mon, I cam frae Blair Athol, an' I ken a' aboot sawmon; dinna pit 'em there. I can show ye a muckle better spot. Come wi' me and I'll show it the noo." The old man was so earnest that, though I was anxious to put them under the water without delay—for the sun on this last morning was coming out hot and our ice had just run out—that I at once put up my ova and told the old man to lead the way to a better place. Slowly we toiled up the hill, carrying our traps as best we could, and mounting our trap, our conductor taking a short cut. When the trap could go no farther, we alighted, and trudged after him in the broiling sun. At length I began to feel hungry and angry, for I feared the ova would hatch before I could get them under water. "Bide a wee, bide a wee, mon, yonner it is." There was nothing for it but to keep moving. At last he led us down to the stream—and a very charming spot it was. "Ah, now," said I, "I shall forgive you," for I felt the old man knew the ground better than I. We quickly and joyfully made our plant, and sitting down on a huge moss-grown rock in mid-stream, round which the clear cold water rippled and dashed with sweet and cheery music, I could not help saying to my companion, "What rare sport some of those who come after us will have in this glorious spot, if our little friends do their duty and grow into big fishes." I am no sportsman, but had I been an artist, I would have sketched the scene with myself and Bob sitting on the grey old stone with our legs dangling in the clear cold water as it rippled by. Gathering up our traps we turned joyfully homewards, for we noticed that the ova were already hatching, coming out of their shell as we put them in the water. The King Maoris, and indeed everybody, were delighted with our work—the former greeting us with "Kapai te hamona; all the same as the tin"—meaning, that salmon was very good, being like the salmon preserved in tins, which they appreciate highly. I ought to say that at every stream where I made a plant, I posted up a notice in Maori and English, requesting every one not to disturb the ova, so that in a few years there might be abundance of food for both Maori and European. And now our work was done. We had been enabled to place this salmon ova in ten streams falling into the rivers Thames, Piako, Waikato, and Waipa, in the hope that, by God's blessing, these "king of fishes" may, in coming time, increase and multiply, so that abundance of food may be provided for poor as well as rich, for—

All things living he doth feed,
His full hand supplies their need.

Pardon this long, but I hope not tiresome story, and believe me,

Yours, truly,

J. C. FIRTH.

AUCKLAND, N. Z., *November* 16, 1875.

SAN FRANCISCO, *January* 25, 1876.

DEAR SIR: By the City of Melbourne I am acquainted that a small lot of ova that went to New Zealand by that boat, some four months since, did not land well. A gentleman in Otago, N. Z., who has been very successful in fish-hatching, had the care of a case of ova taken by the City of Melbourne, and he acquainted me that he found every one hatched and dead some days before he received them in Dunedin. Some that went to Auckland reached there safely, but the proportion was small. My informant thinks that the ova must at latest leave here by the middle of September. I am further informed that by next season he hopes to make a trial, and that probably he will be joined by the acclimatization societies of Timaru and Christchurch, N. Z.

Last month the secretary of the province of New Zealand passed through here on his way to New Zealand, and I gave him a note of the correspondence from you. On reaching New Zealand the matter will be put before Sir Julius Vogel, and I am in hopes that next season may find the matter taken in hand by the New Zealand Government. My correspondent from Dunedin says he understands there is a valuable work published in the States on fish-breeding, but does not know the author. Do you think it would be that of Mr. Baird?

I am yours, faithfully,

J. W. DUNCAN.

LIVINGSTON STONE, Esq.,
McCloud River, Redding.

Please address letter to me in future, P. O. Box 204.

B—SHIPMENTS OF FISH-OVA IN 1876 TO NEW ZEALAND.

DUFF & CO., COMMISSION MERCHANTS,
316 *Davis street, San Francisco, May* 19, 1876.

DEAR SIR: Last year by the kind assistance of my friend Mr. Kaeding, I was fortunate enough to obtain from your establishment 50,000 salmon ova, which I shipped to New Zealand, intending them for the province of Napier. The steamer taking them from here touched only at Auckland, and as no ice could be procured there, Mr. Ormond, superintendent of the province of Napier, donated one box to the Acclimatization Society at Auckland, and ordered the other forwarded to Napier, expecting that by extra care they could be safely kept for three days, the usual time of coasting-steamer between the two ports. Unfortunately, in consequence of bad weather, the small steamer was two weeks on the passage, and the ova became totally lost. In a letter received from Mr. Ormond, per steamer Zealandia, he says, "Will you be kind enough to convey our acknowledgments to the gentlemen who superintended the packing of the ova received? Nothing could be better than the

manner in which it was packed, and the box opened at Auckland was in splendid order, although the supply of ice had run out some days before the big steamer reached that port. You will be glad to hear that the ova left at Auckland succeeded admirably, and that in fact it has started, and started *well* salmon in the Auckland rivers. Now, Auckland climate is warmer than at Hawkes Bay, and they have not the same facilities for hatching ova; also their rivers are not as suitable as ours, which are fed by water from snowy ranges. Seeing all this, I am quite confident that if we can get another shipment from the same source as the last we shall succeed thoroughly, as the California mail service, now that the new line is getting gradually into working order, gives great facilities for getting the ova safely to Napier."

As my friend, Mr. Kaeding, is now in Europe, I write to ask if I can procure from your establishment a duplicate of last year's shipment—say 50,000 ova. I write thus soon because I understood from Mr. K. that permission had to be obtained from Washington, and it might, perhaps, save some trouble to make the application in time. As soon as I know what amount it is necessary to send you or pay here, I will at once attend to *that* on receipt of advices from you.

I remain, yours, respectfully,

ROBT. P. R. DUFF.

LIVINGSTON STONE, Esq.,
McCloud River.

WELLINGTON, *June* 23, 1876.

SIR: Understanding from you that it is the intention of the Canterbury Acclimatization Society, to send for fish ova to America, by the outgoing mail, and that it is desirable that the society should be furnished with an official record of the fact that the society is acting in accord with the provincial government of Canterbury, I have the honor to inform you that you are authorized to state to Mr. Livingston Stone, who, I understand, is a representative of the United States Government in this matter, that the society is acting and expending money for the provincial government of Canterbury in the arrangements which it is making for the introduction of fish into the New Zealand rivers, and that, in conjunction with the similar society in the province of Auckland, it will have a sum of money placed at its disposal for expenditure upon this purpose.

It is gratifying to learn that we may expect the co-operation of the United States Government, in the promotion of an undertaking of such large importance to this colony.

I have the honor to be, sir, your obedient servant,

WM. BOLLISTON,
Superintendent of Province of Canterbury.

D. CAMPBELL, Esq.,
M. R. C. S., &c.

AUCKLAND, *July* 1, 1876.

GENTLEMEN: I think I stated in my last letter of May 8, that we had decided to import a consignment of salmon ova during the approaching season, and we were only waiting to ascertain whether the southern societies would unite with us in the undertaking. As the Canterbury and Waryanni societies have both agreed to do this, we have decided to introduce 250,000 ova; and the inclosed letter to Mr. Livingston Stone (which perhaps you will kindly forward) contains an order for that number.

I hardly suppose I need say anything about the packing of the ova, for Mr. Livingston Stone will doubtless see that this is properly and efficiently done. I have no doubt but that arrangements can also be made with him for delivering the ova at San Francisco, and for which you will kindly reimburse the cost to him.

The point that will demand the most attention is that the boxes of ova are safely placed on board the steamer in a good and sound ice-house, packed so as not to be jolted about, and furnished with an ample supply of ice to last the whole voyage. Under the circumstances it would be better to have a special ice-house built on deck. Mr. Stone will be able to give you some valuable hints, as to the form and construction of this. My own opinion is in favor of one with double walls and double roof, the interspace of, say, six inches being filled with sawdust which is a bad conductor of heat. Inside the ice-house the boxes should be packed so as not to be disturbed by the rolling of the vessel, and so arranged that a space is left for a free current of air around them and between each box. The ice you can place in a manner that appears best adapted to keeping the whole of the ova at a temperature below the freezing point.

By all means provide plenty of ice, as if that fails for a single day the whole consignment would be probably lost. It would be far better to have a ton or two of ice to spare on arriving here than to risk the safety of the entire shipment.

Most likely it will be advisable to engage some one on board the steamer to look after the consignment, giving him a small payment for the voyage, and promising him a gratuity of £20 if the ova be landed here to my satisfaction as to condition of ova and supply of ice. Of course so long as affairs appear to be all right it would be injudicious to enter the ice-house; but contingencies might arise (such as the displacement of some of the ice, or even the boxes, by a storm) which would render the presence of some one, previously instructed, of great value. It might be advisable to have two small windows six inches square on opposite sides of the ice-house. These windows must be double; that is, one pane of glass on the inner wall and one pane on the outer wall—both being made air-tight.

It would oblige me if you would mention to Mr. Stone, if opportunity occurs, the importance of forwarding the shipment as early as possible

in the season. Our summer commences in December, and the chances of success in hatching the ova would be much more favorable if this could be performed before the temperature of the water has been materially raised by the summer heat.

I might have written more fully, but I assume that you will be able to obtain full information on any other points from Mr. Livingston Stone, or from other gentlemen in San Francisco who are interested in similar subjects.

In conclusion I would state that, as success is our object, we are prepared for a liberal expenditure to obtain it; and hope, therefore, that you will see that nothing is overlooked that would be likely to be of service in securing our end.

It will be advisable to take Mr. Stone's opinion as to the foregoing suggestions. His experience being of the highest value, you may modify any of my proposals to meet his views.

For reimbursement, I inclose a draft (first of exchange) on the Bank of California for £100. On shipping the ova, please forward to me particulars of your own and Mr. Stone's expenditure and charges, so that the account may be adjusted by return mail.

Yours, &c.,

T. F. CHEESEMAN,
Secretary Auckland Acclimatization Society.

Messrs. CROSS & CO.

AUCKLAND ACCLIMATIZATION SOCIETY,
Auckland, July 1, 1876.

DEAR SIR: In my letter of May 8, I stated that we should probably avail ourselves of your kind offer, forwarded through Messrs. Cross & Co., to supply us with salmon ova.

Since then we have induced several of the societies in the south of the colony to unite with us in the enterprise, and shall therefore require a larger number of ova than was at first anticipated. After due consideration, the council of the societies have decided to ask you to supply us with 250,000.

From a letter addressed by you to Messrs. Duncan & Co., a copy of which has been forwarded to us by Sir Julius Vogel, premier of this colony, I understand that you would undertake to deliver the ova at San Francisco, packed in boxes and ready for shipment. Our agents in San Francisco, Messrs. Cross & Co., have been instructed to attend to the other necessary arrangements, such as the construction of the ice-house on board the steamer, the packing of the boxes in it, and the supply of ice. I need hardly say that we should be especially grateful for any suggestions or advice that you can give to Messrs. Cross & Co. on the matter, and do not doubt but that with your kind assistance they will be able to make the shipment a success.

There is one point to which I should like to draw your attention and that is the great desirability of the consignment being forwarded as early in the season as possible. Our summer commences in December, and the hatching of the ova would, of course, be attended with a smaller amount of risk, if it could be performed before the temperature of the water is materially raised by the summer heat. If the ova could be dispatched in September we should then have time to have our hatching completed before the commencement of the hot weather.

Messrs. Cross & Co. will reimburse you for the expenditure you may incur on this account.

I remain, dear sir, yours obediently,

T. F. CHEESEMAN,
Secretary Auckland Acclimatization Society.

LIVINGSTON STONE, Esq.,
United States Fish Commission, California.

[Telegram.*]

NEW YORK, *June* 17, 1876.

American Fisheries Commissioners will deliver packed at San Francisco, half million salmon ova in November, and quarter million whitefish ova, for lakes, in February, for within four hundred pounds. Suggest vote to supplement societies. Success certain.

JAMES HECTOR.

Sir JULIUS VOGEL,
Wellington, New Zealand.

UNITED STATES GOVERNMENT BUILDING,
CENTENNIAL GROUNDS,
West Philadelphia, Pa., June 21, 1876.

DEAR DOCTOR: I think I can, without difficulty, carry out your promise to Sir Julius Vogel in regard to the fish eggs, by delivering in San Francisco, to any agent of the colony, properly packed for shipment, a half of a million of salmon eggs in November, and a quarter of a million of whitefish eggs later in the year, at a cost not exceeding £400 sterling.†

I have, &c.,

SPENCER F. BAIRD.

Dr. JAMES HECTOR,
Commissioner from New Zealand, Centennial, Philadelphia.

*A considerable portion of the following correspondence was published as an official document by the Government of New Zealand: "H.—14. 1877. New Zealand. Introduction of California Salmon (papers relative to the). Presented to both Houses of the General Assembly by command of His Excellency."

†This estimate was supposed to represent the increased cost merely of obtaining an extra supply of eggs, no intention of making any profit being entertained.

PREMIER'S OFFICE,
Wellington, July 26, 1876.

SIR: I send you herewith copy of a telegram I received from you on the 18th July.

2. I understand from it that you wish the government to place at your disposal an amount in excess of the subscriptions of the various acclimatization societies. You do not, however, name the amount you recommend; and, after some consideration, the government have decided to authorize you to expend not more than £500 in addition to any means the societies have placed at your command. This amount of £500 you must consider is to cover every liability of the government on account of the shipment, and all expenses in America, on the seas, and in New Zealand. Anything in excess must be defrayed by the societies.

3. On this understanding only, you are at liberty to draw on the treasury for any part or the whole of £500.

4. The government must stipulate for the right to determine how the ova shall be distributed. You will, in fact, see that the shipment is consigned to the government.

5. I have to thank you for the interest you are taking in this very important matter.

I have, &c.,

JULIUS VOGEL.*

JAMES HECTOR, Esq., M. D.

PREMIER'S OFFICE,
Wellington, July 29, 1876.

SIR: Supplementing my letter dated yesterday, I have been directed by the premier to say that the letter to Dr. Hector has reference to a supply of salmon and white-fish ova for the colony.

2. Since it was written, Mr. J. C. Firth, of Auckland, has telegraphed to the premier respecting a supply of ova which he anticipates will reach San Francisco in September or October.

3. I am to request that you will, as far as you can, assist toward the careful receipt and shipment of such ova.

4. You are not, however, to incur any expense on behalf of the government unless you are authorized so to do by Dr. Hector, to whom specific instructions as to the liability which may be incurred are being sent.

I have, &c.,

E. FOX.

R. J. CREIGHTON, Esq.,
San Francisco.

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* The Premier of New Zealand.

PREMIER'S OFFICE,
Wellington, August 2, 1876.

GENTLEMEN: I have been informed that, by the September or October mail-steamer from San Francisco, there will be dispatched a shipment of salmon ova for the Acclimatization Societies of Auckland and Canterbury.

2. The government desire to aid those societies in the attempt to introduce American salmon to this colony; and I have the honor to request that you will cause instructions to be given, so that at San Francisco facilities may be afforded for the careful receipt of the ova, and at Kandavau time may be allowed and assistance rendered to insure their careful transshipment.

3. It is probable that in December, January, and February next ova may be received at San Francisco through arrangements made by Dr. Hector on behalf of the government; and I therefore ask that the instructions given to the captains and agents of the mail contractors' vessels may refer to these additional shipments, as well as to that on behalf of the Auckland and Canterbury societies. Directions have been given to the New Zealand mail agents to assist as far they can; and I am sure that you and your company will be ready to co-operate in a work which, if successful in the case of New Zealand, will be likely to lead to the speedy acclimatization of salmon in various parts of Australia.

I have, &c.,

JULIUS VOGEL.

Messrs. GILCHRIST, WATT & CO., *Sydney.*

SYDNEY, *August* 22, 1876.

SIR: We have the honor to acknowledge receipt of your letter of 2d instant, respecting shipments of salmon ova expected from America.

We send by the outgoing mail copy of your letter to the general agents at San Francisco, with a request that they will do all in their power to see the wishes expressed carried out, and every attention paid, so as to insure success to the introduction of the ova.

We have, &c.,

GILCHRIST, WATT & CO.,
General Agents for the Contractors, San Francisco Mail Service.

The Hon. the PREMIER, *Wellington.*

DUFF & CO., COMMISSION MERCHANTS,
316 *Davis Street, San Francisco, August* 30, 1876.

DEAR SIR: By last New Zealand mail I received a few lines from my friend, Mr. Ormond, who says: "Our government have made an appropriation for the purpose of obtaining a supply of salmon and white-fish ova from California; and Dr. Hector, State geologist, has been commissioned

to procure it. I have written him and requested him to communicate with you, as it is possible that he may fit up a special ice-house, in which case there will be no difficulty in arranging that the Hawke's Bay ova should come in the same ice; but, in any case, we depend upon your sending us ova; 50,000 from the same source as last year, independent of the supply ordered by the New Zealand government," &c. &c. Upon receipt of Mr. Ormond's letter, I made inquiries for Dr. Hector; and his friends inform me that he returned to New Zealand per last steamer, having left Mr. Creighton to attend to his affairs here. Mr. Creighton called upon me last night, but does not seem to know very clearly what arrangements Dr. Hector has made, though he gave me to understand that arrangements had been made with you for the whole supply. I do hope this is correct, for, as I told Mr. Creighton, I know of no other way that such a supply can be obtained, properly packed, &c. I trust, however, that my commission, though small, may not be neglected. And if not asking too much, I would feel particularly obliged by your informing me the earliest date at which they could be ready, as, if I can get them in time for the Australian steamer of the 10th October, I ought to write Mr. Ormond by next mail, in order that he could have supplies of ice ready at Kandavan and Wellington, at which places they must be transhipped before reaching Hawke's Bay. Of course, if I got them sent with the large supply for the New Zealand government, it would simplify matters very much, but until I am sure that they have made better arrangements I must do the best I can myself. I have also now on hand the amount paid last year through Mr. Kaeding, for the 50,000 got then, $150. As it is not mine, and I am directed by the Acclimatization Society to pay it for the ova, please state when you write whether I shall send you a check or the coin, and how, as you can use it in packing the fish, and paying for transporting them to W. F. & Co.'s office. Trusting you will excuse the trouble I give you, and which I can assure you either Mr. Ormond or myself would gladly repay if in our power.

I remain,

ROBERT P. R. DUFF.

LIVINGSTON STONE, Esq.

SAN FRANCISCO, CAL.,
September 12, 1876.

SIR: In reply to your communication of the 8th and 9th July, written by direction of the premier, and covering a letter to Dr. Hector, I have to state that Dr. Hector sailed by the previous steamer for New Zealand. He told me that he had arranged for the shipment of 150,000 salmon ova and a quantity of whitefish from the East, and that he would write, giving instructions regarding their shipment, but I suppose he overlooked doing so in the hurry of departure, as I received no letter from him.

Since then, I learned from Messrs. Cross & Co., who are acting for the Auckland Acclimatization Society, that the United States Commis-

sioner of Fisheries telegraphed instructions to Mr. Livingston Stone, who is in charge of the breeding-ponds in this State, on no account to send salmon ova to New Zealand, inasmuch as the receipt of the first parcel had not been acknowledged, while the newspapers credited the supply to Columbia River, where there are no breeding-ponds, the fisheries being in private hands. Messrs. Cross have written to the United States Commissioner, and their explanation may be sufficient. Meanwhile I retain letter of instructions to Dr. Hector for another mail, and, should circumstances in my judgment warrant it, I will open it and ascertain the mind of the government, as I propose, if necessary, making an effort to procure the ova on the terms arranged by Dr. Hector. As I have already explained, it may not be necessary, owing to Messrs. Cross & Co.'s action in the matter. I shall not incur any expenditure on account of the government unless authorized to do so. Would you be good enough to communicate the contents of this letter to the honorable the premier, and oblige ?

Yours, &c.,

R. J. CREIGHTON.

E. Fox, Esq.,
Private Secretary, &c., Wellington.

MEMORANDUM BY DR. HECTOR *re* SALMON OVA.

As there appears from Mr. Creighton's letter of the 12th September, addressed to the private secretary (Mr. Fox), to be some confusion between the orders sent by the government and by the acclimatization societies for the shipment of salmon ova from America, I beg to state the circumstances, so far as I am acquainted with them.

In conversation with Mr. Spencer F. Baird, chairman of the United States Fishery Commission, when at Philadelphia in the beginning of June, I was made aware of the extensive establishment which the United States Government maintains for the breeding and dissemination of valuable species of fish ; and, also, that some kinds of salmon found on the Pacific slope of the continent had proved by experience to be most suitable for the purpose of acclimatization in other waters, from their hardy habits, great fertility, and high commercial value. I inquired whether it would be within the functions of the American commission to co-operate with the New Zealand Government for the purpose of introducing salmon into that country. Professor Baird said he had authority to do so, and that the commissioners would take great interest in insuring the success of the experiment, which had already been tried on a small scale through the Auckland society. He recommended that a large shipment should be made as the best way of insuring success, and, after some days' consideration, he informed me that the commissioners would make no charge for the ova, and only required to be repaid the expense of packing and delivery of the boxes of ova in San Francisco. He proposed that half a million of salmon ova should be sent

by the October or November mail-steamer this year, to be followed in February by a quarter of a million of the ova of the white fish (*Coregonus albus*), which is a very valuable species of salmonoid, for acclimatization in our lakes, and estimated the cost at £400. Fearing that I might traverse arrangements entered into in the colony for the same purpose, and thus cause more ova to be sent out than could be reared in the breeding-houses in New Zealand, I inquired if any such order had been received, and being assured to the contrary, as such an arrangement could not have been made without Professor Baird's knowledge, I telegraphed to Sir Julius Vogel, on the 17th July, to overtake the San Francisco mail, informing him of terms on which the ova could be obtained, and suggesting a vote on the same terms as on former occasions, viz, that acclimatization societies should bear half the expense, at the same time forwarding a copy of the telegram to Professor Baird, who replied (21st June), "I think I can, without difficulty, carry out your promise to Sir Julius Vogel in regard to fish eggs, by delivering to any agent of the colony in San Francisco, properly packed, a half-million of salmon eggs in November, and a quarter-million of white fish eggs later in the year, for the sum of £400 sterling."

On reaching San Francisco, on the 10th August, I spoke to Mr. Creighton, and also to Mr. Craig, of the New Zealand Insurance Company, and to the British consul, Mr. Booker, all of whom agreed to see to the arrangements for shipping the ova in case instructions should have been sent by government to the Fishery Commission, or if they arrived in San Francisco after I left on the 16th.

From Honolulu, finding no instructions had been directed there from the colony, I wrote to Professor Baird, telling him that, in the event of the Government of New Zealand approving of the arrangement I had entered into with him, the ova would be delivered to Mr. Creighton, and requesting him to address any further communication on that subject to that gentleman. At the same time I pointed out to him that the season was too far advanced for receiving so large a consignment of salmon ova this year; but I still hoped that the shipment of whitefish ova would be approved of by government, and sent as contemplated, and that the salmon ova could follow next season. I also wrote to Mr. Creighton, telling him that I had received no instructions at Honolulu, and leaving the matter in his hands in case he should receive any instructions.

On arriving at Wellington, on 16th September, I found that a letter of instructions from Sir Julius Vogel, dated 26th July, had crossed me between San Francisco and Honolulu, and that a copy had been sent to Mr. Creighton. This letter authorized the expenditure of £500, to cover every liability of the government for shipment, and all the expenses in America, on the seas, and in New Zealand. Anything in excess to be defrayed by the societies. Under the circumstances I recommend the vote still to be taken, although a small part may be required this year for the white-fish ova.

Respecting the memorandum from the Hon. Dr. Menzies, I concur in the importance of carrying out to its completion, as he suggests, the experiment of acclimatizing the English salmon, which has so far been successful in the shipment by the Durham last year.

But any further expenditure I think should be directed to the introduction of American salmon. In case the funds voted are not sufficient both for the maintenance of the Southland ponds and for the introduction of American ova, I think the preference should be given to the former.

JAMES HECTOR.

OCTOBER 17, 1876.

SAN FRANCISCO, CAL., *October* 10, 1876.

SIR: In continuation of my letter of 12th September, 1876, I have to state, for the information of the honorable the premier, that through the active agency of Messrs. Cross & Co., of this city, acting for the Auckland Acclimatization Society, Professor Baird, United States Commissioner of Fish and Fisheries, rescinded his previous order, and gave instructions to Mr. Stone, the officer in charge of the McCloud River establishment, to send supplies of salmon ova to New Zealand.

2. Messrs. Cross kindly permitted me to peruse this correspondence, and as Professor Baird expressed his keen sense of dissatisfaction at the want of courtesy by the consignees of the first shipment of salmon ova to New Zealand, I felt it to be my duty to explain how this had unavoidably occurred. Professor Baird replied to my letter in a spirit of friendly interest in the experiment; and I have written informing him that the ova are on board, and that he will be kept fully apprised of the result of the experiment in every stage.

3. As this is the only occasion on which the Commission on Food Fishes of the United States has forwarded a supply of salmon eggs to a foreign country, it is important that it should be notified of the most minute facts observed during the progress of the experiment. If successful, the commission will have added enormously to the food supply of New Zealand, thereby increasing the wealth and comfort of the population, and providing an inducement to settlement of the most valuable character.

4. I likewise wrote to Mr. L. Stone, United States commissioner, Redding, Cal., in charge of the McCloud River establishment, explaining to him substantially, as I had previously done to Professor Baird, the cause of non-acknowledgment by the consignees of the receipt of the ova, and impressing upon him the importance of sending the full quantity authorized. Mr. Stone having gone East about this time, I received no reply; but I am pleased to say that the ova arrived in good order to-day, and are packed in the ice-house of the Zealandia, which has been set apart for this purpose.

5. The shipment for the New Zealand Government, addressed to Dr.

Hector, consists of two crates, containing 84,000 eggs. Fifty thousand eggs are on board for Napier, a very large supply for the Auckland Acclimatization Society, and a parcel for Christchurch. The total supply is greatly in excess of the quantity supposed to be available by Professor Baird. This is a fortunate circumstance, inasmuch as it increases the chances of success of the experiment.

6. Mr. Cheeseman, a postal agent, and the commander of the Zealandia have charge of the shipment. Everything depends upon the transhipment and subsequent voyage to New Zealand, but as there is abundance of ice on board the risk is slight.

7. On receiving no further instructions by the last mail, I opened the letter of instructions to Dr. Hector, but I have not gone in any way to pledge the government to pay money, other than as Dr. Hector had agreed to do. Professor Baird's letter, attached, will show the unsettled character of the arrangement, which does not appear to be understood by the professor. The following extract from my letter to Mr. Stone on this subject, which is the only portion of this letter I need forward to you, will show the exact length to which I have gone in pledging the government to pay money: "Messrs. Cross & Co. and Mr. Duffy are in funds for the Auckland and Napier shipments, and the New Zealand Government will give effect to Dr. Hector's arrangement with yourself and the United States Commission at Washington."

8. The understanding here is that the cost of freight, ice, &c., shall be borne *pro rata* by the consignees. Messrs. Cross & Co. conducted the shipping business, and the government will doubtless hear from them through the Auckland Acclimatization Society. The expense in this way will not be large.

9. I have to request attention also to that part of Professor Baird's letter in which he intimates that applications for further supplies should be made early in spring. There was something like a scramble in the present business, and this is to be avoided in future. The colony is now in perfect accord with the United States Fish Commission, and if attention be paid to its requirements as to official recognition and information regarding the fish-breeding experiment, great and lasting good must result to the country.

10. I have not promised any gratuity to the commander of the Zealandia, nor to Mr. Cheeseman, but I presume, if the ova are landed in good condition, their services will not be overlooked. As I take a deep interest in this matter personally, I should like to be informed of the result of the experiment, about which many of the leading citizens of San Francisco are anxious.

I have, &c.,

R. J. CREIGHTON,
Resident Postal Agent.

E. Fox, Esq.,
Private Secretary, Wellington.

SAN FRANCISCO, CAL., *September* 20, 1876.

SIR: Messrs. Cross & Co., San Francisco, read to me your letter authorizing Mr. L. Stone to prepare for shipment for New Zealand, by the October steamer, three parcels of salmon ova. I have the honor to thank you on behalf of the consignees for the liberality of your order, and your kindness in overlooking the informal applications from New Zealand. The consignees will themselves, in due course, thank the United States Fishery Commission, and present their apologies for any seeming disrespect of which you may have had reason to complain.

2. Permit me to explain, however, that the first shipment of ova, through Mr. Duffy, of San Francisco, for Napier, never reached its destination. The steamship having it on board went direct to Sydney, and, failing to obtain a fresh supply of ice there, it was found that the ova had begun to hatch out on arrival in Auckland, New Zealand, on the up trip; whereupon Mr. J. C. Firth took a portion of the eggs and placed them in the Auckland Acclimatization Society's ponds; the result was that a considerable proportion was saved, and young, healthy fish were deposited in a few streams in the province of Auckland. So far the experiment was a success; but writing of it, credit was given by the local press, entirely through ignorance of the facts, to Columbia River, and not to the McCloud River establishment of the United States Fishery Commissioners. Had the ova arrived at their destination, doubtless the mistake would not have occurred.

3. Finding that ova of California salmon could be successfully introduced into New Zealand (experiments from Great Britain theretofore having failed) the Auckland Acclimatization Society, in concert with a similar society in Christchurch, in the Middle Island of New Zealand, in which there are many suitable streams, applied through Cross & Co., as you are aware, for 150,000 eggs; Hon. Mr. Ormond, superintendent of Hawkes Bay, applied through Mr. Duffy of this city, for 50,000; and Dr. Hector, while in Washington, also applied for 50,000 on behalf of the New Zealand Government, for which, also, he was commissioner at the Centennial Exposition. (I have used the figures in Dr. Baird's letter as the quantities applied for.) These are the parcels of which you have been pleased to authorize the shipment, and for which, I have no doubt, you shall be officially thanked.

4. I have noted your remark to Messrs. Cross, and will communicate the same to the New Zealand Government and the other parties interested, that "This contribution has been made by the United States Fishery Commission from its establishment at McCloud River, California, and that the credit arising from the successful experiment should be assigned to the United States Government for its action in the matter; also that the consignees shall address their acknowledgments, as well as an account of the condition of the eggs and their subsequent experience of the fish, to you, as Commissioner of Fish and Fisheries, Smithsonian Institution, Washington."

5. I feel this explanation is necessary under the circumstances, and because I also know that very great regret will be felt in the colony when they learn that any difficulty has arisen through an informality and apparent want of courtesy on their part. Very great interest is taken in this matter in New Zealand, and the liberality of the United States Government, through its Fish and Fishery Commission, will be gratefully acknowledged by that country.

I have, &c.,

ROBERT J. CREIGHTON,

Resident Postal Agent for the New Zealand Government.

Hon. SPENCER F. BAIRD,

United States Commmissioner of Fisheries, Washington.

UNITED STATES GOVERNMENT BUILDING,

CENTENNIAL GROUNDS,

West Philadelphia, Pa., September 28, 1876.

DEAR SIR: I am in receipt of your letter of the 20th of September, and trust that Mr. Stone will be able to meet my request to supply a series of salmon eggs to the several colonies of New Zealand.

Owing, however, to the comparatively late period of the application and of the transmittal of instructions, it is barely possible that the full measure can be given. Future applications should be made early in the spring.

My request to Mr. Stone, to send 50,000 eggs to Dr. Hector at Wellington, was on my own motion. When I saw the doctor last in Philadelphia, he proposed to obtain a grant of money from the colonial authorities for the entire service, without specifying the stations or quantities, since which I have not heard from him.

I have, &c.,

SPENCER F. BAIRD.

ROBERT J. CREIGHTON, Esq.,

Postal Agent, New Zealand Government, San Francisco, Cal.

SAN FRANCISCO, CAL., *October* 10, 1876.

DEAR SIR: I am in receipt of your favor of the 28th September, and have to thank you for your courteous attention and the readiness with which you complied with the informal applications from New Zealand for salmon ova. I have already written to the colony, explaining the position of the United States Fishery Commission in this matter, and I have no doubt you will be kept fully informed of the result of the experiment through its several stages. I am happy to state that the ova arrived to-day, and were packed in ice in the ice-house of the Zealandia mail-steamer, which has been appropriated to its use. It is an iron air-tight chamber on deck, and will suit admirably. It will not be dis-

turbed during the voyage to Fiji, where a transshipment takes place. This is the only point of difficulty, but I do not apprehend much danger to the eggs, the time occupied being so short.

2. Dr. Hector wrote to me from Honolulu, stating generally the arrangement or understanding for the supply of eggs from the McCloud River establishment; but as his instructions from the New Zealand Government passed him on the way, I think it is better to let the question of money rest until he has had an opportunity of writing from the colony, after consulting the government, which he has had by this time. I may say, however, that the New Zealand Government has funds at its disposal for this purpose to an amount greater than is likely to be required. In all likelihood the whole question will be definitely settled by next mail. Dr. Hector informs me that he had arranged for a supply of whitefish from the East next spring, but, for the reason already stated, I cannot go into details. However, the entire service will be satisfactorily arranged, I have no doubt.

3. In his letter, Dr. Hector informed me that he had written to you, but as his correspondence came by sailing-packet, doubtless it did not reach you so soon as it otherwise might have done. I inclose copies of this correspondence to the New Zealand Government.

I have, &c.,

R. J. CREIGHTON,
Resident Agent, New Zealand Government.

Hon. SPENCER F. BAIRD.

WELLINGTON, *November* 16, 1876.

SIR: Upon the return of Dr. Hector from the Centennial Exhibition at Philadelphia, and having received his report of his proceedings in the United States, it becomes my gratifying duty to tender to you the thanks of the Government of New Zealand for the eminent and valuable assistance rendered by you to this colony in the person of its representative at the Exhibition.

I desire, further, to thank you for the hearty co-operation of the commission over which you preside in the efforts of this country to obtain a stock of food-fish from America. You will be glad to hear that the first consignment to the government of 84,000 salmon ova, contributed by Mr. Stone, the officer in charge of your establishment at the McCloud River, has arrived safely and in good order so far as yet reported on. You will no doubt be informed of the result of the separate shipments to private order from Auckland, Hawke's Bay, and Canterbury, by the local acclimatization societies at those places.

I shall have pleasure in sending you advices of the further progress of the government importation by future opportunities.

I have instructed Mr. Creighton to ascertain from Mr. Stone and to draw for any amount that may be due from the government of this

colony to the United States Commissioner on account of the shipments of ova per Zealandia in October.

We shall be very glad to receive, through your kind offices, a shipment of whitefish ova in February next, as has, I understand, already been arranged for by Dr. Hector, and shall always be thankful to yourself, the commission, and the United States Government for your further co-operation and assistance on future occasions in our endeavors to increase the stock of food-fish in New Zealand by importation from America.

I have, &c.,

DANIEL POLLEN.*

Hon. SPENCER F. BAIRD,
Chairman United Sta es Fishery Commission.

UNITED STATES COMMISSION FISH AND FISHERIES,
Washington, December 21, 1876.

DEAR SIR: I have the honor to acknowledge the receipt of your letter of November 16th, and beg to say, in reply to that portion of your letter relating to any assistance rendered to Dr. Hector, the commissioner at Philadelphia, that it was duly warranted by the eminent personal and scientific qualities of Dr. Hector himself. I beg to assure you that no one stood higher in the regard of all Americans who were brought in communication with him, or among his fellow-commissioners, than he did, and his premature departure was a source of unceasing regret.

I beg also to express my gratification of the safe arrival of the eggs of the California salmon, as presented to the various colonies of New Zealand by the United States Fish Commission. I have full faith in the probable success of the experiment, and should an additional stock be desired, will take great pleasure in furnishing them, if the establishment is kept up by the United States. I shall be glad to have the further advices promised in regard to the fish from time to time.

One-quarter of a million whitefish eggs will be sent to San Francisco in the course of the present month, with instructions to place them in charge of Mr. Cross and Mr. Creighton, for transmission to Wellington.

Hoping that these may arrive in a satisfactory condition,

I have, &c.,

SPENCER F. BAIRD,
Commissioner.

The Hon. COLONIAL SECRETARY.

WELLINGTON, *November* 13, 1876.

SIR: I am directed by Dr. Pollen to acknowledge the receipt of your letters addressed to Mr. E. Fox, under date the 12th of September and 20th of October, with inclosures to the latter, upon the subject of the

* The honorable colonial secretary of New Zealand.

shipment of salmon ova to New Zealand; and I have much satisfaction in informing you that the supply addressed to the government, which was shipped from San Francisco per Zealandia, and transshipped into the city of New York at Fiji, arrived safely and in good order so far as yet reported on. They were transshipped at Port Chalmers for the Bluff, and thence forwarded to the Makarewa Ponds near Invercargill, where the process of hatching has proceeded so far satisfactorily.

The government are writing to Professor Baird, conveying their thanks for this the first shipment of eggs consigned to them by the United States Fishery Commissioners, and thankfully accepting the offer of further aid.

The government have also confirmed the order for whitefish ova in February next.

I inclose a copy of Dr. Pollen's letter to Professor Baird.

I am now directed to request that you will be good enough to ascertain from Mr. Livingston Stone the amount that is due from the Government of New Zealand to the United States Fishery Commission, or to the branch of it which he represents, in respect of the government's share of the recent shipment, and to authorize you to draw for the same upon the colonial treasurer.

In conclusion, I am directed to convey to you the thanks of the government for the trouble you have taken in giving effect to their wishes upon this subject.

I have, &c.,

G. S. COOPER.*

R. J. CREIGHTON, Esq.,
San Francisco, Cal.

SAN FRANCISCO, CAL., *November* 7, 1876.

SIR: In continuation of my letter by last mail, on the subject of salmon ova for New Zealand, addressed to Mr. E. Fox, for the information of the premier, I inclose a note from Professor Baird, in which he states that no charge will be made for the shipment by last steamer, beyond the cost of packing at the station and transportation to San Francisco. He also intimates that the whitefish, which Dr. Hector arranged for, will be forwarded in due course. I shall attend to his request, and write reminding him of the matter. I think the liberality of the United States Fish Commissioners should be suitably and promptly acknowledged by the New Zealand Government. In the matter of acclimatization much might be done if the societies would place themselves in the hands of the government, and permit them to conduct the negotiations. It would be an easy matter to arrange for distribution in the colony.

I have, &c.,

R. J. CREIGHTON.

The UNDER SECRETARY,
Wellington, New Zealand.

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* Under secretary of the government of New Zealand.

[Inclosure in last letter.]

UNITED STATES GOVERNMENT BUILDING,
CENTENNIAL GROUNDS,
West Philadelphia, Pa., October 20, 1876.

DEAR SIR: In reply to your letter of the 10th of October, I beg to express my gratification at hearing the salmon eggs were duly received, and would be shortly forwarded by the Zealandia. I am not entirely satisfied as to the propriety of inclosing them in an air-tight ice-house, as they will require a certain amount of oxygen for their proper development.

I do not propose to make any charge for supplying the eggs for the present shipment, merely reclaiming the cost of packing at the station, and transportation to San Francisco. Possibly, in any additional contributions of magnitude, I may feel bound to assess a portion of the actual expenses. The whitefish are provided for, and I hope will be furnished at the proper time. May I ask you to remind me of this by letter, to reach me about the 1st of January?

I have, &c.,

SPENCER F. BAIRD.

ROBERT J. CREIGHTON, Esq.,
San Francisco, Cal.

AUCKLAND ACCLIMATIZATION SOCIETY,
Auckland, November 17, 1876.

SIR: I am directed by the Council of the Auckland Acclimatization Society to convey to you their very hearty thanks for the consignment of California salmon ova forwarded to us under your directions by Mr. Livingston Stone, and which was duly received by the last mail-steamer.

You will be glad to hear that the consignment arrived in excellent condition, and has been hatched with an unusually small percentage of loss. The young fish are now doing well, so that we have every reason to hope that your kind and liberal action in this matter will be the means of enabling us to establish in our rivers a fish of great economic value, and thus confer a benefit of lasting value on the whole community.

I inclose an extract from the Daily Southern Cross newspaper, published in this city, that may perhaps interest you; and again expressing my sense of the obligations under which you may have laid this society, I beg to subscribe myself,

Yours, most obediently,

T. F. CHEESEMAN,
Secretary.

Prof. SPENCER F. BAIRD,
Commissioner of Fish and Fisheries, Washington, U. S.

AUCKLAND, NEW ZEALAND, *November* 20, 1876.

SIR: I have the honor to inform you that the salmon ova forwarded by your kind instructions from the UnitedStates Fish Commission from its establishment on the McCloud River, California, have arrived in excellent condition.

I have also to inform you that the parcels of ova intended for Dr. Hector and the Napier and Canterbury societies were duly forwarded. I am advised that the two former lots arrived in good order, and have since hatched out well. From Dr. Hector I have not heard. The Auckland portion has been placed in hatching-houses erected by our acclimatization society in very suitable localities, under my personal supervision. You will be glad to learn that, owing to the almost perfect fecundation of the ova, and the admirable arrangements made by Messrs. Cross & Co., of San Francisco, for their safe transport, the hatching has been most successful.

There is now, I think, every probability that the great experiment of introducing California salmon into the rivers of New Zealand will be a splendid success.

For this result we are entirely indebted to the noble generosity of the United States. More especially is the colony indebted to you, under whose charge the Fish Commission carries on its most useful and wide-extended labors.

On behalf of the Auckland and Canterbury Acclimatization Societies, I beg to tender you the warmest thanks for your generosity in supplying the colony of New Zealand with the king of fishes.

The consignment of last year also came from you, of which at the time we were ignorant. I inclose a slip, giving some particulars of their disposition.

Regarding this shipment, I may say that young salmon 7 to 8 inches in length have been seen in the rivers in which I placed the ova last year.

I have the honor to be, sir, your obedient servant,

J. C. FIRTH,

President of the Auckland Acclimatization Society.

The Hon. SPENCER F. BAIRD,

United States Chief Commissioner of Fisheries.

SAN FRANCISCO, CAL., *December* 15, 1876.

DEAR SIR: By the last steamer from New Zealand I received a few lines from the Hon. J. D. Ormond, government agent for the province of Napier, in which he says "The ova, per steamer Zealandia, were received in splendid condition by the Hawkes Bay Acclimatization Society, and the fish are now hatching rapidly. Will you kindly report to the proper authorities at Washington on the success of the experiment so far, and express on behalf of the Hawkes Bay Acclimatization Society, our sincere thanks for the very liberal treatment we have received? A proper

official acknowledgment shall be sent to the Hon. Spencer F. Baird so soon as we are able to report the hatching and turning out of the fish.

I can only add my own thanks to those of the Hawkes Bay Acclimatization Society.

I have the honor to be, yours, respectfully,

ROBT. P. R. DUFF.

Hon. SPENCER F. BAIRD,
United States Commissioner of Fish and Fisheries, Washington, D. C.

COLONIAL MUSEUM, WELLINGTON, NEW ZEALAND,
December 13, 1876.

MY DEAR SIR: I have to thank you for your note of 3d October, and for the trouble you have taken in procuring the salmon ova for us. You will be pleased to learn that the venture has been, as you predicted, a perfect success. About 90 per cent. of the ova have been hatched. They have been divided among four different localities, from one end of New Zealand to the other, and we must now have nearly 300,000 healthy fish. The 84,000 you sent to me were sent on to Southland, where the best ponds are situated. They will be turned out in some splendid rivers along with young Scotch salmon. I still require a supply to stock the rivers on the west coast, and particularly the large rivers that flow into the Fjords, where they should thrive well. Government has authorized me to prepare to raise whitefish. The sum of £800 has been voted this year for pisciculture. I believe we have to thank your strong expressions of interest for procuring this vote.

Hoping to hear soon from you, believe me, dear sir, I remain yours,

THOMAS HECTOR.

AUCKLAND, NEW ZEALAND, *December* 16, 1876.

SIR: In accordance with your wish (conveyed to me by my friend Mr. Creighton), I avail myself of this opportunity to give you a short account of the results, so far, of the salmon ova which you, as chief of the United States Fish Commission, so generously presented to this colony.

As I have already informed you, I forwarded, with fresh supplies of ice, the various boxes of ova to Napier, Canterbury, and Wellington. You will be pleased to learn that all these parcels arrived in excellent condition at their respective destinations, and have all hatched out with great success.

I now come to the treatment and results of the salmon ova you kindly fowarded to the Auckland Acclimatization Society. The rivers of this colony are remarkably destitute of fish. Except five or six kinds, all, either small or of little value either for sport or food, our rivers have no

inhabitants except eels, and of these, some of our northern rivers are full. These eels, with the wild ducks and sea-shags,* are very terrible enemies to all the finny tribe. I think it not unlikely that these creatures have produced that remarkable absence of fish in our rivers to which I have already alluded. There is one other difficulty with which we, in the north, have to contend in introducing such a fish as the salmon, viz, a high temperature of our rivers. North of 37° south (on which Auckland City is placed), I do not think we shall succeed with this fish.

With this digression, permit me now to describe the three locations in which I placed the ova, and the appliances I had prepared for their treatment, together with the results of these operations:

1. The first location was in a wooded dell in the "Domain," near the city of Auckland, a very charming and romantic spot, rich in indigenous plants and trees. Through this little shady dell a cool streamlet runs, with a temperature of 62° at this season, our early summer. Here I erected a fish-house fitted with sixty boxes, each four feet long, twelve inches deep, and ten inches wide. The bottom of each box was covered with small shingles.† On a notched frame two inches from the top we placed a row of hollow glass tubes three-sixteenths of an inch apart. In these we deposited the ova. The boxes were placed in tiers of five, one above the other, like steps. The water ran from the upper box to the next of the tier on a little fall of four inches, imparting a gentle and constant motion to the water in each box. The day after they were deposited the ova began to hatch, and in five days all were hatched except about one per cent. of ova, which had not been perfectly fecundated.

Shortly afterward we noticed a rather heavy mortality, arising, probably, from the circumstance that one of the original packages of ova had had a fall, or had in some way been crushed a little. The weather becoming more sultry, the mortality continued, though at a less ratio. The young fish having absorbed the "sac" (about thirty days after being placed in the boxes), are fine, lively, healthy fellows.

2. The second location is fifteen miles south of the city, on a pretty shingled river named the "Oratia." A similar arrangement was adopted to the one already described. In this case also the ova hatched splendidly, and were doing well until the fourteenth day, when the temperature of the atmosphere suddenly rose to 99°, and that of the water from 65° to 70°. In that day we lost one-half the fish. On being apprised of the calamity, I immediately rode out, and finding the water at 67°, and the remaining fish looking sickly, I at once turned them out into the main river where the water was at a lower temperature. The absorption of the "sac" was not complete, but I hope that a fair amount of success may be realized.

3. The third location was made on a charming river full of shingle, little rapids, and deep pools. This river, called the "Rapurapa," has

* One of the species of cormorants.

† Beach pebbles.

very clear, cold water, and is one of the numerous head waters of the river Thames, which is itself the *beau ideal* of a salmon river in every respect, having abundance of shingle, rapids, deep holes, with bright, cold water, and, after a course of about one hundred and fifty miles, debouching into the sea at a fine, shallow, but extensive gulf called "Hawraki." The point I selected on the "Rapurapa" was where a small, low island afforded a branch about sixty feet long by fifteen feet broad and two feet deep, running with a pleasant music and sparkling motion over a shingle bed. At the upper point of the little island I made a breakwater of shingle rising two feet above water level, and running across to the river bank. I constructed a similar breakwater at the lowest point of the island to the bank, in this manner inclosing a space sixty feet long by fifteen feet wide. Shading this little spot from the sun's rays, I placed among the shingles, with the ready and skillful help of the Maoris (the aboriginals of this country), about 36,000 ova, which, though I had transported them a long distance over a somewhat rough road, were in excellent condition. A few ova near the edge of the original packages were just hatching out as I placed them in the river. This location has been most successful. Two days after I deposited them, three eels insinuated themselves into the inclosure; but my Maori friends, faithfully carrying out the promise they made me to watch closely for every enemy, whether eel, duck, shag, or kingfisher, caught them at once, but not before they had swallowed some of the ova. On cutting them open, they took out some ova which they put again in the inclosure, and which have since hatched out. And by way of "*utu*" or payment, as they term it, the Maoris immediately cooked and ate the enemy, since when the place has not been molested. Every duck or shag that made his appearance was at once shot by these watchful guardians. You will be glad to learn that in this location the success has been complete. As they absorbed the "sac," batches of bright, strong young fish worked their way through the shingle barrier and went up stream, and so on day after day, till now nearly all have migrated from the hatching ground.

The great success of this third location leads me to the conclusion, that, where you can find a suitable and safe spot in the small shingle streams forming the headwaters of the main rivers, it is much more advantageous to place the ova there, than in any more artificial hatching-ground.

Pardon this long account, with which I should not have presumed to trouble you, unless Mr. Creighton had conveyed your request to me.

I believe the localization both this year and last, of the salmon in this colony to be completely successful, and for this great boon, filling as it will, our beautiful but barren rivers with this most valuable fish, and providing abundance of wholesome food for the present and coming generations—we have to thank the noble and disinterested generosity of the United States people, who, by means of their Fish Commission, di-

rected with so much success by your earnest and unwearied efforts, are conferring so great a blessing upon people who are strangers to them. In the coming times it will be a grateful thing for us to remember, and a proud memory for you to know, that to the United States this colony will owe the "King of fish."

J. C. FIRTH,
President of the Acclimatization Society, Auckland, N. Z.

Hon. SPENCER F. BAIRD, Esq.,
Chief of the United States Fisheries Commission, Washington.

SAN FRANCISCO, CAL., *January* 3, 1877.

SIR: I have to state, in reply to your letter of 16th November, 1876, that I put myself into communication with Professor Baird and Mr. Stone, as therein directed. I have not heard from the latter. I inclose correspondence.

During my absence in Southern California two boxes of whitefish eggs arrived, as advised by Dr. Baird, and were placed in the ice-house here, waiting the departure of the mail. Preparations were made for their reception on board the steamer, and yesterday I saw the box for New Zealand packed in ice in a loose case, and drove with it to the vessel, where it was transferred to the ice-house in my presence. It will be similarly packed for transfer at Kandavau. Next steamer the second instalment of 125,000 whitefish eggs will be forwarded. I trust these will arrive safely. As I have not been furnished with any account for salmon shipment, I cannot draw upon the government for any amount. I am greatly indebted to Hugh Craig, esq., agent for the New Zealand Insurance Company, who, in my absence from town, gave the necessary instructions.

I have, &c.,

ROBT. J. CREIGHTON.

G. S. COOPER, Esq., *Under Secretary, Wellington.*

[Inclosure in last letter.]

SAN FRANCISCO, *December* 14, 1876.

SIR: I have the honor, by direction of the New Zealand Government, to request that you would be good enough to inform me the amount that is due from said government to the United States Fishery Commission, or to the branch of it which you represent, in respect of the government share of the recent shipment of salmon ova to Dr. Hector's address, for which I am authorized to draw on the colonial treasurer of New Zealand. As I am going out of town for a few days, should your letter not receive prompt attention you will understand the cause of the delay.

I have, &c.,

R. J. CREIGHTON,
Resident Agent, New Zealand.

LIVINGSTON STONE, Esq.,
United States Fish Commission, Redding, Cal.

[Inclosure in last letter.]

SAN FRANCISCO, *December* 14, 1876.

DEAR SIR: I have much pleasure in informing you that the shipment of salmon ova arrived at its destination in excellent order, and that the hatching out has been successful. The press of New Zealand has acknowledged the liberality of the United States Fish Commissioners, and I am advised that the colonial secretary has written to you expressing the thanks of the New Zealand Government for your considerate attention to their requests. Mr. Firth, president of the Auckland Acclimatization Society, writes in similar terms, and doubtless you will have received a letter from him before this reaches you. I forward to your address a copy of the Auckland Southern Cross, containing a notice of the arrival of the consignment of eggs, and I have arranged to forward to you copies of the San Francisco Evening Post, containing a special article on the subject.

In obedience to instructions, I have requested Mr. Stone to inform me the amount of indebtedness by the New Zealand Government on account of their share of the shipment, on receipt of which the money will be paid.

I trust there will be no difficulty in the way of supplying the whitefish arranged for by Dr. Hector, which you requested me to remind you of about the new year.

I am certain the success of the experiment hitherto will be a source of satisfaction to yourself, as, unquestionably, it is to all classes in New Zealand.

I have, &c., R. J. CREIGHTON.

Hon. S. F. BAIRD,
Washington, D. C.

[Inclosure in last letter.]

NATIONAL MUSEUM, SMITHSONIAN INSTITUTION,
Washington, December 12, 1876.

DEAR SIR: I propose to send, about or after the 20th of December, a quarter of a million of whitefish eggs to the Acclimatization Society at Wellington, care of Dr. James Hector, and I beg that you will kindly take charge of the shipment of these, paying the necessary expenses of transportation from Northville, Mich., and of fitting up any provision on the steamer for their safe transmission. The weather will be so cool that a delay of some time in San Francisco will probably not affect them. It is probable that these eggs will be sent to Mr. B. B. Redding, fish commissioner of California, with some for the California commission. Please see Mr. Redding on this subject. I cannot tell here when the steamer leaves, but hope the eggs may go on soon after reaching San Francisco.

I have, &c.,

SPENCER F. BAIRD.

R. J. CREIGHTON, Esq.,
San Francisco, Cal.

[Inclosure in last letter.]

UNITED STATES COMMISSION FISH AND FISHERIES,
Washington, December 22, 1876.

DEAR SIR: I am duly in receipt of your letter of the 14th of December, informing me of the safe arrival of the salmon eggs in New Zealand. It is, indeed, gratifying to know that such a brilliant success has been experienced; and I trust it may be in my power to assist in having subsequent shipments, not only to New Zealand, but to other points in Australia.

I am in momentary expectation of receiving the announcement of the shipment from Northville, Mich., by Mr. James W. Milner, my deputy, of a lot of whitefish eggs for New Zealand; 500,000 are to be forwarded to San Francisco, of which 250,000 are intended for Wellington, and 250,000 for the California commissioners. To save expense, and to insure greater care of the eggs, I directed that all be addressed to Mr. B. B. Redding, of the Central Pacific Railroad, and fish commissioner of California.

The consignments are to leave at intervals of about a week, so as to avoid the risk of injury to the whole. I have also asked that each consignment be so arranged that it can be divided into two lots of 125,000 each. If, for any reason, as that of the departure of a steamer after the arrival of the first lot and before that of the second, it would be better to take all of consignment number one for New Zealand, I have no doubt that Mr. Redding will consent to it. Of course you will see that all proper precautions are taken for the packing of the eggs on the steamer.

I have, &c.,

SPENCER F. BAIRD,
Commissioner.

R. J. CREIGHTON, Esq.,
San Francisco, Cal.

NAPIER, NEW ZEALAND, *January* 26, 1877.

SIR: By direction of the Hon. J. D. Ormond, the president of the Hawkes Bay Acclimatization Society, I have the honor to address you in reference to a shipment of salmon ova received here on the 12th November last.

The ova were landed from the City of Sydney early in the morning and were at once dispatched by rail to the principal hatching-grounds, 10 miles off, where it was forthwith unpacked.

The ice-chest had been replenished in Auckland, and upon arrival here contained about 7 cwt. ice, the greater part of which was evidently natural ice and must have been part of that used in San Francisco.

A portion of the ova, about 20,000, was dispatched inland about 20 miles farther, to be hatched in a stream rising among the inland mountains. This water was selected on account of the temperature being lower than any convenient stream in this neighborhood. The balance of the ova was placed in a small stream from an artesian well, the boxes being placed about 100 yards from the well.

The ova when unpacked looked remarkably well; the greatest care had evidently been used in packing, and there could not have been more than 2 per cent. dead ova.

Ten days after the receipt the ova commenced to hatch, and within 20 days after arrival the whole of the ova had hatched with the exception of about 3 per cent., which died after unpacking.

The other portion, although placed in what was in November colder water, did not succeed, principally, I think, on account of the water varying so much in temperature; for although for weeks previous to the arrival of the ova the water had been colder than with us, it had not remained so, and, being exposed to the sun for a considerable distance, it had become too warm after the fish commenced to hatch. After the ova that had been detained had hatched it was ascertained that our boxes were too small; we therefore put in a small race, fed directly from the well, where the fish had more room and the water about three degrees less than the hatching-boxes; here they progressed very well. It is estimated that over 30,000 fish were successfully hatched.

On December 13, the fish having nearly lost the sac, the work of distribution commenced, and although it has been a most laborious work I am happy to inform you that the casualties have been very small. The fish have been placed in the headwaters of our principal rivers, which are fed from streams rising among snowy ranges, the temperature being from 56 to 62 degrees. They have been conveyed over very rough country by bullock-drays and pack-horses, and in some cases the cans had to be carried for miles over very rough hills. The fish have now been all liberated, and we can, I think, confidently consider that the experiment has been eminently successful.

I am desired by the Hon. Mr. Ormond to convey to you and the officers of your department, and through you to the Government of the United States, our very high appreciation and hearty thanks for the liberal donation of ova and the trouble you have taken in an experiment which there is every reason to believe will result in the stocking of our rivers in a few years with the king of fish.

I have the honor to be, sir, your most obedient servant,

F. SUTTON,

Hon. Secretary Hawkes Bay Acclimatization Society.

HON. SPENCER F. BAIRD,

Chief Commissioner of Fisheries, Washington, U. S.

COLONIAL MUSEUM, WELLINGTON, *February* 8, 1877.

SIR: I have the honor to report the receipt of the case of whitefish ova, referred to in Mr. Creighton's letter of the 3d January, and to inform you that, in accordance with your instructions, it was sent on to the secretary of the Acclimatization Society, to whom I telegraphed, so that he might take delivery of it at Lyttelton.

From Professor Baird's letter of the 22d December, it appears that this case contains 125,000 ova, or one-half the total number that were ordered, and that the remainder is to follow by next mail-steamer.

I opened the outer case and ascertained that there was a sufficient quantity of ice round the inner box to maintain the ova at a low temperature until they reached the hatching-ponds, and, so far as I can judge, the shipment has been successfully conducted up to this point.

As the rearing of the young fish will be attended with some difficulty, and require different treatment from that adopted for the young salmon and trout, I have extracted the information in the inclosed memorandum for the guidance of those who conduct the experiment, chiefly from the Reports of the United States Fisheries Commissioners.

I have, &c.,

JAMES HECTOR.

The Hon. the COLONIAL SECRETARY.

[Inclosure in last letter.]

Memorandum respecting the American Salmon and Whitefish, recently introduced into New Zealand.

1. CALIFORNIAN SALMON (*Salmo quinnat, Richardson*).

This fish has been placed in the subgenus (*Oncorhynchus*), which differs from the true *Salmo*, in having more rays in the anal fin.

In habits and general form it closely resembles the *Salmo salar* of the Atlantic, and it is probably identical with the North Pacific salmon, *Salmo* (*Oncorhynchus*) *lycaodon* of Pallas (Gunther, vol. vi, p. 155).

The most important difference from the Atlantic salmon is its endurance of much higher temperatures at the period of spawning, as the eggs are matured in the summer and hatched in the autumn of a mild climate, instead of being developed during a rigorous winter, and hatched out in spring.

The Californian salmon spends the greater part of its life in the sea, and especially frequents deep-water inlets.

There are three "runs" of this salmon up the rivers in each year. The first is in spring, during March and April, when the prime fish, of largest size and best quality, after frequenting the estuaries in large numbers during the winter months, start up the rivers, the full-grown fish working up to the source of the streams, where they spawn in July and August. So far as yet observed, the adult fish all die after spawning, and never return to the sea. In August there is a second run of fish up the

rivers, but at this season they are of inferior quality. The third run is of smaller-sized fish, in the month of October, just before the winter sets in. There are no salmon in the rivers during the winter months from November to March, at which season they are caught in the sea.

The young fish hatch out in October, after sixty days' immersion, when the water has an average temperature of 48° to 50° F., but after forty-eight days' with an average temperature of 58° to 60°.

It has not been ascertained where the young fish spend the winter months. It is an important fact that in ascending to the breeding-place the gravid fish must frequently pass through river water having a temperature of over 76°.

The average size of the full-grown salmon in the Sacramento River and its tributaries is about 20 pounds weight, but fish weighing from 40 pounds to 50 pounds are not uncommon. It is a large, handsome fish, with silvery scales, and a deeper body and less delicate look than the salmon of Europe, but in quality as food they are quite equal to it. When in prime order their flesh is firm, sweet, rich, juicy, and high-colored. As a game fish they are active and powerful, and are freely caught with hook and line in salt and brackish water. In fresh water the best bait is salmon roe, but they also give good sport with the artificial fly. The climate of the upper tributaries of the Sacramento River, where the best salmon-fishing in California is found, closely approaches to that of the New Zealand mountain valleys. The winters are mild, a very little snow falling occasionally with the rains. The days in summer and autumn are hot, but the nights are cool, there being a great range of temperature in the twenty-four hours. Thus, in September (corresponding to March in New Zealand) the thermometer has been known to rise from 55° at sunrise to 100° at noon.

The foregoing observations indicate the *Salmo quinnat* to be well adapted for thriving in the seas and rivers of New Zealand, and the success which has attended the recent shipment of ova shows that a few large importations would, in the course of a few years, thoroughly stock our waters, and introduce a lasting and remunerative industry, as it is from this species that the chief supply of preserved salmon is now manufactured. The consumption of this article in New Zealand and the Australian colonies in one year, as shown by the import returns for 1875, was very large, the New Zealand share having a value of £10,000. The business of canning on the Pacific coast has now reached enormous dimensions. In 1875, 16,000,000 pounds of canned fish was prepared for exportation, and last year seventeen cannaries were at work, though not fully employed, owing, however, to a deficient supply of fish, and not to any falling off in the demand.

2. Whitefish.

The species of whitefish, the ova of which are now being imported, is the *Coregonus albus*, the most valuable of a large number of species of

that genus, which are distributed throughout the fresh-water lakes and streams of the Northern Hemisphere between latitude 46° and the Arctic Circle. The representatives of the genus in Britain are the *vandace* of Loch Mabin and Lake Windermere, the *powan* of Loch Lomond, the *pollan* of the Irish lakes, and the *gwyniad* of certain lakes in Wales.

In America there are several species, some of which ascend rivers from the sea, while others, of which *Coregonus albus* is one, are chiefly confined to lakes. The American commissioners express the opinion that few fish will better repay efforts for their multiplication than this whitefish, and large sums are being spent in the propagation and introduction of this species to the various northern and winter stations, where they are not found naturally.

The excellence of the whitefish as an article of food is described by all travelers in the northern regions of America, where it forms the staple diet of the Indians and trappers during a large part of the year. It is a plump-bodied fish, free from small bones, with firm, delicately-flavored flesh in large white flakes. It is highly nutritious, but at the same time free from the rich oil which renders the salmon so cloying to the appetite when constantly used as food.

The size of the full-grown fish is pretty uniform if caught in the same locality; but in some places they reach a weight of 20 pounds, and even 40 pounds, while in others the average is about 2 pounds weight, the difference being no doubt due to the paucity or abundance of their favorite food, which consists of small crustaceans and shell-fish. They grow rapidly, the weight increasing about ¾ pound for each year's growth, the fish of the first season, or about eighteen months old, generally weighing 1¼ pounds. They are very fertile, the number of eggs deposited by the female being about 10,000 for every pound-weight of fish. They have the great advantage of being in season and procurable at all times of the year, although they have regular migrations from the shallow to the deeper waters of the lakes, and to the shoals at the outlets of the lakes for the purpose of spawning. This takes place in the month of November, or just before the winter sets in. At this time the temperature of the surface water is about 43° in the larger lakes. When owing to the shallowness of the water in which the ova are deposited the temperature falls to 34° to 35° during winter, they do not hatch out until April, but the usual period is 100 days between the spawning of the ova and the emergence of the young fish.

In the case of the ova recently imported, the period seems to have been under 80 days, as they were spawned about the 15th November, and the young fish hatched out in Christchurch on the 3d February, which goes to prove that the low temperature in their native waters only retards the development of the ova, and that it is not essential that they should remain dormant for so lengthened a period. This is a very important question as affecting the propagation of this fish in New Zealand, as, if the continued low temperature of the great lakes of North America

is essential, there is no lake in New Zealand where there is a chance of this fish being successfully reared. But if the absence of the extreme cold will only lead to a more rapid development of the embryo, there is no reason to doubt that some, at least, of the larger and deeper lakes, such as Wakatipu and Wanaka, and especially Te Anau, will prove suitable. The waters of Lake Erie attain a surface temperature in summer of 75°, at which season the whitefish return to the cool, deep waters; but in other lakes, which are deeper and without undercurrents, at that season the whitefish run to the shores, and especially to the entrance of rapid rivers, or a broken, rocky coast, where the splash of the waves favors more thorough aeration of the water.

The surface water of the above-mentioned New Zealand lakes has rarely a higher temperature in summer than 52°. On the 6th instant, Mr. Worthington ascertained the temperature of the embayed surface water at Queenstown, Lake Wakatipu, to be 53° at sunrise and 55° at 2 p. m. In winter I found the surface temperature at the same place to be about 46°, and, although we have no information on this point, it is probable that much colder water is to be found at all seasons in the profound depths of this and all the great lakes of the south, so that, as far as mere temperature is concerned, the whitefish would feel at home, provided the winter temperature on the gravelly banks, where the rivers enter the lakes, is sufficiently low for the proper development of the ova.

It is very desirable, however, that the experiment should be tried under the most promising conditions.

The first shipment having been hatched out at Christchurch, I recommend that the whole of the young fish obtained should be placed in Lake Coleridge as soon as they can be removed, and that the shipment expected by next mail-steamer should be forwarded, with a sufficient quantity of ice, to the Makarewa Ponds to be hatched, and the young fish transferred to the Te Anau and Wakatipu Lakes. As the shipment will, no doubt, arrive, like the last, in one parcel, and the chance of success in the south is so much greater, provided there is a sufficient supply of ice available, I cannot recommend that this second consignment of ova should be intrusted to the Auckland Acclimatization Society.

Their application is for the purpose of stocking Taupo Lake, but I find that the water at the outlet of Taupo Lake only varies from 54° in winter to 63° in summer, which differs so materially from the conditions that control the natural distribution of the fish that there would be very small chance of their thriving.

The chief difficulty in propagating the whitefish arises from the circumstance that the ova are coated with an adhesive mucus* that renders their manipulation more difficult than in the case of salmon ova. The young fish are also more difficult to rear, and it has never been successfully done yet, except by turning them adrift in suitable water at a very

* This is an error. The difficulties in hatching whitefish arise from other causes.

early age to shift for themselves, as their food consists of minute infusoria, or similar diet, that cannot be artificially imitated. The minced meat on which the young salmon thrive so well will not answer for the whitefish, according to the evidence quoted by the American commissioners.

JAMES HECTOR.

COLONIAL MUSEUM, WELLINGTON, NEW ZEALAND,
February 9, 1877.

DEAR PROFESSOR BAIRD: You will be glad to hear of the safe arrival of the first case of whitefish ova, though I fear the experiment in this instance will only be a partial success. This is owing to the new arrangements of the postal service having required a transshipment of the ova at Auckland to a local steamer, which had no ice on board, and was, moreover, bar-bound for several days before she started on her voyage down the coast. The ova were transferred from the ice-house of the large steamer in Auckland Harbor, on the 29th January, and did not reach the breeding-pond at Christchurch for five days afterward. I opened the outer case on the evening of the fourth day, when the vessel called at Wellington, and there still was a small quantity of ice, sufficient to retard the development, I hoped, for twenty-four hours longer. Had the steamer gone straight from Auckland to Nelson, which was the arrangement I anticipated, the ova would have been in the hatching-ponds within forty-eight hours of their removal from the ice-house of the large steamer. As we have no ponds at Wellington, the government decided to intrust them to the Christchurch Society, where they have a very good hatching establishment. The water the ova were placed in is stream water, that springs from gravel, and has a temperature of 56° Fahrenheit. The secretary reports that over 200 young fish have come out, and says they are three-quarters of an inch long (five days old), very transparent, with bright yellow eyes, are very lively, and appear to be doing well.

The Auckland Society wish to get the next shipment for Taupo Lake, but I am afraid the temperature will be too high, being from 57° to 63°. I would rather trust the southern lakes, which vary from 46° to 53°, winter and summer. I will report the further results by next mail, when the second shipment will have arrived. With renewed assurance that your kind attention is thoroughly appreciated in the colony,

I have, &c.,

J. HECTOR.

Hon. SPENCER F. BAIRD.

Extract of letter addressed to the honorable the Colonial Secretary.

FEBRUARY 21, 1877.

I also inclose a memorandum of the distribution of the fish from the ponds; and the Commissioners desire me to repeat the information conveyed in my telegram yesterday, that the hatching-boxes are clear and ready for the reception of the whitefish ova mentioned in your letter of the 20th November, 1876.

J. MENZIES.

MEMORANDUM.

Mr. Howard reports that the distribution of fish from the Southland ponds since last report, May, 1876, was as follows:

October, 1876.—Salmon fry hatched from ova received from United Kingdom by S. S. Durham, placed in Aparima River 1,500

Californian salmon fry.

January and February, 1877.—Into affluents of Oreti River, viz:

Stag Creek	3,600
Winton Burn	1,200
Irthing River	8,200

And on 17th February, Mr. Howard reports that he had from 3,000 to 4,000 fry still in the ponds, and would on 20th remove all but about 100, kept for purposes of observation, into the Irthing.

Brown trout (ova).

September, 1876.—To Wellington 1,700

Brown trout (fry).

October,	1876.—To Waimatuku	500
November,	1876.—To Makarewa	125
	To Morley	800
	To Holmes's Wash Creek	1,000
	To Otaupiri	1,500
January,	1877.—To Waikaka	250
		4,175

COLONIAL MUSEUM, WELLINGTON, *February* 28, 1877.

SIR: I have the honor to report the arrival of the second shipment of whitefish ova, and to inclose an extract from Professor Baird's letter on the subject. Before their arrival in Auckland arrangements had been made for supplying half a ton of ice, with the view of keeping the

ova in a low temperature during the voyage down the coast. I have just examined the box, and find that there will be sufficient ice to last for five or six days longer, judging from the quantity melted since the Taranaki left Auckland. This should be quite sufficient to insure the ova reaching the Makarewa ponds on Monday next in good order.

I have, &c.,

JAMES HECTOR.

The Hon. the COLONIAL SECRETARY.

[Inclosure in last letter.]

Extract from Professor Baird's letter to Dr. Hector, dated Washington, January 19, 1877.

Yours of the 13th December is to hand. I hope that the first installment of the whitefish eggs has reached you in good condition. I directed that the entire shipment of three or four hundred thousand eggs should be divided into two lots, so as to insure the greater certainty of the safe arrival of some of them.

Give me timely notice if you want more Californian salmon eggs or those of the whitefish, and I will do what I can to meet your wishes to any extent. The order for salmon eggs should be received by May next.

I have written to Mr. Firth, who announces a satisfactory result of his experiment, that, in the event of extra eggs being called for from Australia, New Zealand, Chili, and the Sandwich Islands, and an extension of operations on the McCloud River being required, I might have to charge a small sum for the eggs themselves; but in any event the amount will be but small.

I shall be delighted to have a good collection of your New Zealand fishes, and hope you will send them duly labeled. Can you not get for us some specimens of the new genus of fish allied to the *Amphioxus?* I believe they are found in Moreton Bay.

UNITED STATES COMMISSION FISH AND FISHERIES,
Washington, April 7, 1877.

DEAR DR. HECTOR: Your letter of the 9th of February has been duly received, and I regret that there was even a partial failure in the eggs of the whitefish. If you can arrange for a better connection for the next season I would be glad to send you more; and should you want any salmon eggs, please advise me by the 1st of July.

I have, &c.,

SPENCER F. BAIRD,
Commissioner.

Dr. JAMES HECTOR,
Wellington, New Zealand.

WELLINGTON, *May* 31, 1877.

SIR: With reference to the offer which you kindly made in your letter of the 7th ultimo, addressed to Dr. Hector, I have the honor to request that arrangements may be made for the transmission to this colony during next season of 500,000 of the ova of the Californian salmon, and 250,000 of the ova of lake whitefish (*Coregonus albus*).

I have, &c.,

G. S. COOPER.*

Professor BAIRD,
Commissioner, United States Fisheries Commission, Washington.

CANTERBURY ACCLIMATIZATION SOCIETY,
Christchurch, March 22, 1877.

DEAR SIR: I have to acknowledge, with thanks, the receipt of your memoranda *re* American salmon and whitefish and add that I am very sorry it did not reach us until the information contained in the last clause relating to whitefish was too late.

It is with the deepest regret I have to inform you that we believe every one of the fish has been lost, although hopes are entertained that some may turn up in our races.

The loss seems to have occurred in the following manner: When they were first hatched out, it was observed, from time to time, that the numbers increased in the lowest boxes, where, after careful watching, the discovery was made that they, with perfect freedom, passed through the perforated zinc placed at the lower end of the box. This has always been found sufficient to prevent our smallest trout escaping; and, having heard of the great weight the whitefish grew to be, it seemed consistent to think, ere the ova reached us, that no other preparation was necessary than had been for trout and salmon, which had been so signally successful in the same boxes the same season. However, experience proved the fact, and fine muslin was strained over the zinc, which for a time had the desired effect; but it was soon found that the food (finely-grated liver) clogged that material, so that it required constant attention—and from close inquiries we find this was given early and late—and the evening previous to the discovery of the loss the curator had attended to them himself. The next morning he found the water overflowing the boxes, and all but six or seven of the fish gone. Search was made for them, a few found dead on the floor of the house, but nothing equal to the number we had in the boxes; so that, as we have a race running through the house, we trust that ere long some of them may turn up.

Much as the loss may be and is deplored, I trust the above explanation of the cause will be accepted with good grace, so that the disaster

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* Under secretary of the Government of New Zealand.

may not prevent us from receiving the favor of a similar consignment next season, it being our aim and desire to do all that we can to foster and acclimatize everything useful and of benefit to the general public.

Before concluding, I think it necessary to append my opinion in reference to the ova received, supposed to be whitefish. To this I demur, and can only conclude that some mistake has been made, for the following reason: The eggs were about the size of those from the herring, consequently the inference would be they were too small for so large a fish as described in your memorandum.

I give this for what it is worth, and with the hope that, if the government have been subjected to a mistake, such may be prevented in the future.

The ova received are probably from some such fish as our whiting, of the genus *Clupea*, and not *Coregonus albus*, as supposed.

I have, &c.,

S. C. FARR,
Honorary Secretary.

Dr. HECTOR,
Colonial Museum, Wellington.

GEOLOGICAL SURVEY OF NEW ZEALAND,
Wellington, March 9, 1877.

DEAR PROFESSOR BAIRD: I am sorry to say that we had not much success with our whitefish. The first lot, I wrote you, experienced many delays, and when they reached the hatching-ponds only about 400 fish were saved. They thrived well, but by a telegram just received I learn that they have been all lost; I presume escaped from the ponds. I made better preparations for the second lot, and had half a ton of ice ready at Auckland to bring them down to town. They reached here the third day from the ice-house of the big steamer from which they were transshipped at Auckland, and were, as far as I could judge without opening the box, in good order; at least there was plenty of ice around them. I therefore sent them on to the extreme south, where they will have the best advantages at the great ponds at Makarewa, but unfortunately they had to be transshipped at Dunedin, and the steamer that was to have taken them on got wrecked. This caused a week's delay, and I fear some injuries, for the curator of the ponds telegraphed to-day, "Boxes opened, ova all gone, only black scum left." I will have the matter thoroughly inquired into and inform you. Meanwhile we can only wait till next season. You will be glad to hear that about forty rivers have been successfully stocked with salmon from the December shipment. A glorious success so far.

Ever yours, very truly,

JAMES HECTOR.

Prof. S. F. BAIRD,
Washington, D. C.

COLONIAL MUSEUM OF NEW ZEALAND,
Wellington, April 4, 1877.

DEAR PROFESSOR BAIRD: I am sorry to inform you that the experiments with the whitefish ova have proved a failure for the reasons stated in the inclosed correspondence.

You will notice that there has been a doubt expressed if they were the ova of the whitefish, and I will be glad if you can conveniently make some inquiry and report to me for the satisfaction of the government.

From the account given by Mr. Farr they appear certainly to have been of small size for any species of *Coregonus*. The salmon are going to thrive well, I believe, and will amply repay the trouble you took in procuring them for us. The success is a great contrast to the large expenditure and small results in introducing the British salmon to this hemisphere.

I remain, dear Professor Baird, yours faithfully,

JAMES HECTOR.

Professor BAIRD,
Chairman of United States Fishery Commission, Washington.

[MARGINAL NOTE.—Copies of Mr. Howard's letter and Mr. Farr's letter and Dr. Hector's reply, also copy of report of society meeting at Christ church, and a copy of Dr. Hector's memoranda on salmon and whitefish printed.]

CHRIST CHURCH ACCLIMATIZATION SOCIETY.

An adjourned meeting of this society was held yesterday afternoon at the gardens. Present: Hon. J. T. Peacock, chairman; Drs. Nedwill, Powell, Messrs. Hill, Boys, Carrick, Jameson; Hon. Treasurer Farr; Hon. Secretary Johnstone; Fereday, Haumer, and Blackeston.

The secretary said since last meeeting he had received £20 from the Auckland society, balance of the £70 refund on account of the California salmon ova.

A telegram was read from Dr. Hector, requesting that the majority of the whitefish might be sent to Lake Coleridge as soon as they were fit for carriage; a few to be kept by the society for experimental purposes.

The curator, who was present, said that only about a half dozen of the fish were now alive. He had put some muslin in the boxes in order to retain the food; this had caused the boxes to overflow, and the fish had been thrown onto the floor of the breeding-house. A very general regret was expressed that such a mishap should have occurred, which had all the appearance of having resulted from very great carelessness. The secretary was instructed to telegraph the fact to Dr. Hector.

In reply to Mr. Boys, the secretary said about 200 of these fish had been hatched out.

COLONIAL MUSEUM, WELLINGTON, *April* 5, 1877.

DEAR SIR: I delayed answering your letter about the whitefish until I could look into the matter of the size of the ova, as you seem to doubt if they were whitefish.

The only other lake fishes that breed in the fall are the lake herring, the siscowet, and the great lake trout. The following is a table of the relative sizes of their eggs:

	No. per lb. of fish.	No. per oz. of ovary.
Lake trout (*Salmo*, sp.)	700	300
Siscowet (*Salmo*, sp.)	700	376
Lake herring (*Argyrosomus*)	8,000	8,000
Whitefish (*Coregonus*)	12,000	3,000

The *Salmo quinnat* has very large eggs, but they still average about 700 per pound weight of the fish.

From these figures you will see that the egg of the whitefish is very minute compared with that of salmon or trout, and that the size of the egg bears a remote relation, if any, to the size of the fish.

I am sorry for the failure that has occurred, but will send full information on the subject by this mail to Professor Baird, and seek his advice.

I will particularly request that an inquiry be made into the circumstances under which the ova were collected, so that any doubt may be removed as to unfair or unskilled dealing in the matter.

I have, &c.,

JAMES HECTOR.

S. C. FARR, Esq., *Christchurch.*

CANTERBURY ACCLIMATIZATION SOCIETY,
Christchurch, April 12, 1877.

DEAR SIR: I beg to acknowledge yours of the 5th instant, and to thank you for the kind information therein contained.

The doubt expressed by me in reference to the whitefish was somewhat encouraged by the box of ova received by the late curator, which were a very large size, almost equal to the salmon ova received by the society, and which Mr. Johnson stated to the present curator were the ova of whitefish from America.

Probably the inquiry you suggest will not be without its good results.

I have, &c.,

S. C. FARR,
Honorary Secretary.

Dr. HECTOR,
Colonial Museum, Wellington.

SALMON PONDS, WALLACETOWN, *March* 10, 1877.

MY DEAR SIR: You will have already learned the bad state of the whitefish ova by telegram, but, as I believe you take a very great in-

terest in the acclimatization of the American fish, I trust a few more particulars will not prove tedious.

The ova were detained in Dunedin until Tuesday night, when they left by Wanganui, not reaching the Bluff till sundown on the following day, and were opened at the ponds on Thursday morning. I regret to say there was little or no sign of ova having ever been there, except here and there a smear of glutinous-looking substance with a vile smell. No one unacquainted with its original contents could have ever supposed ova were there at all. This is the more strange, that even in the shipment of salmon ova from London by the Mindora, which was 133 days on the voyage, the ova were perfect in form though opaque. I have never yet seen a similar case to the present. This led me to try the moss to see if the destruction of the ova was caused by insects, but a powerful glass showed no signs of insect-life of any kind; the moss, however, has a very strong pungent smell, like ammonia, quite sufficient, I should imagine, to destroy the vitality of the ova; but then, would it have destroyed all form and shape of the egg? There is another peculiarity of the packing, which some people would think sufficient to destroy the vitality—the box was nailed and not screwed. I am not, however, a great believer in the extra sensibility of ova, especially in their forward state; and I have even dropped a newly-taken ovum from some distance on to the ground, and afterward hatched it; and I have reason to believe that all the last salmon ova were taken some days previous to shipment; in fact, I suspect were kept until the fish were visible (about twenty-five days, according to temperature), or I cannot account for the perfect fecundation of the ova sent, and their hatching out so soon; in fact, hundreds of the salmon were hatched and dead on arrival.

With regard to the salmon, you will be glad to hear they were a most unqualified success (with the exception mentioned above). Very nearly 18,000 have now been turned out by the direction of the commissioners, and about 200 kept for observation. All those turned out have been taken as far as possible up the Oreti, and placed chiefly in the five rivers at Lowther. This river (Oreti) should be stocked surely, as all have gone into its affluents. The fish grow very rapidly, and are now 3 inches long, quite as large as English fish at six months old. They are the most active fish I have ever had under my charge. When you have leisure, I should feel much obliged if you could recommend me some trustworthy history of these different American fish, as I do not know their peculiarities; for instance, are they as erratic in their first visit to salt water as English fish, &c.? I should also feel obliged if you could give me Mr. S. Baird's address, as I should like much to give him a little information about the time occupied in transit of the ova to this extreme point, in case the government feel inclined to try other shipments.

If you would care for specimens of the ova of the salmon (American), I have some by me, as also a few of the young fish (in spirits); there is

a very marked difference between both, and the home ova and fish. The young fish rise most readily to the flies thrown to them, whatever the adult fish may do. Should you require any information regarding the fish here, I should always most willingly give it.

I have, &c.,

H. HOWARD.

Dr. HECTOR,
Colonial Museum, Wellington.

[Extract.]

WASHINGTON, D. C., *May* 14, 1877.

DEAR SIR: I am in receipt of your letters of 4th and 5th April, and, with you, regret the failure of the experiment in regard to the whitefish. The suggestion, however, that possibly there was some mistake in the eggs, intentional or otherwise, was enough to produce a slight feeling of irritation, not toward you, of course, but at the person who could imagine that in a matter of this kind any error could or would be committed.

These eggs are all taken in the Detroit River, to which the whitefish of Lake Erie resort for the purpose of spawning. The fish are secured in large seines, and many of them are kept alive for a considerable time before the spawn is removed. There are no *Clupeidæ* in the lakes except a very broad species having no resemblance whatever to the whitefish, and which does not spawn in the autumn.

The suggestion of there being any possible relation between the size of the fish and that of the egg is not warranted at all by the facts. The egg of the cod-fish is extremely minute; that of the striped bass (*Roccus lineatus*), which attains sometimes a weight of 75 pounds or 100 pounds, is not the fiftieth of an inch in diameter. The egg of our whitefish is smaller than that of the European species; a consignment received from Germany of *Coregonus maræna* took every one by surprise from its superior dimensions.

Of precisely the same hatching of eggs as those sent you, millions of young fish have been hatched and safely deposited; and I myself have seen a small number from the same hatching-house and the same stock, having, unmistakably, all the characteristics of the genus *Coregonus*.

I have, &c.,

SPENCER F. BAIRD.

JAMES HECTOR, Esq., M. D.

DUN ALISTER, WYNDHAM, *June* 2, 1877.

SIR: At a recent meeting of the commissioners appointed to manage the Southland Salmon Ponds the following resolution was agreed to,

namely, "That the commissioners, being impressed with the belief that another importation of salmon ova from the United Kingdom is necessary to insure their naturalization in the colony, and being desirous to plant American salmon and other fish in various other rivers and lakes in the colony, recommend that £1,000 should be placed on the estimates with the view of obtaining shipments of salmon ova from the United Kingdom by steamers to Melbourne, and of salmon, whitefish, and other ova from America by the Californian mail-boats."

In accordance with the instruction of the commissioners, I have now the honor to communicate this resolution, and, in doing so, venture to express the hope that the government will place on the estimates for this purpose even a larger sum than that suggested above, in order that more than one experiment may be repeated by the Melbourne boats.

I have, &c.,

J. A. R. MENZIES,
Chairman of Commissioners of Salmon Ponds.

The Hon. the COLONIAL SECRETARY,
Wellington.

WELLINGTON, *June* 14, 1877.

SIR: I have the honor to acknowledge the receipt of your letter of the 2d instant, forwarding a resolution of the commissioners appointed to manage the Southland Salmon Ponds, recommending that further shipments of fish ova should be imported from Great Britain and America; and, in reply, to inform you that the government had, prior to the receipt of your letter, determined to ask for a vote for the purpose in the next session of Parliament.

I have, &c.,

DANIEL POLLEN.

Hon. J. A. R. MENZIES.

DUN ALISTER, *June* 26, 1877.

SIR: I have the honor to acknowledge the receipt of your letter of 14th instant, informing me that the government had, before receiving my letter of 2d instant, determined to ask, in the next session of Parliament, a vote for the purpose of importing fish ova from Great Britain and America; and, after communicating with the commissioners, to express their gratification at the decision of the government.

I have, &c.,

J. A. R. MENZIES,
Chairman of Commissioners of Salmon Ponds.

The Hon. the COLONIAL SECRETARY, WELLINGTON.

WELLINGTON, *July* 27, 1877.

SIR: I have the honor to request, on behalf of the Hawke's Bay Acclimatization Society, that it may be supplied with 50,000 salmon ova out of the quantity which I understand has been ordered by the government.

I should feel obliged if you would issue instructions for the same to be separately packed, in order to facilitate matters on its arrival, it being understood that we pay proportionate share of the expense of transit.

I have, &c.,

F. SUTTON,
Honorary Secretary.

The Hon. the COLONIAL SECRETARY.

WELLINGTON, *July* 28, 1877.

DEAR SIR: I am directed by government to ask you to be good enough to have the next shipments of salmon ova packed, if possible, in cases containing 50,000 ova each, in order to facilitate their transit to the different districts throughout the colony.

The government propose to distribute the ova as follows:

Auckland	2
Napier	1
Nelson	1
Greymouth	1
Wellington	1
Christchurch	1
Dunedin	1
Makarewa	2
	10=500,000

I have, &c.,

JAMES HECTOR.

Hon. SPENCER F. BAIRD.

C.—SHIPMENTS OF APPARATUS TO GERMANY, AND CORRESPONDENCE.

AMERICAN LEGATION,
Berlin, December 9, 1876.

SIR: I inclose a letter from my friend Mr. Von Behr which will explain itself, and have ventured to add a translation of it.

I shall write for instructions to Messrs. Riggs & Co., to pay you any expense you may be at should you be willing to comply with Mr. Von Behr's request to send him hatching-troughs, &c. If you send them, they had better be addressed to me to the care of the consul of the

United States at Hamburg, and sent by a Hamburg steamer sailing from Hoboken on a Thursday.

I am, sir, your obedient servant,

J. C. BANCROFT DAVIS.

Professor BAIRD,
Smithsonian Institution, Washington.

BERLIN, GERMANY, *December* 7, 1876.

MUCH ESTEEMED SIR: I have received from you, through the kindness of General Meigs, a letter, dated November 16, 1875, which was much valued by me. If I address you to-day simply with thanks for it, without dilating upon it further, it is because I should like to confer with you upon many circumstances which, at the present, I consider more important.

As temporary chairman of our German Fishery Association, which has, indeed, the honor to count you among its members, I shall probably be called upon, in February, 1877, to make a statement of the great efforts which the United States of North America are making in the matter of artificial propagation of fish, compared with the hitherto small beginnings made by us.

As material for my statement, I have, in the first instance, through your kindness, your letter of March 13, of this year, concerning the appropriation of $17,500.

Besides these, I have—

2. Proceedings of the American Fish Culturist Association.

3. Reports 1874–'76 of the commissioners of the State of New York.

All the above-named through Mr. Robert Roosevelt.

But I do not find in any of these pamphlets exact estimates, which, indeed, do not belong to them, of the amount of money placed by your central government at your disposition, honored sir, as the United States Commissioner; as, for instance—

1. For salary for yourself, and, perhaps, other members; allowance for lodgings, costs of offices, and the like.

2. For means for carrying out your objects; as, for instance, the transportation of shad to California; of California salmon thence to the rivers of the East; the erection of the appropriate buildings in California, &c.; all of which are matters which I have read of with the greatest interest.

Under the circumstances under which this letter is forwarded to you, may I be so bold as to ask, to how much do the sums for all the above amount: A, 1873; B, 1874; C, 1875; D, 1876? Together with these questions of statistics, which I willingly resign if my questions touch upon confidential matters, I should like to make a practical request.

In the "Report of the Commissioners of Fisheries of the State of New York," transmitted February 1, 1875, it is said, page 10, "Mr. Monroe A.

Green has invented a carrying-package, which has now been in use for two years, and which is a very great improvement upon the old method."

My respectful request would be that you would send me, with some objects mentioned below, such a packing arrangement, together with special instructions for its use.

It is further said in the same report, page 34, the hatching-boxes which were substituted in place of the old-fashioned troughs add immensely "to the capacity" of the establishment, &c.

I should be greatly pleased if you would send me such hatching-boxes, one of each approved sort; especially I beg for a Holton hatching-trough, which is so highly approved for your whitefish, and which we would like to use for our species of *Coregonus*; for instance, the *Maranen*. We have, indeed, a description of it; but a specimen sent to me through your kindness would be very desirable for me. Likewise, I must repeat, a specimen of other approved hatching-troughs, such as are specified on page 34 of the above-named report. Opposite page 4 of the same report is a very lively picture of the shores of the Hudson River.

Since I naturally cannot obtain one from the men represented there, I content myself with the request that you will send me one of the transportation-cans. How many young shad will such a can hold, and what method does the person in charge prefer to keep the fish alive—by means of ice or by bladder-skins—or by frequent changing of the water?

You see that I do not despair drawing the shad hither, but not the American—our *Clupea alosa*. I have the great authority of Mr. Bancroft Davis for saying that our *Clupea* is *almost* as good as your shad. It cannot be quite so good, for it feeds in the North Sea upon the remains only of the treasures of the Gulf Stream, upon whose richest provisions, on the other side, your shad fatten themselves.

I adhere, therefore, first of all, to the propagation of our own shad, and beg for such transportation-cans. The necessary wire chests I have had made here.

In the foregoing I have given you already much more trouble than is allowable, but the attempt is so great, that I must crave permission for one more counsel.

We have, in the Lake of Constance, which we call our South German Sea, the *Coregonus fera*, a fine fish, which is spawning now, and has an incredible quantity of eggs. These eggs are, however, so small that they are the despair of our fish-culturists. Indeed, the hope of propagating them artificially has been quite abandoned in the hatching-houses.

We build now in the Lake of Constance a great *chest of wood*, place in it many *feras* ready to spawn, allow them to spawn in it; and we have the hope that the lake water, which streams in through the small holes of the chest without the possibility of fish of prey entering, will hatch out the eggs in it. Have you experience in this? Would Holton's trough be good?

But I must now control myself and conclude, only pointing out that

advice and implements will be very welcome to me before the end of February, 1877, since at that time I must make the statement, in which I should like to exhibit your communications and what you send. Mr. Bancroft Davis has the great kindness to allow his banker to discharge immediately my debt for the implements, and that they may be forwarded to him here.

I need not say that I hold myself in readiness to do any service in return on the part of Germany.

With the utmost respect, I am, your obedient servant,

VON BEHR.

(Address, Schmoldow Bei Greifswald, Prussia.)

Professor BAIRD,

United States Commissioner of Fish and Fisheries,

Washington.

JANUARY 24, 1877.

DEAR SIR: I am indebted to Mr. J. Bancroft Davis for your interesting communication of the 7th instant, in which you ask for certain information in regard to the operations of the United States Fish Commission. In reply thereto I beg to inclose, in the first place, a letter written by Mr. James W. Milner, the assistant commissioner, who is especially charged with the field-work of the commission. I also send you by mail some pamphlets, which contain, in part, the data asked for by you. I will transmit through the State Department the larger volumes referred to in Mr. Milner's article.

I think we have succeeded in solving the problem of the inexpensive hatching of certain fish on a large scale.

The fact that 10,000,000 eggs of *Coregonus albus* can be hatched in one establishment is only paralleled by the ability of the United States salmon establishment on the McCloud River to hatch at one time 15,000,000 of the eggs of the California salmon.

Before proceeding further in my response, I would mention that the California salmon is a fish which promises a brilliant future to the world, from its rapid growth and its ability to resist extreme heat and cold. A salmon that is not materially inconvenienced by water having a temperature of 80 and 85 degrees Fahrenheit is somewhat of an acquisition, as it can be introduced into waters where *Salmo salar* would perish very quickly. In many instances, where in our ponds in the Eastern States we have had the young of both species together, a sudden rise of temperature has destroyed at once all the *S. salar*, leaving the *S. quinnat* in excellent health.

In an accompanying memorandum I give you the successive appropriations made by the United States for the purpose of fish culture. You will please observe, however, the distinction between the appropriation for inquiry and that for propagation.

By inquiry is meant the investigations in regard to the statistics of

the fisheries of the United States, and their present condition, and into the causes which tend to affect their abundance and scarcity. No portion of this fund is expended for fish culture, being applied more to subjects such as are conducted by the sea-coast commission of Messrs. Mayer & Möbius.

I receive no compensation whatever for my services as commissioner; Mr. Milner and Mr. Stone receive salaries. A small force of three or four clerks constitutes the permanent staff of the commission. Laborers and experts are employed only for the period during which they are engaged. There is no allowance for lodgings, cost of offices, and the like, these being supplied by myself.

I can hardly give you the statement of the cost of the erection of buildings for the commission, of which there are three of more or less permanence; one on the McCloud River, in California, for the *Salmo quinnat;* one on the Penobscot River, in Maine, for the *Salmo salar;* and another on the Grand Lake Stream, in Maine, for the *Salmo sebago* or land-locked salmon. These are all temporary, inexpensive structures; of these the more pretentious one could be erected for $3,000 and the last-mentioned could be erected for $500.

Many additional data will be found in the documents which I shall have the pleasure of sending to you, either by mail or through the State Department.

I have requested Mr. Milner to have made for you at the earliest possible moment such of the apparatus used by the commission as he considers to be of value. Some of the articles referred to are not considered by us important.

I think you will find in Mr. Milner's communication some matters of interest in reference to the *Coregonus.* Mr. Hessel tells us that the eggs of *fera* are smaller than those of the *albus*, but I do not think this fact will prove any hinderance to our experts.*

I had hoped to supply eggs of the land-locked salmon to Germany, but the heavy snows in the interior of Maine have prevented their being brought out for shipping. This species is one of the most brilliant promise, as it is scarcely distinguishable, if at all, from the *Salmo salar*, and is without any migratory instinct. It occupies the small lakes, and furnishes sport to the angler, taking the fly with great eagerness.

I offered also to his excellency some eggs of the California salmon, through Mr. Bartels, the German commissioner to the Centennial Exhibition, but did not get the reply until the distribution had been made.

These eggs are usually ready to be shipped during the first half of October, and I am quite willing to furnish any number of them at the actual cost of collection and expressage to New York, which might amount to two or three dollars per thousand. They are brought east in a refrigerator-car, and could readily be packed on shipboard so as to

* A subsequent comparison of the eggs showed those of the European whitefish to be the larger ones.

retard their development until they reach Germany. By the 1st of November the eggs are large enough to hatch out in the eastern hatching establishments.

Respectfully, yours,

SPENCER F. BAIRD,
Commissioner.

Herr VON BEHR,
Greifswald, Prussia.

WASHINGTON, *January* 19, 1877.

SIR: In replying to the questions you have referred to me, in the letter addressed to you by Mr. von Behr, of December 7, 1876, relating to the artificial propagation of food-fishes, I have preferred to amplify the answers, so that they will include not only reference to the apparatus for propagation, but also the methods employed by our best culturists in overcoming some of the difficulties referred to by Mr. von Behr.

As to the "carrying-package" referred to, it is similar to the one described on page 547 of Part II of your report as the invention of Mr. N. W. Clark. (Part II Report of the Commissioner (United States) for 1872 and 1873 Washington: Government Printing Office, 1874.) Mr. Clark (now deceased) had the device patented. It is not extensively used in this country, as the simpler method of packing eggs described by Mr. C. G. Atkins, on page 263 of the same report, is found to answer the purpose better for several reasons. In the first place, it is absolutely essential in the carrying-package spoken of that it shall not be turned down on its side, as the eggs are not in contact with anything above to hold them in position, and, consequently, fall in a mass to the lower side if too much tipped. By Mr. Atkins's method, the soft moss packing hold them snugly in the same position however the box may be tipped. It also economizes space, and large quantities of eggs are frequently transported very successfully without an attendant.

The carrying-package first referred to was made use of by Mr. Welsher and Green in the second attempt to carry shad to Germany. For this project, which involves the difficult task of carrying shad a journey of twelve or fourteen days, it is perhaps indispensable. The experiment made previous to the voyage proved that the shad ova could be retarded in their development to a period of seven days and then hatched out as vigorous fishes. The purpose was to retard a number of eggs taken immediately before the starting of the steamer until seven days out from land, and then to have a suitable contrivance for the care of the young fishes until they could be placed in the river Weser.*

The apparatus brought into notice by Mr. Atkins, referred to previously, is better adapted for hardy transportable eggs, which those of

* See United States Commission of Fish and Fisheries, Part III; Report of the Commissioner for 1873–'74 and 1874–'75. Washington: Government Printing Office, 1876. pp. xxi, 328, 337.

the shad cannot be considered to be. Mr. Livingston Stone uses it in packing salmon eggs for their long journey from the Sacramento River across the continent to the Atlantic seaboard. Mr. Stone's method of packing the boxes containing the eggs in a large crate, with a space filled with a packing of ferns or leaves and arranged so that a quantity of ice is in contact with the boxes, to be constantly resupplied, is also an important device for the welfare of the eggs in a long railroad journey.

We have used the same means in shipping the whitefish ova (of the *Coregonus albus*) from Michigan to California and to New Zealand.

A few general suggestions, which are the result of observations, as to the condition of eggs when unpacking consignments from distant points, may not be out of place.

The transportation of eggs long distances, as from England to Australia or New Zealand, from the United States to Germany, from Germany to the United States, from the United States to New Zealand or Australia, or even from one seaboard of the United States to the other, has now been repeatedly tried, and, except in the case of a few shipments, with too large a percentage of loss to consider the present methods to be in any great degree perfect.

The conditions necessary to the welfare of the eggs seem to be, avoidance of changes of temperature, snug packing in a soft material that does not compress them, the absence of decaying or fermenting matter from contact with the eggs, and probably protection from severe jarring. Where an attendant accompanies the package, the second condition is not so important, as he will, of course, see to it that the package is kept right side up. Of course, nothing will insure the safety of the eggs more than a competent attendant, as he will see that all the conditions named are constantly fulfilled.

Even where use of the Atkins-Stone method has been employed, a repacking of the eggs at the end of a week's journey would in most instances be beneficial. If there should be no attendant with the eggs, their consignment to a competent fish-culturist en route, or arrangement with the forwarding company to permit some expert to repack them at some point during the journey, would be good management.

To fulfill the first condition named, the packing of the eggs of the species which have been transported in this country, such as the Penobscot or Atlantic salmon (*Salmo salar* Lin.), the California salmon (*Salmo quinnat* Rich.), the Land-locked Salmon, (*Salmo sebago* Gir.), the brook-trout (*Salmo fontinalis* Mitch.), the Oquassa trout, or blue-back, (*Salmo oquassa* Gir.), the Mackinaw trout (*Salmo namaycush* Pennant), the Skaneateles lake-trout, (*Salmo confinis* (?) DeKay), the California brook-trout, (*Salmo iridea* Gibbons), the Utah trout (*Salmo virginalis* Gir.), the lake whitefish (*Coregonus albus* Les.), the Otsego whitefish (*Coregonus otsego* Clinton), is best done in a cold room, where the temperature is about the freezing-point, say between 30° and 36° Fahrenheit. The sphagnum moss should be fresh, and will be better if it shall

have been washed in a tank of running water for several days before use. It should be squeezed, so that the water retained in it will not drip. This is necessary to prevent the packing between the inner and the outer box from becoming saturated, and may possibly also be necessary because of the danger of stale dead water to the eggs. The moss should now be spread upon the bottom of the box to the thickness of an inch when pressed flat. Squares of millinet, from which the sizing has been washed out, should be cut rather smaller than the inside area of the box, and after being moistened with water, laid over the bed of moss. The eggs are now laid upon this in a thin layer not more than two or three deep for whitefish eggs and about three or four for salmon; when they have been distributed equally with a feather, a square of wet millinet is put over them, and upon this a layer of moss of the thickness of an inch is again packed level, the millinet is again laid over the moss, the eggs are put upon it, and so on until three or four layers of eggs are placed. The moss should now be piled up, so that when patted down with the hands it projects an inch or more above the edge of the box, and when the lid is put on and set tight with screws, the eggs are moderately snug and firm in their position from the slight compression of the moss. It is usual to bore a number of small holes in the box.

Thus far they are supposed to be secured from shaking about and from danger of becoming dry. The needful security from changes of temperature is now to be made. Mr. Livingston Stone has devised the best method yet tried in this country.

The boxes, packed as described above, containing three or four layers of eggs, are about seven inches thick. The boxes used for shipping California salmon eggs, by the United States Commission, are about two feet square. Mr. Stone places two of these in a crate, made of strips of pine, large enough to permit a space of about one foot between the two boxes and a space on all sides of them of about six inches. The outside space is to be packed tightly with packing which is the best non-conductor of heat that can be obtained. At the station where the salmon-breeding establishment is, it is the withered leaves of ferns. In the space between the boxes large lumps of ice are put, a plug of the dead leaves being inserted at each end of the space, above and below the ice. One of the strips which make the top of the crate is movable, so that it can be taken out and the plug of leaves removed when the ice is to be renewed. Fifty such crates, containing each 80,000 salmon eggs, have been sent in a car across the continent, a journey of seven days. An attendant accompanied them to renew the ice, which was carried in the car, and the eggs arrived in the very best condition.

The Holton hatching-box, referred to, is figured and described in part 2, of the Report of the United States Commissioner, before referred to, as well as other apparatus which have now generally been substituted for the old-fashioned troughs throughout the United States and Canada. These tray methods economise space very much and give

much better control of the eggs, and some of them of the young fishes, than was possible with the earlier methods.

The Holton box, with the seventeen trays deep, as they are used, does, perhaps, concentrate space more than any other form. The trays applied in a long trough, containing apartments in which are inserted boxes holding the trays, or nest of trays without the box, have, however, some advantages. With the trays only seven or eight deep, the lower ones are, of course, more accessible; but it is after the hatching of the eggs, when the care of the young fishes employs the attention of the culturist, that the great advantages of the compartments in the troughs exhibit themselves. The old way was to remove the fish to nursery tanks, where they were put several thousands together, and where the surplus of the food—liver, or curd, or whatever it might be—sank to the bottom to decay and foul the water and sicken the young fishes. The complaint was not uncommon that the fishes crowded in masses to where the fresh water fell into the tanks and were at times seemingly smothered. In the trough apparatus a box, having a wire-cloth bottom, is inserted in each compartment, and the fishes, hatched upon the trays of another box, are emptied into it. After a few days' feeding, in order to cleanse the box containing the fishes, they are removed to a tray and the box thoroughly washed. The larger pieces of curd or liver can be picked away from among the fishes, and they can then be returned to the box until it is again necessary to repeat the operation.

In the case of the California salmon, Mr. F. N. Clark, who used this method in connection with his apparatus (see Report of the United States Commissioner, part II), finds that it requires nearly four times as many of the boxes, open, to contain the living fishes as it does of the eggs and embryos on the trays. Thus, while about forty-five hundred to forty-eight hundred young embryos lie upon the seven trays within a box, only about twelve or fifteen hundred young fishes should be put in the same open box* where the fishes are fed.

A very neat and convenient apparatus has been invented by Mr. T. B. Ferguson, fish commissioner of Maryland. It consists of a simple glass vessel, with an opening on one side, near the bottom, for the entrance of the water, and a smaller opening on the outside, near the upper edge, for the escape. In the vessel is a series of nine or ten trays of wire-netting, one above the other. The eggs lie on these trays and the water passes upward through them to the place of exit, near the upper edge. Several of these vessels can be combined by means of rubber tubes, when the water, being introduced from a cock into the first, passes through the entire series. Many thousands of eggs have been hatched out by this means at the Druid Hill breeding establishment in Baltimore. A description of the apparatus, with figures, can be found in the report of the fish commissioner of Maryland, made to the house of repre-

* The dimensions of the box are about 14 inches by 9 inches, with a depth of 8½ inches.

sentatives, January 1, 1876, Annapolis, Md., John J. Wiley, State printer, p. 48.

It will be seen that, by the tray methods it is not necessary to pick over the eggs within the troughs, but that they may be removed to a more convenient position. The way adopted by Mr. Clark, and now coming into general use, is to have a shallow picking-trough, with a flow of water of less than one inch depth, usually placed directly in front of the windows along the side of the house.

The later experiments in this country are, however, in an entirely different direction. So far, of course, they have not had the years of use which establishes the success of the tray method.

The initial move in the direction of hatching eggs *en masse* is of course the shad-hatching box of Seth Green. This is peculiarly adapted for shad, and is restricted, of course, to the open water during the warm portion of the year, and precludes the hatching of such fishes as are developed during the cold of winter. It also assumes it desirable that the eggs shall be kept in motion, the inflow of water raising them gently each time they fall back toward the bottom of the box.

The first attempt to adapt this idea of hatching eggs in bulk, instead of layers, on the inside of a hatching-house, was made by Mr. Fred. Mather, while in the employment of the United States Commission Fisheries. With the aid of Mr. Charles Bell, also of our corps, he devised a funnel-shaped apparatus, with the water introduced from the small end passing through a strainer of wire-cloth at the bottom of the funnel upon which the eggs fell, to be immediately, though gently, carried upward by the current of water, until, when near the top, they fell over to the sides of the funnel and rolled downward, to be again carried upward when they touched the stronger portion of the current. With this apparatus, a quantity of shad eggs was successfully hatched in the wash-room of a hotel.

The apparatus was described and figured in Forest and Stream of New York, in 1875, and will appear with a description in the Report of the [United States] Commissioner of Fisheries, part III, soon to be published.

Mr. Oren M. Chase, employed by the Michigan commission, has devised two or three forms of apparatus, one of which promises to be not only an effective but a beautiful and attractive apparatus.

In this arrangement the eggs are impregnated, and put into the vessel in large quantities, and thus left entirely to themselves, the dead eggs rapidly becoming light, in the process of decay float up and out of the vessel. The current of water among the moving eggs keeps them clean and bright, although the water used is perhaps fuller of silt and sediment than that of any other hatching-house in the United States. If this process answers the purpose, as it seems to have done the past two seasons with small quantities of eggs (50,000 eggs of *Coregonus*

albus Les.) in a three-quart vessel, it will revolutionize the methods of hatching, and economize labor as well as space.

Experiments are being made with modifications of these apparatus, referred to, at the Wisconsin hatching-house, by Mr. H. W. Welsher, and in the Canadian establishment at Sandwich, Ontario, under Mr. Samuel Wilmot.

Mr. Livingston Stone, of the United States commission, has used an apparatus which he calls a "basket" for the California salmon eggs. He places them in a coarse wire-cloth basket, suspended from a square wooden frame inserted in the compartments of the Williamson troughs (see part II, Report of the United States Commissioner); eggs in bulk to the amount of three or four quarts are placed in these, and have been carried through successfully. The basket, by a few slight yet quick movements, has the eggs turned over, so that the dead ones may be picked out. For the larger fish-eggs this may answer a good purpose. As it affords the opportunity of keeping young fishes in the compartments, as before described, its efficiency should have a further trial.

Mr. Von Behr speaks of the eggs of the *Coregonus fera* of Lake Constance, as "the despair of our fish-culturists." Having witnessed the great difficulties encountered in the first attempts of fish-culturists to propagate the whitefish of the great lakes (*Coregonus albus*, Les.), it is readily understood what it must be to hatch the eggs of the species referred to, which Mr. Rudolph Hessel informs me are about one-half the size of the eggs of the American species.

It is not too much to say that no American culturist has fully tested his skill and ability in his profession until he has succeeded in hatching seventy-five or eighty per centum of a fair quantity of whitefish eggs. In delicacy and sensitiveness they exceed all species handled in this country.

The history of the beginning of this enterprise is given on page 25, of Part II, Report of United States Commissioner. Since that time, with the use of the tray methods, the work has become very extensive along the lakes. This winter, 1876–'77, there have been placed in the hatching-houses of Ohio, Michigan, Wisconsin, and Canada about twenty-seven millions of the eggs.

At some of the establishments the fatality is very large; at a few, it does not reach 25 per centum. The principal point to be regarded, after well impregnated eggs have been laid down on the trays, where the supply of water is suitable, is the removal of dead eggs. An evenly-sustained low temperature, in the neighborhood of freezing, is undoubtedly best. To call attention to the necessity for the removal of dead eggs may seem a very unnecessary caution to the careful culturist. But the usual routine and force in a hatching-house, caring for the eggs of members of the genus *Salmo*, is found to be quite a different matter from the work required with these sensitive eggs. They will need attention very

soon after being put into the trays, and the force of egg-pickers should be increased to whatever extent is necessary to pick the dead eggs from each tray every second day, until the fatality decreases or the unimpregnated eggs have been removed. The neglect of a day or two finds the eggs matted together in bunches by the outreaching *Achlya prolifera*, and the loss becomes great. Continued care and attention that the trays and eggs be kept clean and free from the confervoid is essential. Little success can be expected from the old-fashioned trough, where it is impossible to clean the gravel after the eggs are put in.

The Clark, the Holton, and the Williamson apparatus are all used along the lakes for the whitefish work.

On page 443 of Part II, Report of United States Commissioner, will be found a full description of the transportation-cans and the mode of using them in the transportation of shad.

I believe I have now replied to all the inquiries made by Mr. Von Behr with reference to matters of fish propagation.

Yours, respectfully,

JAMES W. MILNER,
Deputy United States Commissioner.

Prof. SPENCER F. BAIRD,
United States Commissioner of Fish and Fisheries.

D—ADDRESS MADE AT THE MEETING OF THE GERMAN FISHERY-ASSOCIATION AT BERLIN, MARCH 16, 1877,* BY MR. VON BEHR, SCHMOLDOW, PRESIDENT OF THE ASSOCIATION, MEMBER OF THE GERMAN PARLIAMENT.

GENTLEMEN: A disagreeable word demands admittance at the gates of Germany, as it does in most of the states of Europe, and this word is "*Depecoration.*"†

This word which has unfortunately been adopted by our language, I call disagreeable, not merely on account of our postmaster-general, but chiefly on account of its meaning; for it means, that the number of those quadrupeds whose flesh supplies food for man is decreasing both absolutely and relatively if compared with the increase of population. It can easily be calculated what this means in Germany, where the number of the before-mentioned animals is decreasing at any rate. Let us count fifty pounds of meat annually for each of the forty-two millions of inhabitants of the German Empire—and this is certainly a very low average—and we get a total of 2,100,000,000 pounds of meat consumed by the population of Germany in one year. But as the average annual increase of the population has been 400,000, the quantity of meat ought

* From circular No. 3, of the German Fishery-Association, Berlin, March 21, 1877.

† From *de* privative and *pecus-oris* a herd or flock. The reference to the postmaster-general, is a humorous allusion to his prejudices as a purist.—ED.

every year to increase twenty millions pounds. Gentlemen, I think that in view of this increasing demand, the word "depecoration" has a threatening sound; for we cannot take into consideration the circumstance that the demand for meat has been temporarily diminished. This is only a period of transition, which, trying as it may be to our beloved country, has no bearing on the great question of permanently supplying sufficient and nourishing food.

Gentlemen, should we not in view of this "depecoration" remember the words of Frederick the Great, the illustrious ancestor of our Royal Protector, calling that man a benefactor to his country who made two ears of corn grow where formerly only one had grown? Should we not in our time ask, Who will double the production of meat? Gentlemen, as soon as we will count fish among the *Pecus*, we need not fear any "depecoration," but we have only to say, "Germany expects every pisciculturist to do his duty."

Gentlemen, the number of eggs annually produced by fish is countless—nothing need be said about this here—but countless are likewise the fierce enemies of the spawn—therefore, let the spawn be protected; let the young fish be protected during the first tender stage of their existence; this is so easy in theory; and, gentlemen, let only a greater interest in pisciculture be awakened among the more educated classes in Germany than there has been felt hitherto, and a magnificent result cannot fail to be obtained. Shall I mention China as an example? No, rather the United States of North America, from which we have documentary proofs of the most perfect success of the efforts made by pisciculturists. As I am about to lay before you these results from across the ocean, my heart is filled with admiration, but likewise with a feeling which I will not term envy, but a strong desire that we in old Germany might emulate these efforts, and obtain similar results as far as our natural conditions make this possible.

You will permit me to preface my remarks with a brief theoretical observation.

In our country the *salt-water fisheries* can contribute a considerable share toward increasing the quantity of food by bringing more fish into the market. The pasture-grounds of the North Sea are inexhaustible. Although London alone receives from the North Sea at least as large a quantity of fish as the quantity of beef which it consumes (about 900,000 tons of twenty hundred-weight annually), not to mention the large quantity of other food with which the North Sea supplies the great city, this does not in the least diminish the wealth of these waters, which England alone enlivens with 1,900 fishing-vessels. Germany might likewise reap much greater benefit from these waters.

My subject does not permit me to enter into details, but this I must say, and address my words, as I hope, to persons of influence: Our railroads might well have the *nobile officium*—possibly for many years at a sacrifice—to further the introduction of salt-water fish into the great

inland markets. Let us hope that they will do this and do it soon. At the present time Berlin would be thankful for every pfennig taken from the price which the railroads charge for transporting a pound of fish.

Gentlemen, it gives me special pleasure to be able to inform you that yesterday the board of directors of the North German Private Railroad have taken the first praiseworthy step in this direction.

At a conference to which I and Mr. Lindenberg, a wholesale dealer in fish, were delegates from the German Fishery Association, they unanimously passed a resolution to reduce the charges for shipping fish on their lines to the amount which they had allowed five years ago at the urgent suggestion of our association, but in consequence of the hard times had again been raised.

This reduction amounts for Berlin to two to three pfennings per pound, a difference which will be greeted with joy by the lower classes of our large population.

It is a pleasant duty for me thus publicly to express in the name of our association our best thanks to the board of directors of these railroads for the kind manner in which they have met our wishes.

Besides those fish which are caught in the ocean, where of course there can be no attempt at pisciculture, where man reaps without sowing, the *fresh-water fish*, of such vast importance for Germany, must not be forgotten. How could we forget our Lake of Constance, the Madue Lake, the Schaal Lake, the 500,000 acres of lakes which the one province of Prussia contains, our numberless rivers and ponds? Modern civilization has done much injury in this respect, an injury which can scarcely be remedied.

To-day it is my chief object to speak to you of the *migratory fish*, which open by far the largest and most important field for our piscicultural efforts, as long as these fish, impelled by an irresistible natural desire, leave their pasture-grounds in the ocean and ascend into our rivers and into our nets.

Has the quantity of fish in the ocean decreased since those times when, according to well-authenticated reports countless schools of salmon ascended our rivers? Has the desire to migrate diminished in these fish? No; man's greediness has prevented the fish from ascending to their spawning places, or poisoned the water, or ruthlessly caught the young fish; but I will not call to mind these evils, but too well known.

Piscicultural efforts must therefore be directed to the migratory fish, and then to the fresh-water fish.

Allow me to tell you what during the last few years has been done in this direction in North America. The words with which Mr. Robert Roosevelt, commissioner of fisheries of the State of New York, opened the meeting of the fishery association are indicative of the results which have been obtained in America. He said, "It gives me great pleasure to see that there is everywhere a constantly increasing interest felt in

pisciculture. Progress is noticed everywhere; no failures; success in every direction."

Gentlemen, figures prove that these proud words rest on a firm foundation.

To begin with the division of labor in America, we must mention, first of all, a man who deserves the highest credit for his efforts, Professor Baird, of Washington, who is at the head of the central or government commission. I feel it a pleasant duty to express to him on this occasion the sincere thanks of the German Fishery Association for the great liberality with which he has given aid to our association. Might these feeble words of mine reach him across the ocean.

Although the individual States of the Union displayed a great and praiseworthy activity in the matter of pisciculture, the necessity of having some central authority or board was soon recognized, in order to superintend the whole of that immense territory. Professor Baird was therefore, in 1873, appointed United States Commissioner of Fish and Fisheries, and immediately set to work on a grand scale. He considers his office as an honorary one. During the first three years the average sum annually allowed him for pisciculture, was $25,000; but with his success his means likewise increased, and during the last two years he has had an annual appropriation of $47,500. Through his kindness I have in my hands his petition to Congress, of March, 1876, in which he asks for an appropriation and gives his reasons for the same. As the chief objects of his efforts he mentions the shad, the fresh-water herring, the California salmon, the beautiful whitefish (*Coregonus*), and the carp. He lays special stress on the fact that the central commission does not meddle with those duties which belong to the province of the individual States, and which they can easily fulfill. But when in a region of their vast territory in California, a new kind of salmon was discovered preferable to our Rhine salmon*, which does not succeed very well in America, Professor Baird was at once on hand; and his distinguished agent, Mr. Livingston Stone, founded a large establishment for hatching salmon eggs, from which during the first year 5,000,000 eggs were distributed over thirty-two States of the Union; in the following year 11,000,000 eggs were distributed, and in the next year 7,000,000. The labor of the last year, which thus yielded 7,000,000 salmon, involved an expense of $10,000. Mr. von dem Borne has some time ago published a charming picture, showing Stone's enterprise in founding the hatching establishment among the savages.

Recently Professor Baird has discovered a new kind of salmon which is non-migratory and has the most delicious flavor, and with his wonted liberality has offered us eggs of the same.

Professor Baird's next object was to draw up a plan of campaign, having in view the introduction of the shad into every river from Florida

* The Atlantic Salmon (*Salmo salar.*) In the following sentence the statement should be changed so as to read—" Does not succeed except in the northern portion of America."—Ed.

to Connecticut. Many of the rivers have been depopulated by reckless fishing, and did not afterward regain their stocks of shad, a sure proof that this fish, like other migratory fish, always returns for spawning to the place where it was born. These depopulated rivers had therefore to be stocked again.

As a proof of the gradual depopulation of the rivers by reckless fishing, Professor Baird mentions that at present from six to ten million pounds of shad and herring are every year caught in the Potomac, while in 1835 630,000,000 pounds of these fish were caught during the six weeks of the fishing-season. He says: "Who can doubt that the ocean is as well able to-day as it was then to send such quantities of fish into the Potomac, and in proportion into all the rivers in the neighborhood?" and concludes his report with a statistical table, according to which his commission has during the last three years distributed 40,000,000 of impregnated fish-eggs and young fish.

Gentlemen, these are proud figures; but we would be very much mistaken if we thought that this was all the result obtained in America. Allow me to anticipate my report. The small State of Connecticut, about the size of Mecklenburg-Schwerin, has alone of shad placed one hundred million in the proud river whose name it bears.

I will in this connection say something regarding the shad, of whose cultivation the Americans are justly proud. This fish belongs to the herring family (*Clupeidæ*), the most prolific of all the migratory fish. As soon as the temperature rises in spring, these fish leave their incomparable pasture-grounds in the Gulf Stream in order to spawn in the rivers during the months of May and June. After three to five days the little fish leave the eggs; and as they have scarcely any umbilical bag, they can immediately, from the very ingenious hatching-boxes invented by Seth Green, be transferred to the rivers. How easy does this process seem if compared with the raising of the salmonoids which require the care of the pisciculturist for three and four months. The shad is, besides, a very excellent fish, highly prized for the table of the wealthy, but also within reach of the poorer classes, as, thanks to the efforts of pisciculturists, its price has fallen again. The only objection to it is this, that its fishing-season only lasts about two months, because immediately after spawning it returns to the ocean. Recently, however, the efforts to domesticate it in Lake Ontario seem to have proved successful, and it might there be caught all the year round. I shall return to the shad.

Besides the central commission, a piscicultural association has been formed, with Mr. Robert Roosevelt as president, to whom we are likewise under many obligations. This association does not disburse any money for fish propagation, but merely gathers together the commissioners of the individual States, in New York,* for the purpose of ex-

* The meetings of the American Fish Culturists' Association assemble all who are generally or specially interested in these subjects and desire to become members, and are not for commissioners only.—ED.

changing ideas and making new experiments. I shall quote many things from their reports, which I hope may be useful in Germany.

Thus, Mr. Seth Green reports that recently he has paid special attention to the grayling, and that he has traveled thousands of miles in the West in order to bring this valuable fish to the New York hatching establishment, and that his efforts have been completely successful. But the raising of shad is the subject on which Seth Green dwells with special enthusiasm. He delights in relating how, in the year 1868, he had asked Congress for a small financial aid for his experiments, but how he was peremptorily refused, and repeatedly considered insane. Now, when hundreds of millions of shad are hatched in the boxes invented by him, the price of shad in the Hudson has already fallen to 20–25 pfennige apiece, which is about 8 pfennige per pound, and about one-third of the price paid twenty years ago.

But Seth Green is not yet satisfied with this, for in the Connecticut River, in which 100,000,000 young shad had been placed, there were recently caught in one net 3,560 shad, more than were ever caught at a single haul during this century. The annual yield there has also been greater than at any time since 1811, and the price for 100 fish has therefore been $3, scarcely 4 pfennige per pound. Seth Green also succeeded four years ago in shipping his young shad from New York to California, and large shad recently caught in that State, where formerly not a single one had been seen, prove that the experiment was a complete success.

Besides his efforts in the line of shad-raising, Seth Green reports splendid results in raising whitefish. This very excellent fish belongs to the geuns *Coregonus*, and is about the same as our Lake Madue *maræna*.

At the request of the State of Michigan, Seth Green sent (according to his report to the above-mentioned piscicultural association) one of his assistants to that State, with the so-called Holton apparatus, which he considers the greatest piscicultural achievement of modern times. Eight such apparatus, placed side by side in the hatching-house, only occupy a space 16 feet long and 3½ feet broad, and can at one and the same time hold at least 2,000,000 *Coregonus* eggs. At the suggestion of Mr. Von dem Borne, I have asked Professor Baird for such an apparatus, which, with his characteristic kindness, he has sent me immediately. According to the opinion of American pisciculturists, this is the first apparatus by which a very large number of the finer kind of fish can be raised with very little expense. Might this apparatus also prove successful with us!

Equally with the Holton, the Clark apparatus is considered the best; both of which you see before you, as well as a number of other implements used by American pisciculturists. We indulge in the reasonable hope that they will also prove useful in this country.

Well, gentlemen, with this apparatus there was actually raised for

the people of Michigan 8,000,000 of fine fish, all destined for Lake Erie; and it is the intention to continue the work on this scale, and thus to place 32,000,000 fish in this one lake.

Gentlemen, these are magnificent results; and remember with what ease these milllions of young fish were called into existence. I certainly do not aim at anything too difficult, if I say to our German pisciculturists, "We *must* do the same."

Besides these great and chief efforts, there are all sorts of little side efforts to which American pisciculturists give their attention—Seth Green, it seems, always prominent. Thus, during the summer of 1875, attention was directed to the sturgeon. Gentlemen, you know this great fish. Its flesh is not particularly tender, but very nutritive; "Albany beef" they call it in America. However, the main question is, how to produce cheap food for the masses. Seth Green, on the 4th of June, went to New Hamburg, on the Hudson, a well-known spawning-ground of the sturgeon, took from a female sturgeon five dishes-full of eggs, from a male sturgeon the necessary quantity of milt, placed the eggs in a shad-box in the river, and behold, after three days, 40,000 young sturgeons were hatched. It might have been a million, for a large sturgeon has so many eggs. Gentlemen, could we not attempt something like this during the coming June? Where could we find better opportunities than in Magdeburg, in Schleswig-Holstein, in East Prussia? O, might these feeble words of mine produce some action in this direction! I shall always be ready to make communications from the American reports.

Once more I turn to America, to give a cursory review of the work done in some of those nineteen States which have fishery commissioners of their own.

I have already mentioned how the shad was domesticated in California. The same result crowned the efforts made to introduce the *Coregonus* in that State, and all accomplished with a few thousand dollars.

The State of New York seems to take the lead in pisciculture. In the last report of the New York commissioners it is said that the State hatching-house gratuitously distributes to all who desire young fish for public waters, salmon, salmon-trout, whitefish, and different kinds of perch. This institution has recently been considerably enlarged, so as likewise to raise brook-trout. Although several millions of young fish had been gratuitously distributed, there remained in the institution March 1, 1876, one million trout and three million salmon-trout.

Connecticut, not satisfied with its wealth of shad, likewise put millions of young salmon and salmon-trout in its rivers. All this involved an expense of about $30,000. The flourishing condition of the Connecticut fisheries is chiefly ascribed to the strict fishing-laws, and particularly to the weekly season when fishing is prohibited.

Maine chiefly devoted her attention to fish-roads. Massachusetts aims at increasing the number of fresh-water herring, but also placed

in her rivers from five to ten millions of shad and salmon per annum, and has, during the last eleven years, spent $40,000 for such efforts. Michigan has placed one million and a half of the finest *Coregonus* in more than two hundred of her lakes, and millions of shad in her rivers. Not contented with this, a new hatching-house has been erected, in which, at the date of our report, there were eight million *Coregonus* eggs.

A great many interesting facts might be gleaned from the reports of the other States, but time forbids to enter into details. I will only mention that everywhere, at an annual expense of a few thousand dollars, the fish commissioners, who invariably consider their office an honorary one, have obtained great results. The American pisciculturists, above everything, lay great weight on the necessity of fish-ways, and of a weekly season of 24 to 36 hours when fishing is absolutely prohibited.

This, gentlemen, also applies to Germany, and I shall now make a few remarks on our German piscicultural efforts.

I am far from ignoring the progress which we, too, have made during the last five years: we have in Prussia a good fishing-law, and soon expect to get the necessary regulations, seasons and places of prohibition, and salmon-ladders; we have placed several millions of young salmon in nearly all the German rivers, the results being already visible; that the sunshine of public favor is more and more directed to our efforts; that at the present moment we possess more than one hundred and fifty piscicultural establishments, many of which have displayed a very liberal spirit by gratuitously hatching our salmon eggs: all these things, gentlemen, I consider as encouraging signs of progress. This, however, is not the subject on which I desire to speak to you this day; but I wish to ask the question, what is to be done in the future?

Our object is clear, even if we don't think of "*depecoration*"; it is *to increase the food for the people by producing large quantities of fish, with the smallest possible expense.*

To attain to this object, we must first direct our efforts to the migratory fish; secondly, we must make endeavors that our lakes, both large and small, from the proud Lake of Constance to the smallest pond in Lithuania, may produce as many and as good fish as their natural character and modern cultivation permit.

This is a grand object. We may never reach it entirely, but it is nevertheless our duty to aim at it with all our energy. Here is a wide field of action for the German Fishery Association.

I might give you an account of the deplorable condition of our rivers from the Memel to the Rhine; how, nearly everywhere, the salmon are prevented from ascending them; how there is scarcely a single spawning-brook without arrangements for catching the young fish; how numberless hogs are fed with young fish; but I will forbear. Gentlemen, our field is wide if we everywhere desire to remedy the existing state of affairs.

Among the migratory fish, to which, as I said before, we must first

direct our efforts, the salmon holds at present the first rank in public favor; and the German Fishery Association may well look with pride on its efforts in behalf of this fish. From the Memel to the Rhine there is scarcely a river or brook which has not during the last few years received young salmon, or may receive them if the inhabitants of the banks make the slightest effort to obtain them. As regards salmon-culture, Hüningen and Freiburg in the Breisgau hold the first places. If I am not mistaken, there exists a treaty between Baden, Alsace, and Switzerland, according to which the Hüningen establishment will annually place several millions of young salmon in the Rhine. Might a healthy change in the present legislation of the Rhine countries soon allow these young salmon to return undisturbedly to the spawning-brooks of the Upper Rhine; for it can scarcely be demanded that they shall all be caught by Dutch nets!

But, gentlemen, it is my object this day to speak to you of another migratory fish. It is true that the salmon is an ornament on any table; but it requires a great deal before it can become an article of food for the masses; and, besides, it requires great care for three or four months until it can be placed in the rivers.

The idea of introducing the shad in Germany, therefore, soon suggested itself, a fish which, as I said before, was particularly suited for artificial hatching. Attempts were made in this direction; the first, at my suggestion, by Mr. Roosevelt, and the second, at the suggestion of Dr. Lindemann, in Bremen, by Professor Baird. The object was almost obtained. One hundred thousand young shad, accompanied by competent persons, were sent over by Professor Baird, who desired to meet our wishes with his usual liberality. These fish reached the neighborhood of Southampton alive, but all died before they got to Bremen. Professor Baird thereupon proposed that we should get one of our swiftest war-steamers for transporting shad; but I must confess that I did not venture to ask our admiralty for a ship. Besides, I had formed another plan. Some time ago I mentioned the following as the experience of American pisciculturists: "There is always a risk in introducing foreign fish; people should first see what they have in their own country." And, gentlemen, it is my firm conviction that in Germany we have the cousin, yea, even the brother, of the shad in our *may-fish*. I am well aware that my learned friend Professor Peters has demonstrated the difference between *Clupea alosa* and *Clupea præstabilis;* these are the Latin names for may-fish and shad; but he will pardon me if I grant such a difference *scientæ*, but not *vitæ*, that is, as far as our tongue and eyes are to be regarded. To be entirely on the safe side, I had a may-fish from Wesel sent to the highest American authority on this side of the water; and the verdict returned by this table-jury, selected in a very practical manner, was, "Yes; this is our shad, in as far as the North Sea can give to it the flavor which with us it obtains from feeding on the rich pasture-grounds of the Gulf Stream." My reso-

lution was formed at once; our aim must be to increase the number of may-fish, just as the number of shad has been increased in America; to increase its number in the Rhine, and to place large numbers of young may-fish in the Weser and the Elbe, from both of which rivers they can go to the North Sea to seek their food. In both of these rivers it occurs occasionally, although there is no protection for it whatever.

The question remains to be answered whether the Baltic can supply sufficient food for this fish, and whether, therefore, the rivers flowing into the Baltic could be stocked with may-fish.

The attempts made during the last two summers to cultivate this fish were unfortunately not successful. All our efforts will remain very uncertain, unless we can induce the Dutch to make a short pause in their barring of the Rhine, at least for some hours every week during the season when these fish migrate. But this coming summer I certainly look for some successful results, since our energetic colleague, Mr. Eckardt, who has been so eminently successful in his piscicultural efforts, has promised to devote some weeks entirely to these experiments. He has succeeded in placing before us this day in this glass vessel which you see here hundreds of live *Blaufelchen* from the Lake of Constance and *Maræna*s from the Madue Lake. If we are successful, and why should we not hope for it? the may-fish will become with us, as the shad in America, a great benefactor of the masses of our population.

The highly praised American whitefish (*Coregonus albus*) also finds his near relation in the beautiful species of *Coregonus* which we have, the *Maræna* of the Madue Lake, the Schaal Lake, and the Puls Lake, as well as the *Blaufelche* of the Lake of Constance. We are able to chronicle fine results obtained in this direction during the last few months. Mr. Eckardt has succeeded in obtaining a large quantity of well-impregnated spawn of the Madue *maræna*, and he has distributed a good deal of it, so that some days ago we could place several thousands of the young fish in the Tegern Lake and the Lake of Constance. Mr. Haack, of Hüningen, could also report very encouraging results of the cultivation of the *Blaufelchen* in the Lake of Constance; and we succeeded in placing about 40,000 of these in this lake, and several thousands in the Tegern Lake. Thus you see, gentlemen, that we have not been altogether unsuccessful in the field of practical pisciculture, and if we have not been able to show as great results as America, it must be remembered that the educated classes have so far not taken any great interest in our efforts, and that the means at our command have been very small. Let us hope that there may soon be an improvement in both respects.

I may well say with a feeling of pride that in gentlemen like von dem Borne, Eckardt, Schuster-Freiburg, Haack-Hüningen, Brussow of Schwerin, Mohnike and Strauss of Stolp—just to mention a few of the more than one hundred and fifty German presidents of piscicultural institutions—we have the guarantee that Germany can emulate America in this respect. But this requires a good organization.

A central board, such as in America Professor Baird's commission, and in Germany the German Fishery Association, is by no means superfluous; but, if it is to be really useful, it requires the co-operation of numerous other associations, such as the State commissions in America.

I am happy to be able to report the formation of provincial associations in Prussia, as the one in the province of Prussia, with which we have already established friendly relations. Would it be hoping too much soon to see an association in every province, having its own hatching-house, distributing fish gratuitously, like the one in New York?

Is there no provincial officer among us who might be induced to take an active interest in the formation of such associations?

I am not sufficiently posted concerning such associations outside of Prussia; but I do not hesitate to consider Mecklenburg very fortunate in possessing in Mr. Brussow, of Schwerin, a gentleman who devotes careful attention to all the waters of his State, who endeavors to find the most suitable location for every species of fish, who is about to establish six salmon-ladders, who is just now urging the passing of an ordinance requiring every one who rents a fishery to put a certain number of young fish in his waters. His labor has, so far, been crowned with success, although the sum at his command is very small. The finest fish of the Lake of Constance, which he has raised in his hatching-house and placed in Mecklenburg lakes, have recently been caught there; and the specimens caught being particularly fine, shows that our more northern climate does not hinder their cultivation.

As far as Prussia is concerned, a great deal may be expected from the step which the royal forest administration is about to take. Pisciculture is to be taught theoretically and practically in both academies of forestry. Think what glorious results we will be able to chronicle when, in comparatively few years, every Prussian forest officer of a higher grade is skilled in the easy and remunerative process of stocking every sheet of water in his district with suitable fish.

Gentlemen, when I look over this large and illustrious assembly, when I see how the interest taken in our work is growing throughout the empire, which, among the rest, is shown by the fact that during the last three months our association has received sixty-one new members, I confidently expect that Germany will soon accomplish something in the field of pisciculture worthy of her name.

Gentlemen, I ask you to give us your assistance, either direct or indirect, by taking an interest in our work, and by favoring our efforts with your criticism. Might, above everything, those gentlemen who will today by this assembly be intrusted with the management of the affairs of the association in the future feel convinced that our great and beautiful German country has the right to demand that also in this respect its interests shall be furthered in the best possible manner.

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