

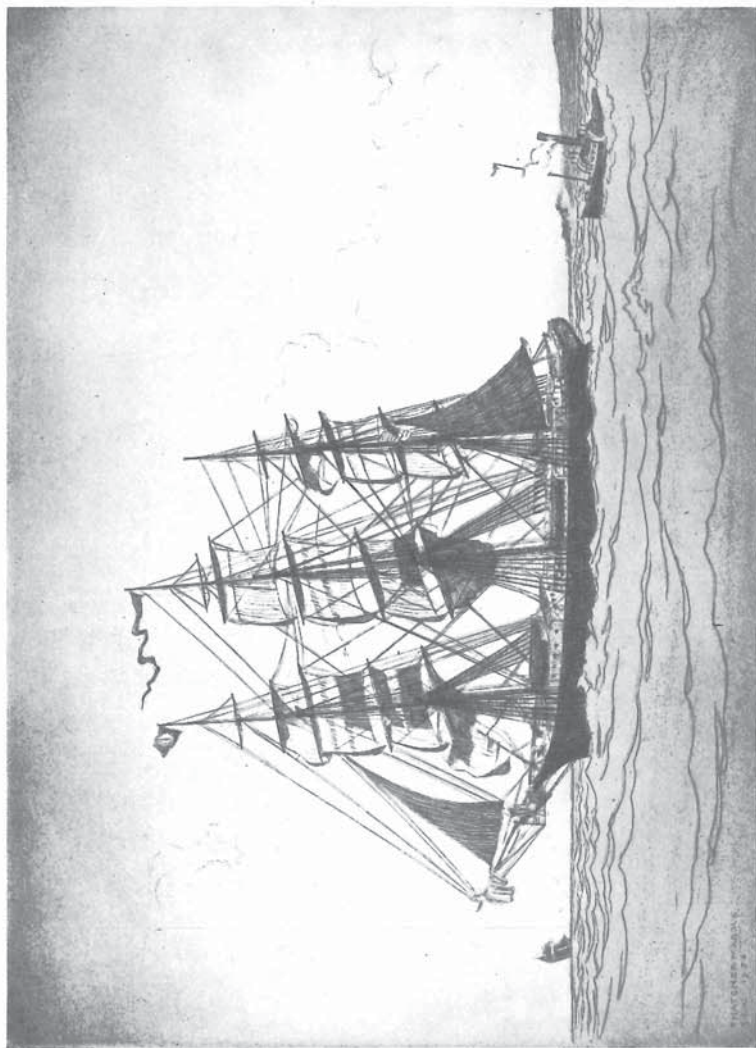
OLD SHIPS
AND SHIP-BUILDING DAYS
OF MEDFORD

1630-1873

By HALL GLEASON

WEST MEDFORD, MASS.

1936



CLIPPER SHIP THATCHER MAGOUN

1248 tons, built at Medford in 1855 by Hayden & Cudworth
From an etching by George C. Wales. Courtesy of Charles E. Goodspeed



This book was reproduced by the Medford Co-operative Bank.

January 1998

Officers

Robert H. Surabian, President & CEO
Ralph W. Dunham, Executive Vice President
Henry T. Sampson, Jr., Senior Vice President
Thomas Burke, Senior Vice President
Deborah McNeill, Senior Vice President
John O'Donnell, Vice President
John Line, Vice President
Annette Hunt, Vice President
Sherry Ambrose, Assistant Vice President
Pauline L. Sampson, Marketing & Compliance Officer
Patricia Iozza, Mortgage Servicing Officer

Directors

John J. McGlynn, Chairman of the Board
Julie Bernardin
John A. Hackett
Richard M. Kazanjian
Dennis Raimo
Lorraine P. Silva
Robert H. Surabian

CONTENTS.

CHAPTER	PAGE
I. EARLY SHIPS	7
II. 1800-1812	10
III. WAR OF 1812	19
IV. 1815-1850	25
V. THE PEPPER TRADE	30
VI. THE CALIFORNIA CLIPPER SHIP ERA	33
VII. STORMS AND SHIPWRECKS	37
VIII. DEVELOPMENT OF THE AMERICAN MERCHANT VESSEL	48
IX. LATER CLIPPER SHIPS	52
X. MEDFORD-BUILT VESSELS	55
INDEX	81

LIST OF ILLUSTRATIONS.

	PAGE
CLIPPER SHIP "THATCHER MAGOUN"	<i>Frontispiece</i>
MEDFORD SHIP-BUILDERS	7
YANKEE PRIVATEER	12
"MARY POLLOCK" Subtitle from Kipling's " <i>Derelict</i> "	13
HEAVE TO	20
THE SQUALL	20
A WHALER	21
LITTLE WHITE BRIG	21
LITTLE CONVOY	28
HEAD SEAS	28
SHIP "LUCILLA"	28
BRIG "MAGOUN"	29
CLIPPER SHIP "OCEAN EXPRESS"	32
SHIP "PAUL JONES"	32
CLIPPER SHIP "PHANTOM"	32
BARK "REBECCA GODDARD"	33
CLIPPER SHIP "RINGLEADER"	36
SHIP "RUBICON"	36
SHIP "BAZAAR"	36
SHIP "CASHMERE"	37
CLIPPER SHIP "HERALD OF THE MORNING"	44
BARK "JONES"	44
CLIPPER SHIP "SANCHE PANZA"	44
CLIPPER SHIP "SHOOTING STAR"	45
SHIP "SUNBEAM"	52
CLIPPER SHIP "WILD RANGER"	53

PREFACE.

THE Puritans who founded New England had come not to amass wealth by trade or by planting a fertile land, but to attempt a religious and civil experiment in government.* On this barren shore along the coast they desired to worship in their own religious faith and be free from unsympathetic outsiders. They hoped also to make their own laws without interference from the English Crown. The founding of this strong colony in a strategic military position formed a bulwark against the French and their Indian allies from the north, and against the threat from the Dutch in New York.

This sterile strip of land, hemmed in by the foothills of the mountains, was bordered by the sea which, like a stern but friendly jailer, offered a means to enlarge the too scanty production of their land and promised tempting rewards to those who escaped the perils of storms, privateers and pirates and evaded the enforcement of intolerable navigation laws.

For this reason Governor Winthrop, in the year after his arrival, had built in Medford, opposite his estate at Ten Hills, the *Blessing of the Bay*, a bark of thirty tons. In the preceding year, 1629, a small bark had been built in the colony,† and in the next two years three more vessels were built by Mr. Cradock on the Mystic, the largest being of two hundred tons, all built at Mr. Cradock's yard, which was probably the site of Mr. J. T. Foster's ship-yard two hundred years later.

There were few vessels built in Medford after these until Thatcher Magoun started his ship-yard in 1802. This was an important event, as the affairs of New England were desperate. Its fisheries and commerce with the West Indies were essential to its existence, as this section could not support itself by agriculture. This West India trade, largely with British possessions, had been forbidden by the navigation laws of England after

* Winthrop. "History of New England" (1646) Vol. II, p. 315 (ed. 1908).

† Mass. Col. Rec., Vol. I, p. 404.

PREFACE.

the American Revolution and, as this was before the advent of manufacturing, there was a prospect that New England would be depopulated. At this juncture a project was formed by Boston merchants to establish a trade in furs between the northwest coast and China, bringing back cargoes of teas, silks and indigo to America and Europe. Many ships from the yards of Magoun and Turner & Briggs made prosperous voyages in this China trade, and also that with Europe when freights were high during the Napoleonic wars.*

During the War of 1812 with Great Britain, Calvin Turner built four privateers, which gave good account of themselves and helped with other privateers to accomplish what success accrued to the American arms. This exerted a large influence on the treaty of peace and in the more favorable treatment of the young republic by European nations.

There was a great improvement in the design of vessels between 1830 and 1840 which greatly increased their speed. As there were ten ship-yards on the Mystic within a distance of a mile, they could study each other's designs, and for this reason these builders contributed largely to the development of this type of ships, which were known as the Medford clipper type of 1830. This improvement in the design of their ships enabled American merchants to skim the cream off the China trade and other lucrative commerce, and gave a great impetus in wealth to the young nation.

Following the discovery of gold in California in 1849 there appeared an urgent demand for ships designed primarily for speed. The freights on supplies for the gold fields were enormous, and it was essential to "make hay while the sun shone." Many famous clipper ships were launched from Medford yards in the next few years.

After the California gold rush had ended the racing type was uneconomical and was modified to provide larger cargo capacity. Later, the Civil War and the

* Cf. Morison. *Maritime History of Massachusetts*, Chapters III and XIII.

PREFACE.

advent of the steamship made sailing ships unprofitable, and ship building gradually declined thereafter until, within the memory of many now living who witnessed the event, the last vessel was launched in 1873, the ship *Pilgrim*.

In a previous series of articles in the MEDFORD HISTORICAL REGISTER, now collected in a volume, I have given, as far as possible, a record of the ships built here and have tried to show what part the Medford ship builders contributed to this important development.

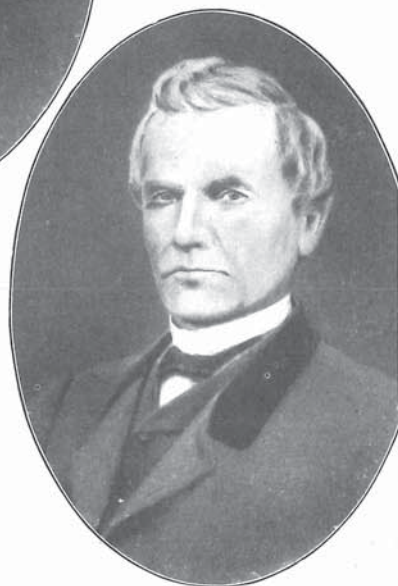
The Old Shipyard

IN the days when the sea was old
And the builders lithe and young,
From timber that gleamed like gold

This carpet of chips was flung.
Here rested the noble ships —
Keel, frame and towering spar,
And where the horizon dips
They sailed and vanished afar.

The ships are ghosts of gray,
Or shattered on reef or shore;
The rent wharf wastes away,
And the axes ring no more.
But the old men gather still
And talk in the shipyard tongue
Of the past — forever real;
And the sea — forever young.

In "Youth's Companion," January 30, 1908.



JOSHUA T. FOSTER
JAMES O. CURTIS

MEDFORD SHIP-BUILDERS
THATCHER MAGOUN

FOSTER WATERMAN
WILLIAM M. CUDWORTH

OLD SHIPS and SHIP-BUILDING DAYS

OF MEDFORD

CHAPTER I.

EARLY SHIPS.*

IN the "History of New England," by John Winthrop, is this record: "July 4, 1631. The governor built a bark at Mistick which was launched this day, and called *The Blessing of the Bay*. Aug. 9th the same year, the governor's bark, being of thirty tons, went to sea." It cost one hundred and forty-five pounds. The owner said of it, May 16, 1636, "I will sell her for one hundred and sixty pounds." This is the first record of ship building in Medford, and there is a tradition that she was built on the north side of Mystic river, and probably not far from the governor's house at Ten Hills.†

"The next year, 1632, Mr. Cradock built a vessel of one hundred tons, on the bank of the Mystic. In 1633, a ship of two hundred tons, and another named *Rebecca*, tonnage unknown; both built by Mr. Cradock." Brooks says, "There is reason to believe that Mr. Cradock's ship-yard was that now occupied by J. T. Foster."

May 29, 1644, the General Court proposed the formation of a company of ship builders "with power to regulate the building of ships, and to make such orders and laws amongst themselves as may conduce to the public good."

From that time until the time ship building was inaugurated on a large scale by Thatcher Magoun, in 1804, there were few vessels of any size built in Medford.

* The names of Medford-built ships are italicized.

† Brooks. "History of Medford."

It is said that small sloops and schooners were built in very early times at the landing near Rock hill in West Medford. These were called "lighters," and were used for the navigation of the river.* Mr. Rhodes of Boston built a vessel named the *Mayflower* here.

There was a large business in freighting produce to Boston by boat from Medford, saving a round-about journey over the Brighton bridge in Cambridge, as there were no other bridges until 1786 across the Charles.

The distilling business and the manufacture of bricks required many lighters, and returning they could bring back freight at small cost. "Medford, therefore, by its river, became a centre of supply for New Hampshire and Vermont," and could furnish iron, steel, lead, salt, molasses, sugar, tea, codfish, chocolate, guns, powder, rum, etc., at a lower price than they could get them in Boston.

There was a brigantine of forty tons built in Medford in 1699 and a ship of sixty tons in 1703.† It is unfortunate that there is not more known of this last vessel, as a ship of that size would be a curiosity, and would look almost like a toy. A vessel about sixty-five feet long and fifteen feet wide would figure out about that tonnage, by the rules used at that time.

In Marblehead is a picture of the ship *Hope*, commanded by Capt. Asa Hooper, of which there is a tradition that she was built in Medford. The picture bears the date 1799.

Benjamin and Ebenezer Hall had interests in vessels in the coasting trade and with the West Indies which they continued after the revolution.

Ebenezer Hall together with John Kennedy of Boston were the owners of the brig *Dolly*, Capt. Levi Stetson, captured by a French privateer in 1798 in the short naval war with France.‡

* Brooks. "History of Medford."

† "10th U. S. Census" (1880), Vol. VIII.

‡ "French Spoliation Claims."

The following is a list of the vessels in which Benjamin Hall had an interest, with their captains and the ports to which they sailed: —

"Defiance"	Parsons	To and from West Indies
"Essex"	Willcome	" " " " "
"Friendship"	Jackson	" " " " "
"Halifax"	Stiles	" " " " "
"Polly"	Barstow	To and from Holland
"Dauphin"	Smith	For France
"Three Friends"	Wood	" "
"Neptune"	Frazier	For West Indies
"John"	Stanton	" " "
"Sally"	Paine	" " "
"Friendship"	Manchester	" " "
"Bella"	Grinnell	For Holland

Also the sloops "Gloriosa," "Mercury," "Boston," "Speedwell," "Minerva."*

The cargoes to the southern states from Massachusetts were largely rum and salt codfish, but to the West Indies they could carry salt beef and pork, vegetables and other provisions, as sugar raising was so profitable there that the inhabitants did little other farming.

This business was of vital importance to the New England colonies, as they produced nothing which could be transported to Europe to pay for the manufactured goods imported, and this triangular trade was necessary, as tobacco and cotton could be taken to Europe from the southern states and sugar from the West Indies. The suppression of this trade was one of the principal causes of the Revolution.

* "Medford Historical Register," January, 1916.

CHAPTER II.

1800-1812.

MYSTIC river was an ideal location for ship building. Its serpentine windings from the ocean presented the greatest convenience for a large number of yards. Twice a day the tide surged in from the ocean, mingling its odor of brine with the pungent smell of molasses from the distilleries, and overflowed onto the whispering marshes, making at full tide enough depth of water to float an empty ship of twenty-five hundred tons.

So thought Thatcher Magoun, as, strolling one pleasant day to the top of Winter hill, he stood on one of the mounds of earth thrown up by the patriot army twenty-seven years before. After a survey of the river "as the tide gave its full outline" like a gigantic lariat below him, he started to interview the captain of a schooner lying at the wharf of one of the distilleries as to the depth and character of the river.

After examining for himself the bed of the river and the depth of water at low tide and finding the neighborhood could furnish an ample supply of oak timber, he finally decided to locate his yard at the spot where all his ships were built. In 1802 was laid the keel of the first of the merchant ships which were known in every sea on the globe.

Thatcher Magoun was born at Pembroke, Mass., June 17, 1775. He early chose the trade of ship carpenter and served his time with Enos Briggs at Salem, where he worked five years. From Salem he went to Mr. Barker's yard in Charlestown (the present Navy Yard), where he worked and studied two years and assisted in modelling. There he made the model of the first vessel he built, which was the *Mt. Aetna* of Medford

At this time Medford consisted mainly of farmhouses scattered along the highways to Woburn and Malden. At the centre of the town was the meeting-house with a cluster of dwellings. There were a half dozen hospitable taverns, several stores for barter in connection with the lightering business, and several distilleries, and together with a few colonial mansions with wonderful gardens, comprised the village.

The gardens back of the places owned by the Hall family had flights of stone steps leading up the steep slope of Pasture hill, laid out in terraces aflame with nasturtiums and bright with marigolds, primroses, phlox and larkspur and with grapes on trellises at the top, which traced golden lacework against the skyline at sunset. The Royall house was the counterpart of a famous mansion in the West Indies, and the grounds and gardens were a reproduction also, and still retained traces of their old-time grandeur, and had, an unusual sight in New England, a slave quarters. A shaded path led up to its graceful portico, beside which roses clambered upward towards the chamber window where Molly Stark is said to have anxiously watched the battle of Bunker Hill. From this window could be seen several miles of salt marsh, with haystacks mounted on staddles and looking like huge spiders in the distance, and the winding river which later had ten ship yards within a mile's distance, and where one to three vessels could often be seen at one time on the stocks.*

Following Mr. Magoun, the next year Calvin Turner of Pembroke and Enos Briggs of the Essex county family of that name built the ship *Medford*, of two hundred and thirty-eight tons, for John C. Jones of Boston. After them came Sprague & James, Lapham, Fuller, Rogers, Stetson, Waterman, Ewell, Curtis, Foster, Taylor, Hayden & Cudworth and others who have built vessels here.

After the Revolution the New England states in particular found themselves in desperate straits from

* Brooks. "History of Medford."

the cutting off of their trade with the West Indies and Great Britain, through the operation of the British navigation laws. While the southern states could send their tobacco and cotton to Europe to pay for the manufactures that they required, there was nothing which could be exported from New England. In July, 1783, an order in council required that all trade between the United States and the British West Indies must be carried on in British-built vessels, owned and navigated by British subjects.

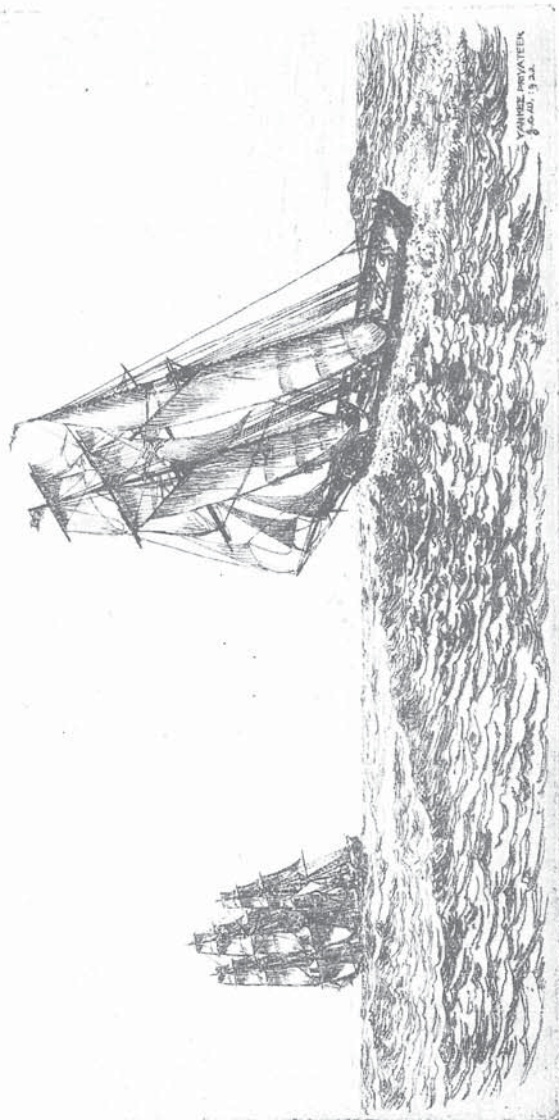
Another order required that in trading with Great Britain, American vessels were only allowed to bring in articles produced in those states of which their owners were citizens. In speaking of this, Fiske says, "These things worked injury to ship building; to the exports of lumber and oil and salted fish, even to the manufacture of Medford rum."*

Finally a scheme for a trade with China was worked out by Boston merchants. This was the sending of vessels to the northwest coast and trading with the Indians for the skins of sea otter, which brought a high price in China for use by the mandarins, and bringing back home or to Europe cargoes of silks, china ware, tea and other eastern goods.

This trade proved immensely profitable. They set out with a cargo composed of chisels made of scraps of iron fitted into rough wooden handles, pieces of copper in squares and brilliant cloths. The total value of ship, outfit and cargo estimated at less than \$40,000, and sometimes brought back from China cargoes valued at over \$250,000.† A number of Medford vessels were engaged in this trade. They were vessels of two to three hundred tons, permitting their use in the shallow bays of the northwest coast. Among them was the ship *Eclipse*, three hundred and forty-three tons, built for

* Fiske. "Critical Period of American History."

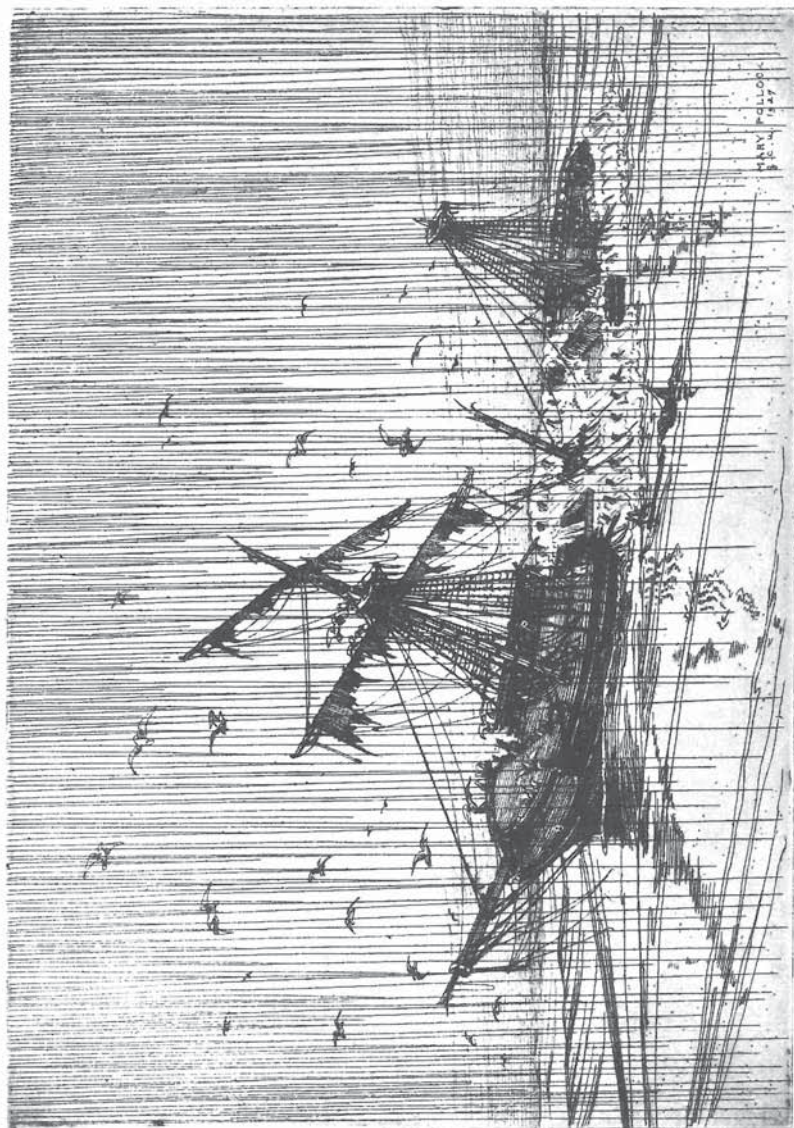
† See Morison's "Maritime History of Massachusetts," pp. 58-70.
"Solid Men of Boston" (M.S.) pp. 70, 76.



YANKEE PRIVATEER

The privateer brigs *Rambler*, *Reindeer*, *Avon* and *Abellino*, resembling in build the topsail schooner shown above, were built in Medford during the War of 1812.

From an etching by George C. Wales. Courtesy of Charles E. Goodspeed.



MARY POLLOCK

From an etching by George C. Wales. Courtesy of Charles E. Goodspeed

Thomas H. Perkins, James Perkins and James Lloyd in 1805 by T. Magoun.

In 1807 Capt. Joseph O'Cain of Boston chartered his ship *Eclipse* of Boston to the Russian-American Company, traded their furs at Canton, visited Nagasaki and Petropavlovsh, lost the vessel on the Aleutian islands, built another out of the wreck, and returned to trade once more.*

Another Medford-built ship engaged in the Northwest fur trade was the brig *Charon*, two hundred and thirty-eight tons, built in 1809 for P. P. Jackson of Boston by T. Magoun. In 1811, in command of Captain Whittemore, she is mentioned as one of the hunting craft, which carried north eighteen hundred skins and was found at the Farallones the next year.†

The Northwest fur trade was extremely dangerous in the early days. In 1800 the captain of the ship "Globe" was killed by the Indians. The next year, the officers of the ship "Boston" and all but two of the crew were killed by the natives at Nootka sound. The vessel was afterwards accidentally burned.

A few years later the captain, officers and many of the men of the ship "Atahualpa" were killed by the Indians at Millbank sound.‡

"Seldom, indeed, did a vessel from the United States complete her voyage in that ocean without losing some part of her crew by the treachery of those with whom they were dealing."||

The dangers, also, from pirates on the China coast were great. On the evening of August 22, 1809, Capt. William Sturgis anchored in Macao roads. Early the next morning he sent a boat with his first officer and four seamen ashore for a pilot to take his ship up the river to Canton, leaving but ten men on board. Hardly had they started, than the vessel was furiously attacked

* Morison. "Maritime History of Massachusetts."

† H. H. Bancroft. "History of Pacific States."

‡ Jas. G. Swan. "Northwest Coast."

|| "Memoir of Mr. Greenhow to Congress."

by a fleet of twenty-one pirate junks manned by two thousand men and led by the admiral's junk itself of twenty-eight guns. The pirates attempted to set fire to the ship but were unsuccessful. They then tried to board, but Captain Sturgis, keeping up a hot fire from his six six-pounders, which did fearful execution, cut his cables and succeeded in setting some sail, by which he worked his way over under the guns of the fort.*

Captain Sturgis, afterwards of the firm of Bryant & Sturgis, owned many Medford-built vessels.

Many of the first vessels built in Medford were in the Mediterranean trade. They would take a cargo of rum and salt fish to the southern states or West Indies and carry a cargo of cotton, tobacco and sugar to Europe.

The ship *Medford* is reported as follows: "Boston, January 1, 1810. Arrived ship 'Medford' Capt. J. Barnard, fifty-two days from Cadiz with salt and fruit to J. C. Jones. The 'Medford' on the 4th of October, off Gaskey light, on her passage from London to Cadiz in ballast fell in with and was fired upon by a French privateer of ten guns, the captain of which on hearing she was from an English port, said she was a good prize; but while Captain Barnard was on board the privateer an English lugger hove in sight, when his papers were given up and he permitted to proceed on his voyage. The Frenchmen did not permit themselves time to plunder the 'Medford' but made all sail to get off.

"The French commander treated Captain Barnard with much civility. The lugger boarded the 'Medford' and informed she had prevented the same privateer from capturing the 'New Galen,' but was not able to capture her, the Frenchman outsailing him."†

Other Medford-built ships reported at Mediterranean ports in 1810 are the *Commerce*† at Cadiz. The *Ariadne*† at Cadiz. The *Commerce*, April 27, 1810, sailed from Palermo for Tarragona. The *Mt. Aetna* at Fayal. The brig *Mt. Aetna*, one hundred and eighty-eight tons, was

* *N. E. Palladium*.

† *Columbian Centinel*.

the first vessel built in Medford at the yard of Thatcher Magoun.

The ship *Ariadne*, three hundred and eighty-two tons, was built in 1809 by Calvin Turner for Nathaniel Goddard of Boston. The ship *Commerce*, three hundred and seventy-eight tons, was built in 1807, by Calvin Turner for John Holland of Boston.

The *Pedlar*, Williams, hence (Boston) arrived at Cherbourg in forty-two days. She is also reported at Rio Janeiro as follows: "February 23, 1810, the brig *Pedlar*, of Boston, last from Sumatra with a full cargo of pepper, called here and sailed ten days since for Europe." The brig *Pedlar*, two hundred and twenty-five tons, was built in 1806 by Thatcher Magoun for Timothy Williams of Boston.

The brig *Hope*, one hundred and sixty tons, was built at Medford in 1804 at the yard of Thatcher Magoun for Samuel Gray of Salem.

There are several journals of her voyages in the Essex Institute, one a "Log of the brig *Hope* from Salem to Leghorn. Sailed December 4, 1804, and arrived January 21, 1805, with a cargo of pepper." The following is an entry while at anchor discharging her cargo at Leghorn, describing a gale, February 1, 1805:—

Swedish bark went adrift and came down. Bent both parts of the Horses [Hawsers] on to the Cables and paid out to the better end and got clear of her.

There is also a "Journal of the Good Brig *Hope*, Capt. Thomas Tate 1805 from Salem to the West Indies."

From Salem toward Martinico:—

Sept. 2, Monday. At 4 P.M. was boarded by H. M. S. "African" 64 guns and took out one man by the name of Wm. Wood.

From Martinico she went to Laguayra and from there to Havana. On October 21st, was boarded By french Privateer, they used us very Perlightly and let us go.

On March 28, 1807, the *Hope* is reported in distress from St. Petersburg to Salem. They often made a triangular voyage to the Baltic and Russia with French manufactures and wines and brought home Russian hemp, canvas and iron.

Napoleon tried to prevent this Russian trade to complete his continental blockade. In 1810 he demanded that Alexander should stop it. Alexander refused. "Then began Napoleon's preparations to invade Russia. Thus the Baltic trade of Massachusetts played an important, if unconscious, part in the chain of events that led Napoleon to Moscow and to St. Helena."*

There were a number of Medford ships in the East India trade at this time. The ship *Gulliver*, built in 1806 by Thatcher Magoun for Joseph Lee, Jr., of Boston, was one. The *Gulliver* is reported February 13, 1810, at the Vineyard as arriving from Calcutta. Her cargo is not given, but other vessels from that port brought indigo, ginger, and cotton and silk goods.

Also, February 23, 1810. Left at Calcutta, October 8, the brig *Gypsey*, Linzee, to sail in three or four weeks. The *Gypsey*, also, was built in 1809 at the yard of Thatcher Magoun, for Joseph Lee, Jr., of Boston.

"May 8, 1810. Sailed brig *Gypsey*, Pulsifer, for India; passenger, Capt. George Lee."

"August 28, 1810. The *Ariadne*, arrived at New York from Gottenburg, was detained off the Scaw by a Danish gunboat, but permitted to proceed after a strict examination."

Medford ship building started at the height of the prosperity of the Northwest trade. The European trade was very profitable, also, owing to the high prices obtained during the Napoleonic wars, in spite of frequent capture and condemnation of vessels. George Cabot said, "profits were such that if only one out of three vessels escaped capture, her owners could make a handsome profit on the lot."

* Morison. "Maritime History of Massachusetts."

This continued up to the time of the embargo by the Jefferson administration, the outcome of the impressment of seamen of the U.S.S. "Chesapeake" on the high seas.

This measure was unpopular in New England and revived the Federalist party, which had almost ceased to exist.

The Federalist leaders ridiculed Jefferson's claim that the embargo was to protect the merchant vessels by calling attention to the fact that the embargo was extended to the East India and China trade which Great Britain permitted and Napoleon was powerless to prevent. They also claimed that the profits annually on the cargoes was more than equal to the total value of the shipping.

During the embargo of 1808 an inoffensive old schooner came up Mystic river with her decks piled high with wood and bark. A custom-house officer suspected her of smuggling and took possession of her. The captain invited the officer to dine with him. After a while the captain asked to be excused a few moments to give some orders to the men. As soon as he gained the deck he turned and fastened the cabin door. Stevedores disguised as Indians unloaded the vessel, which had her hold filled with English goods, wire, etc., from Halifax. During a large part of the night wagons were taking the contraband merchandise to Boston, Malden and West Cambridge. Her cargo was very valuable. The goods escaped without discovery, but the vessel was confiscated and condemned.*

Capt. Chas. C. Doten of Plymouth, during a northeast gale, slipped by the revenue cutter at Provincetown, with the brig *Hope*. He was pursued and fired upon, but escaped to St. Lucia, where he sold the vessel and cargo of fish for twenty-five thousand dollars. He brought his Spanish doubloons home sewed into his clothing.†

* Usher. "History of Medford."

† Morison. "Maritime History of Massachusetts."

Jefferson signed the repeal of the embargo on his last day in office. Immediately there ensued a tremendous boom in shipping to Mediterranean, Russian and Oriental ports, which continued until the war of 1812.

CHAPTER III.

WAR OF 1812.

WAR was declared with Great Britain on June 18, 1812. American vessels were allowed to trade with Europe as usual, although not with Great Britain. Many of them carried supplies which were directed to Spanish ports for use by the British armies against our allies, the French. The *Ariadne** is reported as taking a cargo of provisions to Cadiz under British license after obtaining informal permission of the Attorney General† and the Secretary of the Treasury. Congress permitted this trade until the crops of 1812 had been marketed.‡

The ship *Medford* is reported as follows: "Boston Tue. Apr. 30, 1813 ar. ship 'Medford,' Capt'n Hall, Cadiz 42 days. Spoke nothing. Sunday at 3 P.M. Cape Cod, was boarded from the privateer brig Sir John Sherbrook detained a few hours and permitted to proceed." A number of persons captured in a previous prize were transferred to the *Medford*.

Many merchant vessels were turned into privateers to prey on British commerce and many more were built. Among them was the letter-of-marque brig *Rambler*, built in 1813, in thirty-six days by Calvin Turner for Benjamin Rich of Boston. On April 30, 1814, the commander, Nathaniel Snow, and others brought libel for condemnation in the United States court at Boston for one case of goods taken from the "Union" "which she did seize, take and capture, mounting ten carriage guns, and about 280 tons burthen with a cargo of cotton, coffee and various other articles of merchandise. The case of goods in question contained lace shawls, dresses and handkerchiefs which brought \$1800 at auction."||

* *Ariadne*. See Chapter II.

† Bryant and Sturgis, M.S., Vol. 1811, p. 122.

‡ Mason. "Maritime History of Massachusetts."

|| Federal Court Records, Boston.

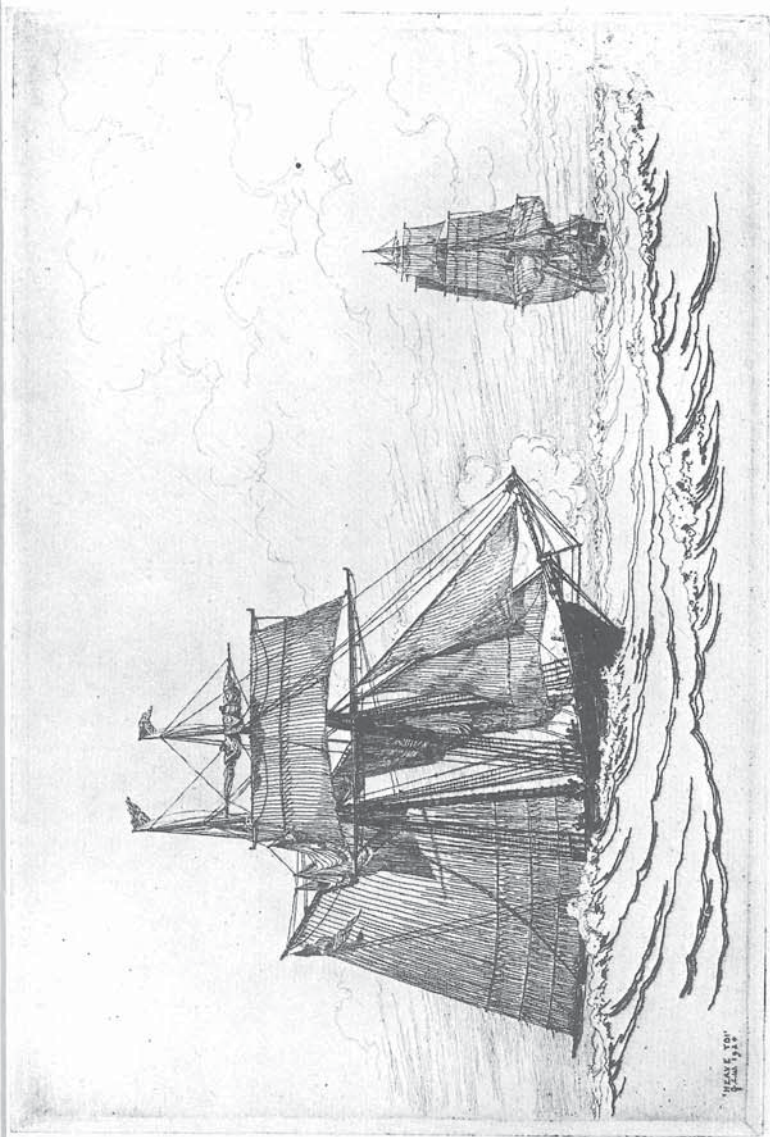
In the last part of 1814 she, with two other letters-of-marque, was sent by the Boston China Merchants to carry instructions to their fleet which was blockaded at Whampoa. She captured a prize off Lintin on the way out which she sent into Macao with a prize crew.* A letter from Captain Edes of the *Rambler*, dated Canton, December 6, says: "Our prize (the ship 'Ara-bella') arrived at Macao the same day we arrived at Canton and was taken possession of by the Portuguese government and given up to the British Admiral on this station. I have protested against this proceeding, and hope a proper representation will be made to the Portuguese government, who ought in justice to pay us the amount she was insured for (60,000 ruples eighteen days out). I also captured the British brig 'Madeira,' took out 75 casks of wine, and gave her up."†

The three letters-of-marque delivered their orders to the merchant vessels to remain until peace was declared. They then loaded with rich cargoes and dropped down river from Whampoa on a dark night, the 18th of January, 1815. They passed two British men-of-war and about twenty armed East Indiamen, which fired on them by the aid of blue lights. Keeping together on the voyage home, they arrived at Boston after peace was declared, on May 3 and 4, 1815, and sold their cargoes at high prices.

Another privateer, the *Reindeer*, was built by Calvin Turner for Benjamin Rich and others in 1814. On April 15, 1815, a libel was brought in the United States court at Boston by Nathaniel Snow and others against "sundry goods, wares and merchandise taken from the brig 'Daphne,' seized as prize on or about the 7th day of January, and took from her 12 bags of coffee, 16 bags of cloves, 32 leopard skins, a lot of goat skins, one lion skin, 5 boxes of ostrich feathers, 2 boxes of seeds, one box of shells, one bundle of merchandise and two casks of wine.

* Morison. "Maritime History of Massachusetts."

† Coggeshall. "History of American Privateers in the War of 1812."



HEAVE TO

A privateer topsail schooner is rounding to and firing a gun across the bows of a merchant vessel that is hauling up her foresail preparatory to complying with the order.

From an etching by George C. Wales. Courtesy of Charles E. Goodspeed



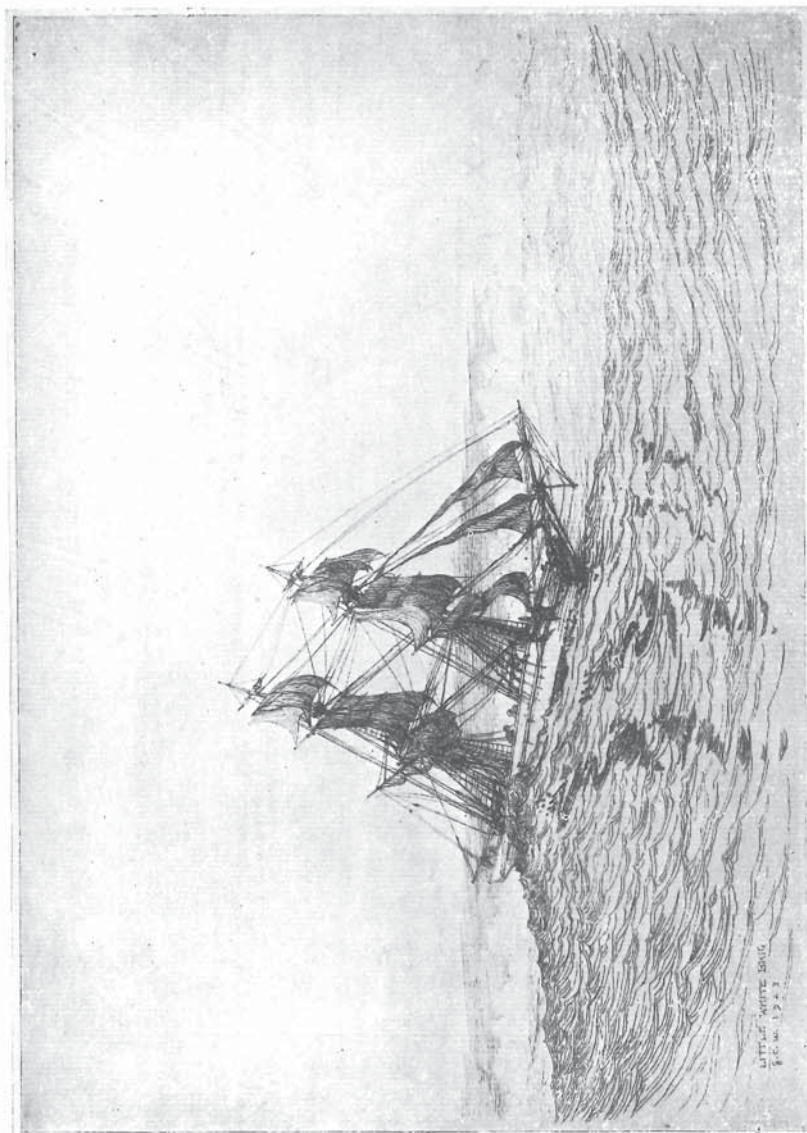
THE SQUALL

From an etching by George C. Wales. Courtesy of Charles E. Goodspeed



A WHALER

From a sketch by George C. Wales. Courtesy of Charles E. Goodspeed



LITTLE WHITE BRIG

The *Palmer* and other brigs resembling the illustration were built at Medford for the pepper trade
From an etching by George C. Wales. Courtesy of Charles E. Goodspeed.

"Also on or about the 20th day of January last seized as prize the ship 'Maid of the Mill,' Alex Sute, master, and did take from her 7 boxes of raisins, 9 sacks and 1 bag of almonds." The captain of the *Reindeer* put a prize crew on board both vessels but both of them were recaptured. It is interesting to learn (Federal Court Records, Boston) that the merchandise brought the following prices: —

Ostrich feathers			
Lot No. 1	7 lb. 8 oz.	@	\$27.25 (per lb.)
" 2	9 " 9 "	@	8.50
" 3	6 " 13 "	@	13.25
" 4	30 " 0 "	@	11.75
" 5	12 " 5 "	@	8.75
24 Leopard skins	@		\$5½
1 Lion skin	@		31
2000 lbs. Coffee	@		24 cts.
2093 " Cloves	@		92 "
345 " Raisins	@		16½ "
41½ yds. Broadcloth	@		\$6½
17 Gals. wine	@		\$3.05
Total			\$4036.89½
Less 6 Bags coffee sold under an interlocutory decree			\$159.84
Charges			\$3877.05½
			935.50
			\$2942.56
Less Invalid Fund 2%			58.85
Rec'd by Benj. Rich			\$2883.71

BENJAMIN RICH.

In the discourse occasioned by the death of Benjamin Rich, Esq., delivered in the church on Church Green, June 8, 1851, by Alexander Young, D.D., he refers to him as an example of the good parishioner:—

The late Benjamin Rich was born on the 12th of December, 1775, in the town of Truro, near the extremity of Cape Cod. From his earliest years, as is the case with most of the youths who are born on the Cape, he took to the sea, going cabin boy at the

age of thirteen; and at the age of nineteen, on his fourth voyage, he had the command of a vessel. His voyages were chiefly to the West Indies, the Mediterranean, and the north of Europe. For twelve long years he pursued this hard and perilous vocation. On one of his voyages he was attacked, off Algiers, by two French privateers, both of which with his characteristic intrepidity he fought a whole summer's day; and at last when his shot was all expended, and he had charged his cannon fire with whatever he could find on board, he succeeded in beating them off. He thus prepared himself to engage understandingly in navigation and trade.

On retiring from the sea in 1801, at the age of twenty-six, he settled in this city and embarked in commerce, which he pursued until six years ago when he retired.

For nearly fifty years he was one of our most active and enterprising merchants. In 1800 he married.

He took a lively interest in the prosperity of the parish. He hears one of his old companions in business has been reduced to penury; Mr. Rich went round among his friends and raised an annuity of \$600.

A young lieutenant in the navy dies on the slope of Mt. Lebanon; his young wife soon follows him, leaving two orphan boys. Mr. Rich collected a fund to provide for their education and fit them for useful stations in life.

The word *fear*, too, was not to be found in his dictionary. When, in the month of May, 1818, the Canton packet blew up in our harbor, Mr. Rich was the first to leap upon her blazing deck to rescue the crew, utterly heedless of the possibility of another explosion.

For thirty-three years he was a Trustee of the Humane Society and for fifteen years its president. He superintended the building and location of eighteen life-boats provided by the Legislature of 1840 and 1841.

The few last weeks that he spent upon earth were among the happiest of his life. It was a privilege to visit him in his sick chamber—to see the power of faith triumphing over bodily pain and the hope of immortality victorious over the fear of death. Cheerful he gave his being up and went to share the holy rest that waits a life well spent.

The other two privateers, the *Avon* and the *Abellino*, were built too late to take a very active part in the war.

Meanwhile, on the Pacific ocean, the British cruisers and privateers had driven all the merchant fleet into neutral ports. Among them was the brig *Pedlar*, which took refuge in the Hawaiian Islands.

The *Charon* was unfortunate enough to fall into the hands of a British privateer. The frigate "Essex" was finally sent to the Pacific and played havoc with the British cruisers and privateers for a time, but she was finally captured by two British vessels of war in a desperate naval battle off Valparaiso.

On the northwest coast Astor had finally succeeded in establishing a trading post, after several previous attempts had been defeated by Indian attacks. His company was called the Pacific Fur Co. He had built Fort Astoria, which the British war vessels so far had not seized. They had cut off most of the supplies for the post, however.

They were now in a precarious position. Cruisers were watching them, ready to pounce upon them and the chances of escape of a richly laden caravan fleeing across the Rocky Mountains from the Walla Walla and Blackfoot Indians were nothing. Even if they escaped after being robbed, their lives were in jeopardy unless supplies could be got to them.

Astor fitted out the brig *Lark* and sent her to their relief, but she was unfortunately wrecked on the Hawaiian Islands. Hunt, the chief agent, proceeded to Hawaii and authorized one of his assistants, McDougall, to conclude arrangements with the British N. W. Fur Co. as best he might.

McDougall finally sold the Pacific Fur Co. to their British rivals for \$80,500, after a canny Scotch game played for their possession with McTavish. "The British vessels of war may come or not come, with the chances in favor of their coming, when they would gobble up the fort. If they do not come, the Pacific Co. may keep their posts and their goods. A strict guard is kept in the fort to avoid surprise. At the same time McTavish being short of provisions is supplied by McDougall.*

"Still McTavish fences for time, and it was not until

* H. H. Bancroft. "History of the Pacific States."

McDougall made ready his boats and threatened to move inland up the Willamette River did McTavish agree to the sale."

Meanwhile Hunt, in the Hawaiian Islands, had bought the brig *Pedlar* for \$10,000, hoping to be able to rescue some of the property. He embarked for Fort Astoria, where he arrived only to learn of its transfer to the North West Co. He expressed great dissatisfaction with the sale, and after a short stay directed his course for Sitka. On the way he fell in with two United States vessels hiding from British cruisers. While there the *Pedlar* was seized by the Russians on a charge of selling powder to the natives but was released for lack of evidence.*

The British cruisers arrived before Fort Astoria with great expectations of booty, and great was their disappointment when they found their prize had slipped through their fingers by transfer to British subjects.

Hunt, in the *Pedlar*, took on board a few Americans who had not joined the North West Co. and preferred a sea voyage to the overland trip and sailed for New York. He is said to have reached his destination after a tedious voyage. One event of the voyage was the brig's capture at San Luis Obispo by a Spanish vessel. The charge of smuggling could not be substantiated and she was released. The story told at the investigation was that she had entered San Luis because she mistook her captor for a Russian ship to which a part of her cargo was to be delivered. She had both American and Russian passports.

The departure of the *Pedlar* forever closed the business of Astor on the Pacific.

* Peter Conly. "Early Northern Pacific Voyages."

CHAPTER IV.

1815—1850.

AFTER the War of 1812, the northwest fur trade gradually declined for various reasons, the gradual extermination of the sea otter and competition by the British and Russians being the principal ones. By this time, cotton manufacturing, encouraged by the embargoes and by the War of 1812, and later by a protective tariff, had increased enormously and a considerable amount was sent to the Far East as cargo. There was more specie in the country by this time, too, and this could be sent. The trade in sandal-wood was also developed. Previously the sandal-wood had been preserved almost religiously, but on the death of King Kamehameha, his son, Likoliko, who succeeded him, proceeded to realize on this preserve and stripped his domain, which he bartered for liquor, clothes and vessels. For several years it proved a very lucrative trade until the supply was exhausted and a drug on the Canton market. The brig "Thaddeus," commanded by Capt. A. Blanchard of Medford, carrying the first missionaries, had landed at the Hawaiian Islands. Captain William Hall of Medford, who afterwards commanded several Medford ships, made his first voyage as cabin boy on the "Thaddeus" and wrote home a vivid account of the landing. They were received by the chiefs and dignitaries, who were arrayed in miscellaneous feminine apparel which an enterprising trader had bartered a short time previously.

The *Jones* and the *Tamahourelaune* were built in Medford and sold in Hawaii for sandal-wood. The History of Medford says they were taken apart and sent out in the "Thaddeus," but this is probably incorrect, as Morison in an article on the Hawaiian trade gives

reliable evidence that they were *sailed* round.* The *Jones* was renamed the *Inore*.

Among the Medford-built vessels engaged in the northwest and China trade at this period were the *Arab*, *Louise*, *Pedlar*, *Lascar* and *Triton*.

Bryant and Sturgis sent the *Sachem* round to California for a load of hides. This was the beginning of a trade which grew to large proportions and which ten or fifteen years later was described so vividly by R. H. Dana in that masterpiece, "Two Years Before the Mast." The brig *Pilgrim* in which he went out was built in Medford and the ship *California* which they helped to load was also. Dana gives the following description of her: —

She was a good substantial ship, not quite so long as the *Alert*, wall-sided and kettle-bottomed, after the latest fashion of south shore cotton and sugar wagons, strong too, and tight and a good average sailor, but with no pretensions to beauty and nothing in the style of a "crack ship."

This trade in hides was very profitable and the story of the hardships and dangers connected with it is told in a vivid manner.

THE *Paul Jones*.

Between 1830 and 1840 there had been a great improvement in the design of vessels which greatly increased their speed. Among them was the ship *Paul Jones*, built by Waterman and Ewell at Medford in 1842, of six hundred and twenty tons, and owned by John M. Forbes of Boston and Russell & Co. of China. She was the perfection of the Medford clipper type of 1830, and the fastest vessel of her time, with the exception of the "Natchez."

The *Paul Jones* was commanded on her first voyage by N. B. Palmer. Captain Palmer was born in Stonington, Conn., on Long Island Sound, in 1799, and came from distinguished colonial ancestry.

*Morison. "Boston Traders in Hawaiian Islands." Mass. Hist. Proc. Vol. 54, p. 29.

At the age of fourteen he shipped on a coasting vessel and continued in the service until he was eighteen, when he was appointed second mate of the brig "Hersilia," bound somewhere about Cape Horn on a sealing voyage. These sealing expeditions were also, at that period, more or less voyages of discovery. For years there had been rumors of a mythical island called Auroras, embellished with romance and mystery by whalers, and described as lying away to the eastward of the Horn. On this voyage the story of how in search of whales, he, like Columbus, discovered a continent (the Antarctic Continent) is told in a history of his life by John Randolph Spears.

On her first voyage the *Paul Jones* in 1843 sailed from Boston for Hong Kong, January 15th, crossed the equator twenty-six days out, was fifty-four days to the Cape of Good Hope, eighty-eight days to Java Head, and arrived at Hong Kong one hundred and eleven days from Boston. In 1848 this ship made the run from Java Head to New York in seventy-six days.* Later she was used in the ice carrying trade.

Frederick Tudor, after twenty-eight years' struggle and experimenting, had built up an ice exporting business. After numerous failures, he had by 1812 built up a small trade with the West Indies. The war wiped him out. After the peace of Ghent he obtained government permission to build ice houses at Kingston and Havana, with a monopoly of the traffic. It began to pay, and between 1817 and 1820 he extended the business to Charleston, Savannah and New Orleans. He extended the business to the Far East later, and the *Paul Jones* carried the first cargo of ice to China. Tudor first shipped ice from his father's pond in Saugus. Later he had ice houses on several of the large ponds nearby, among them one at Spot Pond. People thought he was mad, and seafaring men thought such a cargo would melt and swamp the vessel. It was with difficulty he could get a crew. Tudor experimented with various

*Captain Arthur Clark, Clipper Ship Era.

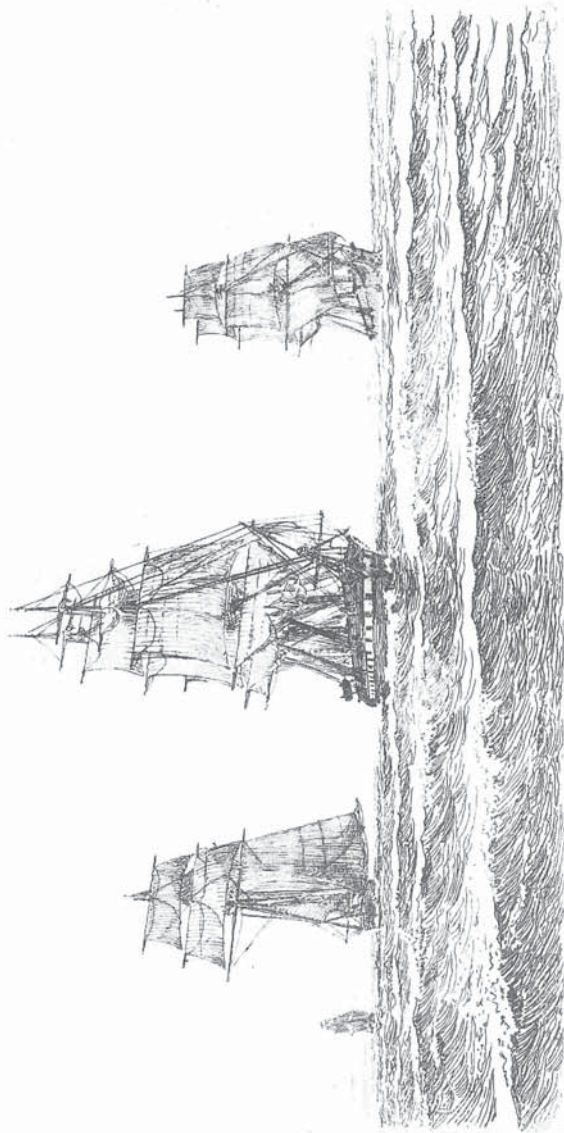
material for filling, rice and wheat chaff, hay, tan bark, and even coal dust, until he finally decided on sawdust.

Previous to the Revolutionary War there had been very little improvement in the design of merchant vessels, and their shape was little more than a box with the corners rounded off. The Baltimore clippers were the first to improve the models by giving them long, easy water lines, and it is said that they took their ideas from the French luggers during the Revolution. But they were small vessels, and their large amount of dead rise and their having much more draft aft than forward made them unsuitable for larger merchant ships. The "Ann McKim," a vessel of four hundred and ninety-three tons, was built on these lines and she is sometimes considered the first of the clipper ship era. But she was unsuitable for a merchant vessel for the reasons given, which made her cargo capacity limited, and there was never another vessel built on her lines, although she influenced the improvement in design which took place in the next decade.

CLIPPER SHIPS, 1830-1850.

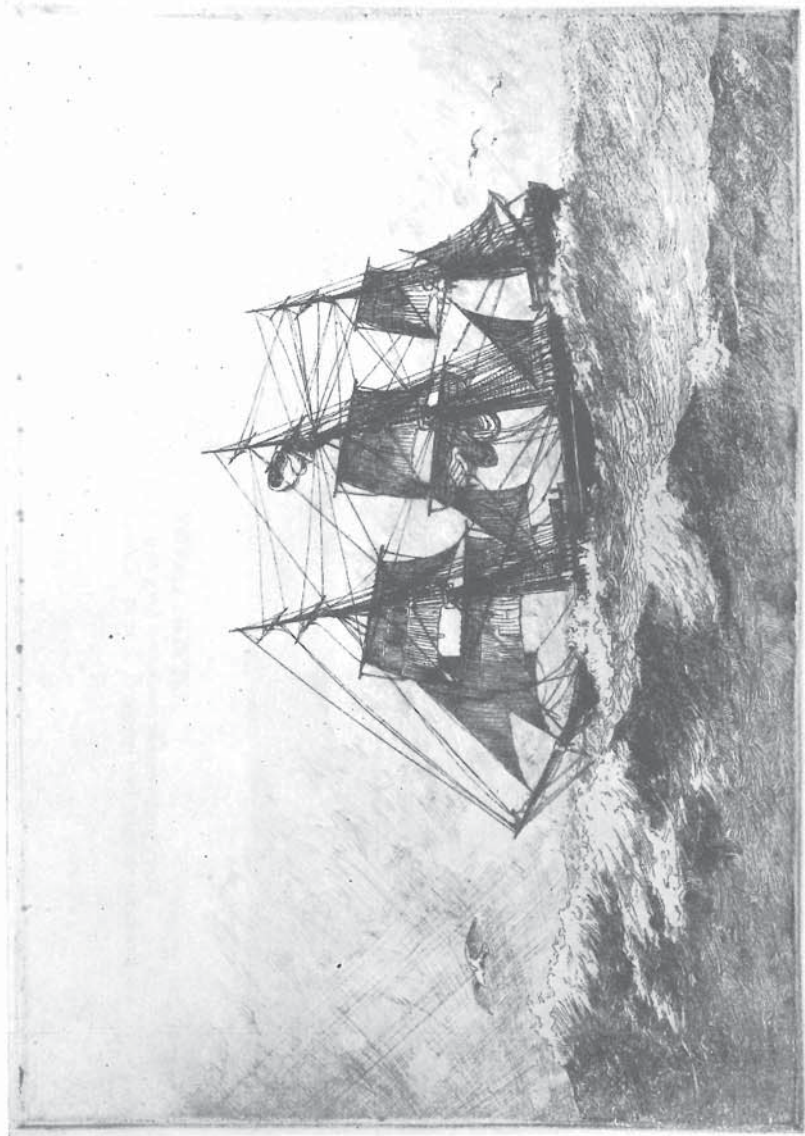
Morison gives the Medford builders a large share of the credit for the improvement in vessels in this period. He says: "The finest type of the period was the Medford or Merrimac-built East Indiaman," and "After 1815, the vessels that he built for the China trade gave Thatcher Magoun a reputation second to none among American ship builders, and 'Medford-built' came to mean the best"; and also, "The Medford builders, in particular, had quietly evolved a new type of four hundred and fifty tons burthen which, handled by eighteen officers and men, would carry half as much freight as a British East Indiaman of fifteen hundred tons with a crew of one hundred and twenty-five and sail half again as fast."

The *Rajah*, built by J. Stetson at Medford in 1836, five hundred and thirty tons, one hundred and forty feet long and thirty feet beam, is cited as a fair specimen of our best freighting vessels.



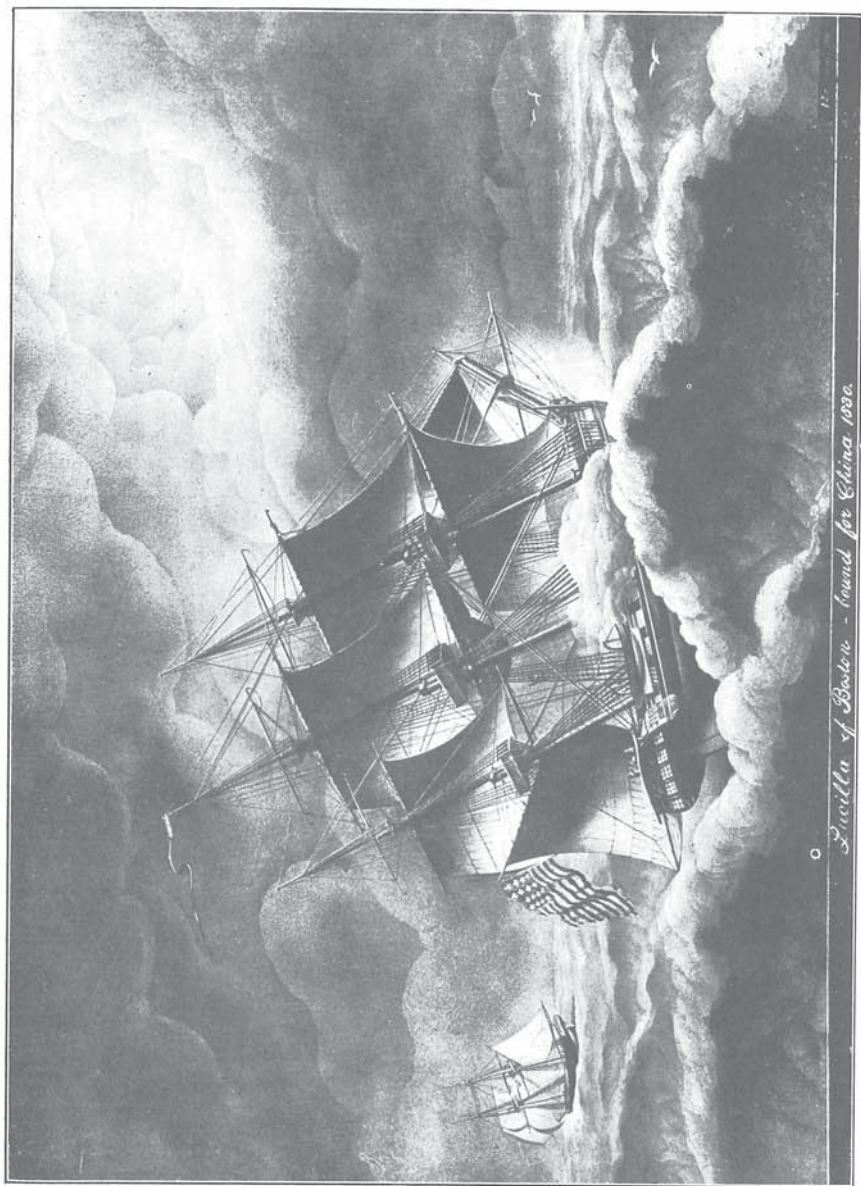
LITTLE CONVOY

Merchant vessels convoyed by a frigate in the War of 1812.
From an etching by George C. Wales. Courtesy of Charles E. Goodspeed



HEAD SEAS

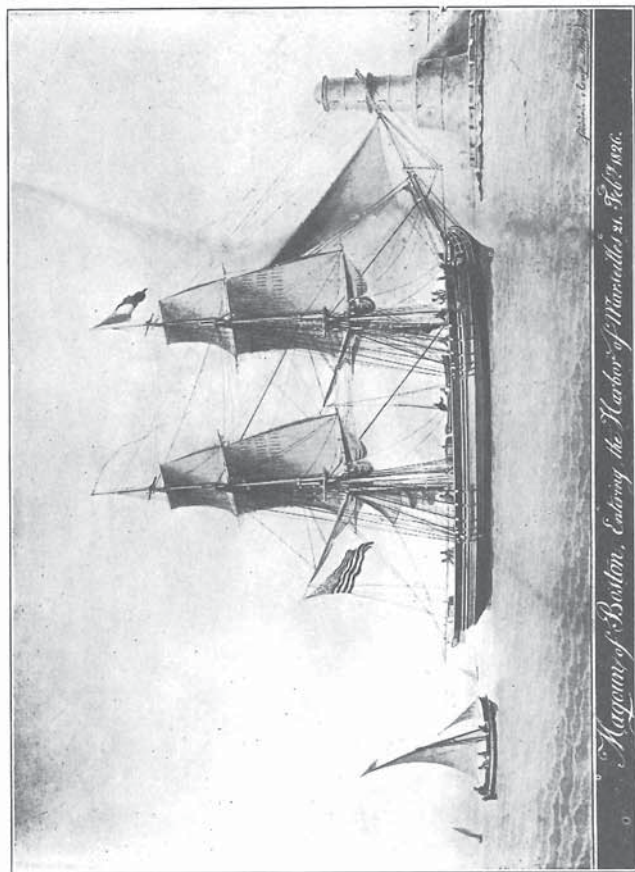
From an etching by George C. Wales. Courtesy of Charles E. Goodspeed



Lucilla of Boston - bound for China 1830.

SHIP "LUCILLA," 279 TONS, BUILT IN 1828 BY SPRAGUE & JAMES

From a water-color painted in 1830 by I. B. Melboro—.



BRIG "MAGOUN," 180 TONS, BUILT AT MEDFORD IN 1825, BY E. & H. ROGERS.
From the painting by Frederic Roux, 1826, owned by Mr. Charles H. Taylor.

Deacon Samuel Train in partnership with his brother Enoch had built for them the largest vessel up to that time, the *St. Petersburg*. She was built by Waterman & Ewell in 1839, and was one hundred and sixty feet long, thirty-three feet broad and eight hundred and fourteen tons burthen. She had the painted ports and square stern of a New York packet-ship, and had such beautiful fittings and accommodations that she attracted crowds of sightseers at every port. Richard Trask of Manchester, her master and part owner, was one of the dandy merchant captains of his generation. After arranging for the return cargo at St. Petersburg and visiting his friends, he would leave the vessel in charge of the first officer and return via London by steamer.

The word clipper means swift and clipper ship is one designed primarily for speed. Although vessels of this type were designed to carry large cargoes, they were so much faster than others of that time that they are usually referred to as the clipper type of 1830.

CHAPTER V.

THE PEPPER TRADE.

THIS trade was started by Salem enterprise almost wholly, and by way of reward Salem became the American, and for a time the world, emporium for pepper. In 1791 the United States exported seven million, five hundred and fifty-nine thousand, two hundred and forty-four pounds — over seven-eighths of the entire northwest Sumatran crop — and a very large portion of this was landed in Salem.* Among the Medford-built vessels from Salem engaged in this trade were the ships *Australia*, *Carolina*, *Propontis*, and the brig *Lucilla*. Journals of their voyages to Sumatra are preserved in Salem.

Besides the Salem vessels in the pepper trade there were quite a number from Boston, among them the brig *Palmer*. The brig *Palmer*, two hundred and seventy-seven tons, was the seventy-third vessel built in Medford and the last of seven built in 1818. She was built by Sprague & James for Joseph Lee of Boston. She sailed for Sumatra in 1830 and proceeded to take on a cargo of pepper at Muckie on the west coast.

† At one o'clock in the morning of February 8, 1830, while at anchor in the roads, together with the ship "James Monroe" of New York and the "Governor Endicott" of Salem, a boat appeared, which, on being hailed with the question, "What boat is that?" responded, "The 'Friendship' of Qualah Battoo, Captain Endicott, with all that are left of us."

On further questioning it appeared that the "Friendship" had been loading pepper at Qualah Battoo some twenty-five miles along the coast. On the morning of February 7 the captain, second officer, and four seamen started ashore in the ship's boat to oversee the dispatch of the native boats loaded with pepper.

* Morison. "Maritime History of Massachusetts."

† Narrative of Capt. Charles Endicott.

The first boat started for the ship at about three o'clock. Captain Endicott, being at leisure, walked toward the beach where he noticed that the pepper boat contained a large number of men which it had evidently picked up in a bend in the river, and then shortly afterward he saw the crew of his vessel jumping overboard. He then unconcernedly gathered his men together and on a pretence of visiting the bazaar on the opposite side, without exciting the suspicions of the Malays, got out of the river in his boat by a narrow margin.

They then directed their course to Muckie. The night closed down in inky blackness relieved by flashes of lightning and stunning reports of thunder. Gauging their distance from the shore as best they could, as it was impossible to hear the surf in the awful din, they reached Muckie as related.

Captain Rhodes of the *Palmer* and the captains of the "James Monroe" and "Governor Endicott" met in council on the "Governor Endicott." It was decided to throw as many of the crews of the "Governor Endicott" and *Palmer* as could be spared onto the "James Monroe," as she was the largest vessel, and proceed to recover the "Friendship" by boarding—the other vessels to follow at a short distance.

It was nearly three o'clock before they were under way, as the sails had been unbent, and proceeded toward Qualah Battoo. Upon arriving at this place a messenger was sent ashore to demand the surrender of the ship under pain of bombardment. The pirates returned the answer that they might take her if they could. All three vessels then opened fire on the ship and town, which was returned by the forts.

It was then decided to board the "Friendship" with as many men as could be carried in three boats, as it was feared the Malays would either burn her or run her ashore. The boarding party approached the ship from the bow to keep out of her fire. As they drew near, the pirates for the first time appeared to comprehend their design. They were filled with consternation and began

to desert her with all speed. The numerous boats alongside were filled and others jumped overboard and swam for shore. The appearance of the ship bore evidence "to the violence and destruction with which she had been visited." The decks were covered with blood, the sails had been cut loose and an effort to beach the vessel had been prevented by a riding turn on the chain cable around the windlass, which they had not been able to clear. The ship was then kedged off, and anchored alongside the other vessels.

The next morning a canoe approached the vessels, with five or six men in her which at first were taken for natives, but on further investigation, four of them proved to be part of the crew of the "Friendship." Captain Endicott's account continues:—

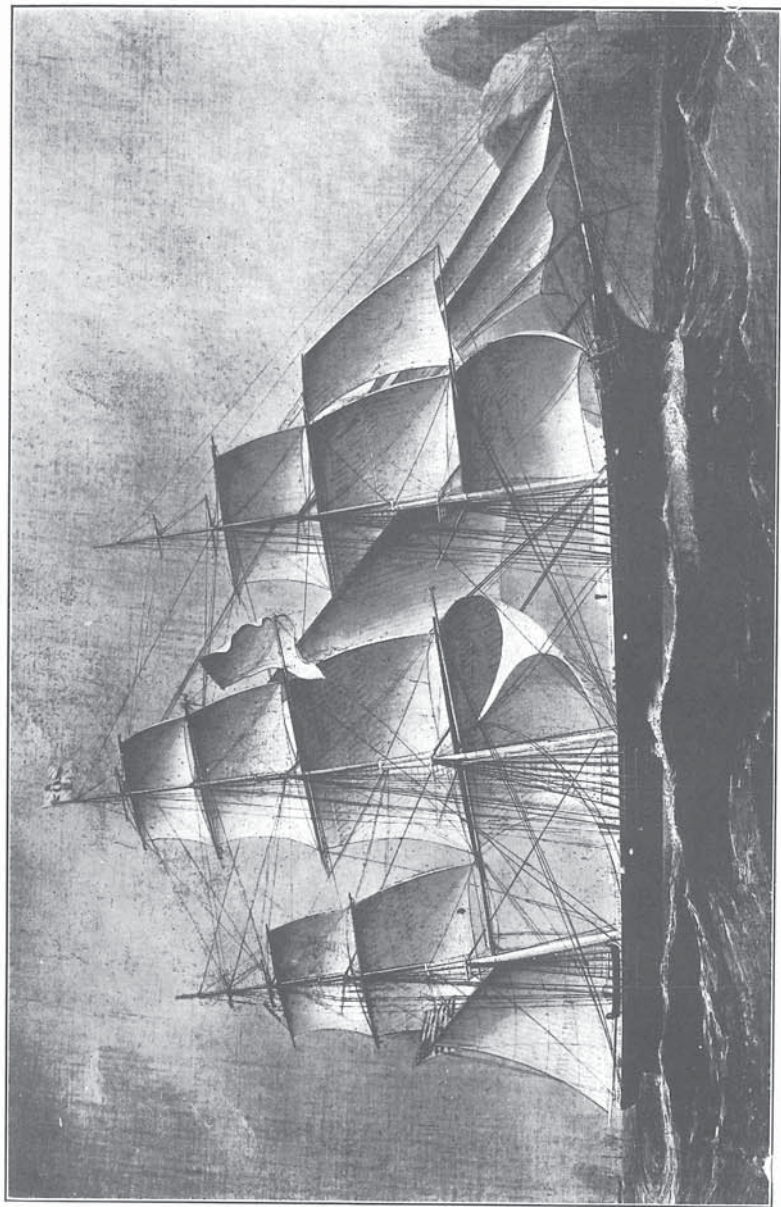
"Their haggard and squalid appearance bespoke what they had suffered. It would seem impossible that in the space of four days, men could, by any casualty, so entirely lose their identity. It was only by asking their names that I knew any of them. They were without clothing other than loose pieces of cotton cloth thrown over their persons, their hair matted, their bodies crissed and burned in large running blisters; besides having been nearly devoured by mosquitos, the poison of those stings had left evident traces of its virulence; their flesh wasted away, and even the very tones of their voices changed. They had been wandering about in the jungle without food ever since the ship was taken. Their account of the capture of the ship stated that when the pepper boat came alongside, in spite of several suspicious circumstances, they were allowed to come aboard, when at a signal they fell upon the crew of the vessel.

"Those who could swim jumped into the water and the rest who escaped death took to the rigging. Those in the water, after consulting together, swam about two miles down the coast, where they landed entirely naked. After wandering about in the jungle, as stated, they had been rescued by a friendly native."

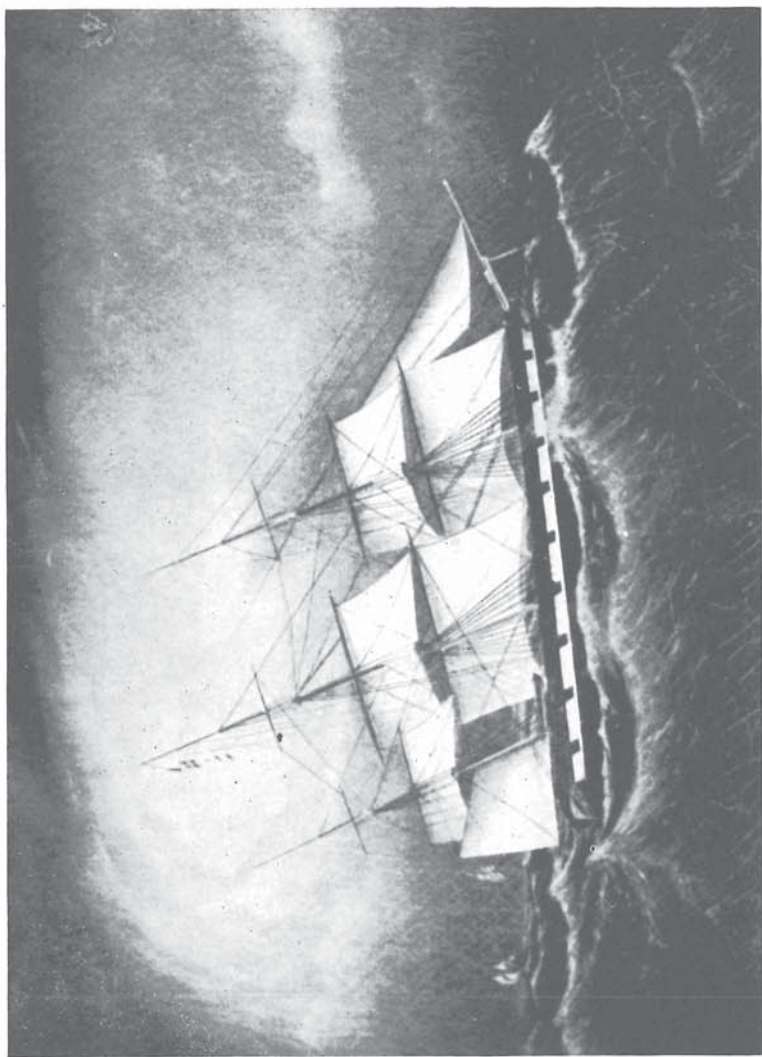
In something less than a year after this outrage the "U. S. S. Potomac" appeared off the port. The Malay forts were stormed after some desperate fighting and the town laid in ashes.

The *Palmer* was lost at sea December, 1835.

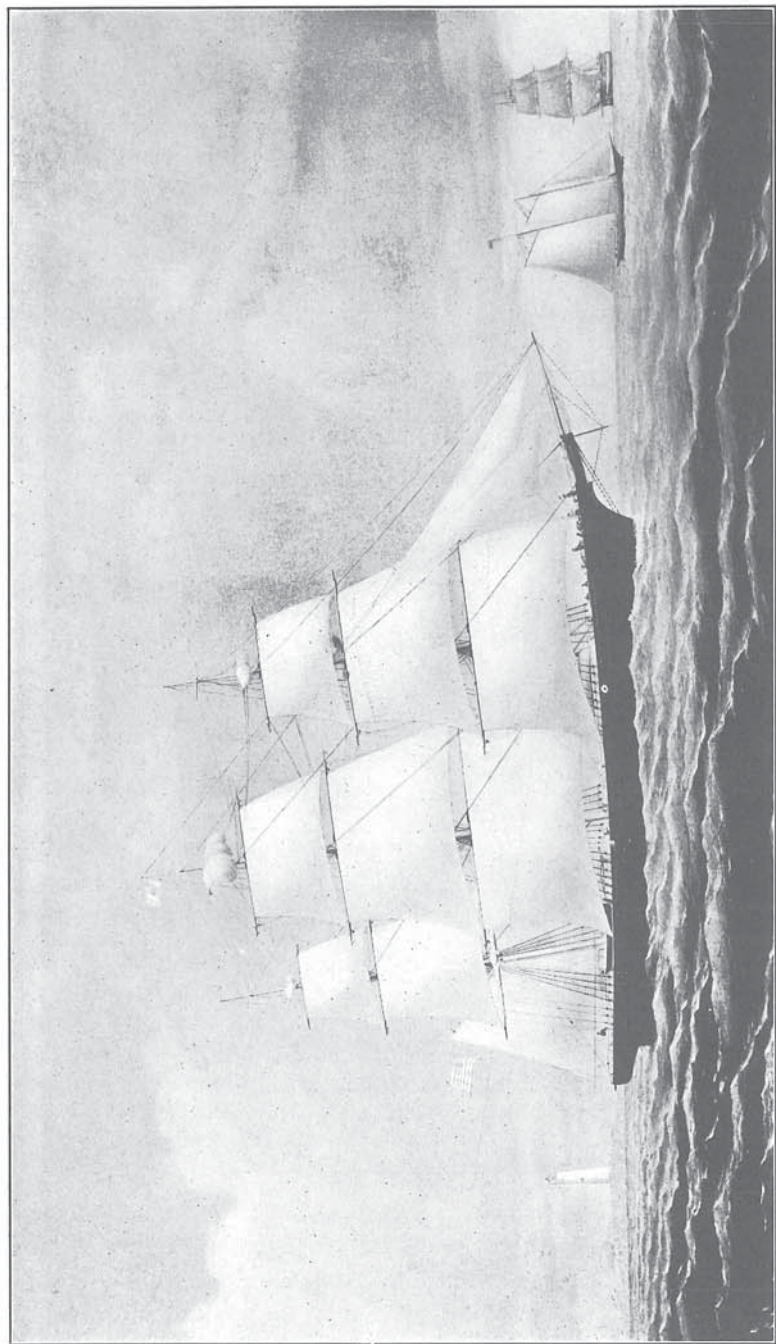
NOTE.—A condensed version of Captain Endicott's narrative is given in "The Ships and Sailors of Old Salem."—R. D. Paine.



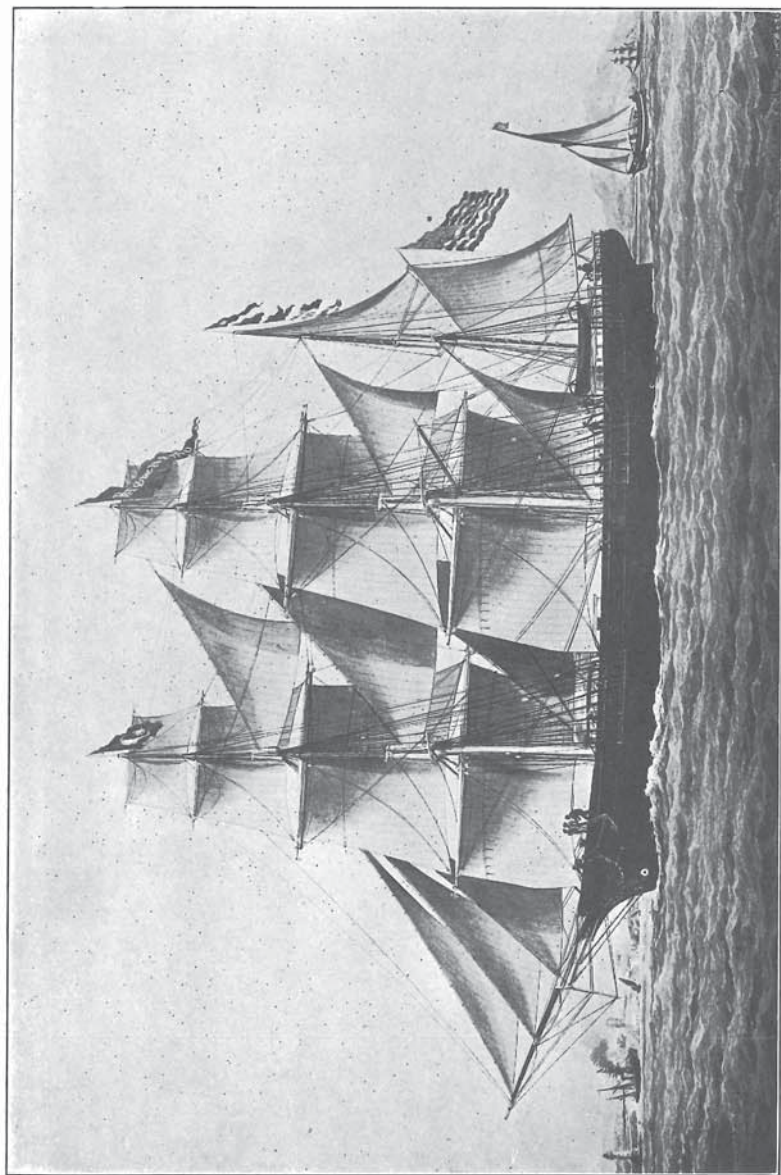
CLIPPER SHIP "OCEAN EXPRESS," 1697 TONS, BUILT IN 1853 BY JAMES O. CURTIS
The largest ship built at Medford.



SHIP "PAUL JONES," 624 TONS, BUILT AT MEDFORD IN 1842 BY WATERMAN & EWELL



CLIPPER SHIP "PHANTOM," 1174 TONS, BUILT AT MEDFORD, MASS. IN 1852 BY SAMUEL LAPHAM.



BARK "REBECCA GODDARD" OF BOSTON, 413 TONS, BUILT AT MEDFORD IN 1860 BY JAMES O. CURTIS.
From a water color by Francois Roux, 1862, showing the vessel entering Marseilles.

CHAPTER VI.

THE CALIFORNIA CLIPPER SHIP ERA.

THE New York builders took the lead in the changes designed to improve the speed of vessels after 1840. Mr. John W. Griffiths, a New York designer, advocated increasing the proportion of length to breadth and sharpening the body fore and aft, with long hollow water lines, and bringing the greatest breadth further aft. Another improvement he suggested was to round up the ends of the main transom, thereby relieving the quarters and thus making the after-body finer and the stern above the water-line much lighter and handsomer.*

Mr. Griffiths, in 1843, designed the "Rainbow" on these lines, although she was not launched until 1845. The superiority of this type of ship was that with their sharp lines and lofty canvas they could point higher, and "were able to cross belts of calm and light winds much more quickly than the low rigged, full bodied ships, while in strong head winds there was no comparison, as the sharper ships would work out to windward in weather that held the old type of vessels like a barrier, until the wind hauled fair or moderated. In a word the clippers could go and find strong and favorable winds while the full bodied ships were compelled to wait for them."*

The Boston builders were more conservative, and while they acknowledged that the "Rainbow" proved these ideas to be correct, they thought that on account of their increased sharpness and comparatively less cargo capacity these vessels would not be commercially practicable. And this would probably have been the case if the discovery of gold in California and the consequent high prices had not made the question of speed of greater importance.

* Captain Clark. "Clipper Ship Era."

The first vessel built in this part of the country on these ideas was the "Game Cock," built by Samuel Hall at East Boston in 1850, and the same year James O. Curtis of Medford built the *Shooting Star*, 900 tons, for Reed and Wade of Boston. She was one of twenty-six ships which made the passage twice from Boston or New York to San Francisco in less than 110 days average time (105 days from Boston and 115 days from New York, average 110 days).

The other Medford ships in this list are the *Herald of the Morning*, 99 days and 106 days (average 102½ days) the *Don Quixote*, 106 days and 108 days (average 107 days), and the *Ringleader*, 107 days and 110 days (average 108½ days). Although there was but one Medford ship, the *Herald of the Morning*, out of the eighteen that made the passage to San Francisco in less than 100 days, yet in proportion to the number built the Medford clipper ships made more fast records than the average. The *Herald of the Morning* made the trip in 99 days* from New York. She was designed by Samuel A. Pook of Boston, who also designed the *Ocean Telegraph*, built by James O. Curtis in 1854. Other famous ships designed by Mr. Pook were the "Red Jacket" and "Game Cock."

Captain Clark mentions twenty-three Medford ships in a list of one hundred and seventy-three extreme type of clipper ships built between 1850 and 1857, and in a record of one hundred and twenty-eight passages made to San Francisco in 110 days or less between 1850 and 1860, from New York or Boston, seventeen were made by thirteen Medford ships as follows:—

Ship	Days	Port of Departure	Date of Arrival
<i>Shooting Star</i>	105	Boston	Aug. 17, 1852
<i>Courser</i>	108	Boston	April 28, 1852
<i>Phantom</i>	103	Boston	April 21, 1853
<i>Phantom</i>	107	New York	April 29, 1856
<i>Golden Eagle</i>	105	Boston	Aug. 25, 1854

* The record passage was made in 89 days, twice by the "Flying Cloud" and once by the "Andrew Jackson."

Ship	Days	Port of Departure	Date of Arrival
<i>Don Quixote</i>	106	Boston	March 29, 1855
<i>Don Quixote</i>	108	Boston	May 31, 1856
<i>Ringleader</i>	107	Boston	Feb. 12, 1856
<i>Ringleader</i>	110	Boston	Feb. 8, 1854
<i>White Swallow</i>	110	New York	Aug. 7, 1860
<i>Herald of the Morning</i>	99	New York	May 16, 1855
<i>Herald of the Morning</i>	106	Boston	May 7, 1854
<i>Eagle Wing</i>	105	Boston	April 5, 1854
<i>Robin Hood</i>	107	New York	March 25, 1859
<i>Ocean Telegraph</i>	109	New York	March 13, 1860
<i>Electric Spark</i>	106	Boston	April 9, 1856
<i>Telegraph</i>	109	Boston	April 9, 1855

He also divides this great race course into five sections, in which four other Medford ships made records, *Ocean Express*, *John Wade*, *Syren* and *Living Age*.

The first section was from Sandy Hook to the Equator. There were twenty-seven ships which made the passage in 20 days or less. The best record was 16 days. *White Swallow* made the run in 17 days.

The second section was from Cape St. Roque to 50° S. There were twenty-eight ships in all which made the passage in 20 days or less. The best record was 16 days. *Ocean Express* made the run in 18 days, *Electric Spark* in 19 days, *John Wade* and *Ringleader* in 20 days.

The third section was from 50° S. in the Atlantic to 50° S. in the Pacific. There were eighteen ships which made this run in 10 days or less. The best record was 6 days. *Robin Hood* made the passage in 7 days, *Herald of the Morning* in 8 days.

The fourth section was from 50° S. in the Pacific to the Equator. There were thirty-six ships which made the run in 20 days or less. The best record was 16 days. *Courser*, *Don Quixote* and *Ocean Telegraph* made the passage in 19 days, *Golden Eagle*, *Syren*, *Shooting Star* and *Telegraph* in 20 days.

The last section was from the Equator to San Francisco. Forty-eight ships in all made the run in 20 days or less. The best record was 14 days. *Phantom* made

the passage in 15 days, *Golden Eagle* in 19 days, *Herald of the Morning*, *Living Age** and *Ocean Telegraph* in 20 days.

Of the remainder of the twenty-three ships mentioned by Captain Clark the following passages are recorded from Boston or New York to San Francisco: *Dauntless*, 116 days; *John Wade*, 116 days; *Kingfisher*, 114 days; *Fleetwing*, 121 days; *Norwester*, 122 days; *Morning Star*, 146 days; *Syren*, 118 days.

Other ships of this period, but not in this list of extreme clipper type, which made fast voyages to San Francisco from Boston or New York were the *National Eagle*, 134 days; *Wild Ranger*, 122 and 127 days; *Osborn Howes*, 153 days; *Good Hope*, 143 days.

The *Thatcher Magoun* made the trip from San Francisco to New York in 94 days.†

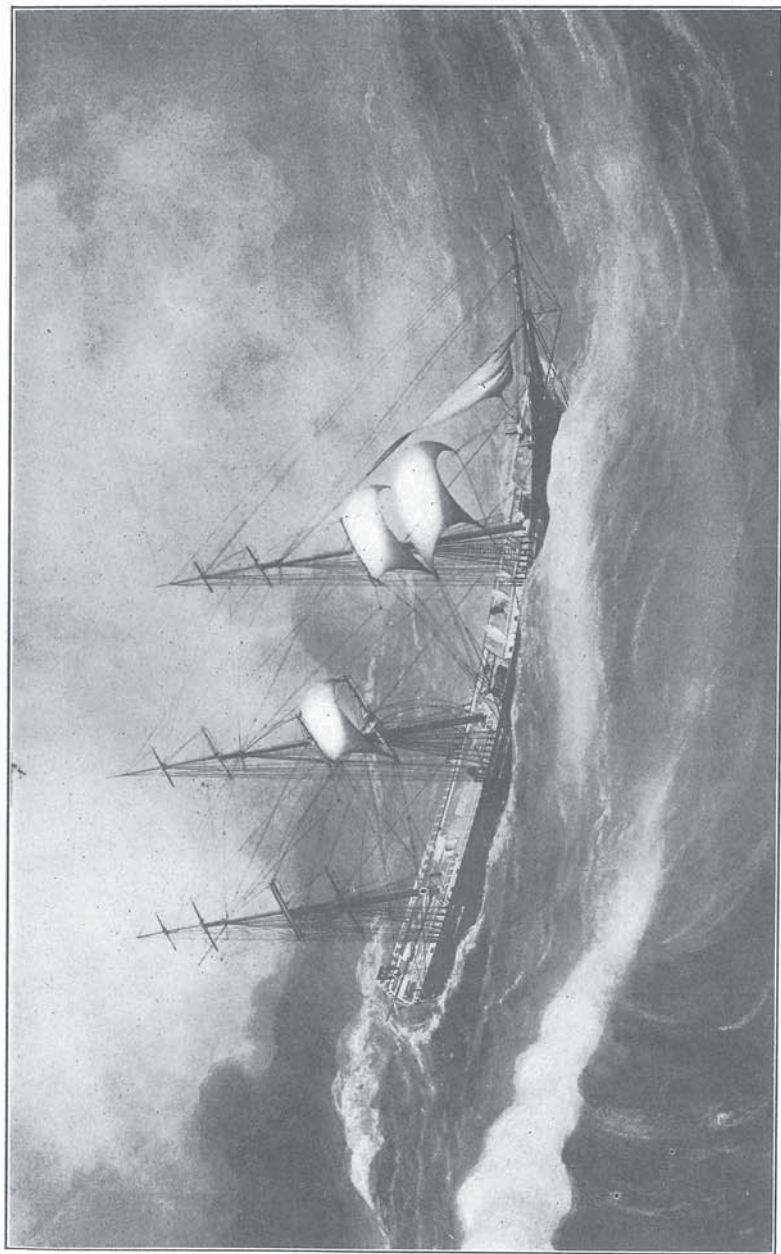
Besides the California passages, the *Whirlwind* made the voyage from New York to Melbourne in 80 days.

The *Ringleader* made the same trip in 78 days, the best day's run being 336 knots.

The *Shooting Star* made the run from Canton to Boston in 86 days, and the *Phantom* made the passage from Callao to Rio Janeiro in 32 days, this being the quickest run ever made.

* The *Living Age* was not an extreme clipper ship.

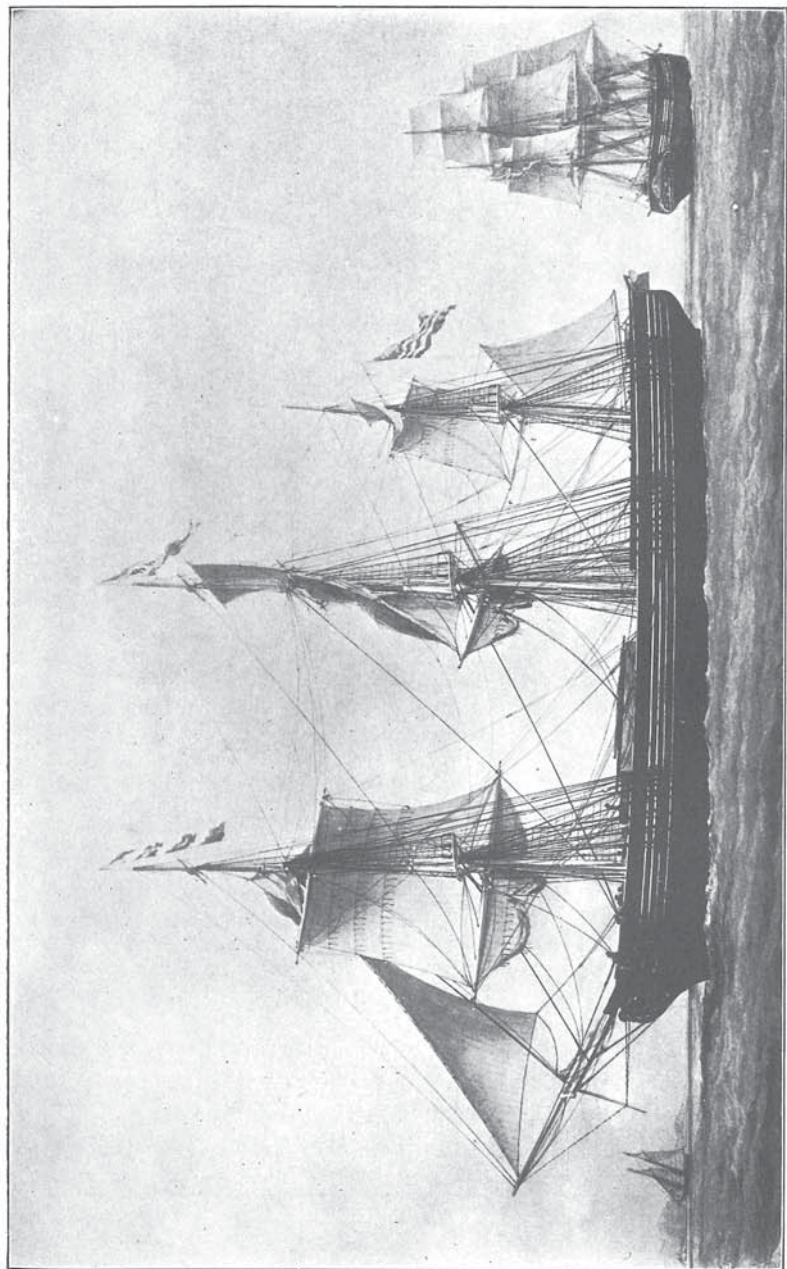
† The record passage was 76 days made by the "Northern Light" to Boston and the "Comet" to New York.



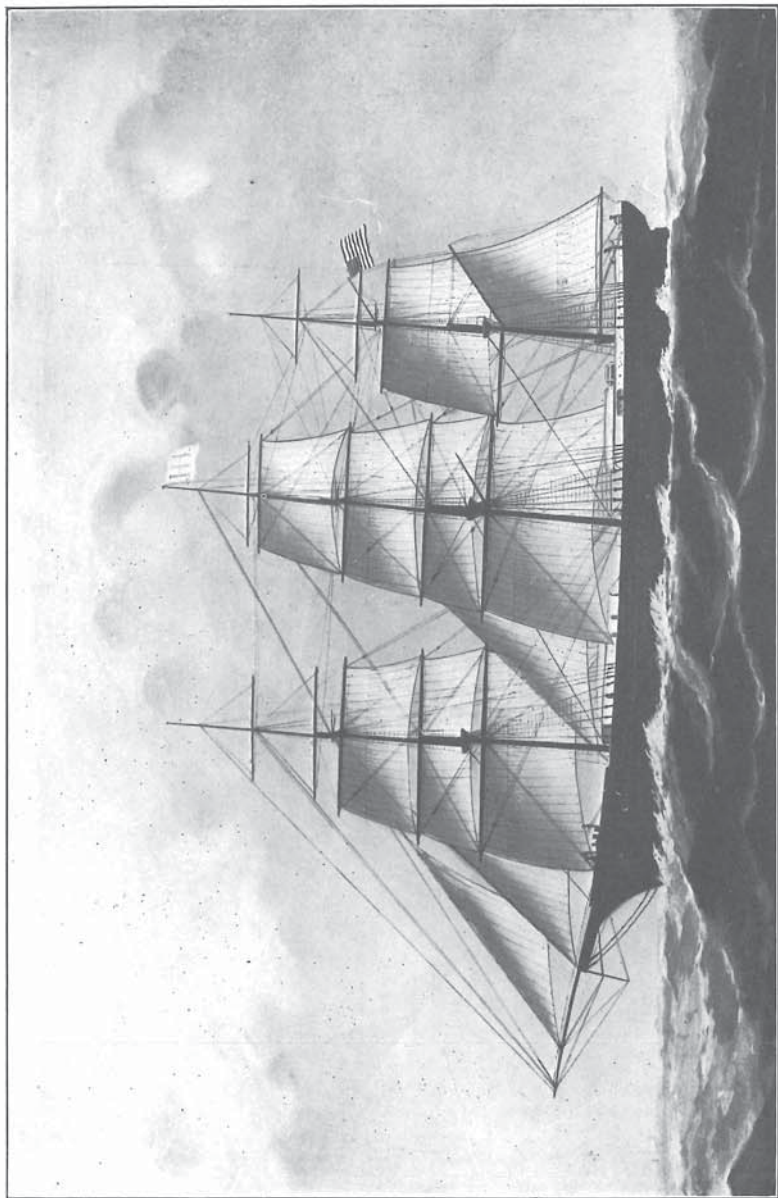
CLIPPER SHIP "RINGLEADER," 1153 TONS, BUILT AT MEDFORD, MASS. IN 1853
From a painting by A. V. Gregory, showing the ship in the South Atlantic, riding her easting down



SHIP "RUBICON," OF BOSTON, 487 TONS, BUILT AT MEDFORD IN 1835 BY SPRAGUE & JAMES
From the painting by Frederic Roux, Havre, 1837, showing the ship on Dec. 7, 1836, three days out of Boston.



SHIP "BAZAAR" OF BOSTON, 490 TONS, BUILT AT MEDFORD IN 1834 BY SAMUEL LAPHAM
From the painting by Francois Roux, in the Musée de Marine du Louvre.



SHIP "CASHMERE" OF BOSTON, 937 TONS, BUILT IN 1869 BY JAMES O. CURTIS

CHAPTER VII.

STORMS AND SHIPWRECKS.

ALTHOUGH almost all of the ships have ultimately passed away by wreck on sea or shore, there remain but few detailed accounts of their tragic end. Usually a brief statement, "sailed" on such a date "and never heard from," or "went ashore on Pratas shoal and all hands lost" is all that tells of their fate. Sometimes, however, there are left more extended accounts. Among them is that of the *California*.^{*} On January 18, 1857, occurred a terrific blizzard accompanied by a driving snowstorm which crippled the railroads. The channel in Boston harbor was kept open by vessels running up and down, as the arrival of the "America" was expected. Ice formed in the inner harbor at Gloucester, and when it started it carried away every vessel with which it came in contact. Among them was the *California*, which was driven completely across Massachusetts bay and cast ashore on Black ledge, near Cohasset.

Often they met mishap and, after injuring themselves or others, they were finally repaired. One of these was the *Columbianna*, built by Paul and J. O. Curtis. She was of six hundred and fifty tons — the largest vessel of that time. She was used in the ice trade, and at the close of 1839 was loading ice at Charlestown.

In "Storms and Shipwrecks in Boston Bay"† is the following:—

In December, 1839, there occurred one of the most disastrous storms on this coast up to this time. More than ninety vessels were lost and nearly two hundred dismasted, driven ashore and otherwise injured. The storms occurred at intervals of about a week.

^{*}See Chapter IV.

†FitzHenry Smith, Jr.

In the third gale, which began December 27th and blew a hurricane until near sunrise of the 28th, the ship *Columbianna* was at Swett's wharf, Charlestown, partly loaded with ice, when she slipped her moorings, probably on account of the height of the tide, and was driven by the wind, bows on, against the old Charlestown bridge. She made a clean breach of the bridge and brought up against the wharf at the Warren bridge, completely demolishing the drawtender's house, although the drawtender and his family, who were in bed at the time, escaped without injury. The ship was in charge of the mate, who, finding that the vessel was adrift, took the wheel and steered her, and she would probably have gone through the Warren bridge had he not luffed her in time.

Loss of property in the three storms was nearly \$1,000,000.

PASSING OF THE *Ringleader*.

The *Ringleader* was one of the fastest of the California clipper ships. Built by Hayden & Cudworth for Howes & Crowell of Boston in 1853, she was used in the California trade while the gold rush lasted. After the gold rush was over, the clipper ships of the extreme type ceased to be built. For a time they were used in the trade with the Orient, in the tea trade to Europe and America. As tea deteriorates very fast at sea, the early American ships, on account of their speed, had the business all to themselves for a time. But the British soon constructed tea clippers which averaged nearly or quite as fast and could be operated at a lower cost. The American merchant vessels had been the pioneers in developing the commerce with various continents in the first part of the century and skimmed the cream of the trade, one after another, from these countries.

So, after the California gold rush was over, the foreign commerce in American ships had noticeably begun to decline, even before the Civil War and the advent of steam navigation, as more profitable investments could be found for capital, and the cost of operation was less for the foreign shipping. The clippers were often hard pressed to find a cargo. Many of the ships were used in carrying guano and other undesirable trades and they

often had to pick up what cargo they could find. The *Ringleader* was one of these. She had sailed from Hong Kong in May, 1863, bound for San Francisco with a load of about five hundred coolies. When a few days out she was caught in a typhoon. The dismay can be imagined when on May 9 the rapidly falling barometer and the ominous hush indicated something terrible was impending. Lifelines had been set up on each side of the deck. All sails had been furled and secured with studding sail tacks and long gaskets. Topgallant masts and yards had been sent down on deck and the tops cleared. Relieving tackles had been put on the tiller, scuppers cleared, and the pumps ready. Each man wore a belt to secure himself, if necessary, to the most convenient place. It was in every way similar to the experience of the steamship "Nan-Shan," even to her cargo of coolies, so vividly described by Conrad in his story, "Typhoon":

An outburst of unchained fury, a vicious rush of the wind. . . . It was something formidable and swift, like the sudden smashing of a Vial of Wrath. It seemed to explode all around the ship with an overpowering concussion and a rush of great waters, as if an immense dam had been blown up to windward.

She was like a living creature thrown to the rage of the mob, hustled terribly, struck at, borne up, flung down, leaped upon.

The typhoon of this date was an unusually severe one and was followed by a tidal wave.

Nobody,— . . . who caught sight of a white line of foam coming on at such a height that he couldn't believe his eyes,— nobody knew the steepness of that sea and the awful depth of the hollow the hurricane had scooped behind that running wall of water. . . .

She pitched into the hollow straight down as if tumbling from a cliff. . . . Instead of recovering herself she hung head down while the souls of men on board cried aloud to her to rise.

The coolies had been ordered below and the hatches battened down. They clung to every stanchion and wherever a hold could be found, hanging on for dear

life. They swarmed on the companion ladder like "bees on a branch." There could not have been places of refuge for such a number, and at times there must have been

an inextricable confusion of heads and shoulders, naked soles kicking upwards, fists raised, tumbling backs, legs, pigtailed, faces. . . . With a precipitated sound of trampling and shuffling of bare feet and with guttural cries, the vague mound piled up to port, detached itself from the ship's side, and shifted to starboard, sliding, inert and struggling, to a dull, brutal thump.

The western circumference of the typhoon reached to the mainland and moved with a circular motion, the direction of the wind being from the circumference toward the center, which was near Formosa. Consequently a vessel caught in any part of the storm had almost no chance of escape, and after making a hopeless attempt to weather Formosa, she went ashore.

The Boston Shipping List, August 1, 1863, has this item: "Ship *Ringleader*, of Boston, White, from Hong Kong for San Francisco, was totally lost May 9, on the S. W. end of the Island of Formosa. The crew and passengers were saved. Captain White arrived at S. F. 23 inst. in bark 'E. Banning.'" Also the following: "Aug. 22, 1863. Hong Kong, June 13. The officers and crew of the American ship *Ringleader* have reached Shanghai in safety, with the exception of two seamen who were drowned."

There is an ominous silence concerning the cargo of coolies and the worst can be imagined.

WRECK OF THE *Phantom*.

The *Phantom* was probably the fastest clipper ship built in Medford, with the exception of the *Herald of the Morning*. She was designed for the California service just after the discovery of gold had made the prices of necessities in California very high, and speed was the first requisite. She had experienced the usual share of disasters at different times in her voyages around the Horn.

This item appears in the Boston Shipping List of February, 1854: "Ship *Phantom* of Boston, Hallet, fr. Callao via Rio Janeiro for N. Y., went ashore morning of the 16th in a snow storm, on Flying Knoll, near Sandy Hook. She had a bad list to leeward."

The following notice is found in the *Boston Courier* of May 26, 1853: "Ship *Phantom*, Hallet, hence to San Francisco, experienced very heavy weather Feb. 27 to Mch. 17. Lost overboard two sailors and carried away head and three feet of the stem below the bowsprit, stove in cabin windows, started 10 channels, and disabled 12 or 15 men by washing them under the spars—the sea making a complete breach over the vessel a greater portion of the time.

"Mar. 24, lat. 29-30 S. lon. 105 W. experienced a hurricane and carried away Swingle & Hunt's patent steering apparatus."

On July 12, 1862, the *Phantom*, under the command of Captain Henry Jackson Sargent, Jr., was wrecked on Pratas shoal in thick, heavy weather. No blame was attached to Captain Sargent, and all hands were saved in the boats, although not all escaped a plundering by Chinese pirates. The *Phantom* carried \$500,000 in specie and this was saved, largely through the resourcefulness of the commander, who received great credit for his courage and judgment.

At this time the China sea was infested with piratical junks and all ships sailing to that part of the world were armed with guns and small arms to repel attacks. With a fair wind and good headway, a large ship had little to fear, as she could run them down like cockle shells, as their armament was rarely of sufficient weight to make any impression on her. But in a calm, or in case of disaster, a fleet of these junks would bear down upon a vessel and overpower her by weight of numbers. The Chinese and Malays have no fear of death, and though half of them may perish, the rest will continue while there is a chance of success.

The Boston Shipping List of September 20, 1862, has the following:

"Ship *Phantom* of Boston, Sargent, fm. San Francisco (May 30) for Hong Kong was lost July 13, on Pilot reef, Pratas shoal. The third mate and three seamen have arrived at Hong Kong. A British gunboat had gone to rescue the remainder of the crew. The *Phantom* was a good 1½ ship of 1174 tons, built at Medford in 1852, and was owned by D. G. and W. B. Bacon of this city. Further accounts state that the *Phantom* had \$500,000 on board.

"Captain Sargent took the specie in his boat but had not been heard from at last advices."

In the shipping news of November 22, 1862, is the following: "One of the boats containing the second mate and six men, part of the crew of the ship *Phantom*, before reported lost, was picked up by pirates about 30 miles S. of Swatow, and taken inland as captives. Some Hong Kong Chinese merchants, hearing of the capture, ransomed the men for \$20 or \$30. They were taken to Swatow and ar. at Hong Kong Aug. 27."

Later accounts reduced the amount of specie carried by the *Phantom* considerably, according to the following account:—

"Nov. 18, 1862. Ship *Phantom* lost on Pratas rocks, had about \$6,000 in merchandise and \$50,576 in treasure. Upon the cargo about \$5,500 was insured in San Francisco and \$46,000 in eastern and foreign offices."

Her commander, Capt. Henry Jackson Sargent, Jr., belonged to the Gloucester family which has produced many eminent writers and artists. He was twenty-nine years of age at this time and soon after took command of the clipper barque "Emily C. Starr" at Nagasaki, with a cargo of lumber, and she was never heard from.

In the marine news of that time is the following item: "2/7, 63, bark "Emily C. Starr" of Camden, N. J., Sargent, from Nagasaki Oct. 15, had not arrived at Shanghae Nov. 24 and there was little doubt that she had foun-

dered. Ship "Camden" at Shanghae from Puget sound reports having passed a vessel of about 400 tons bottom up, with drift lumber close by, near the Loochoo group, and as the bark was known to have had a large quantity of lumber on board it was believed that this was the wreck of the missing vessel."

WRECK OF THE *Living Age*.

In May, 1855, the *Living Age*, then in other ownership, sailed from New York with a cargo of general merchandise for the Sandwich Islands. It was mid-winter in the Southern hemisphere when, for thirty days, with scant food and scurvy-smitten sailors, she was beating around Cape Horn. "One hundred and fifty-three long, hard days" elapsed ere anchor was cast at Honolulu, where her cargo was discharged. Thence she sailed in ballast for Shanghai, where she took on a cargo of tea and silk valued at \$200,000. On December 25 she started on the homeward stretch of the voyage round the world, one destined not to be completed, but to end in disaster.

The *Living Age* was then under command of Captain Holmes and, in all, twenty-three persons were on board. They were captain and wife, three mates, and eighteen men and boys before the mast. This crew were American, English, a few Swedes and one Italian, and are described as an excellent set of sailors. The cook was French.

The northeast monsoon was a favoring wind, but the weather conditions and dense fog gave no opportunity for taking observations. Only the heaving of the log at two-hour intervals gave any indication of speed, and the reckoning was necessarily inaccurate. Well realizing the danger, the captain picked his way carefully along, and for a time successfully. After four days, second mate Hinckley was on deck in the early morning watch, and at four o'clock found they were still in the treacherous China Sea and near Pratas Shoal, which has been the

graveyard of many a noble ship besides the *Living Age*. Here is the story he tells:—

Day by day the *Living Age* nosed her way through the dangerous shoals of the China Sea. At four in the morning of the fifth day out, Mate Hinckley, who was the watch on deck, realized that the ship was near Pratas Shoal. The course was changed to avoid it, but owing to the unreliability of the log line reckonings the ship did not pass the shoal as Mate Hinckley, who was keeping a sharp lookout, supposed she had done. He was confident that open sea was ahead. He peered through the fog, and saw ahead what appeared to be a breaker, although as the sea was heavy he was not sure but that it was the crest of a rising wave. A sudden fear of great danger swept over him and he rushed forward to see if the lookout was on the alert. Just as he reached the main hatchway the *Living Age*, sinking in the hollow of a huge wave, struck bottom with a tremendous crash. Rising with the following sea, she floated and pushed on, but only for a brief moment. Then she settled again, crushing her bow against the rocks, and stuck fast. All hands rushed on deck. Instant destruction was looked for every minute, as the ship was being pounded terrifically by the mighty breakers. The crew turned to the boats, but before they could cut the lashings the sea tossed them like egg-shells out of sight, two on top of the forecastle and one on the davits being washed away.

Thinking that he would have to swim for his life, Mate Hinckley rushed to his stateroom to take off the heavy underclothes he wore under his oilskins, with the shrieks of the panic-stricken crew rushing about on deck ringing in his ears. He found Mrs. Holmes, the captain's wife, sitting on his sea-chest, clad in her husband's pants and the mate's coat and vest.

"Have you a ditty box?" she asked Mate Hinckley.

"Yes," said he, and handed her his own box from a shelf above his head.

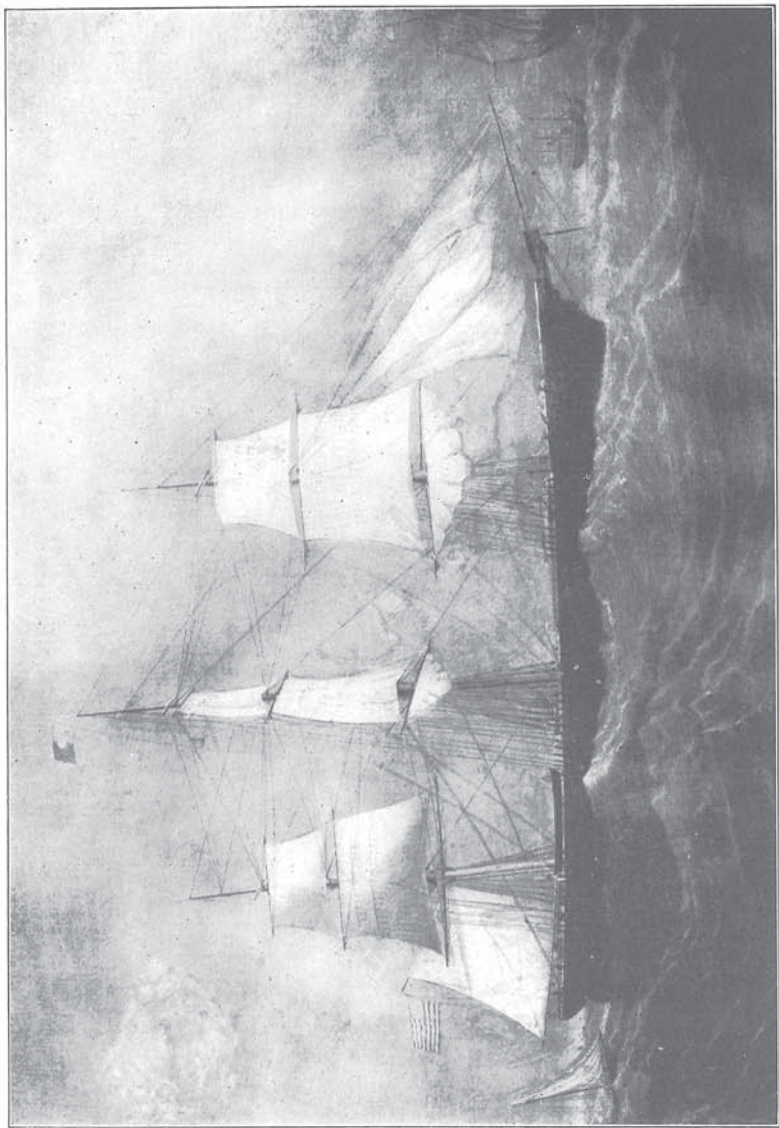
Mrs. Holmes, as calmly as if she had been in her own sitting-room, selected from the box needles and thread, which she carefully tucked away in the pockets of her coat. All the while the ship was lurching fearfully and pounding against the coral reef.

"You don't happen to have an extra hat?" asked Mrs. Holmes.

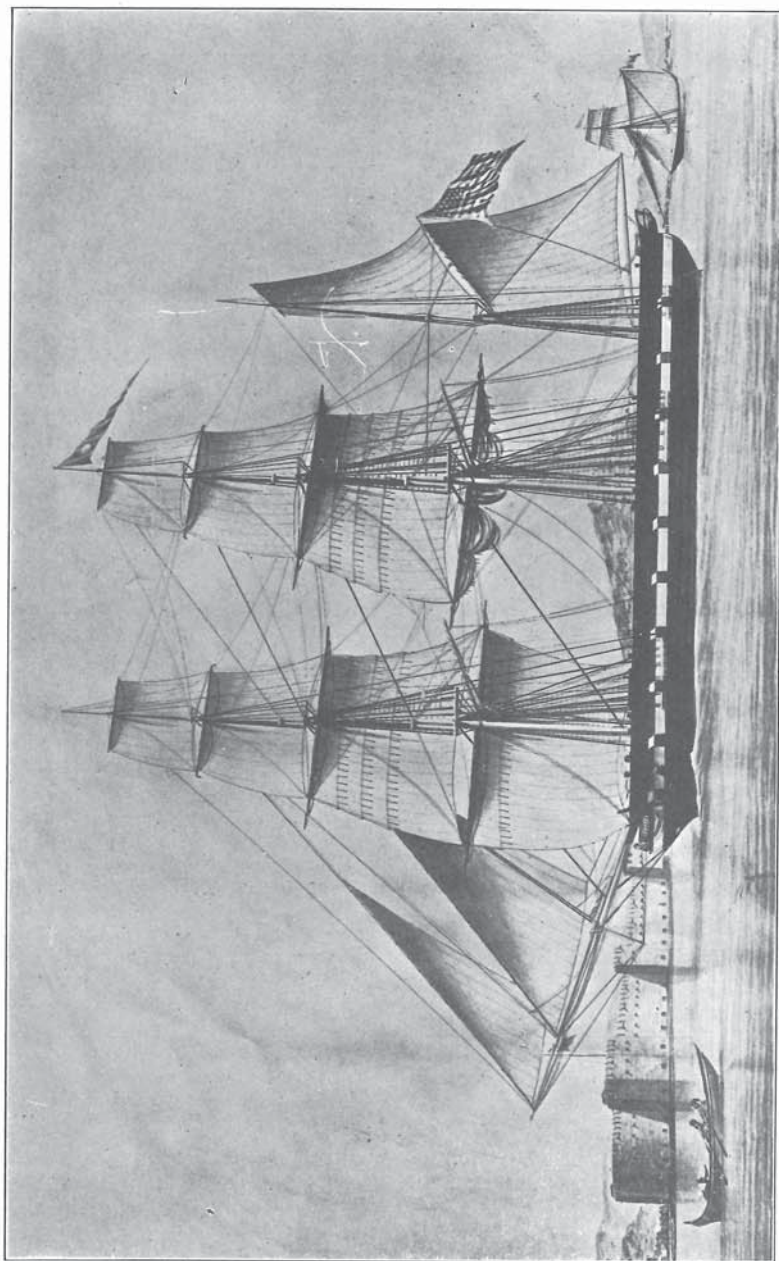
Mate Hinckley handed her a Louis Kossuth hat, which had become famous after Kossuth's visit to this country.

Taking a pair of scissors, she coolly and quickly cut off her hair close to her head, tried on the hat, secured it under her chin with a tape fastened with safety pins.

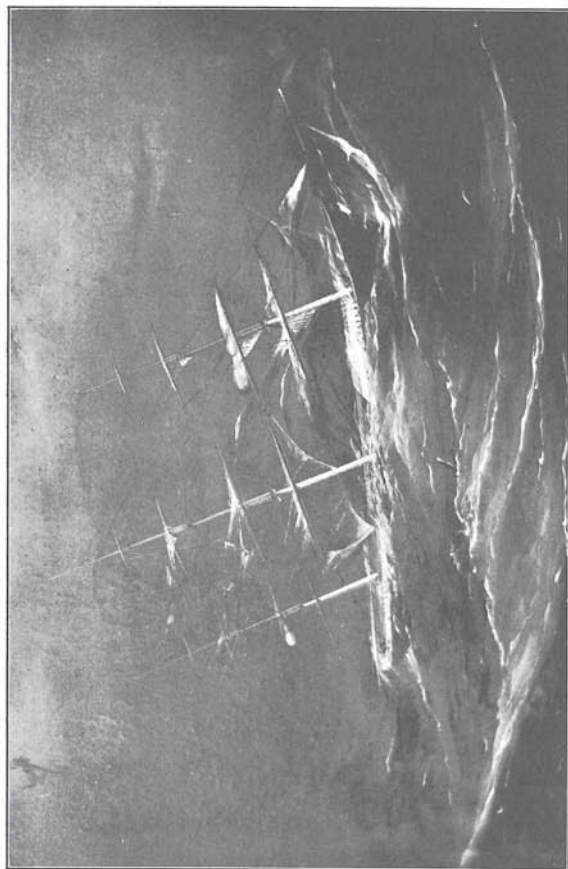
"There, don't I look like a boy?" she asked jokingly, and went calmly on deck in the midst of the uproar and confusion.



CLIPPER SHIP "HERALD OF THE MORNING," 1294 TONS, BUILT IN 1853
BY HAYDEN & CUDWORTH

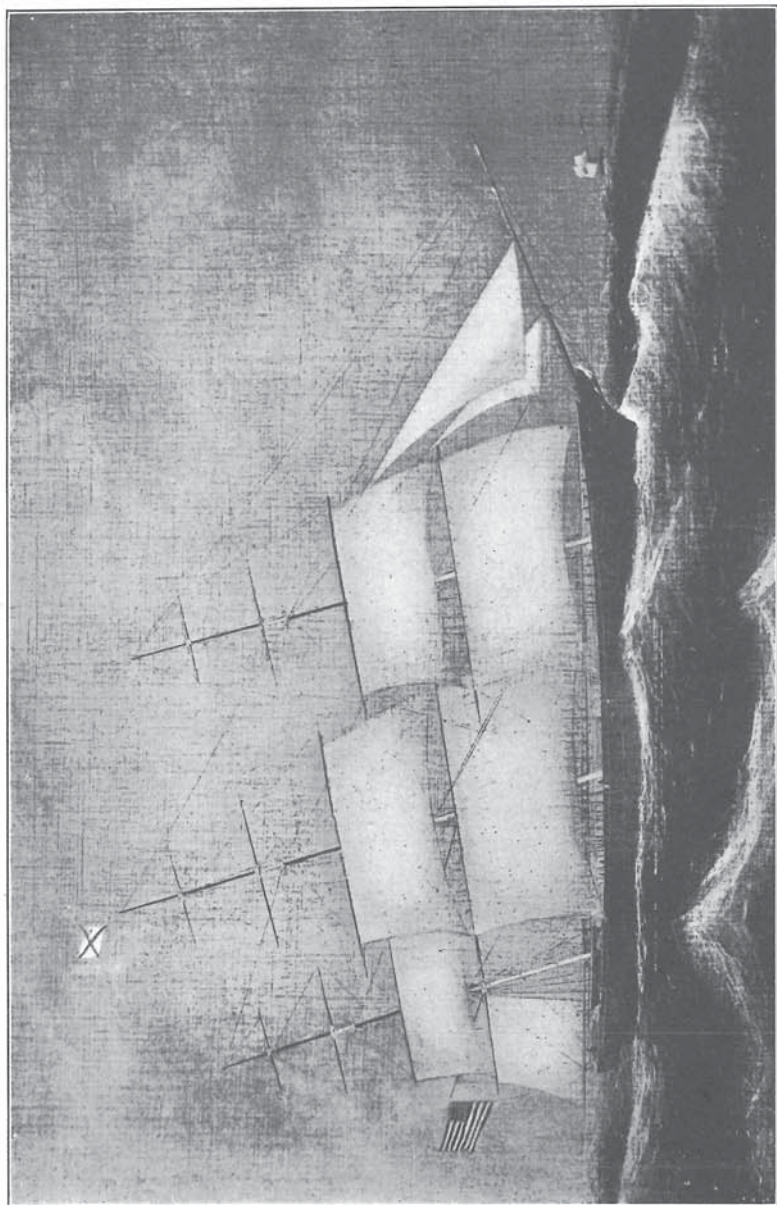


BARK "JONES" OF SALEM, 271 TONS, BUILT IN 1818 BY THATCHER MAGOUN
From a water-color showing the vessel at Smyrna in 1834.



CLIPPER SHIP "SANCHO PANZA" OF BOSTON, 876 TONS, BUILT AT
MEDFORD IN 1854 BY SAMUEL LAPHAM.

From a painting showing her in a typhoon in January 1861, in the China Sea.



CLIPPER SHIP "SHOOTING STAR," 903 TONS, BUILT IN 1851 BY JAMES O. CURTIS

Mrs. Holmes' manner was never other than brave throughout the fearful days that followed. Where men who had followed the sea for years were frightened, she herself showed no sign of fear, and her example did much towards restoring to order a panic-stricken crew.

The men threw everything unnecessary for safety overboard to lighten the ship. The crew, officers, and Mrs. Holmes gathered in the topgallant forecabin, and a bed was made for Mrs. Holmes by placing boards from the breast-hook to a tar barrel, and a sail was hung over the break of the forecabin to keep off the spray. The crew slept on the opposite side of the forecabin from the captain and his wife. For thirty-five days they lived in this manner, each morning hoping that the signal of distress which they had hoisted would attract passing vessels, and each night doomed to disappointment. The ship's colors had been washed overboard, but the union jack remained. Mate Hinckley cut up in strips some red and white underflannels, sewed them together for stripes, and attached them to the union jack to form the colors. This hastily improvised banner they kept flying all day, union down. One or two vessels passed within their range, but failed to see their signals.

"While searching the hold for stores," says Mate Hinckley, "a barrel of English ale was found and divided among all hands. One man, however, managed to procure more than his share, and got very drunk. His antics during the day, and his urgency that the colors should be kept flying all night to attract the attention of passing vessels, gave us a hearty fit of laughter. In the search there was also found a music-box belonging to Mrs. Holmes, much injured by salt water, but with some music still left in it. This we kept playing constantly, for the music was superb in our ears, and we all took turns at winding it until its last mutilated and fragmentary tune had died away. In vain we tinkered with it. Its last note had fled, and we gave it a sailor's burial."

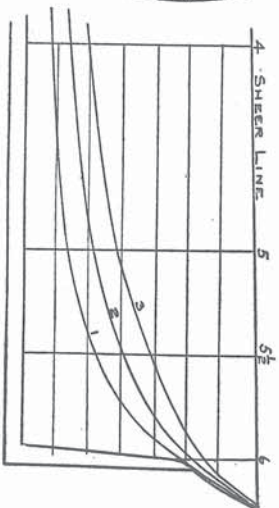
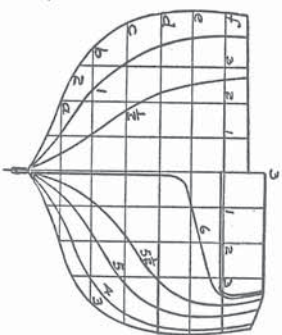
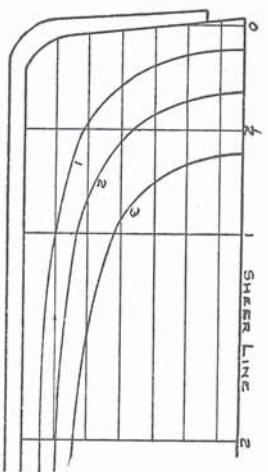
It was about the twentieth day on the wreck, that Mr. Baptiste, the French cook, gave notice. It had occurred to Mr. Baptiste that, by the laws of the sea, since he was wrecked and had received no wages he could not work. The officers said that if he would not cook for them they would build no raft for him, whereupon he set about building a raft of his own. He soon decided, however, that he would resume the cooking.

A roughly constructed flat-bottomed boat was built, and Mr. Campbell, the chief officer, took a few men and started when the sea was smooth to inspect an island lying about ten miles distant. After nearly being driven out to sea by the changing wind the boat's crew succeeded in landing on the island, erected a pole bear-

ing a distress signal, and stationed a lookout near it. One day they sighted a ship. She approached, hove to, and lowered a boat, but to the astonishment of the shipwrecked party the boat after nearing them turned about and returned to the strange ship, which then filled away and disappeared to the south. The men of the *Living Age* did not discover until they were rescued later that the reason for this strange action was that the ship had struck a shoal in approaching them and punched a hole in her bottom, and that, fearing lest the five hundred Chinese coolies on board which she was carrying to California would in terror at her leaking condition seize the ship if he sent part of his crew away to rescue the shipwrecked party, the ship's captain had decided to make all sail for Manila for repairs and report the discovery of the crew of the *Living Age*.

On the thirty-fifth day after the wreck, a Chinese sampan was sighted by the part of the ship's company which had remained on the *Living Age* and in it were Mr. Campbell and his men. The adventures of the crew were related, and on February 6 all hands left the *Living Age* and set sail for Pratas Island where they made themselves as comfortable as possible.

"At last at dawn of February 25th," adds Mate Hinckley, "I espied on the horizon a column of black smoke; a whaler or steamer it seemed to be. We hoisted all our signals and launched a boat to intercept her. To our unspeakable relief the spars and smokestack of a steamer loomed up, and she shortly after came to anchor near the shore, lowering her largest boat, the officer of which on hearing my story directed our boat to go aboard, while he went ashore for the remainder. The steamer was the *Shanghai* (English) from Manila, Captain Munroe, and in a short time we all stood without effects on a friendly deck." Thence they proceeded to Hong Kong. For the rescue Captain Munroe received from President Fillmore a gold chronometer.



8 4 4 2 0 2 4 6 8
FEET
SCALE

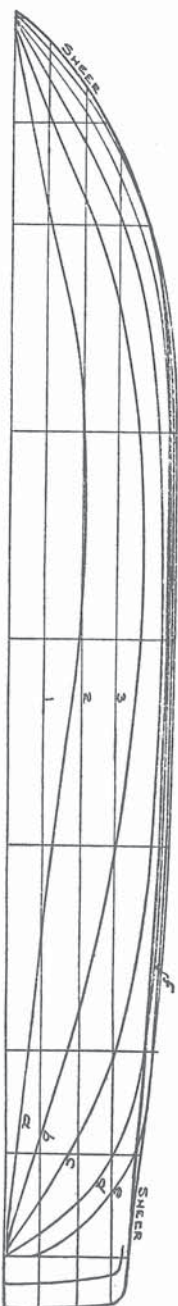


Plate 1

PRIVATEER BRIG "AVON," 1813

CHAPTER VIII.

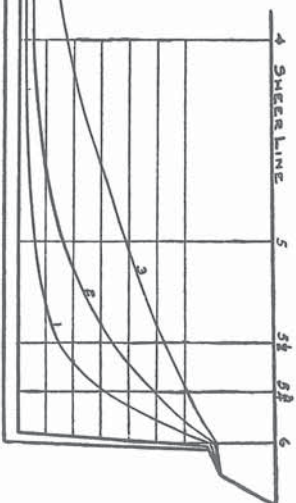
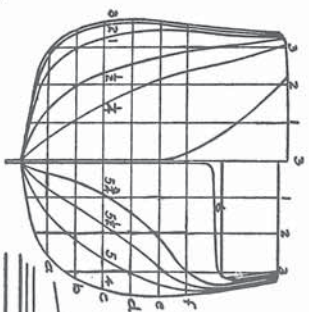
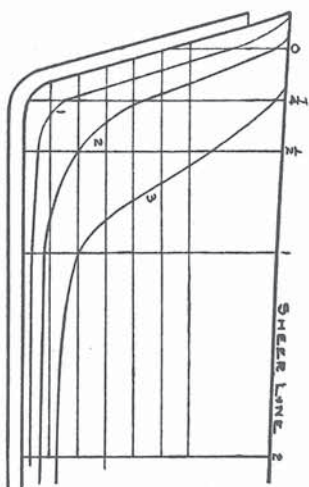
DEVELOPMENT OF THE AMERICAN MERCHANT VESSEL.

THE first improvement in the speed of ships was suggested by the French luggers which came over here at the time of the Revolution. These ideas were applied to the design of privateers in the second war with Great Britain. Plate I shows a model of the Privateer Brig *Avon*,* built in 1813 by Calvin Turner, in twenty-six days. Her lines indicate a very fast vessel, which she proved to be. Her high stern and low bow was a survival of the previous century and was a great advantage in a fighting ship, as guns could be mounted in the stern and used to repel a boarding party to greater advantage. She was very sharp, both forward and aft, and had considerable width, her water line length being but about three and one-half times her greatest breadth. She was built entirely for speed. Her sharp body lines and great dead-rise, which was thirty-six inches at half floor, made her cargo capacity small.

After the war of 1812, there was a great improvement in the design of cargo-carrying vessels. Ship-building had been started in Medford in 1803 and was firmly established here at this period. So the town was destined to take a prominent, if not a leading part in the development of the American merchant ship. The largest ships of the time were built here, and having ten large ship yards within a distance of a mile helped to systematize the industry. In 1845 "one quarter of the shipbuilders in the Commonwealth were employed in this town, and built nearly one-quarter of the ships constructed in the state, one-third of the tonnage and one-half the value of the whole."†

*Owned by the Medford Historical Society.

†Rev. A. R. Baker, "Register of Vessels Built in Medford."



10 5 0 5 10
FEET
SCALE

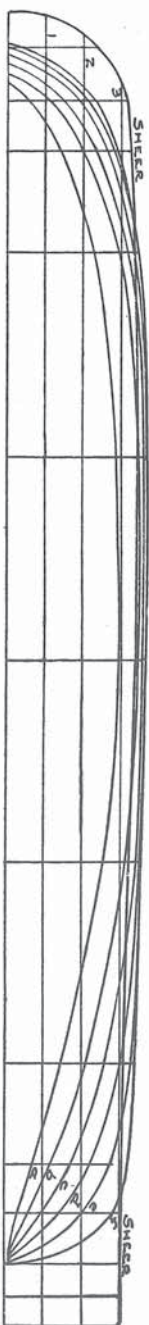


Plate 2

SHIP "AUSTRALIA," 1849

These vessels had much less dead-rise and fuller lines, both forward and aft. The high stern and low bow was still retained, however, and did not disappear until after about 1830. This may have been because a merchant ship still had to be equipped for fighting pirates.

Plate II shows the lines of a vessel of this type, the ship *Australia*,* (built by Hayden & Cudworth for Silsbee & Stone of Salem) of 557 tons. Although she was not built until 1849, her lines were very similar to vessels built during the two previous decades,† except that the bow was higher and the stern lower, and the proportion of length to breadth which had been increased from less than four to one, to four and a half to one. She had eighteen inches of dead-rise at half floor, on the mid-ship section.

Plate III shows the lines of a California clipper ship of 1852, "The Golden Eagle."‡ Several vessels of different proportions were built from this model by Hayden & Cudworth, it is said. The proportion of water line length to greatest breadth, which was at the centre, was approximately five and a quarter to one. She shows eighteen inches of dead-rise at half floor on the mid-section. Her water line length was eighty-seven feet and length on deck one hundred and ninety-five feet. The sharpening of her body lines, both forward and aft, is noticeable, and also the easing of the curve of the main transom.||

*Model owned by the Peabody Museum, Salem.

†See Model of Brig Mexican, 1824, Peabody Museum, Salem.

‡Model owned by Marine Society, Boston.

||See Chapter VI.

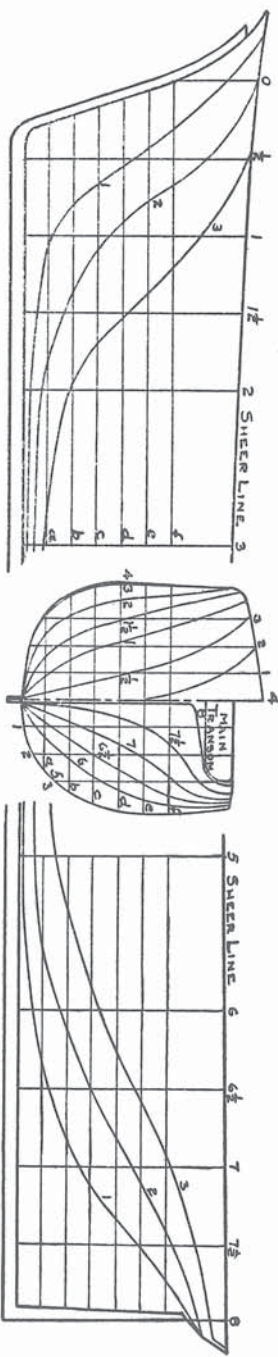


Plate 3

CLIPPER SHIP "GOLDEN EAGLE," 1852

CHAPTER IX.

LATER CLIPPER SHIPS.

After the California gold rush the demand for extremely quick passages ceased, as the prices for their cargoes declined, and the clipper-ship type was modified to increase their capacity. They were not as sharp, both forward and aft, as the California clippers, and consequently they were not as fast, especially with head winds. They were splendid vessels, however, and there were some fast records made to San Francisco from Boston and New York.

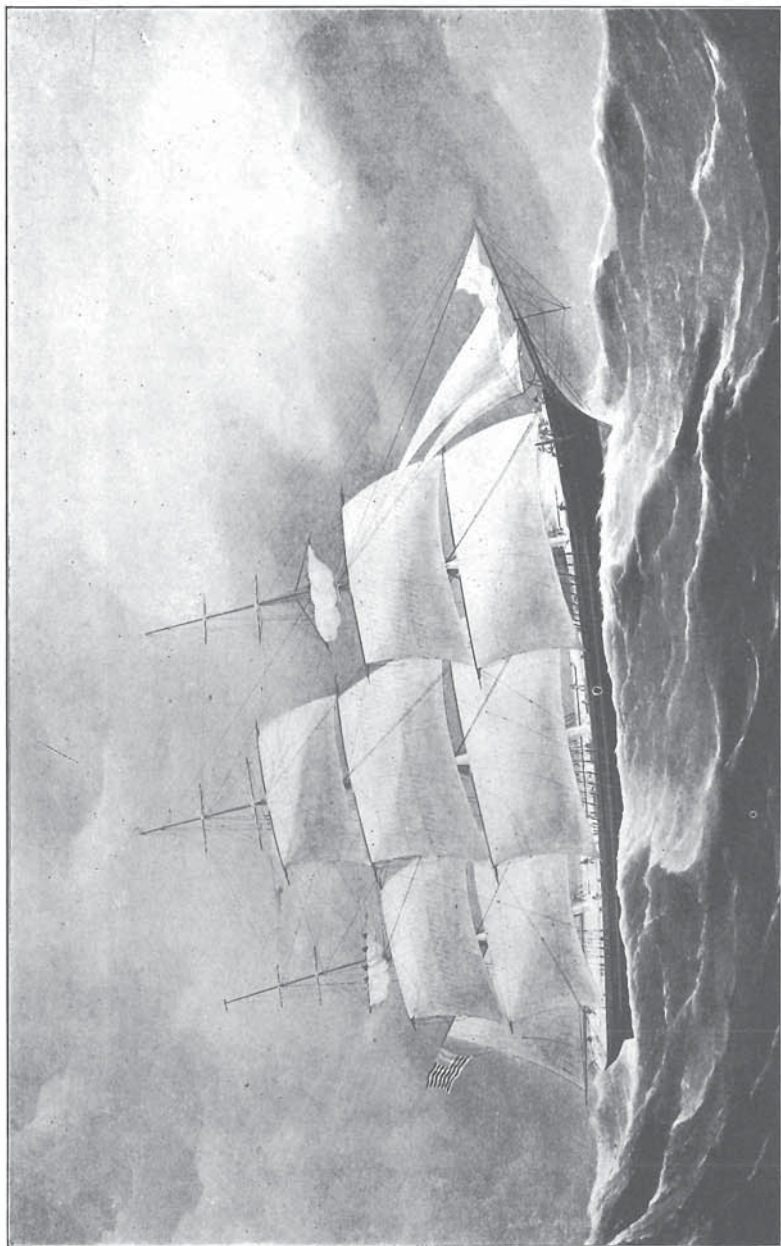
Among the owners of these vessels was Henry Hastings, who lived in West Medford for many years and whom many of us remember. A number of his ships were built in Medford, among them being the *Cutwater*, *Nellie Hastings*, *John Worster*, *Cashmere*, *Springfield*, *Madawaska* and *Pilgrim*, which was the last ship built here.

The *Cashmere* was built by James O. Curtis in 1869. She was a ship of 937 tons. An interesting account of her record and fate is found in the Henry Hastings room in the old State House and is as follows:—

First voyage, Capt. S. K. Kingman, sailed from Boston July 3^d, 1869, for Batavia where she arrived Oct. 11, '69. Passage 100 days. This ship was changed into a bark in 1881. She encountered a typhoon in Van Dieman's Straits Sept. 12, 1885, and the seas, after all the masts were cut away, broke over the ship constantly and about midnight on the 12th Capt. Alex^r. Nicolls and the 1st and 2nd mates were washed overboard and lost. Only one boat was saved; a part of the crew started for land, the remainder stayed by the ship for nine days, when they managed to make a raft of some broken spars and deck planks. When they left the vessel all the stores and provisions had been washed overboard with the exception of some pilot bread and a barrel of vinegar. The water tanks on deck were washed away, and many holes cut in the main iron tank, allowing the salt water to enter, thus spoiling the fresh water.



SHIP "SUNBEAM" OF BOSTON, 988 TONS, BUILT AT MEDFORD IN 1845 BY PAUL CURTIS
From an oil painting showing her in a gale in the English Channel.



CLIPPER SHIP "WILD RANGER" OF BOSTON, 1044 TONS, BUILT AT MEDFORD, MASS.
IN 1853 BY JAMES O. CURTIS

Had it not been for the vinegar and pilot bread they would have starved. The crew however managed to reach shore, and after many days of hardship arrived in Nagasaki, Japan. Owing to the vessel being loaded with oil in cases the ship did not sink, although full of water, the air in the cans being sufficient to keep her afloat. The U. S. Naval ship at Nagasaki at that time, left for the wreck after learning of the disaster, but did not find her.*

SHIP YARDS.

1. Yard at the foot of what is now Foster's court, off Riverside avenue. It was first used by Sprague & James. The first vessel built here was the brig *Bocca Tigris*, 180 tons, launched in 1816. This yard was afterwards used by John Taylor, Foster & Taylor, and finally by J. T. Foster. There were one hundred and thirty-three vessels built here.

2. Yard on Riverside avenue, opposite the end of Park street. Established in 1803 by Thatcher Magoun. (The first ship yard in Medford.) It was afterwards used by Curtis & Co., Paul & J. O. Curtis, Waterman & Ewell, and Hayden & Cudworth. B. F. Delano built two vessels here. One hundred and ninety-three vessels in all were built at this yard.

3. Yard on Riverside avenue, opposite the end of Cross street. Occupied first by Turner & Briggs in 1805. Later used by Calvin Turner, E. & H. Rogers, S. Lapham and George Fuller. There were sixty vessels built here.

4. Yard off Swan street, site of present city stables. Here James O. Curtis commenced ship building in 1839, and here he launched seventy-eight vessels. B. F. Delano built the pilot boat *Wm. H. Starkey* here in 1854.

5. Yard on the north side of the river, opposite the old high-school house on High street. Here George H. Briggs built the schooner *Fawn*, 100 tons, in 1845.

6. Yard on South street, opposite the end of Walnut street. Occupied first by James Ford, where he built the ship *Persia*, 372 tons, in 1815, and the brig *Abaellino*, used

* The Bostonian Society Henry Hastings Collection.

as a privateer in 1814. This yard was afterwards used by George Fuller. Twenty-nine vessels were built here.

7. Yard on South street, at the end of Curtis street. Here Paul Curtis established himself in 1839 and remained here until he removed his business to East Boston. Here he built twenty-seven vessels.

8. Yard on South street, just above Winthrop street bridge. Jotham Stetson built thirty-two vessels here between 1833 and 1853. Luther Turner built the bark *Elmwood*, 387 tons, here in 1854.

9. Yard on Auburn street, on land adjoining the Boston and Maine Railroad in West Medford. Here Peter Lewis built the schooner *Charles Alston*, 98 tons, in 1845. The yard was known as Samuel Teel's yard.

10. Yard at Rock hill landing, at the foot of the hill. Probably used for the building of lighters.

CHAPTER X.

MEDFORD-BUILT VESSELS.

The following history of Medford-built vessels was compiled from the records of the Boston Marine Society, Boston, "History of Medford," MEDFORD HISTORICAL REGISTER, and other sources:—

1803. **Mt. Aetna.** Brig, 187 tons. Owner, Melzar Holmes. Built by T. Magoun.
1804. **Medford.** Ship, 237 tons. Owner, John C. Jones. Built by C. Turner and E. Briggs.
1805. **Eclipse.** Ship, 291.82 tons. Owner James Erving, Boston. Built by T. Magoun.
1805. **Eclipse.** Ship, 343 tons. Owners, Thomas H. Perkins, James Perkins and James Lloyd, *et al.*, of Boston. Built by T. Magoun. One ship *Eclipse* of Salem sailed coast of Sumatra, cargo pepper, July 12, 1849, and never heard from.
1806. **George Augustus.** Ship, 247 tons. Owner, Nathaniel Goddard. Built by C. Turner and E. Briggs.
- Pedlar.** Brig, 224 tons. Owner, Timothy Williams. Built by T. Magoun.
- Gulliver.** Brig, 247 tons. Owner, Joseph Lee, Jr. Built by T. Magoun.
1807. **Eliza and Lydia.** Schooner, 100 tons. Owner, John Banister. Built by C. Turner and E. Briggs.
- Commerce.** Ship, 377 tons. Owners, John Holland and Nathaniel Howland. Built by C. Turner.
- Creole.** Brig, 147 tons. Owner, John Williams. Built by T. Magoun.
1808. **Reaper.** Brig, 284 tons. Owners, Andrew Cabot and Isaac Hinckley. Built by T. Magoun.
1809. **Ariadne.** Ship, 382 tons. Owner, Nathaniel Goddard. Built by C. Turner.
- Gilpin.** Brig, 209 tons. Owner, Andrew Leach. Built by T. Magoun.
- Charon.** Brig, 238.2 tons. Owner, P. P. Jackson. Built by T. Magoun.
- Gipsy.** Brig, 283 tons. Owner, Joseph Lee. Built by T. Magoun.
1810. **Mary and Frances.** Ship, 438 tons. Owner, Nathaniel Goddard. Built by C. Turner.
- Cordelia.** Ship, 425 tons. Owners, Pascal P. Pope, William H. Boardman, *et al.* Built by C. Turner.
- Iris.** Ship, 264.5 tons. Owner, Nathaniel Parsons. Built by C. Turner.
- Sachem.** Ship, 397 tons. Owners, John Holland and Ozias Goodwin. Built by T. Magoun.
1811. **George.** Brig, 177 tons. Owner, John Holland. Built by T. Magoun.
- Margaret.** Brig, 172 tons. Owner, Francis Welch. Built by T. Magoun.
- Dolphin.** Brig, 236 tons. Owner, Edward Cruft. Built by C. Turner.
- Norfolk Packet.** Ship, 360 tons. Owners, John C. Jones, *et al.* Built by C. Turner.
- Marcellus.** Ship, 385 tons. Owner, C. D. Coolidge. Built by C. Turner.
1812. **Emily.** Ship, 361 tons. Owners, Herman Leroy and William Bayard, *et al.*, of New York. Built by T. Magoun.
- Tom Thumb.** Brig, 133 tons. Owners, William Oliver and Thatcher Magoun of Medford. Built by T. Magoun.
- Bob Short.** Brig, 135 tons. Owner, —. Built by T. Magoun.
- Edward Foster.** Brig, 184 tons. Owner, Edward Cruft. Built by C. Turner.
- Ventrosa.** Brig, 195 tons. Owner, Nathaniel Goddard. Built by C. Turner.
- Rambler.** Brig, 268 tons. Owners, Benjamin Rich, *et al.* Built by C. Turner.
- Argonaut.** Ship, 306 tons. Owners, Thomas W. Ward and Samuel Gray. Built by C. Turner. Registered Salem, November 5, 1817. One *Argonaut*, New York to Bremen, totally wrecked on Sand Reef off Heligoland, January 21, 1849.
1813. **Lark.** Brig, 175 tons. Owners, Lee & Cabot. Built by T. Magoun.
- Griffin.** Brig, 190 tons. Owner, —. Built by T. Magoun.
- Monkey.** Brig, 193.5 tons. Owner, William Oliver. Built by T. Magoun.
- Peacock.** Schooner, 95.5 tons. Owner, Benjamin Rich. Built by C. Turner.
- Paragon.** Schooner, 157 tons. Owner, John Peters. Built by C. Turner.

1813. **Brant**. Schooner, 65 tons. Owners, Joseph Freeland and Nathaniel R. Sturgis. Built by C. Turner.
- Rambler**. Brig, 317 tons. Owner, Benjamin Rich. Built by C. Turner. Letter of Marque. Built in thirty-six days for privateering.
1814. **Reindeer**. Brig, 381 tons. Owners, Benjamin Rich, *et al.* Built by C. Turner. Built in thirty-six days for privateering.
- Abaellino**. Brig, 144 tons. Owner, Joseph Lee, Jr. Built by James Ford.
1815. **Persia**. Ship, 371 tons. Owners, Henry Austin, *et al.*, New York. Built by James Ford.
- Panther**. Brig, 429 tons. Owners, William Ropes, *et al.* Built by T. Magoun.
- Falcon**. Brig, 236 tons. Owners, Winslow Lewis and T. Magoun. Built by T. Magoun. Rerigged to a bark. Condemned and sold at St. Thomas, March, 1833.
- Pedlar**. Brig, 125 tons. Owners, Joseph Cabot and Samuel Cabot. Built by T. Magoun. Capsized and lost at sea in 1828.
- Courier**. Ship, 388.5 tons. Owners, William Ropes, William Appleton, *et al.* Built by T. Magoun.
- Name Unknown, Ship, 320 tons. Owner: Joseph Lee, Boston. Built by T. Magoun.
- Augusta**. Ship, 344 tons. Owners, E. Brigham, J. D. and W. Williams, and Moses Williams. Built by C. Turner.
- Avon**. Brig, 383 tons. Owners, Benjamin Rich, *et al.* Built by C. Turner. Privateer in War of 1812. Built in twenty-six days for privateering.
- Caton**. Ship, 372 tons. Owners, Benjamin Rich, *et al.* Built by C. Turner.
- Amsterdam Packet**. Brig, 178 tons. Owners, Philip Maret, John Bryant, William Sturgis, *et al.* Built by C. Turner.
- Adriana**. Brig, 148 tons. Owner, Amos Brown of Duxbury. Built by C. Turner.
- Paragon**. Ship, 350 tons. Owners, Simpson, Clark, Bixby, Valentine, *et al.* Built by C. Turner. Sold to Salem. From New York, via Isle of May, wrecked, January 11, 1830, on the English bank, River Platte.
- Swiftsure**. Brig, 192 tons. Owners, J. Belknap, *et al.* Built by C. Turner.
1816. **Cadmus**. Ship, 319 tons. Owners, Benjamin Rich, *et al.* Built by T. Magoun.
- Triton**. Ship, 344.5 tons. Owners, David Hinkley and Edmund Monroe, *et al.* Built by T. Magoun. Warren, R. I., whaler in 1846.
- Mexican**. Brig, 264 tons. Owner, John Pratt. Built by T. Magoun.
- Orleans**. Brig, 283 tons. Owners, John Pratt and Thatcher Magoun. Built by T. Magoun.
- Governor Brooks**. Brig, 244 tons. Owner, Nathaniel Goddard. Built by T. Magoun.
- Telegraph**. Ship, 391 tons. Owners, W. and N. Appleton, *et al.* Built by C. Turner.
- Bocca Tigris**. Brig, 180 tons. Owner, Joseph Lee. Built by Sprague & James.
1817. **Falcon**. Ship, 273 tons. Owners, Winslow Lewis and Thatcher Magoun. Built by T. Magoun. Whaler, New Bedford, 1846. Last report, 1884.
- Adriatic**. Brig, 145 tons. Owners, Caleb and William J. Loring and John A. Cunningham. Built by T. Magoun.
- Ant**. Schooner, 30 tons. Owners, Jacob Amee, *et al.* Built by Sprague & James.
- Lascar**. Brig, 207 tons. Owner, Joseph Lee. Built by Sprague & James.
- Orion**. Sloop, 100 tons. Owner, E. Cary. Built by George Fuller.
1818. **Java**. Ship, 295 tons. Owner, Benjamin Rich. Built by T. Magoun. Sold to New Bedford for a whaler. Abandoned in the Arctic Ocean, September, 1876.
- Arab**. Brig, 225 tons. Owners, Joshua Blake and Thatcher Magoun and Francis Stanton. Built by T. Magoun. Sailed from Boston in 1820 and never returned.
- Mercury**. Ship, 304 tons. Owners, Norwood & Nichols. Built by T. Magoun. Sold for a whaler (Stonington, 1846). Burned at island Oahu, Sandwich Islands, November 9, 1849.
- Jones**. Brig, 271 tons. Owners, George G. Jones and T. Magoun. Built by T. Magoun. Registered Salem, November 2, 1827. Rigg'd a bark, November, 1835.
- George**. Brig, 260 tons. Owner, John Pratt. Built by T. Magoun.
- Archer**. Brig, 261 tons. Owner, Joseph Lee, Jr. Built by Sprague & James.
- Palmer**. Brig, 307 tons. Owner, Joseph Lee. Built by Sprague & James. Lost at sea, December, 1835.
1819. **Halcyon**. Brig, 253 tons. Owners, L. Cunningham & Co. Built by T. Magoun. Condemned at Key West in 1830.
- Sicily**. Brig, 163 tons. Owners, Joshua Blake and Francis Stanton and Thatcher Magoun. Built by T. Magoun.
- Truth**. Sloop, 35.5 tons. Owner, Israel Lombard of Truro. Built by Sprague & James.

1820. **Tamahourelanne**. Brig, 163 tons. Owners, Josiah Marshall and Dixey Wildes. Sold to natives of Sandwich Islands in 1830. Built by T. Magoun.
- Jones**. Brig, 163 tons. Owners, Josiah Marshall and Dixey Wildes. Built by T. Magoun.
- Governor Pinckney**. Steamer, 90 tons. Owner, Sullivan. Built by Sprague & James.
- Rasselas**. Ship, 307 tons. Owners, Joseph W. Lewis, Samuel Austin and D. P. Parker. Built by Sprague & James. Sold foreign, November, 1842.
1821. **Danube**. Brig, 235 tons. Owners, Joshua Blake, Francis Stanton and T. Magoun. Built by T. Magoun. Altered to a bark in 1834.
- Patent**. Steamer, 98 tons. Owners, J. S. Sullivan and Richard D. Tucker. Built by T. Magoun.
- Curlew**. Brig, 181 tons. Owners, Joshua Blake, Samuel and Daniel Parkman. Built by George Fuller. Sold and Registered Salem, June 23, 1834. Salem for Havana, driven ashore on Bakers Island, Salem, by heavy swell and went to pieces on December 10, 1837.
- Champion**. Ship, 367 tons. Owner, Stephen Glover. Built by Sprague & James.
1822. **Nile**. Brig, 193 tons. Owners, Joshua Blake and Francis Stanton. Built by T. Magoun.
- Cadet**. Brig, 206 tons. Owner, Nathan Bridge. Built by T. Magoun.
- Medford**. Brig, 248 tons. Owner, Robert Roberts. Built by T. Magoun.
- Topaz**. Ship, 363 tons. Owners, Boston and Liverpool Importing Co. Built by T. Magoun.
- Edward Newton**. Ship, 312 tons. Owner, Samuel G. Perkins. Built by T. Magoun. Burned at sea about 1823.
- Talisman**. Brig, 241 tons. Owner, Enoch Silsbee. Built by E. and H. Rogers.
- Creole**. Brig, 230 tons. Owners, Henry Hall and John W. D. Williams. Built by E. and H. Rogers.
- Niger**. Brig, 205 tons. Owners, Henry Hovey and Francis Stanton, *et al.* Built by George Fuller.
- Israel**. Ship, 355 tons. Owner, Israel Thorndike. Built by Sprague & James. New Bedford whaler, 1846. Lost in Table Bay, South Africa, 1847.
- Lucilla**. Ship, 369 tons. Owners, D. P. Parker and Stephen Glover of Boston, and John Chandler, Jr., of Marblehead. Built by Sprague & James.
1823. **Mogul**. Ship, 388 tons. Owners, Daniel P. Parker, Stephen Glover, George G. Jones and T. Magoun. Built by T. Magoun. New London whaler in 1846.
- New England**. Ship, 380 tons. Owners, D. P. Parker, Boston, and Arthur Berry, Gardiner, Me. Built by T. Magoun.
- Clarion**. Brig, 165 tons. Owners, Isaac Hall, Philip and Thomas Curtis, *et al.* Built by E. and H. Rogers. Marsala via Holmes Hole to Boston: in collision, January 5, 1826, and abandoned about eight leagues N. E. from Cape Cod. The brig Hyperion, the colliding vessel, was also sunk.
- Lucretia**. Schooner, 72.5 tons. Owner, Ebenezer Hayward. Built by E. and H. Rogers.
- Tremium**. Schooner, 62 tons. Owner, Robert Ripley. Built by E. and H. Rogers.
- Hannibal**. Ship, 317 tons. Owners, Samuel Austin, Jr., and Joseph W. Lewis. Built by Sprague & James. Struck by lightning and burned to the water's edge at sea, summer of 1823, while on a voyage from Charleston, S. C., to Liverpool. Lost part of crew.
- Grecian**. Brig, 244 tons. Owners, R. D. Shepherd of Boston and James Shepherd of New Orleans. Built by Sprague & James. Burnt at wharf in New Orleans and destroyed on April 14, 1832.
- Pheasant**. Brig, 170 tons. Owners, Henry Hovey, Francis Stanton and Francis Fisher. Built by George Fuller.
- Spy**. Schooner, 98 tons. Owners, Stanton, Fisk and Nichols. Built by George Fuller. Registered Salem, August 7, 1832. Sent to Feejee Island in 1832 and sold later in Manilla.
1824. **Suffolk**. Brig, 261 tons. Owners, Francis Stanton, Joshua Blake and T. Magoun. Built by T. Magoun.
- Henry Tuke**. Ship, 365 tons. Owners, Daniel P. Parker and John Chandler, Jr. Built by T. Magoun. Warren, R. I., whaler in 1846.
- Tarrier**. Brig, 155 tons. Owners, Thomas H. and James Perkins, John P. Cushing and Samuel Cabot. Built by T. Magoun. Sold at Canton, China, November, 1830.
- Sapphire**. Ship, 366 tons. Owners, Stephen Glover and Joseph W. Lewis, *et al.* Built by E. and H. Rogers. Sold to Salem, November, 1832. Salem to Mobile. Foundered, March 8, 1842, in the West Indies.
- John Gilpin**. Brig, 270 tons. Owner, Daniel P. Parker. Built by E. and H. Rogers.
- Eleanor**. Ship, 301 tons. Owners, R. D. Shepherd of Boston and James H. Shepherd of New Orleans. Built by Sprague & James. Mystic, Conn., whaler in 1846.

1824. **Virginia**. Brig, 172 tons. Owners, Ebenezer Parker and Isaac Stevens, *et al.* Built by Sprague & James.
- Griffin**. Brig, 177 tons. Owners, Bryant & Sturgis, P. P. Pope and William H. Boardman. Built by Sprague & James. Totally wrecked November 1, 1838, during a hurricane at Mazatlan. Captain lost his life.
- S. Carolina**. Brig, 100 tons. Owner, R. D. Shepherd. Built by Sprague & James.
- America**. Brig, 170 tons. Owners, Ebenezer Parker and Isaac Stevens, *et al.* Built by George Fuller.
- Congress**. Brig, 270 tons. Owner, William Goddard. Built by George Fuller.
1825. **Magnolia**. Ship, 395 tons. Owners, George G. Jones and Thatcher Magoun. Built by T. Magoun. New Bedford whaler in 1846.
- Agnes**. Brig, 206 tons. Owners, John A. Bacon and Hiram Harding. Built by T. Magoun.
- Trescott**. Ship, 341.5 tons. Owners, Nathaniel Goddard and John Bishop. Built by T. Magoun. Mystic whaler, 1846.
- Eliza**. Brig, 280 tons. Owners, Samuel B. Wadsworth, Agent, of Eastport, for John B. and James B. Murray, *et al.*, of New York. Built by E. and H. Rogers.
- Magoun**. Brig, 180 tons. Owners, Andrew Bradshaw, *et al.* Built by E. and H. Rogers.
- Pilgrim**. Brig, 180.5 tons. Owners, Joshua Blake, Francis Stanton and George Hallett. Sold to Bryant & Sturgis. Built by Sprague & James. Lost at sea by fire off the coast of North Carolina.
- Ivanhoe**. Brig, 182 tons. Owners, Joshua Blake, Francis Stanton and George Hallett. Built by Sprague & James. Lost on Grand Caicos, April 6, 1827.
- Shepherdess**. Ship, 274 tons. Owner, R. D. Shepherd. Built by Sprague & James. Sold and registered at Salem September 25, 1832. Sold in Boston in 1841. A whaler, hailing from Mystic, Conn., in 1846.
- Eugene**. Ship, 302 tons. Owners, John and George Pratt. Registered Boston, January 6, 1836, John T. Coolidge and Robert C. Mackay. Built by Sprague & James. Stonington, Conn., whaler in 1846.
- Chalcedony**. Brig, 215 tons. Owners, Ebenezer Parker and Isaac Stevens of Boston, and Oris King of Brewster. Built by George Fuller. Rerigged bark. Registered Salem, September 3, 1836. Condemned in California in 1858. One bark *Chalcedony* from Boston, January 1, 1850, for California, wrecked at Talcahamio, Chili.
1826. **Corvo**. Ship, 348 tons. Owners, Thatcher Magoun and George G. Jones. Built by T. Magoun. Sold for a whaler in 1836. Stonington whaler in 1846.
- Brookline**. Ship, 376 tons. Owners, Henry T. Oxnard and T. Magoun. Built by T. Magoun. Lost about April, 1831. Papers surrendered at Havana, April 25, 1831.
- Apthorp**. Brig, 242 tons. Owners, Nathaniel Goddard and Benjamin A. Gould. Built by Sprague & James.
- Martha**. Ship, 294 tons. Owners, E. E. Bradshaw and Timothy Walker, *et al.*, of Charlestown. Built by Sprague & James. Fairhaven whaler in 1846.
- Henrietta**. Brig, 233 tons. Owner, Samuel C. Gray. Built by George Fuller.
1827. **Talma**. Ship, of Boston, 298 tons. Owners, John Brown of Boston, T. Magoun of Medford and Richard Soule of Duxbury. Registered Boston, September 12, 1850, Emery B. Fay of Boston. Built by T. Magoun.
- Bashaw**. Ship, 392 tons. Owners, George G. Jones and T. Magoun. Built by T. Magoun. Lost, January, 1846.
- Courser**. Ship, 300 tons. Owners, George G. Jones, H. Oxnard and T. Magoun of Boston. Built by T. Magoun. From Cronstadt and Elsinore to New York. Wrecked, October 18, 1830, on N. E. bar, Sable Island.
- Beta**. Brig, 253 tons. Owners, Nathaniel Goddard and Benjamin A. Gould of Boston. Built by Sprague & James. Matanzas for Hamburg. Passed Dover, England, October 11, 1838, and was never afterwards heard from.
- William Gray** of Boston. Ship, 297 tons. Owners, R. D. Shepherd of Boston and James H. Shepherd of New Orleans. Built by Sprague & James.
- London**. Ship, 368 tons. Owners, David A., Jonathan, Nathan W. and William H. Neal of Salem. Built by Sprague & James. New Orleans for Boston. Went ashore on Nausett Beach, Cape Cod, May 29, 1849, and became a total wreck.
- Sappho**. Brig, 100 tons. Owner, R. D. Shepherd of Boston. Built by Sarague & James. Repaired at an expense of equal to the value of 100 tons.
- James Perkins**. Ship, 385 tons. Owners, Stephen Glover, Thomas Curtis, Isaac Hall, *et al.*, of Boston. Built by George Fuller.
1828. **Boston**. Ship, 428 tons. Owners, Boston and Liverpool Packet Co. of Boston. Built by T. Magoun. Struck by lightning and burned, May 26, 1830, when but a few days out from Charlestown on her way to Liverpool.
- Liverpool**. Ship, 429 tons. Owners, Boston and Liverpool Packet Co. of Boston. Registered, February 17, 1836, William C. Barstow, *et al.* Built by T. Magoun. Sold for a New Bedford whaler. Struck on reef on the east coast of Behring's Strait, put into St. Lawrence Bay and condemned in 1853.

1823. **Coliseum.** Ship, 299 tons. Owners, John Brown, Richard Soule of Duxbury and T. Magoun of Medford. Built by T. Magoun.
- Timor.** Ship of Boston, 298 tons. Owner, Daniel C. Bacon of Boston. Built by George Fuller. Sag Harbor whaler in 1846.
- Paris.** Ship, 356 tons. Owners, David A. and Jno. and Nathan W. and William H. Neal of Salem. Built by Sprague & James. New Orleans, for Bordeaux. Went ashore in a gale at Basque Roads, January 26, 1847, and became a total wreck.
- Lucilla.** Brig, 287 tons. Owner, Daniel P. Parker of Boston. Registered Salem, May 14, 1840, Williams & Daland. Built by Sprague & James.
- Louisa.** Ship, 323 tons. Owner, Nathaniel Goddard of Boston. Registered Boston, March 7, 1851, William F. Parrott of Boston. Registered Boston, August 24, 1853, John Clifton, and hailed Salem. Registered, September 3, 1853, Cyrus Washburn and William Kelley, *et al.*, of Boston. Built by Sprague & James.
1829. **Margaret Forbes.** Ship, 383 tons. Owners, Bryant & Sturgis, Thomas H. Perkins and John P. Cushing of Boston. Built by T. Magoun, New York, for Hull, England. Arrived at St. Thomas, W. I., in distress, leaky, etc., prior to December 14, 1845, and was condemned.
- Coliseum.** Ship of Boston, 302 tons. Owners, John Brown and Thatcher Magoun of Boston. Built by T. Magoun. Bound St. Petersburg for St. Ubes. Totally wrecked, November 26, 1837, on Kentish Knock; twelve lives lost.
- Flavius.** Ship, 302 tons. Owners, John Brown of Boston and Thatcher Magoun of Medford. Built by T. Magoun.
- Edward.** Schooner, 57 tons. Owner, George B. Lapham of Medford. Built by George Fuller.
- King.** Schooner, 62 tons. Owner, John Bishop of Medford. Built by George Fuller.
- Mystic.** Schooner, 75 tons. Owners, John Bishop, *et al.*, of Medford. Built by John Sparrell.
- Gibraltar.** Ship, 298 tons. Owners, E. E. Bradshaw, *et al.*, of Charlestown. Built by Sprague & James. Sumatra for Boston, cargo of pepper. Sailed April 2, 1840, spoken on the 17th, and never afterwards heard from. Supposed to have foundered in hurricane in Indian Ocean.
1830. **Roman.** Brig, 268 tons. Owners, Elisha Hathaway, George A. Sampson, *et al.*, of Boston. Registered August 11, 1851, E. Lombard, *et al.* Registered February 6, 1852, E. Lombard, *et al.* Registered May 19, 1854, Daniel Deshon. Built by T. Magoun. Rerigged a bark. Sold May, 1855, by —. Sold February, 1861, to —.
- Nahant.** Brig, 236 tons. Owners, Barker, Cofran & Wade of Boston. Built by T. Magoun.
- Nabob.** Brig, 309 tons. Owners, Stephen Glover and George B. Lapham of Medford and Benjamin Moore of Boston. Built by Samuel Lapham.
- Lintin.** Ship, 318 tons. Owners, Robert B. Forbes of Boston. Built by Sprague & James.
- Homer.** Ship, 243 tons. Owners, Hartshorn & Homer. Built by Sprague & James.
- California.** Ship, 369 tons. Owners, Daniel C. Bacon, John Bryant and William Sturgis, *et al.*, of Boston. J. P. Gardner, owner. 1854. Built by George Fuller. Sold to Gloucester parties, April, 1855. Parted chains at Gloucester, Mass., during a gale, drifted across Massachusetts Bay and was wrecked near Cohasset, January 19, 1857.
1831. **Forum.** Ship, 302 tons. Owners, John Brown and T. Magoun. Built by T. Magoun.
- Tasso** of Boston. Brig, 162 tons. Owners, John Brown of Boston and Richard Soule of Duxbury. Built by T. Magoun. Wrecked in the Gulf of Finland, July, 1832.
- Brookline.** Ship, 349 tons. Owners, Henry Oxnard and William Appleton of Boston. Registered Salem, June 29, 1833, Stephen C. Phillips. Built by T. Magoun. Sold Boston, May 9, 1844. Whaler out of New London, 1857. Sold at Buenos Aires about 1861 and broken up.
- Tusker** of Boston. Brig, 248 tons. Owners, Isaac Hall, Thomas Curtis, Stephen Glover of Boston and George B. Lapham of Medford. Built by Samuel Lapham. Boston, to S. F. Arrived at Honolulu, March 13, 1850, dismasted and otherwise damaged. Condemned.
- Lion.** Ship, 325 tons. Owners, Benjamin Rich, Samuel H. Rich and John Rich of Boston. Built by Samuel Lapham.
- Groton.** Ship, 360 tons. Owners, E. E. Bradshaw of Charlestown, and Robert Edes, *et al.*, of Boston. Built by Sprague & James for above. Owned by Shelton Brother & Co. of Boston when burned. Destroyed by fire at Brooklyn, N. Y., July 23, 1839, where she arrived with a cargo of cotton, tobacco, etc., from New Orleans.
- Marengo.** Ship, 440 tons. Owners, Henry Pettet, *et al.*, of New Orleans. Built by Sprague & James. Sold to New Bedford for a whaler before 1846. Abandoned in the Arctic Ocean, September, 1876.

1831. **Florence**. Ship, 307 tons. Owners, Samuel C. Gray and Atkins Adams, *et al.*, of Boston. Built by Sprague & James. One bark, Florence of S. F., foundered November, 1875, Port Discovery to S. F. One bark, Florence, whaler of S. F., wrecked, September, 1878.
- Monsoon**. Ship, 380 tons. Owners, D. C. Bacon and A. Richardson. Built by George Fuller.
1832. **Boston**. Ship, 663 tons. Owners, Francis G. Shaw, *et al.*, of Boston. Built by Paul Curtis for above. Wrecked on Alguada Reef, October 28, 1861, while bound for Hong Kong with rice from Bassein. Jenkins, master. All hands saved. See Boston Shipping List, February 15, 1852.
- Regulus**. Ship, 418 tons. Owners, John Brown and T. Magoun. Built by T. Magoun.
- Trenton** of Boston. Ship, 429 tons. Owners, Boston & Liverpool Packet Co. of Boston. Built by T. Magoun.
- Lowell**. Ship, 430 tons. Owners, Boston & Liverpool Packet Co. of Boston, 1832. Registered Boston, September 15, 1851, Charles B. Fessenden, *et al.* Registered December 10, 1852, George W. Robinson, James S. Wiggin and Bradley N. Cummings of Boston. Built, Medford, Mass., 1832, by T. Magoun. New London whaler in 1846.
- Tiber** of Boston. Ship, 303 tons. Owners, William Eager of Boston and Sprague & James of Medford. Registered Boston, January 18, 1850, Benjamin D. Thaxter, *et al.*, of Boston. Built by Sprague & James. Bernicia to San Francisco in ballast. Wrecked on a rock about one mile below Bernicia in 1851.
- Dalmatia**. Ship, 358 tons. Owners, Seth and Phineas Sprague, and Henry and George Winsor of Boston. Built by Sprague & James. At Callao from China, condemned in 1856.
- Mozart**. Ship, 447 tons. Owner, Russell Glover of New York. Built by Sprague & James.
- Tartar** of Boston. Bark, 322 tons. Owners, Bryant & Sturgis and Samuel Hooper of Boston. Built by Sprague & James.
- Susquehanna**. Brig, 207 tons. Owner, Henry Oxnard of Boston. Built by Sprague & James.
- Arno**. Ship, 299 tons. Owners, Benjamin A. Gould and Christopher Williams of Boston. Registered Boston, March 12, 1851, Elias E. Davison. Built by George Fuller. Abandoned July 15, 1852, in a sinking condition, lat. 34° S., lon. 52° W., while bound for Valparaiso from Boston.
- Lycoming**. Brig, 203 tons. Owner, Henry Oxnard of Boston. Built by George Fuller.
1833. **Aurelius**. Ship, 388 tons. Owners, John Brown and Isaac Schofield, Jr., of Boston, and Richard Soule of Duxbury. Sold to Christopher Hall of Dennis. Built by Thatcher Magoun. New Orleans for Havre with lard, tallow and cotton. Went ashore on Cat Key, Bahamas, February 18, 1848, and became a total wreck.
- Propontis**. Ship, 334 tons. Owners, Henry G. and Henry Chapman, *et al.*, of Boston. Registered December 22, 1852, A. Cunningham & Sons. Built by T. Magoun. Registered Salem, December 11, 1841.
- Plymouth**. Ship, 425 tons. Owners, Boston & Liverpool Packet Co. of Boston. Registered November 22, 1851, Nathaniel Winsor, *et al.* Registered May 10, 1852, Nathaniel and Charles F. Winsor. Built by T. Magoun. Sold to New York, September 9, 1852. Sag Harbor whaler in 1846.
- Timolean** of Boston. Ship, 422 tons. Owners, T. Magoun & Son of Boston. Registered Boston, August 10, 1853, Capen & Bangs of Boston. Built by T. Magoun. Wrecked, January, 1855. See *Boston Advertiser*, January 5, 1855.
- Emily Taylor**. Ship, 387 tons. Owner, Daniel P. Parker of Boston. Built by Samuel Lapham for above. Later rigged a bark. Sold to Philadelphia. Leghorn for New York. Arrived at St. George, Bermuda, and was condemned about January 10, 1859.
- Omega**. Ship, 304 tons. Owners, Daniel P. Parker and Samuel Lapham of Boston. Built by Samuel Lapham. Fairhaven whaler in 1846.
- Victoria** of Boston. Ship, 394 tons. Owners, William Eager of Boston and Sprague & James of Medford. Built by Sprague & James.
- Unicorn** of Boston. Ship, 397 tons. Owners, R. D. Shepherd of Boston and Sprague & James of Medford. Registered Boston, January 22, 1850, Charles T. Savage and Pliny E. Kingman, *et al.*, of Boston. Registered Boston, January 26, 1852, Henry B. Rice, Bryant T. Henry, *et al.* Registered Boston November 1, 1855, Samuel R. Allen and George Pollard, *et al.* Built Medford by Sprague & James. Liverpool to Boston. Abandoned at sea, sinking, June 7, 1856, in lat. 39 N., long. 5 W.
- Austerlitz**. Ship, 415 tons. Owner, Eleazer E. Bradshaw of New York, 1833. Registered Boston, December 26, 1850, George T. Lyman and P. M. Parkman of Boston. Built by Sprague & James. S. F. for Calcutta in ballast. Abandoned at sea, sinking, November 19, 1851, lat. 22° 40' N., long. 15° E., having been disabled in a typhoon. Crew saved and landed at Shanghai by Ship N. B. Palmer.

1833. **Herald**. Ship, 455 tons. Owner, George Pratt of Boston. Built by Sprague & James.
- Orozimbo**. Ship, 440 tons. Owners, R. D. Shepherd and S. C. Thwing of Boston. Built by George Fuller.
- Ruble**. Bark, 300 tons. Owners, Rich & Son, Boston. Built by J. Stetson.
1834. **Jessore**. Ship, 461 tons. Owners, William Appleton, H. Oxnard, Jonathan I. Bowditch of Boston. Built Medford by T. Magoun for above. Sold to New York. Sold to Philadelphia parties. New Orleans for New York. Put into Bermuda in distress and was condemned. Her sails, rigging, etc., were sold March 25, 1854.
- Archimedes**. Ship, 452 tons. Owners, T. Magoun & Son. Built by T. Magoun for above. New York, February 10, 1838, for Liverpool, cargo of cotton. Found to be on fire when three days out and burned to the water's edge.
- Chatham**. Ship, 452 tons. Owners, Boston & Liverpool Packet Co. of Boston. Built by S. Lapham for above. Liverpool for New Orleans. Abandoned at sea, sinking, on September 2, 1845, about 1,100 miles from land.
- Bazaar**. Ship, 490 tons. Owners, Henry Oxnard, William Appleton and John E. Lodge of Boston. Built by Samuel Lapham.
- Argo** of Boston. Ship, 449 tons. Owners, Robert Farley, Sprague & James, *et al.*, of Medford and Boston, 1834. Registered Boston, July 21, 1851, Robert G. Shaw & Co. Built by Sprague & James. Manila for Boston. Put into Cape Town, C. G. H., May 19, 1852, in distress, and was condemned. Cargo forwarded by bark Springbok.
- Aguetnett**. Ship, 342 tons. Owners, Robert Rogers and William H. Mosher of Bristol, R. I. Built by Sprague & James. Was run on the beach at Monty's, Panama, early in January, 1855, to prevent from sinking with a cargo of pearl shell and lumber. Was condemned and sold.
- Eli Whitney**. Ship, 532 tons. Owners, Josiah Whitney and Josiah W. Blake, *et al.*, Boston, 1834. Registered October 3, 1855, Ephraim Harding, *et al.* Registered November 7, 1856, William H. Wilkinson. Built by Sprague & James.
- Ellen Brooks**. Ship, 464 tons. Owner, R. D. Shepherd of Boston. Built by George Fuller for above. Sold in S. F. February, 1852. Honolulu for New Bedford. Put into Tahiti March 20, 1853, in distress, was condemned and sold.
- Nantasket**. Ship, 461 tons. Owners, Ignatius Sargent and P. C. Brooks. Built by J. Stetson. New London whaler in 1846. Sold to New York parties. Newcastle, England, for New York with coal. Put into Fayal in distress November 30, 1847, and was condemned previous December 25, 1847.
- Franconia**. Ship, 499 tons. Owners, Henry Hall, Thaddeus Nichols, Francis Stanton *et al.*, of Boston. Registered Boston, February 14, 1851, Minot & Hooper. Registered January 23, 1854, William F. Conant and Isaac P. T. Edmands, *et al.* of Boston. Built by J. Stetson. Sold to New York.
- Luconia**. Ship, 550 tons. Owners, Daniel C. Bacon, Thaddeus Nichols, Francis Stanton, R. B. Forbes, *et al.*, of Boston. Built by Curtis & Co. for above.
1835. **Levant**. Ship, 480 tons. Owners, Thomas H. Perkins, Thomas G. Cary and Samuel Cabot of Boston. Built by T. Magoun for above. Sold to Philadelphia.
- Molo**. Ship, 492 tons. Owner, T. Magoun of Medford. Built by T. Magoun. Cronstad for Boston with Russian goods and nearly 800 tons of iron. Went ashore on the island of Faro at northeast end of the island of Gottland during a gale and snowstorm October 30, 1836, and became a total wreck.
- Rubicon**. Ship, 488 tons. Owners, William Eager and Sprague & James of Boston. Registered April 27, 1854, Smith Dowe & Co. of Andover, Mass. Built by Sprague & James.
- Elizabeth Bruce**. Ship, 586 tons. Owners, William Eager of Boston, Galen James and Isaac Sprague of Medford. 1835, Tucker, Daland & Co. Built by Sprague & James. Liverpool for Mobile. Wrecked near Carysfort Light about December, 1853, and was dismantled and sold.
- Noddle**. Sloop, 75 tons. Owner, A. C. Lombard. Built by George Fuller.
- Fawn**. Schooner, 34½ tons. Owner, R. B. Forbes. Built by George Fuller.
- Gulnare**. Bark, 273 tons. Owners, Joseph P. Wheeler, Boston, William A. Rea, Salem, *et al.* Built by J. Stetson for above. Sold to New York parties August, 1854, Kingston, Jamaica, for London. Put into Key West in distress and condemned in January, 1855.
- William Goddard**. Ship of Boston. Owners, William W., Benjamin and Nathaniel Goddard of Boston. Sold to Charles B. Fessenden of Boston March, 1854. Registered Boston, April 20, 1855, Charles B. Fessenden and William Perkins. Registered Boston, May 10, 1856, Charles B. Fessenden & Co., Boston. Built by J. Stetson.
- Mercury**. Ship, 354 tons. Owners, Benjamin Bangs, George P. Bangs and Isaac Bangs of Boston. Built by J. Stetson. Lost at sea in 1837.
- Denmark**. Ship, 550 tons. Owners, George and John Pratt and John E. Lodge of Boston. Built by Curtis & Co. for above. Sold to Warren, R. I., April, 1855.

1836. **Deucalion.** Ship, 513 tons. Owners, T. Magoun & Son. Built by T. Magoun for above. Sold to S. F. parties. Abandoned April 15, 1852, in lat. 44° 11' N., long. 45° 58' W., while bound for Boston from London.
- Colchis** of Boston. Ship, 421 tons. Owners, Samuel Lapham and Benjamin Moore of Medford, 1836. Registered, September 7, 1852, Frederick W. Capen and William and George P. Bangs of Boston. Registered February 6, 1854, Robert B. Williams, Horace D. Hall, Franklin Perrin and Benjamin W. Gilbert. Built by Samuel Lapham. Wrecked on the Ginger-bread Grounds, Bahamas, August 7, 1856, while bound for New Orleans from Boston.
- Bombay.** Ship, 482 tons. Owners, Robert Hooper, Boston, and John Hooper, Marblehead, 1836. Registered September 17, 1853, John R. Lee and Stephen Cabot. Registered July 19, 1855, Samuel R. Allen. Sold to James H. Prince, *et al.*, February, 1858. Built by Sprague & James. Wrecked on the Gingerbread Grounds, W. I., June 18, 1858, while bound from Las Palmas for Matanzas.
- Theodore.** Brig of Salem. 156 tons. Owners, David A. and W. and William H. Neal of Salem. Built by Sprague & James, Singapore to Macao. Wrecked in a gale at Cape Bolina, Island of Luconia, E. I., November 24, 1837.
- Adrian** of Boston. Ship, 588 tons. Owners, William Eager and Sprague & James of Boston. Built by Sprague & James.
- Carolina.** Ship, 396 tons. Owners, Ephraim and A. C. Lombard, *et al.*, of Boston, 1836. Built by George Fuller for above. Registered Salem, May 13, 1842. Sold to N. Y. in 1845. New London whaler in 1846. Sold British Acct. January, 1863. Name changed to *Alexandra*. Last report, 1875.
- Claudius.** Ship, 527 tons. Owners, John Brown, Isaac Schofield of Boston, and Richard Soule of Duxbury. Built by P. and J. O. Curtis.
- Parthenon.** Ship, 536 tons. Owners, Samuel C. and Francis A. Gray and Isaac P. T. Edmonds. Registered June 13, 1851, Benjamin C. White and Henry H. Jones. Registered September 8, 1853, William F. Conant, *et al.* Registered April 20, 1858, Henry S. Hallett. Registered May 17, 1858, Daniel Draper & Sons. Built by P. and J. O. Curtis. Sold to — July, 1861. Name changed, *Brien Botroimhe*. Dublin for Quebec in ballast. Wrecked on Cape Clear, Ireland, about August, 1868.
- Eben Preble.** Ship, 439 tons. Owners, Henry Oxnard, William Appleton, Abbott Lawrence and Jno. I. Bowditch of Boston. Built by Waterman & Ewell. Liverpool for New Orleans. Struck Double Headed Shot Keys, August 27, 1846. In attempting later to reach Key West was abandoned with eight feet of water in hold.
- Alfred Tyler.** Brig, 240 tons. Owner, Henry Oxnard. Built by Waterman & Ewell. Rerigged bark. Edgartown whaler in 1846.
- Hollander.** Brig, 270 tons. Owners, Adam W. Thaxter and John D. Bates of Boston. Built by Waterman & Ewell.
- Frederick Warren.** Bark, 363 tons. Owners, Nathaniel Goddard, Boston, 1836. Registered Boston, February 18, 1850. George B. Upton and John M. Forbes of Boston. Registered February 8, 1854, Enoch Train & Co. Built by J. Stetson. Sold May, 1854. Sold January, 1855, by British account.
- Rajah.** Ship, 531 tons. Owners, Benjamin Rich and Samuel H. Rich of Boston. Built by J. Stetson.
1837. **Severn.** Ship, 573 tons. Owners, Josiah Macy's Sons of New York. Built by Sprague & James. N. Y. for S. F. Arrived at St. Thomas, W. I., in distress. Was condemned and sold March 13, 1854.
- Cherokee.** Ship, 411 tons. Owners, Ephraim and A. C. Lombard, *et al.*, of Boston. Built by George Fuller.
- Star.** Ship, 592 tons. Owners, Glover of New York, *et al.* Built by J. Stetson. New York for New Orleans. Struck Carysfort Reef January 24, 1840, and became a total wreck.
- Madonna.** Bark, 262 tons. Owners, Michael Wise of Philadelphia, Pa., *et al.* Built by J. Stetson.
- Zenobia.** Ship, 630 tons. Owners, Daniel P. Parker, Boston. Built by J. Stetson. Sitka, Alaska, to S. F., cargo ice. Wrecked on North Head, entrance to S. F., April 20, 1858.
- Columbiana.** Ship, 630 tons. Owners, A. C. Lombard, *et al.*, Boston. Built by P. and J. O. Curtis. Abandoned at sea in 1854.
- Sidney.** Ship, 458 tons. Owners, John Russell of Plymouth, William Thomas and Sidney Bartlett of Boston, *et al.* Built by Waterman & Ewell. Boston for Kingston, Jamaica, with ice. Wrecked on a reef northeast of Turk's Island, February 14, 1845.
- Charlotte.** Ship, 541 tons. Owners, Henry Oxnard, William Appleton and Abbott Lawrence of Boston. Built by Waterman & Ewell. One ship *Charlotte* of New Brunswick, Apalachicola for Liverpool, got ashore near Green Turtle Cay, Abaco, March 30, 1852.

1837. **Bowditch.** Ship, 578 tons. Owners, Theodore Chase & Co. of Boston. Registered March 23, 1856, Benjamin Allen and Ambrose H. White, *et al.* Sold to R. F. C. Hartley and hailed from Saco. Registered April 29, 1857. Built by Waterman & Ewell. Name changed to *Martha A. Nott*. New York for Bordeaux. Stranded at Gironde in 1860.
- Bengal.** Ship, 623 tons. Owners, Henry Oxnard, Abbott Lawrence, William and James A. Appleton of Boston. Built by Waterman & Ewell for above. Sold Newburyport. Cadiz for Beverly, cargo of salt. Sprung a leak and water gained rapidly, so on October 23, 1853, she sailed for Fayal and was beached on St. Michaels and became a total wreck.
- Dalmatia** (Repaired), Ship, 100 tons. Owner: P. Sprague, Boston. Built by Sprague & James.
- Medford.** Ship, 544 tons. Owners, T. Magoun of Medford and Francis Welch, *et al.*, of Boston. Registered November 2, 1853, Charles B. Fessenden & Co. Registered August 11, 1858, Henry Wenzell. Registered August 26, 1858, Nathaniel Winsor and Jacob Stanwood & Co. Built by Waterman & Ewell. Condemned at Pernambuco in 1859.
- Cato.** Ship, 464 tons. Owners, Thomas B. Wales & Co. of Boston. Built by Waterman & Ewell for above. Sold Newburyport parties, June, 1857. Destroyed by fire April 11, 1859, at Bombay, where she arrived from Calcutta.
1838. **Clifton.** Ship, 599 tons. Owners, Josiah Macy & Sons of New York. Built by Sprague & James.
- Palmyra.** Ship, 611 tons. Owners, Joseph P. Wheeler and Edward Cabot, *et al.*, of Boston. Sold to William A. Rea, March, 1852. Registered March 28, 1852, Howland & Greeley and William Lincoln. Built by Sprague & James.
- James H. Shepherd.** Ship, 636 tons. Owners, R. D. Shepherd of New Orleans and Sprague & James of Medford. Built by Sprague & James. Abandoned at sea September 13, 1854, while bound for Jamaica, W. I., with coal from New York.
- Congreve** (Congaree). Ship, 321 tons. Owners, Ephraim and Annie C. Lombard, *et al.*, of Boston. Built by George Fuller.
- Stephen Phillips.** Ship, 351 tons. Owners, William A. Rea and John B. Silsbee of Salem and C. F. J. Binney of Boston. Built by J. Stetson.
- Concordia.** Ship, 602 tons. Owners, Ephraim and Annie C. Lombard, *et al.*, of Boston. Registered Boston August 15, 1851, David Goddard and Jeremiah Pritchard of Boston. Built by P. and J. O. Curtis. Burned at sea, November 25, 1855, off Kay Vaccas while on a voyage from Mobile for Liverpool with cotton.
- Coramando.** Ship, 635 tons. Owners, Lombard & Whitmore of Boston. Built by P. and J. O. Curtis.
- St. Louis.** Ship, 426 tons. Owners, John Fairfield, William Lincoln and Isaac Stevens, *et al.*, of Boston. Built by Waterman & Ewell. Burned at sea, September, 1842.
- Delhi.** Ship, 623 tons. Owners, Henry Oxnard and William and J. A. Appleton of Boston. 1838, Daland & Williams. Registered Boston May 5, 1852, William F. Parrott. Sold to Humphrey C. Knapp, June, 1854. Sold to G. Lovell & Co., December, 1857. Built by Waterman and Ewell. Sold to Spanish Account, November, 1859. Name changed to *Primera de Alicante*.
- Pearl.** Brig (Bark), 195 tons. Owners, Rice & Thaxter of Boston. Built by Foster & Taylor.
1839. **Norway.** Ship, 643 tons. Owners, George Pratt and John E. Lodge of Boston. Built by Sprague & James. Havre for New Orleans, with a valuable cargo of silks, wine and jewelry, etc. Got ashore on Key Sal Banks, 100 miles from Key West, November 5, 1840, and became a total wreck.
- Leland.** Ship, 347 tons. Owners, Ephraim and A. C. Lombard, *et al.*, of Boston. Sold to William Dillaway, *et al.* Registered November 20, 1850. Built by George Fuller. Sold to New York parties January, 1863. Rerigged a bark.
- Damascus.** Ship, 694 tons. Owners, Benjamin Rich and Samuel H. Rich of Boston and Eli C. Bliss of Chelsea. Built by J. Stetson.
- Sophia.** Ship, 632 tons. Owners, Benjamin Bangs, George P. and Isaac Bangs of Boston. Built by P. and J. O. Curtis. Abandoned at sea in 1846.
- Lucas.** Ship, 349 tons. Owners, Ephraim and Armori C. Lombard, *et al.*, of Boston. Built by P. Curtis. Victoria, V. I., for S. F. Wrecked on Fabulous Island previous to November 20, 1858. Fifteen lives lost.
- Cincinnati.** Ship, 607 tons. Owners, Israel Lombard and Charles O. Whitmore, *et al.* Built by James O. Curtis. Sold to Baltimore parties. Baltimore for Dublin. Abandoned, sinking, near Fayal, January 7, 1849. Crew reached Fayal in boats.
- Kremlin.** Ship, 350 tons. Owners, Enoch and Samuel Train of Boston. Built by Waterman & Ewell. Sold in South America for a man-of-war in 1841.
- St. Petersburg** of Boston. Ship, 814 tons. Owners, Enoch and Samuel Train of Boston and Richard Trask of Manchester. Built by Waterman & Ewell. Sold to New York March, 1857. Sailed from Glasgow for Bombay, October 28, 1858, and was abandoned at sea shortly after, in a sinking condition.

- Pharsalia.** Ship, 617 tons. Owners, T. Magoun and Waterman & Ewell of Medford. Built by Waterman & Ewell. Destroyed by fire at Battery Wharf, Boston, April 27, 1855.
- Vernon** of Boston. Bark, 307 tons. Owners, John Russell of Plymouth, Mass., and Sidney Bartlett, *et al.*, of Boston. Built by Waterman and Ewell. Burned to the water's edge and entirely destroyed June 3, 1854, in Mobile Bay. 1276 bales of cotton for Trieste in the vessel's hold also consumed.
- Hudson** of New York. Ship, 623 tons. Owners, J. Macy & Sons, *et al.*, of New York. Built by Waterman & Ewell. New York for New Orleans. Wrecked on Elbow Key April 15, 1855.
- Kentucky.** Ship, 491 tons. Owners, Fairfield, Lincoln & Co. of Boston. Registered November 20, 1852, Alfred C. Hersey, Henry S. Hallett and Daniel C. Bacon, *et al.* Built by Waterman & Ewell. Sold to New York, March, 1854. Newcastle for Portsmouth, N. H., with coal. Put in to the Western Islands leaky; came to anchor at Legoa Bay September 13, 1856, whence she was removed opposite to Sandy Beach, where she grounded, filled and became a total wreck.
1840. **E. N. Train.** Ship, 644 tons. Owner, Enoch Train, Boston. Built by Sprague & James.
- Merlin.** Ship, 313 tons. Owners, Joseph P. Wheeler and William A. Rea, *et al.*, of Boston. Registered January 18, 1853, Curtis & Peabody. Registered March 24, 1854, Montgomery Ritchie and Thomas Perkins. Registered February 11, 1857, P. A. Stone and George N. Pousland, *et al.* Registered December 15, 1858, James H. Prince, *et al.* Built by Sprague & James. Sold January, 1859, to —. Rig changed to bark. Portland for Grand Canary. Abandoned at sea, sinking, February 9, 1859.
- Oceana.** Ship, 631 tons. Owner, William Hammond of Marblehead. Built by Sprague & James.
- Sartelle** of Boston. Ship, 416 tons. Owners, C. F. J. Binney, Nathan Rice and Benjamin Thaxter, *et al.*, of Boston. Built by Foster & Taylor. Sold May, 1854. Rig altered to bark. Montevideo to Cork. Abandoned at sea, sinking, November 14, 1862, in lat. 19° N., lon. 44° W.
- Prentiss.** Ship, 442 tons. Owners, C. F. J. Binney of Boston and Reuben Hopkins of Cambridge. Built by Foster & Taylor. Sold to Beverly parties and was burned, scuttled and sunk at Charleston, S. C., on July 21, 1852. Was sold and renamed *Leontie*, rigged a bark. Matanzas for St. Petersburg via Cowes. Wrecked with all hands on Eyerland Bank, coast of Holland, about October 1, 1853.
- Loo Choo.** Ship, 639 tons. Owners, Henry Oxnard, Abbott Lawrence, William Appleton and J. Amory Appleton, all of Boston. Registered May 5, 1854, William P. and George T. Lyman. Built by J. Stetson.
- Chili.** Ship, 569 tons. Owners, Benjamin Bangs, George P. Bangs and Isaac Bangs of Boston. Registered September 17, 1853, Benjamin Howard of Boston and John Bertram, *et al.*, of Salem. Built by P. Curtis for Messrs. Bangs. Sailed from N. Y. for S. F. on August 21, 1855, and was never heard from.
- Clarendon.** Ship, 536 tons. Owners, Samuel C. and Francis A. Gray of Boston. Built by James O. Curtis.
- Colombo.** Ship, 570 tons. Owners, Israel Lombard and Charles O. Whitmore, *et al.*, of Boston. Built by James O. Curtis for above. New York owners, 1858. One ship, *Colombo* (Brown), Boston for Kurrachee. Arrived Bermuda in distress and condemned and materials sold March 24, 1863.
- Sweden.** Ship, 646 tons. Owners, George Pratt and John E. Lodge of Boston. Registered October 21, 1852, Daniel S. Kendall and C. H. P. Plympton. Registered March 28, 1857, J. Stetson, *et al.* Built by Waterman & Ewell.
- Oswego** of New York. Ship, 647 tons. Owners, Josiah Macy & Sons of New York. Built by Waterman & Ewell. Hailed from New York. New York for New Orleans. Dragged anchor during a heavy gale April 8, 1855, went ashore on Stirrup Key, Berry Island, and became a total wreck.
- Taglione** of Boston. Ship, 798 tons. Owner, William H. Boardman of Boston. Built by Waterman & Ewell. Havre to New Orleans, cargo dry goods, wines, etc. Wrecked April 7, 1848, on Carysfort Reef.
1841. **Soldan.** Ship, 648 tons. Owner, George Pratt of Boston. Registered October 16, 1850, E. William and William Rollins, *et al.* Registered October 19, 1852, John W. Shaw, Quincy and Charles R. Green of New York. Built by Sprague & James. Sold Italian account. Name changed to *Sei Fratelli*.
- Ariel.** Schooner, 92 tons. Owner, Robert B. Forbes of Boston. Built by Sprague & James. Sold foreign in 1843 (English), China Acct.
- East Boston.** Steamer, 269 tons. Owner, Augustus Neal of Salem. Built by Sprague & James.

1841. **Middlesex.** Ship, 496 tons. Owners, John H. Pearson, John T. Foster, *et al.* Registered Boston, April 9, 1851, Nickerson & Co., Boston. Registered Boston, May 3, 1859, David Fairbanks, *et al.* Built by Foster & Taylor. Hailed from Provincetown in 1851. Hailed from Boston in 1859.
- Berlin.** Ship, 613 tons. Owners, William H. Boardman and John E. Lodge of Boston. Built by Samuel Lapham for above. Hailed from N. Y. in 1859.
- Probus.** Ship, 656 tons. Owners, Daniel P. Parker of Boston and William S. Wetmore of New York. Built by Jotham Stetson.
- Cairo.** Ship, 536 tons. Owners, Benjamin C. White, William F. White and Henry H. Jones, *et al.*, of Boston. Built by J. Stetson for above. Sold to New York parties 1859. Sold German Acct. March, 1863. Name changed to *Henry*. Renamed *Blucher*. Sailed from Doboy for Hull, England, and was lost, April, 1876.
- Coquimbo.** Ship, 671 tons. Owners, Benjamin Bangs, Isaac Bangs and George P. Bangs of Boston. Built by P. Curtis for above. Sold to Benjamin Howard of Boston and John Bertram, *et al.*, of Salem, November, 1853. One ship *Coquimbo* from S. F. went ashore on Smith's Island, Puget Sound, January 22, 1862.
- J. W. Paige.** Bark, 200 tons. Owner, C. Taylor of Chatham. Built by J. O. Curtis.
- Navigator.** Ship, 333 tons. Owners, Matthew Crosby, William H. Crosby and Henry Swift, *et al.*, of Nantucket. Built by J. O. Curtis.
- United States.** Ship, 372 tons. Owners, Barrett & Upton of Nantucket, Mass. Built by James O. Curtis. Whaling in the Pacific Ocean. Struck a submerged rock, filled with water and sunk about 57 miles N.W. Tongataboo, Navigator Islands, December 20, 1848.
- Governor Davis.** Ship, 768 tons. Owners, Enoch and Samuel Train and Henry Neef of Dorchester. Built by Waterman & Ewell. Chinca Islands for Baltimore via Callao with guano. Got ashore in Boqueron Passage near Callao, August 31, 1851, and became a total wreck.
- Mary Ellen.** Ship, 529 tons. Owners, William Appleton, J. Amory Appleton, Abbott Lawrence and Samuel Hooper of Boston. Built by Waterman & Ewell. Wampoa for New York with full cargo, chiefly tea. Struck a reef on the east side of the Island of Subi, February 9, 1847, and became a total wreck. Three lives lost.
- Griffin.** Bark, 301 tons. Owners, Joshua Blake, John S. Blake and Jacob G. Hallett, Boston. Built by Waterman & Ewell.
- Lochinvar.** Ship, 652 tons. Owners, William Witherlee and John H. Jarvis of Castine, Me., *et al.* Built by Waterman & Ewell. Sold foreign.
- Hampden.** Ship, 646 tons. Owners, John Russell of Plymouth, Mass., and Sidney Bartlett of Boston, *et al.* Registered December 29, 1856, Enoch Train & Co. Built by Waterman & Ewell. Sold to N. Y. September, 1857. St. George via Halifax for Bristol, England. Arrived at St. Thomas in March, 1865, and was condemned.
- Rockall.** Ship, 644 tons. Owners, Rice & Thaxter and Epes Sargent of Boston. Registered April 6, 1850, E. William and William Rollins, *et al.* Registered June 11, 1852, Samuel F. Morse and Frederick Gray, *et al.* Built by Waterman & Ewell. Name changed to *Massachusetts*. Name changed to *Thule*. Last report, 1885.
1842. **Altorf.** Bark, 259 tons. Owners, Sprague & James, Medford, and Bogardus, Boston. Built by Sprague & James, Hamburg for Vera Cruz. Totally wrecked on Alicrane Reef, November 2, 1848.
- Moselle.** Ship, 398 tons. Owner, Thomas Lamb of Boston. Built by Foster & Taylor. Boston for New Orleans. Went ashore on Sand Key and had bilged April 24, 1849. Was sold later as a wreck.
- Southerner.** Bark, 277 tons. Owners, John A. McGaw and William Lincoln, *et al.*, of Boston. Built by Foster & Taylor. Sold to New York parties August, 1856. Sold to — account March, 1862.
- Ellen.** Bark, 373 tons. Owners, James Huckins and John Albree, Boston. Built by G. Fuller. One bark *Ellen* of Edgartown condemned at Barbadoes in 1863.
- Laura.** Ship, 685 tons. Owners, Edw. D. Peters & Co. of Boston. Built by J. Stetson. Liverpool for Mobile. Went ashore on the East Knoll abreast Sand Island, below Mobile, April 2, 1849, and became a total wreck.
- Swallow.** Schooner, 119½ tons. Owners, Israel Lombard and Charles O. Whitmore and Christopher Williams of Boston. Built by James O. Curtis.
- Dorchester.** Ship, 415 tons. Owners, Enoch Train of Boston and Richard Trask of Manchester. Built by Waterman & Ewell. Pioneer ship in Train's Liverpool line. Built for South American trade. Struck by a heavy sea which totally dismasted her December 12, 1844, while bound for Boston from Liverpool. As she commenced to leak crew and passengers were rescued by a passing ship.
- Olga.** Bark, 333 tons. Owners, John D. Bates, Adam W. Thaxter, Jr., *et al.*, Boston. Built by Waterman & Ewell.

1842. **Milton.** Ship, 597 tons. Owner, Henry Oxnard, Boston. Registered May 22, 1852, Curtis & Peabody. Registered February 12, 1857, Thomas G. Rice, *et al.* Built by Waterman & Ewell.
- Granada.** Ship, 593 tons. Owner, Henry Oxnard, Boston. Registered September 13, 1854, William S. Bullard. Registered March 17, 1859, Stephen H. Bullard. Built by Waterman & Ewell. Sold March, 1861.
- Thomas H. Perkins** of Boston. Ship, 670 tons. Owners, John E. Lodge and Henry Cabot of Boston. Built by Samuel Lapham.
1843. **Essex.** Ship, 698 tons. Owners, John H. Pearson, Benjamin Humphrey, Francis and Francis W. Welch of Boston. Built by Foster & Taylor. Sold British account 186-. Hailed from Aberdeen. Rig changed to bark. Sailed from Quebec, Canada, October 27, 1874, for Aberdeen, Scotland, and was never heard from.
- Lapland.** Ship, 545 tons. Owners, William S. and Benjamin C. White and Henry H. Jones of Boston. Built by J. Stetson. Wrecked at Trescott, Me., October 25, 1853, during a gale while bound for Liverpool with deals from St. John, N. B.
- Edward Everett.** Ship, 622 tons. Owners, Benjamin Bangs, Isaac Bangs and George P. Bangs of Boston. Built by P. Curtis for above. Sold to Baltimore parties before 1856. Wrecked about December, 1861, near Dunkirk, France, while bound for Baltimore from Amsterdam.
- Missouri.** Bark, 319 tons. Owners, Jno. Fairfield, William Lincoln & Co. and John A. McGaw, *et al.*, Boston. Built by James O. Curtis. Sold to New York parties. Was driven ashore in Regus or Rhigas Bay, Sumatra, November 1, 1850, and was wrecked and plundered by natives.
- Paul Jones.** Ship, 624 tons. Owners, Daniel C. Bacon and R. B. Forbes and Jno. M. Forbes of Boston. Built by Waterman & Ewell.
- Paulina.** Bark, 271½ tons. Owners, Daniel C. Bacon and John M. and Robert B. Forbes, Boston. Built by Waterman & Ewell. (Captain Stein.) Wrecked on reef at Lahaino, Sandwich Islands, November 14, 1860, while whaling.
- Lenox.** Bark, 370 tons. Owners, Thomas B. Wales & Co., Boston. Built by Waterman & Ewell. Sold November, 1856, to Fall River parties. New York for New Orleans. Captured and burned June 12, 1863, by the *Boston* at the mouth of the Mississippi River.
- Stamboul.** Bark, 279 tons. Owners, Joseph Iasigi and Thomas A. Goddard, Boston. Built by Waterman & Ewell. Last report 1897.
- Aukland.** Bark, 204 tons. Owners, Andrew Breed and Samuel T. Huse of Lynn. Registered August 12, 1853, Albert G. Brown, Boston. Built by Samuel Lapham. Sold to San Francisco. Sailed from S. F. for Shanghai September 7, 1862, passed Honolulu September 24th, and was never afterward heard from.
1844. **Medford.** Schooner, 107 tons. Owners, Parker Cook, *et al.*, of Provincetown. Built by George Fuller.
- Josephine.** Schooner, 123 tons. Owners, Joseph Atkins, *et al.*, of Provincetown. Built by George Fuller.
- Sophia Walker.** Ship, 335 tons. Owners, T. W. Walker & Bro., Boston. Built by Foster & Taylor. Put into St. Thomas, W. I., in distress March 29, 1856, and was condemned while bound for Valparaiso from N. Y.
- Mary.** Bark, 268½ tons. Owner, Nathaniel Francis, Boston. Built by Foster & Taylor. Sold to N. Y. parties. New Orleans for Stockholm, Sweden. Wrecked on Colorado Reef September 6, 1854, while bound for above port. Wreck set on fire.
- Magnolia.** Ship, 648 tons. Owners, William Hanum, Marblehead, and Frank Perret of New Orleans. Sold to Fisher & Co. Registered March 11, 1851. Sold to H. R. Kendall & Son. Registered June 9, 1852, William H. and John Foster. Registered September 17, 1853, Benjamin Howard of Boston and John Bertram of Salem. Built by Foster & Taylor. Sold British account December, 1861.
- Henrico.** Brig, 136 tons. Owners, Henry Paine and Jno. Nickerson, *et al.*, Provincetown. Built by Foster & Taylor. Registered Salem September 12, 1850.
- Wagram** of Boston. Bark, 242 tons. Owners, Joshua T. Foster and John Taylor of Medford, Lombard & Whitmore of Boston. Built by Foster & Taylor. Sold Chilean account 1858. Renamed *Rosa Rivera*.
- Azoff.** Bark, 295 tons. Owners, William A. Rea and Albert A. Farnham of Boston. Built by J. Stetson for above.
- J. Q. Adams.** Ship, 661 tons. Owner, Daniel P. Parker of Boston, 1844. Registered May 13, 1851, Mackay & Coolidge and Robert G. Shaw, *et al.* Registered May 6, 1852, Howes & Crowell. Built by Paul Curtis. Boston to S. F. 170 days, arrived October 20, 1852. Put into Mauritius in distress while bound for London from Calcutta and was condemned and sold August 6, 1859.

1844. **Albatross** of Boston. Ship, 745 tons. Owners, 1844-1858, Benjamin Bangs, Aug. Hemenway and Andrew S. Simpson of Boston. Sold to Page, Richardson & Co., March, 1858. Built by P. Curtis. Foundered December 15, 1864, in lat. 49° 05' N., long. 8° 24' W. while bound for Malta from Cardiff.
- Ohio**. Bark, 373½ tons. Owners, Fairfield Lincoln & Co. and John A. McGaw and William Lincoln, *et al.*, of Boston. Built by J. O. Curtis. Sold to British account July, 1854.
- E. H. Chapin**. Bark, 424½ tons. Owner, James Gandol of Boston. Built by James O. Curtis. Hailed from Baltimore when lost. Lexhorn via Nassau for Baltimore in ballast. Wrecked on North Key, Bahamas, about March 20, 1854.
- Nippon**. Ship, 337 tons. Owner, J. H. Shaw, Nantucket, Mass. Built by James O. Curtis. For Nantucket from the Pacific Ocean on a whaling cruise. Abandoned at sea sinking January 12, 1849, in lat. 36° N., long. 73° W., Atlantic Ocean.
- Oxnard**. Ship, 595 tons. Owners, William Appleton, Samuel Hooper, and Abbott Lawrence. Sold to Kettell, Collins & Co. Registered March 4, 1856. Built by Waterman & Ewell. Boston to S. F. 150 days, arrived May 9, 1852. Abandoned off Cape Horn, —, 1858, while bound for S. F. with coal from Cardiff.
- Hamlet**. Ship, 1099 tons. Owners, Howes & Crowell. Built by Hayden & Cudworth. Sold to Salem parties. Put under the British flag. Wrecked on Nauset Beach, Cape Cod, February 13, 1866, during a fog, while bound for Boston from Calcutta with East India goods.
- Thomas B. Wales** of Boston. Ship, 600 tons. Owners, Thomas B. Wales & Co. of Boston. Built, Medford, by Waterman & Ewell. Arrived at S. F. from Boston August 6, 1852, in 144 days. Calcutta to Boston. Captured and burned November 8, 1862, in lat. 29° N., long. 58° W., by the Confederate cruiser *Alabama*.
- Heber**. Ship, 434 tons. Owners, Daniel C. Bacon, George Crocker and Joshua Sears of Boston. Built by Waterman & Ewell. Sold and hailed from New York. New Orleans for Liverpool. Sprung a leak during a gale and abandoned January 23, 1856.
- Osmanli**. Bark, 287 tons. Owners, Joseph Iasigi and Thomas A. Goddard, Boston. Built by Waterman & Ewell. Sold to New Bedford parties February, 1866. Wrecked March, 1878.
- Mary Ann**. Ship, 496 tons. Owners, Andrews T. Hall and Albert H. Brown of Boston. Registered October 2, 1856, William Perkins and Israel Whitney. Built by Waterman & Ewell. Wrecked at the mouth of the Bassein River, August 12, 1861, while bound for that port from Colombo.
- Catalpa**. Bark, 260½ tons. Owners, Ephraim and Annie C. Lombard of Boston, 1844. Registered Boston, July 3, 1850, Hunnewell & Pierce. Built by Waterman & Ewell. Condemned July, 1883.
- Tumchi**. Ship, 433 tons. Owners, Whitmore & Steele, New York. Built by Waterman & Ewell.
- Sygnat**. Ship, 533 tons. Owners, William Appleton & Co., Boston. Built by Waterman & Ewell.
1845. **P. Cook**. Bark, 137 tons. Owner, P. Cook, Provincetown. Built by George Fuller.
- Versailles** of Boston. Ship, 547½ tons. Owners, Thomas Lamb and Isaac Sweetzer of Boston. Registered Boston, October 16, 1850, Elisha T. Loring of Boston. Registered Boston, November 4, 1851, Henry Plympton of Boston. Registered Boston, April 30, 1853, D. S. Kendall and C. H. P. Plympton of Boston. Registered Boston, June 1, 1858, J. T. and J. S. Coolidge of Boston. Built by Foster & Taylor. Arrived S. F. March 24, 1852, from Boston in 138 days.
- John Parker**. Bark, 392 tons. Owners, William Bramhall and Thomas Howe of Boston. Built by Foster & Taylor. Sold to Providence parties April, 1852. Wrecked near Cape Lookout August 30, 1857, while bound for Rotterdam from New Orleans.
- Jane Howes** of Provincetown. Brig, 110 tons. Owners, Joshua E. Bowley, *et al.*, of Provincetown. Built by Foster & Taylor. Provincetown whaler. Port au Platte for New York. Wrecked January, 1854, on Port au Platte reef.
- Zamora** of Boston. Bark, 276 tons. Owners, William A. Rea, Joshua T. Foster and John Taylor. Built by Foster & Taylor. New Orleans to Boston. Wrecked December 16, 1845, inside Monument Point, Plymouth, Mass. Four lives lost.
- Emily Hilliard**. Schooner, 99 tons. Owners, Charles D. Cook, *et al.*, of Provincetown. Built by Foster & Taylor.
- Planet**. Brig, 142½ tons. Owners, Jairus H. Hilliard, *et al.*, of Provincetown. Built by Foster & Taylor. Sold Salem, October, 1847.
- Emperor**. Ship, 597 tons. Owner, William Hammond, Attorney for Frank Perret of New Orleans. Built by Foster & Taylor for above. Sold Salem, November 9, 1853. Sold Searsport, November, 1859.
- Lowell**. Schooner, 130 tons. Owner, Elihu H. Reed of Boston. Built by Foster & Taylor.

1845. **Chicopee**. Brig, 189 tons. Owners, John H. Pearson, *et al.*, of Boston. Built by John Taylor for above. Sold March, 1863. While beating in the harbor of Isle Sal, C. V. I. from Goru, W. C. A., she got ashore September 25, 1866, and was condemned and sold.
- Laconia**. Bark, 189 tons. Owners, John H. Pearson, *et al.*, of Boston. Built by Foster & Taylor. Sold New Bedford parties, March, 1866. Last report 1883.
- Corsair**. Ship, 301 tons. Owners, Joseph P. Wheeler of Boston and Calvin Adams of Bangor. Built by J. Stetson for above. Loading copper ore at Papuda, Chili, for Boston. Stranded in gale June 5, 1854, and became a total wreck.
- Faneuil Hall**. 578 tons. Owners, Nathaniel Chapman and Enos Holbrook of Boston. Built by S. E. and E. Holbrook.
- Mayland**. Bark, 203 tons. Owner, Samuel Davis, Boston. Built by P. Curtis.
- Sunbeam**. Ship, 843 tons. Owners, Augustus Hemenway of Boston. Built by P. Curtis. Sold March, 1861. Sold foreign and sailed under British flag. Brunswick for Rio Janiero. Wrecked December, 1879.
- Helen Maria**. Bark, 203 tons. Owners, R. Taylor, *et al.*, of Chatham, Mass. Built by P. Curtis.
- Fawn**. Brig, 127½ tons. Owners, Francis and Isaac Small, *et al.*, of Provincetown. Registered Salem, January 22, 1847. Registered Boston, May 13, 1852. Charles Norwell, *et al.* Registered September 21, 1854, William E. Greeley, *et al.* Built by George H. Briggs.
- Thetis** of Boston. Bark, 399 tons. Owners, Fairfield Lincoln & Co. and John A. McGaw of Boston. Registered Boston, November 3, 1853, Thompson & Davidson, Boston. Sold to John L. Gardner & Co. of Boston, December, 1854. Built by James O. Curtis. Sold Prussian Acct. November, 1863, and renamed *Stolpemunde*.
- Ariel**. Brig, 140 tons. Owner, James Wilson, Boston. Built by J. O. Curtis.
- Scotland**. Ship of Nantucket. 384 tons. Owners, William S. French and Benjamin F. Coffin, *et al.*, of Nantucket. Built by J. O. Curtis.
- Charles Alston** (Alstrum). Schooner, 98½ tons. Owners, John Adams, *et al.*, Provincetown. Built by Peter Lewis. Round Pond, Me., for St. Mary's Bay. Wrecked November, 1875.
- Tonquin**. Ship, 496 tons. Owners, George R. Minot and Nathaniel Hooper, *et al.*, of Boston. Built by Waterman & Ewell. N. Y. to S. F. Wrecked on Whaleman's Spit, entrance to S. F. Harbor November 19, 1849.
- Douglass**. Bark, 466 tons. Owners, John D. Bates and Adam W. Thaxter, *et al.*, Boston. Built by Waterman & Ewell. Leith for Quebec with general cargo of coals, cordage, etc. Burned September 11, 1853, from spontaneous combustion at a port in Newfoundland.
- Santiago** of Boston. Ship, 420 tons. Owner, William W. Goddard of Boston. Registered May 28, 1850, Daniel G. and William B. Bacon of Boston. Built by Waterman & Ewell. Sold to N. Y. May, 1862. Sold British Acct. May, 1864.
- William H. Shailer**. Bark of Boston. 243½ tons. Owners, Seccomb, Bartlett & Co. of Boston. Registered Boston, July 2, 1852, Sampson & Tappan of Boston. Built by Waterman & Ewell. Registered Salem, July 14, 1852, and employed whaling by Salem owners. Condemned at Rio Janeiro about 1879.
- Palmetto**. Bark, 282 tons. Owners, Lombard & Hall of Boston. Built by Waterman & Ewell. Last report 1897.
- Vancouver** of Boston. Ship, 518 tons. Owner, Daniel C. Bacon of Boston. Daniel G. and William B. Bacon, successors. Built by Waterman & Ewell. Wrecked May 17, 1859, on the South Bank, five miles inside Gutzhaif Islands, China.
- Thomas W. Sears** of Boston. Ship, 500 tons. Owners, Joshua Sears and Daniel C. Bacon, *et al.*, of Boston. Registered Boston, February 1, 1850, Daniel C. Bacon & Son, Boston. Daniel G. and William B. Bacon, successors. Built by Waterman & Ewell. Sold British Acct. August, 1864, and renamed *Georgia*.
- Maria**. Bark, 333 tons. Owners, Joseph B. Bacon and Thomas H. Bacon, *et al.*, Boston. Registered March 7, 1851, Josiah M. Jones, *et al.*, of Boston. Built by Waterman & Ewell. Abandoned off New Inlet, October 17, 1856, while bound for Boston with corn, etc., from Norfolk, Va.
- Prairie**. One-half brig, 189 tons. Owners, Thatcher Magoun & Son of Boston. Registered Boston, March 13, 1854, Elijah D. Brigham. Built by Henry Ewell at Magoun's yard. Registered Salem, August 8, 1848. Was a transport in the Mexican War.
1846. **Dolphin**. Ship, 500 tons. Owners, Robert C. MacKay, John T. Coolidge and Robert G. Shaw, *et al.*, Boston. Registered September 14, 1852, Robert C. MacKay. Built by Samuel Lapham. Sold April, 1860.
- George H. Hopley**. Ship, 590 tons. Owners, Belm, *et al.*, Charleston, S. C. Built by J. Stetson.

1846. **Clement**. Bark (Brig), 197 tons. Owners, Seth Ryder, *et al.*, Chatham. Built by P. Curtis. Baltimore for Boston with corn, flour, etc. Struck Whale Back, Newport, R. I., in a snowstorm March 25, 1856. Slid off and went ashore on the Horse Shoe, Narragansett Beach, and became a total wreck.
- Mary**. Bark, 205 tons. Owners, Zinsey Whelden, *et al.*, of Boston. Sold to Adolphus Davis. Registered July 27, 1852. Built by P. Curtis. Wrecked near Messina Light-house March 14, 1858, while entering that harbor in ballast from Alexandria, Egypt.
- Boston**. Ship, 663 tons. Owners, Francis G. Shaw, *et al.*, of Boston. Built by P. Curtis for above. Wrecked on Alguada Reef October 28, 1861, while bound for Hong Kong with rice from Bassein, Jenkins, master. All hands saved. See "Boston Shipping List," February 15, 1852.
- Abby Pratt** of Boston. Ship, 669 tons. Owners, George Pratt of Boston and Ebenezer A. Shaw of Quincy. Sold to Barnstable parties February, 1852. Built by P. Curtis. Wrecked December 16, 1853, on Old South Shoal, Vineyard Sound, while bound for Boston from Calcutta with cargo of saltpetre, linseed, gunny bags, etc.
- Ceres**. Bark, 398 tons. Owners, J. A. McGaw and William Lincoln, *et al.*. Built by J. O. Curtis for above. Sold May, 1859, to ——. Sold May, 1860, to N. Y. parties. Sold October, 1861, to N. Y. parties. Owned in Salem, 1857.
- Alabama**. Ship, 347 tons. Owners, J. H. Shaw, *et al.*, of Nantucket, Mass. Built by James O. Curtis.
- Monterey**. Ship, 422 tons. Owners, William Lincoln, Charles H. Perkins, *et al.*, of Boston. Registered November 9, 1852. Charles B. Fessenden. Registered August 7, 1854. George T. and William P. Lyman. Sold to John L. Gardner & Co. Registered August 15, 1855. Built by James O. Curtis. Sold January, 1863, to ——. Sold to German Acct. October, 1863. Name changed to *George Otto*.
- Edwin**. Bark, 350 tons. Owners, Thomas B. Wales & Co. of Boston, 1846. Built by Henry Ewell. Utsalady November 21, 1874, for Adelaide. Wrecked on the west coast of Vancouver Island. Four lives lost.
- Hollander**. Bark, 304 tons. Owners, John D. Bates and Adam W. Thaxter of Boston. Built by Henry Ewell for above.
- Alert**. Brig of Boston, 175 tons. Owners, William F. Weld & Co., 1846. Built by Henry Ewell. Sailed from Boston for Port au Prince on February 7, 1848, and was never heard from.
- Eugene**. Schooner, 92½ tons. Owners, Parker Cook, *et al.*, of Provincetown. Built by Henry Ewell.
- Paulina**. Brig, 193 tons. Owners, E. Flynn, *et al.*, of Chatham. Registered Boston, January 26, 1853. Charles J. Morrill and William Dillaway, *et al.*. Built by Henry Ewell. Sold to Salem July, 1858. Lost at sea.
- Lauretta**. Brig, 149½ tons. Owners, Richard A. Cook, *et al.*, of Provincetown. Built by Henry Ewell.
- Supply**. Ship, 547 tons. Owner, William W. Goddard of Boston. Sold to U. S. Government in 1846. Built by Henry Ewell. Laid up New York, 1874.
- Saxonville** of Boston. Ship, 422 tons. Owners, Nathaniel Francis, Josiah W. Blake and Michael H. Simpson, Boston. Built by John Taylor. Sold to N. Y. April, 1862. Sailed from Humacao, P. R., July 21, 1867, for N. Y. and never heard from.
- Orissa**. Ship, 507½ tons. Owners, Amos and E. W. Atkinson and William Rollins, *et al.*, of Boston. Built by John Taylor. Wrecked on Cape Cod, near Chatham, during a gale, January 20, 1857, while bound for Boston from Calcutta. Four lives lost.
1847. **Kate Howe**. Ship, 595 tons. Owners, William Bramhall and Thomas Howe of Boston, 1847. Registered November 5, 1856. William Bramhall. Registered November 20, 1856. T. J. Coolidge and Joseph P. Gardner. Registered October 29, 1858. Joseph P. and George A. Gardner. Built by John Taylor.
- Josiah Quincy**. Ship, 472 tons. Owners, William Bramhall and Thomas Howe of Boston. Registered Boston, September 20, 1850. Curtis & Peabody. Built by J. T. Foster. Sold to Providence parties May, 1856. Leghorn for Boston. Abandoned at sea, leaky and dismasted, October 4, 1859, in lat. 42° N., lon. 52° W.
- Gertrude**. Ship, 783 tons. Owners, George F. Hussey and David C. Murray of N. Y. Built by J. T. Foster. One S. *Gertrude* (Condon), Liverpool for S. F. Put into Rio August 30, 1864, and condemned.
- Nashua**. Bark, 200 tons. Owners, John H. Pearson & Co. of Boston. Built by J. T. Foster. New York for Philadelphia. Abandoned September 10, 1860, in lat. 30° N., and sank about twenty minutes after.
- Hannah Thornton** of New York. Bark, 398 tons. Owners, J. A. McGaw of Boston. Built by J. O. Curtis. Sold German Acct. March, 1863. Name changed to *Blanche Marie*. Sold later Norwegian Acct. Last report 1878 (lost).

1847. **Kepler**. Bark, 417 tons. Owners, William Parsons of Boston and Benjamin K. Hough of Gloucester. Built by J. O. Curtis for above. Sold to Cohasset October, 1853. Sold to Capt. T. Tucker and others. Hailed from Cohasset. Wrecked on Flag Island February 20, 1860, while bound for Providence from Apalachicola with cotton.
- Sherwood**. Bark, 438 tons. Owners, William Lincoln and William A. Harris, *et al.*, of Boston. Registered August 4, 1852, William A. Harris and George Hale, *et al.* Built by James O. Curtis. Sold May, 1862. British Acct. June, 1864.
- Joshua Hamblen**. Schooner, 70 tons. Owners, Thomas Hopkins, *et al.*, Chatham. Built by J. O. Curtis.
- Helen McGaw** of N. Y. Ship, 598 tons. Owner, John A. McGaw of Boston. Built by James O. Curtis. Hailed from N. Y. Sold Norwegian Acct. August, 1863. Name changed to *Roska*. Alive 1900.
- Niobe**. Ship, 686 tons. Owners, George Pratt of Boston and Briggs Thomas of Duxbury. Sold to William S. Bullard and Henry Lee, Jr., *et al.* Registered December 5, 1851. Registered May 19, 1859, Stephen H. Bullard. Sold to B. S. Allen and others December, 1860. Built by Paul Curtis. Sold to British Acct. July, 1863.
- Independence**. Ship, 827 tons. Owner, Augustus Hemenway of Boston. Built by Paul Curtis for above. Sold to N. Y. parties. Sold to British Acct. February, 1864. Name changed to *Gylfe*. Last report, 1893.
- R. C. Winthrop**. Ship, 781 tons. Owners, Benjamin and George P. Bangs, *et al.* Built by Paul Curtis. Boston to S. F., arrived August 13, 1852, 138 days. Sold to Baltimore parties July, 1853. Sold to N. Y. parties July, 1862. N. Y. for Antwerp. Sailed from former port February 21, 1873, and was passed abandoned in lat. 40° 10' N., long. 50° 45' W., on March 8, 1873.
- Horsburgh**. Ship, 542 tons. Owners, Samuel Hooper and Abbott Lawrence of Boston. Registered June 7, 1851, D. G. and W. B. Bacon. Registered June 11, 1857, Edward Oakes & Co. Registered June 19, 1855, Tuckerman, Townsend & Co. Built by Hayden & Cudworth. Boston to S. F. 128 days, arrived August 2, 1852. Abandoned August 17, 1860, near the island of Juan Fernandez, while bound for Hampton Roads with guano from Callao.
- Anstiss**. Ship, 621 tons. Owners, William S. Wetmore of N. Y. and Jos. Steele of Boston. Built by Hayden & Cudworth.
- Amelia**. Ship, 572 tons. Owners, James Wellsman, *et al.*, of Charleston, S. C. Built by Henry Ewell. Last report 1886.
- Crusader**. Ship, 600 tons. Owners, William W. Goddard of Boston. Built by Henry Ewell for above. Sold to Vernon H. Brown in 1874 and rigged a bark. Hailed from N. Y. in 1879. Was under Brazilian flag when lost. Missing February, 1892.
- Georgia**. Ship, 665 tons. Owners, James G. Mills, *et al.*, of Savannah, Ga. Built by J. Stetson. Newcastle, England, for Boston with a cargo of coal and chemicals. Abandoned at sea after a heavy gale October 6, 1854, in lat. 42° 50' N., long. 45° 50' W.
- Frank**. Brig, 159½ tons. Owner, Jotham Stetson of Medford. Built by J. Stetson. N. Y. for St. Mary's, Ga. Went ashore on Amelia Beach November 8, 1851, having parted both chains and become a total wreck.
1848. **Living Age**. Ship, 758 tons. Owners, Edward D. Peters & Co. of Boston. Sold to William Appleton & Co. Built by J. Stetson. Wrecked on Pratas Shoal, China Sea, December 31, 1854, while bound for N. Y. from Shanghai with teas and silks.
- Harriet Irving**. Ship, 616 tons. Owner, William W. Goddard of Boston. Built by Henry Ewell for above. Boston for Valparaiso. Went ashore May 9, 1872, at Laguna de los Padres, Cape San Antonio. Captain and one man drowned. While saving cargo ship was burned through carelessness of workmen.
- T. Taylor** of Yarmouth, Mass. Schooner, 75 tons. Owners, Howes & Taylor of Yarmouth. Built by Hayden & Cudworth.
- Marcellus**. Ship, 660 tons. Owners, Henry P. Oxnard and Jno. I. Bowditch of Boston. Registered May 14, 1857, C. H. and William Dillaway, *et al.* Built by Hayden & Cudworth. Name changed to *Theodore Knoop*. Sold Norwegian Acct. Name changed to *Helene*. Lost August, 1877.
- Cromwell**. Ship, 949 tons. Owners, William Perkins and Francis G. Shaw, *et al.*, of Boston. D. D. Kelley and others in 1877. Built by Paul Curtis. Sold foreign in 1883, Norway. Last report 1889.
- Cochituate**. Bark, 347 tons. Owners, Elkanah Bangs and William H. Bangs, *et al.*, of Boston. Built by Paul Curtis for above. Wrecked June 14, 1861, on the west coast of Australia while bound for Singapore from Melbourne. Wrecked south of Hostmans Abrolhos.
- Townsend** of Boston. Ship, 719½ tons. Owners, Andrew T. Hall of Boston and Josiah Richardson of Shrewsbury. Built by Paul Curtis. Boston to S. F. Destroyed by fire May 15, 1854, in the Pacific Ocean, lat. 35° south. Twelve lives lost. The twelve survivors sailed 660 miles in open boats and finally landed at the island of Juan Fernandez.

1848. **Circassian**. Schooner, 72 tons. Owner, T. L. Mayo of Yarmouth, Mass. Built by James O. Curtis.
- Herbert**. Ship, 619 tons. Owners, Isaac Thacher of Boston, James O. Curtis of Medford and Elisha Bangs of Brewster, *et al.* Built by James O. Curtis. Schiedam for Sunderland. Ran ashore on the south side of Flamborough Head October 28, 1864, and became a total wreck. In ballast.
- Chasca**. Ship, 658 tons. Owners, David Snow and Isaac Rich, *et al.*, of Boston. Registered August 25, 1855, Charles O. Whittemore and Benjamin Sewell. Sold to Lombard & Whitmore, March, 1854. Built by James O. Curtis. Sold to German Acct. Name changed to *Antoinette*.
- Abellino** of Boston. Ship, 606 tons. Owners, J. & A. Tirrell & Co. of Boston, 1848. Built by J. T. Foster.
- Velocity** of Chatham. Bark, 246 tons. Owner, J. Atkins of Chatham, Mass. Built by Joshua T. Foster. Sold to N. Y. April, 1856. Santiago to N. Y. Wrecked March 8, 1858, on Castle Island in the Crooked Island Passage. Crew saved.
- Crescent City**. Schooner, 113 tons. Owners, Joshua T. Foster, *et al.*, of Medford. Built by Joshua T. Foster.
- Vesta** of Boston. Bark, 196 tons. Owner, John Flynn of Boston. Built by John Taylor. Philadelphia to Boston. Wrecked September 21, 1851, in thick and stormy weather east of Gull Ledge.
- Robert**. Bark, 778 tons. Owners, William Bramhall and Thomas Howe and Washington Williams of Boston. Thomas Howe and others successors. Sold to Daniel Draper & Son July, 1864. Built by John Taylor. Sold August, 1868, to Tokatea. Last report 1880.
- Home**. Bark, 338 tons. Owners, Nathaniel Francis, *et al.*, of Boston. Built by John Taylor. Sold to N. Y. parties before 1860. Sold to German Acct. October, 1863. Name changed to *Jupiter*. Renamed *Pedlar*. Last report 1881.
1849. **Josiah Bradlee**. Ship, 648 tons. Owners, George K. Minot and Nathaniel Hooper, *et al.*, 1849. Registered April 19, 1859, William and William L. Thwing. Sold to Sprague & Soule, September, 1860. Built by John Taylor. Sold to — June, 1862. Sold to British Acct. June, 1864.
- Clara Wheeler**. Ship, 995 tons. Owners, William Bramhall and Thomas Howes of Boston. Built by John Taylor for above. Sold to N. Y. parties December, 1852. Sold to British Acct. November, 1863.
- Ella**. Bark, 195 tons. Owners, William W. Flynn, John H. Pearson, *et al.*, of Boston. Built by John Taylor. Name changed to *W. H. Rendall*. Name changed to *Dona Margarida*. Alive 1900.
- Squantum**. Ship, 646 tons. Owners, Thomas B. Wales & Co. of Boston. Built by J. T. Foster. Wrecked at Coorla Boula, India, June 14, 1860, while bound for Bombay from Boston. Three lives lost.
- Tirrell** of Boston. Ship, 943½ tons. Owners, J. & A. Tirrell & Co. of Boston. Sold to Edward C. Bates & Co. of Boston December, 1852. Registered Boston October 4, 1854, William H. Boardman and William F. Whitney of Boston. Built by Joshua T. Foster.
- Fenelon**. Bark, 393 tons. Owners, William F. Weld & Co. of Boston, 1849. Sold to N. P. Mann & Co. August, 1856. Built by J. O. Curtis. Sold to Chilean Acct. January, 1863. Name changed to *Jack Pitcher*.
- Sarah H. Snow** of Boston. Bark, 226 tons. Owners, David Snow and Isaac Rich, *et al.*, of Boston. Registered Boston December 19, 1850, Elisha T. Loring of Boston. Sold to John E. Lodge & Co. of Boston March, 1855. Built by James O. Curtis. Sold foreign and renamed (1st) *Anna Moore*, (2d) *Julie*, (3d) *Lizzie Dalglish*. Last report 1886.
- Anna Rich**. Ship, 670 tons. Owners, David Snow, Isaac Rich, *et al.* Built by J. O. Curtis for above. Sold to British Acct. June, 1853.
- William Sturgis** of Boston. Ship, 649½ tons. Owners, William F. Weld & Co. of Boston. Built by James O. Curtis. Cardiff to Iloilo, cargo coal. Struck Magicienne Bank off the coast of Guimaras on September 19, 1863; beat over and sunk on Ottorg Bank.
- Humboldt**. Ship, 716 tons. Owners, William F. Weld & Co. of Boston. Built by Paul Curtis for above. Put into Batavia, Jarva, in distress and was condemned and sold April 21, 1871.
- Western Star** of Boston. Ship, 842 tons. Owners, Benjamin and George P. Bangs of Boston. Sold to Elijah Williams & Co. of Boston. Built by Paul Curtis. Sold British Acct. January 7, 1865, owing to severe injuries sustained in a cyclone at Calcutta October 5, 1864. Totally wrecked during a gale at East London, C. G. H. December 16, 1874.
- Samuel Appleton**. Ship, 808 tons. Owners, D. P. Parker, Boston. Built by P. Curtis.

1849. **Fillmore** of Machias, Me. Schooner, 70 tons. Owners, J. D. Crocker of Yarmouth, Mass. and others. Built by Hayden & Cudworth. Hailed from Machias, Me., when lost. Sailed from Boston November 16, 1905, for Bangor during a stiff north-wester and was never heard from.
- Australia.** Ship, 632 tons. Owners, Silsbee, Stone & Pickman of Salem, Mass. Purchased from Salem parties September, 1863, by J. W. Sears and others. Built by Hayden & Cudworth. Abandoned on Goodwin Sands near Amherst about August 20, 1864. She was under pilot's charge, proceeding to sea from Maulmain, Burmali.
- Manlius.** Ship, 670 tons. Owners, Thatcher Magoun & Son. Sold to Howes & Crowell. Registered February 1, 1859. Built by Hayden and Cudworth German Acct. April, 1863, and then Norwegian. Name changed to *Nor*. Sunk off St. Catherine's Point November 10, 1888, after being in collision with a steamer while bound for Stettin from New York.
- Revere.** Ship, 734 tons. Owners, Howes & Crowell, *et al.*, of Boston. Sold to Baker and Morrill July, 1862. Built by Hayden & Cudworth. Sold to San Francisco July, 1865. Rig changed to bark. Last reported 1883.
- Beatrice.** Ship, 877 tons. Owner, William H. Boardman of Boston. Built by Samuel Lapham. Sailed from Cardiff, Wales, July 10, 1861, for Hong Kong and was never heard from.
- Argonaut** of Boston. Ship, 575 tons. Owners, John E. Lodge, Samuel Lapham and William Nott, *et al.*, Boston. Built by Samuel Lapham for above. Boston to S. F. 133 days, arrived March 13, 1850: Boston to S. F. 134 days, arrived July 4, 1852. Continued in trade with the Far East, making fast passages under Captain Norton of West Medford. Owned in Christiana by P. Stranger in 1866.
- Magellan.** Ship, 589 tons. Owner, Augustus Hemenway of Boston. Built by J. Stetson. Put under the Chilean flag. Name changed to *Quintero*, afterwards hailed from Gautimala, Pisagna, for Boston. Sunk off Cape St. Roque December 3, 1877, by Br. cable steamer *Norseman*.
- George Green.** Ship, 866 tons. Owners, Charles R. Green, *et al.*, of New Orleans. Built by Jotham Stetson. Stranded near Dartmouth, England, January 22, 1877. Twenty-four lost.
1850. **Prospero.** Ship, 645 tons. Owner, Augustus Hemenway of Boston. Built by Jotham Stetson. Wrecked at Chanarel, Chili, June, 1864, while loading copper ore for Boston.
- Sachem** of Boston. Ship, 772 tons. Owners, Benjamin C. White and Henry H. Jones, *et al.*, of Boston. Built by Jotham Stetson. Boston to New Orleans. Wrecked on the Gingerbread Ground March 27, 1854.
- Gentoo.** Ship, 747½ tons. Owners, John E. Lodge & Co., 1850. Registered June 9, 1854, William W. Goddard. Built by Samuel Lapham. Lost December, 1876.
- Union** of Boston. Ship, 688 tons. Owners, Mackay & Coolidge, *et al.*, of Boston. Registered Boston, May 12, 1853, Robert C. Mackay of Boston. Built by Samuel Lapham. Sold British Acct. October, 1863.
- Hemisphere** of N. Y. Ship, 940 tons. Owner, Jotham Parsons of N. Y. Built by Hayden & Cudworth. Hailed from N. Y. Foundered November 22, 1867, in lat. 2° N., long. 17° W., while bound for Liverpool from Bassein.
- Isabella.** Bark, 354 tons. Owners, Lombard & Hall. Built by Hayden & Cudworth. Smyrna for Boston. Stranded near Cape Spartel and went to pieces in a gale November 11, 1855.
- Sumter.** Bark, 383 tons. Owners, Lombard & Hall and Ryder & Hardy, *et al.*, of Boston. Built by Hayden & Cudworth.
- G. E. Webster.** Bark, 354 tons. Owners, Reed & Wade. Built by Hayden & Cudworth. N. Y. to S. F. 112 days, arrived January 26, 1851. Boston to S. F. 218 days' arrived July 3, 1852. Boston to S. F. 142 days, arrived August 2, 1853.
- Kremlin.** Bark, 470 tons. Owners, Craft & Co., 1850. Registered July 6, 1853, James Hunnewell and Charles Brewer. Registered May 8, 1854, Thompson & Davidson. Sold to John E. Lodge & Co. December, 1856. Sold to John S. Emery & Co. October, 1862. Sold to E. P. Emerson May, 1869. Built by Paul Curtis. Wrecked on Saranac Keys, W. I., March 22, 1870, while bound for Cienfuegos, Cuba, in ballast from Aspinwall.
- Shirley.** Ship, 910 tons. Owners, George Pratt of Boston and Ebenezer A. Shaw of Quincy. Registered October 4, 1852, Stone, Silsbee, and sold Salem Pickman of Salem. Built by Paul Curtis. Sold S. F. in 1872. Towed to Alaska in 1897 and converted into a hotel.
- Mohawk.** Bark, 420 tons. Owner, J. P. Macy, Nantucket, Mass. Purchased from New Bedford parties November, 1863, by M. Bartlett. Built by James O. Curtis. Name changed to *Minna*, Nidaros. Last report 1879.
- J. H. Jarvis.** Ship, 680 tons. Owners, Snow & Rich, Boston. Built by James O. Curtis.

- 1850. Shooting Star.*** Extreme clipper ship, 903 tons. Owners, Reed & Wade of Boston. Built by James O. Curtis. San Francisco to Shanghai 35 days. Canton to Boston 86 days in 1852. N. Y. to S. F. 142 days, arrived August 14, 1851. Boston to S. F. 105 days, arrived August 17, 1852. N. Y. to S. F. 121 days, arrived August 16, 1853. N. Y. to S. F. 115 days, arrived July 15, 1855. Circumnavigated the globe in 264 sailing days. Sold to a merchant of Siam in 1862. Wrecked on coast of Formosa in 1867.
- Paragon.** Bark, 350 tons. Owners, David Train, *et al.*, of Nantucket. Built by James O. Curtis. Wrecked on Strong's Island March 20, 1853, while whaling.
- Beerings.** Bark, 380 tons. Owner, W. H. Boardman, Boston. Built by J. T. Foster.
- Trimountain** of Boston. Ship, 1031½ tons. Owner, John H. Pearson of Boston. Built by Joshua T. Foster. Sold to N. Y. Sold October, 1864. Tonnage new law (1301.04). For loss see newspaper, February 22, 1880. Abandoned, sinking, February 13, 1880, voyage N. Y. to Bremen.
- President.** Ship, 1021½ tons. Owners, William Bramhall and Thomas Howe of Boston. Built by John Taylor. While lying at anchor at St. John, N. B., with a cargo of deals for Liverpool, she dragged ashore during a gale October 25, 1853, and became a total wreck.
- 1851. Rajah Walla.** Steamer, 562 tons. Built by Samuel Lapham. Owner, Cassius Darling of Boston.
- Georgianna.** Bark, 230 tons. Owners, W. B. Reynolds, *et al.* Built by Samuel Lapham.
- Coringa.** Ship, 737 tons. Owners, N. and B. Goddard of Boston. Registered April 22, 1858, Benjamin A. Gould and John A. Blanchard. Built by J. Stetson. Owned by Charles Brewer & Co. when lost. Boston to S. F. 132, 150 and 158 days. Collided with a schooner forty miles off Cape Ann, sinking her and losing her own cutwater and headgear, in 1852. Chartered by the Tudors for ice trade to China after being rigged as a bark. Singapore for Bangkok. Wrecked on Patani November 15, 1880. Three lives lost.
- Samuel Lawrence** of Boston. Ship, 1053 tons. Owners, Andrew T. Hall, *et al.*, of Boston. Built by Paul Curtis. Sold British Acct. April, 1862, and renamed *Van-guard*.
- Syren.** Medium clipper ship, 1064 tons. Owners, Silsbee & Pickman, Salem. Sold Boston, 1856, and registered May 17, 1858, James Hunnewell and Charles Brewer. Built by John Taylor. Boston to S. F. 141 days, arrived November 18, 1851. N. Y. to S. F. 118 days, arrived December 23, 1852. N. Y. to S. F. 130 days, arrived March 30, 1854. In 1861 she was 103 days from S. F. to Boston. Boston to S. F. 132 days, arrived June 4, 1855. Condemned at Rio Janeiro. She was repaired and as the bark *Margarida* of Buenos Aires is listed in Lloyds of 1928.
- John Taylor.** Screw steamer, 244½ tons. Owner, J. Torsiff. Built by John Taylor.
- Telegraph.** Extreme clipper ship, 1078 tons. Owners, Phineas Sprague & Co., Boston. Built by J. O. Curtis. Arrived S. F. November 15, 1851, from N. Y. in 125 days. Again March 10, 1853, again April 16, 1854, and again April 19, 1855, from Boston in 114, 135 and 109 days respectively. Valparaiso to Golden Gate in 34 days, fastest time on record. Sold to Savannah October, 1855, and renamed *Henry Brigham*. Burned at sea in 1868.
- Susan Hinks.** Ship, 700 tons. Owners, Snow & Rich, Boston. David Snow & Co., successors. Sold to Nickerson & Co. about 1860. Sold to Captain Arey and others March, 1870. Built by J. O. Curtis. Put into Carthagena, Spain, in distress while bound for Boston from Leghorn and was condemned June, 1871.
- Antelope.** Medium clipper ship, 507 tons. Owners, William Lincoln & Co., 1851. Built by J. O. Curtis. Sold to N. Y. parties June, 1855. Bangkok for Hong Kong. Wrecked on Discovery Shoal, Paracels Reef, China Sea, August 6, 1858. Captain Clarke, with four passengers and thirteen seamen left the ship in one boat, while the mate, one seaman and ten Chinese passengers took the other. Four days later Captain Clarke fell in with a Chinese fishing boat and offered its inmates \$20 to tow him to a place where he could refill his water casks. They agreed, but it was soon evident that they were not keeping faith. So Captain Clarke cut the tow rope and endeavored to escape, but the Chinese pursued and attacked the boat with stones, compelling surrender, as the ship-wrecked crew were without means of resistance. The boat was robbed of everything of value, two of the Chinese, armed with spears, standing guard: but the attention of the pirates being distracted while dividing the plunder, two of the American seamen sprang aboard the Chinese craft and succeeded in dispatching all her crew. Captain Clarke, who attempted to follow his men, fell between the boats but was rescued. The junk was well provided with rice and water, and a course was steered for Hong Kong, and that port was reached on August 14th.
- City of Boston.** Screw steamer, 600 tons. Owners, P. Sprague & Co. of Boston. Built by J. O. Curtis for above.

*First California clipper ship built in Medford.

1851. **Napoleon.** Ship, 675 tons. Owners, Thomas Lamb, *et al.* Built by J. T. Foster. Sold to Norwegian Acct. May, 1863. Last report 1893.
- Caroline.** Ship, 740 tons. Owner, James Wellsman of Charleston, S. C. Built by J. T. Foster.
- Polar Star.** Ship, 667 tons. Owner, John H. Pearson of Boston. Built by J. T. Foster. Sold to N. Y. parties March, 1865.
- Chester.** Bark, 242 tons. Owners, J. H. Pearson, *et al.* Built by J. T. Foster for above.
- Hamlet.** Ship, 1099 tons. Owners, Howes & Crowell. Built by Hayden & Cudworth. Sold to Salem parties. Put under the British flag. Wrecked on Nauset Beach, Cape Cod, February 13, 1866, during a fog while bound for Boston from Calcutta with East India goods.
- John Wade.** Medium clipper ship, 678 tons. Owners, Reed & Wade. Sold to J. J. Dixwell, of the "Augustine Heard Line," in the China trade, June, 1854. Built by Hayden & Cudworth. Sold to a China House. Boston to S. F. 131 days, arrived January 14, 1852. N. Y. to S. F. 117 days, arrived January 8, 1853. Boston to S. F. 119 days, arrived December 22, 1853. Bangkok for Hong Kong. Struck a rock March 29, 1859, lat. $10^{\circ} 40' N.$, long. $101^{\circ} 48' E.$, Gulf of Siam, and was abandoned.
- Ocean Eagle.** Ship, 597 tons. Owners, E. and William H. Bangs. Registered November 30, 1855, Jacob C. and William C. Rogers, *et al.*, of Boston. Built by Hayden & Cudworth. Sold May, 1867.
- Edisto.** Bark, 365 tons. Owners, Lombard & Hall of Boston, *et al.* O. K. 1859, B. F. Flinn, *et al.* Built by Hayden & Cudworth. Abandoned December 12, 1863, lat. $36^{\circ} 15' N.$, long. $63^{\circ} 20' W.$, in a sinking condition while bound for Cetta from N. Y.
- Olive Branch.** Schooner, 85 tons. Owners, J. P. Crocker, *et al.*, of Yarmouth. Built by Hayden & Cudworth.
- Dauntless.** Extreme clipper ship, 791 tons. Owner, William W. Goddard of Boston, who also designed her. Built by B. F. Delano for above. Boston to S. F. 116 days, arrived February 11, 1853. Sailed from Boston October 23, 1853, for Valparaíso, Chili, and was never heard from.
- Rocket.** Bark, 396 tons. Owners, William W. Goddard, Boston, William F. Weld & Co., 1869. Built by B. F. Delano. Boston to S. F. 150 days, arrived January 10, 1853. Sold to Baltimore January, 1853. Rio de Janeiro to S. F. 127 days, arrived June 19, 1855. Sold to N. Y. parties October, 1854. Last report 1887.
- Courser.** Medium clipper ship, 1,000 tons. Owner, A. Richardson, Boston. Built by P. Curtis. Boston to S. F. 108 days, arrived April 28, 1852. From $50^{\circ} S.$ in the Pacific to the Equator 19 days. (Best time 16 days.) N. Y. to S. F. 137, 136 and 145 days. Cape of Good Hope to Sandy Hook 38 days, the record to that time. Foo Chow for N. Y. April 4, 1858, wrecked on Pratas Shoal. Crew escaped in three boats, after being fired upon by some junks which they mistook for fishermen, and their boat upset. After being stripped of everything they managed to right their boat, bale her out and find their way to Hong Kong. Captain Cole was in command, and anxiety and vexation brought on a fever from which he died.
1852. **Phantom.** Medium clipper ship, 1174 tons. Owners, Crocker & Sturgis of Boston and Crocker & Warren of N. Y. Owned later by D. G. & W. B. Bacon of Boston. Built by S. Lapham. Boston to S. F. 105 days. N. Y. to London 20 days, return 30 days. N. Y. to S. F. 121 days, arrived February 23, 1855. N. Y. to S. F. 102 days, arrived April 29, 1856, after being within 800 miles of destination for eight days with light winds. N. Y. to S. F. 125 days, arrived June 21, 1858. Hong Kong to S. F. 33 days, 22 hours, pilot to pilot within two days of the record, arrived May 6, 1862. Wrecked on Pilot Reef off Pratas Shoal. Crew and passengers left in five boats. Captain Sargent, with those in his boat and \$50,576 in gold, arrived at Shanghai. Two boats were captured by pirates and their crews were ransomed by Chinese merchants for \$25 each. Captain Peterson, who commanded her for five voyages, claimed she had never been beaten on a wind by any vessel.
- Champion.** Ship, 1061 tons. Owners, William Perkins and Isaac Schofield of Boston. Built by J. Stetson for above. Sold British Acct. October, 1864.
- Beverly.** Medium clipper ship, 676 tons. Owners, Israel Whitney and William Perkins of Boston. Built by P. Curtis. Boston to S. F. 144 days, arrived October 1, 1852. Calcutta to Boston 83 days, arrived January 4, 1856, the second fastest passage on record. Boston to Sands Head, off Calcutta, in 86 days, arrived November 23, 1857. Believed to be a record. Calcutta to S. F. 80 days, arrived September 4, 1858, within one day of record. In 1862 she was chased by the Confederate privateer *Florida* but escaped. Name changed to *Alexander*, of Batavia. Coolidge & Slater of Boston reputed owners. Owned in 1867 by A. A. Reed. Later her name changed to *Argonaut*, of Port Louis of Mauritius. Owned by Wm. F. Weld & Co., Boston. Owned in 1872 by L. E. Baker, Yarmouth, N. S. Last report 1873.
- Sir John Harvey.** Screw steamer, 700 tons. Owners, Thomas J. Jones, William R. Clarke and H. E. Woodward, Boston. Built by J. O. Curtis.

1852. **Onward.** Medium clipper ship, 874 tons. Owners, Reed & Wade of Boston. Built by J. O. Curtis. Boston to S. F. 125 days, arrived December 1, 1852. N. Y. to S. F. 150 days, arrived January 25, 1854. N. Y. to S. F. 158 days, arrived October 15, 1856. Owned in 1857 by John Ogden. Sold to U. S. Government in 1861, and became a cruiser of the fourth class. In January, 1863, she captured the British brig *Magiciene*, but the capture was not justified and the brig restored to her owners. Sent out in search of the Confederate privateers *Florida*, *Alabama* and *Shenandoah* on different occasions. After the war she was used as a store-ship for the navy. Sold November 1, 1884, for \$1,850.
- Star of the Union.** Extreme clipper ship, 1079 tons. Owners, Reed & Wade, Boston. Sold to Samuel G. Reed & Co. May, 1860. Built by J. O. Curtis. N. Y. to S. F. 122 days, arrived June 3, 1853. N. Y. to S. F. 124 days, arrived October 14, 1854. Sold to New Bedford parties March, 1854. In collision with British bark *Simon Halley* off Cape Horn. Reported condemned and sold, 1866.
- Whirlwind.** Extreme clipper ship, 960½ tons. Owners, W. and F. H. Whittemore and Charles B. Newell of Boston. Built by J. O. Curtis. Sold to N. Y. Arrived at S. F. March 11, 1853, in 119 days from Boston, and again, January 13, 1854, in 129 days. From N. Y. to Melbourne in 72 days, second best time on record, in March, 1858.
- Competitor.** Clipper ship, 871 tons. Owners, William F. Weld & Co. Built by J. O. Curtis for above. Sold to German Acct. December, 1863. Name changed to *Lorelei*. Purchased by William F. Weld & Co. April, 1868. Name changed to *Competitor*. British Acct. Boston to S. F. 115 days, arrived July 20, 1853. N. Y. to S. F. in 122 days, arrived September 23, 1854. Boston to S. F. 138 days, arrived October 15, 1855. Last report 1900.
- National Eagle.** Medium clipper ship, 1095 tons. Owners, Fisher & Co. Sold to Bates, Holbrook & Candage, October, 1865. Sold to D. G. & W. B. Bacon. Sold to J. H. Sears, *et al.* Built by J. T. Foster. Sold to N. Y. parties. Boston to S. F. 134 days, arrived May 20, 1854. Wrecked in Mendolin's Gulf, Adriatic Sea, March 22, 1884, while bound for Fiume, Austria, from N. Y.
- Ellen Foster.** Medium clipper ship, 996 tons. Owners, J. and A. Tirrell & Co. Registered November 9, 1853, Lombard & Whitmore. Sold to Howes & Crowell January, 1857. Built by J. T. Foster. Boston to S. F. in 152 days, arrived October 31, 1852. Sold to Peruvian Acct. July, 1867. Wrecked on Puget Sound, December 22, 1867.
- Gem of the Ocean.** Medium clipper ship, 702 tons. Owners, William F. Lincoln & Co. Built by Hayden & Cudworth for above. Boston to S. F. 120 days, arrived December 2, 1852. Sold to Newburyport parties October, 1854. Sold to S. F. parties August, 1867. Seattle for S. F. Wrecked August, 1879, on Vancouver Island.
- Alexander.** Ship, 596 tons. Owners, Baxter Brothers, Yarmouth, Mass. Built by Hayden & Cudworth. Liverpool for Singapore with coal. Struck Frederick Rock in the Straits of Rhio on February 5, 1864, was beached and became a total wreck on East Island.
- Golden Eagle.** Extreme clipper ship, 1121 tons. Owners, William Lincoln & Co. Built by Hayden and Cudworth. Sold to New Bedford parties. Boston to S. F. 156 days, arrived May 9, 1853. N. Y. to S. F. 128 days, arrived July 23, 1854. N. Y. to S. F. 105 days, arrived August 25, 1855. Captured and burned February 21, 1863, near lat. 29° 18' N., long. 45° 15' W., while bound for Cork with guano from Howlands Island, by the *Alabama*.
1853. **Sea Flower** of Boston. Ship, 1024 tons. Owners, Benjamin C. White and Henry H. Jones, *et al.*, of Boston. Built by Jotham Stetson. Sold foreign. Last report 1885.
- Wild Ranger.** Clipper ship, 1044 tons. Owners, Thatcher & Sears, *et al.*, of Boston. Built by James O. Curtis. Arrived at S. F., October 25, 1853, in 125 days from Boston, and again January 26, 1855, in 125 days from N. Y. Sold British Acct. 1862 and re-named *Ocean Chief*.
- Eagle Wing.** Medium clipper ship, 1174 tons. Owners, Theodore Chase & Co. of Boston. Built by J. O. Curtis. London to Hong Kong 84 days. Boston to S. F. 105 days, arrived April 5, 1854. Sailed from Boston February 11, 1865, for Bombay and was never heard from.
- George Peabody.** Ship, 1400 tons. Owners, William F. Weld & Co. Built by J. O. Curtis. N. Y. for S. F. Arrived at Valparaiso May 28, 1881, in a leaky condition and was condemned. See newspaper, March 9, 1884.
- West Wind.** Medium clipper ship, 1071½ tons. Owners, J. and A. Tirrell & Co. of Boston. Built by J. T. Foster. Arrived at S. F. from Boston September 26, 1853, and November 22, 1855, in 135 and 129 days respectively. In 1861-62, 133 days. In 1856-57, 122 days. Sold British Acct. 1863. Renamed *Lord Clyde*.
- Morning Star.** Clipper ship, 1105 tons. Owners, Thomas B. Wales & Co. of Boston. Built by J. T. Foster. Boston to S. F. 148 days, arrived November 27, 1854. She thereafter made five similar runs in 138 days, 102 days, 125 days, 105 days and 115 days. On the 102 days' run she was off the California coast several days in light winds and calms. In 1860, had it not been for light winds and calms for the final

1853. ten days of the run she would have made the passage in two figures. While at Callao, in 1857, the mate was stabbed by one of the crew, the remainder of them drawing knives and pistols. The mutiny was finally quelled by an armed force from H. B. M. ship *Monarch*. In 1863 she was captured by the Confederate privateer *Alabama*, but the cargo being owned by neutrals she was allowed to proceed. Sold to British Acct. June, 1863, for £6,500 sterling and name changed to *Landsborough*. Reported lost in 1890.
- Hortensia.** Ship, 701 tons. Owners, Perritt & Co. of New Orleans. Built by J. T. Foster. Sold Norwegian Acct. Rig changed to bark. Last report 1889.
- Edward Everett.** Bark, 245 tons. Owners, John H. Pearson, *et al.*, of Boston. Built by J. T. Foster for above. Sold to New Bedford parties April, 1867. Whaler. Foundered October, 1875.
- Climax.** Clipper ship, 1051 tons. Owners, Howes and Crowell. Built by Hayden & Cudworth for above. Put into Callao, Peru, from the Chincha Islands, guano laden, March 31, 1855, leaky. Was condemned and sold to parties in Peru who repaired her. Renamed *Antonia Terry*. First vessel to use the double topsail rig.
- Ringleader.** Clipper ship, 1154 tons. Owners, Howes & Crowell of Boston. Built by Hayden & Cudworth. She was a very fast sailer, but encountered light winds on all of her trips to San Francisco. On the first trip, 110 days, she was within 400 miles of destination when 100 days out. On the fourth trip, 114 days, she was 700 miles from the Golden Gate when 98 days out. Her passage of 78 days, Boston to Melbourne, was also very fast. Left Hong Kong May 3, 1863, for S. F. with a load of coolies. On May 9th she struck on the Formosa Banks. One account says that as soon as she struck she was surrounded by piratical Chinese fishing boats, the crews of which drove the coolies ashore and began pillaging the ship. The captain reached S. F. on the *Emily Banning*, while some 200 of the coolies reached there September 15 on the *Don Quixote*.
- Don Quixote.** Medium clipper ship, 1429 tons. Owners, John E. Lodge & Co. Built by Samuel Lapham. Boston to S. F. 126, 107, 109 and 111 days. N. Y. to S. F. 139, 119 and 139 days. Sold to F. Cousinay, Havre, France, and renamed *St. Aubin*. Classed A1 in Lloyd's in 1874.
- White Swallow.** Extreme clipper ship, 1192 tons. Owners, William Lincoln & Co., Boston. Built by Hayden & Cudworth. She made three runs from Boston to S. F. and six from N. Y. to S. F. The fastest was 110 days and the slowest 150; average of the fastest four, 122 days. She sailed from Boston April 18, 1860, and made land 40 miles south of the Golden Gate in 104 days. In 1865 her passage was a momentous one. She left N. Y. with her rigging in poor condition, and according to the story of the crew they were put to unnecessarily hard and dangerous work, forced by brutal beatings with brass knuckles, belaying pins and the like. One grievance was that they were put over the side on stagings while the ship was going ten knots and rolling and pitching heavily. Two men were lost overboard. The crew finally mutinied, seized the captain and mates and put them in irons, although the captain was allowed on deck to take observations and direct affairs, all his orders being fully obeyed. A written agreement was then drawn up absolving the crew of all blame and promised good treatment. On arrival at S. F., however, six of the ringleaders were tried but were acquitted by the testimony of the passengers and admissions of the officers. For many years the *White Swallow* case was famous in legal circles. Boston to Hong Kong, cargo ice. Foundered at sea 180 miles S. W. of Fayal, which the crew reached in boats.
- Kingfisher.** Extreme clipper ship, 1286 tons. Owners, William Lincoln & Co. Sold to P. Sprague & Co. October, 1858. In later years Samuel G. Reed & Co., also of Boston. Built by Hayden and Cudworth. She made four passages Boston to S. F. and two from N. Y. Average for the six, 126½ days: fastest, 114 days; slowest, 135 days. Sold to Uruguay and renamed *Jaime Cibils*. Broken up in 1890.
- Edith Rose.** Ship, 510 tons. Owners, Crowell, Brooks & Co. of Boston, 1853. Sold to Howes & Crowell, October, 1857. Sold to William Appleton & Co., November, 1857. Sold to S. H. Cooper & Co. 1861. Built by Hayden & Cudworth. Sold June, 1863, to —. Sold March, 1866, to —. Last report 1886.
- Fleetwing.** Medium clipper ship, 896 tons. Owners, Crowell, Brooks & Co. Sold to Howes & Crowell, 1857. Built by Hayden & Cudworth. She made fourteen passages from Boston or N. Y. to S. F.; two of 113 days; one each of 114, 121 and 122 days, and two of 128 days. S. F. to N. Y. 103 days, two to Boston in 112 and 119 days. Last American owner, Vernon H. Brown of N. Y. Changed to a bark and sold to British Account.
- Herald of the Morning.** Medium clipper ship, 1294 tons. Designed by Samuel H. Pook. Owners, Thatcher Magoun & Co. Built by Hayden & Cudworth. On her maiden voyage, Boston to S. F. in 106 days, when 100 days out she was within 180 miles of the Golden Gate. N. Y. to S. F. Arrived at S. F. 100 days, 6 hours, anchor to anchor; 99 days, 12 hours, pilot to pilot; best day's run, 340 miles. The only Medford-built vessel to make the passage in less than 100 days. Arrived May 16,

1853. 1855. Boston to S. F. in 116 days. Arrived March 18, 1859. Boston to S. F. 108 days. Arrived May 25, 1860. Sold to Norwegian Account, her rig changed to a bark. In 1890 she appears under the British flag, W. J. Smith, owner. In 1859, while off Cape Horn, she was struck by an immense sperm whale which appeared to be badly injured. The ship lost part of her stem and her pumps had to be kept going until her arrival at destination.
1854. **Robin Hood.** Extreme clipper ship, 1181 tons. Owners, Howes & Crowell. Built by Hayden & Cudworth. Her maiden passage Boston to S. F. in 127 days. Thereafter she made eleven runs from N. Y. to S. F., two of which were made in 107 days. From S. F. she made five direct runs to N. Y., the fastest being 88 days in 1862. Her time on the others was 107, 108, 117 and 117 days. Destroyed by fire at Baker's Island, Pacific Ocean, August 30, 1869, while loading guano for Queenstown, Ireland.
- Lamplighter.** Bark, 365 tons. Owners, Lombard, *et al.* Built by Hayden & Cudworth. N. Y. for Gibraltar. Captured and burned October 15, 1862, by the *Alabama* in lat. 41° 10' N., long. 59° 17' W.
- Osborn Howes.** Medium clipper ship, 1050 tons. Owners, Crowell Brooks & Co. Sold to Howes & Crowell. Built by Hayden & Cudworth. Boston to S. F. 153 days, arrived January 20, 1855. N. Y. to S. F. 124 days, arrived April 30, 1856. Sold to British Acct. August, 1864. Last report 1870.
- Rambler.** Ship, 1119 tons. Owners, Baxter Brothers of Yarmouth, Mass., and Israel Nash of Boston. Sold to Carleton 1860 (O. K. 1864). Built by Hayden & Cudworth. Name changed to *Fanny*.
- Elmwood.** Bark, 339 tons. Owners, Edward Bartlett and Augustus Hemenway, *et al.*, Boston. Built by Melzar P. Delano.
- Wm. H. Starkey** of Boston. Pilot schooner, 78 tons. Owners, Matthew and Reuben S. Hunt of Boston. Built by John Wade, Jr.
- Ocean Telegraph.** Extreme clipper ship, 1495 tons. Owners, Reed, Wade & Co. of Boston. Built by Hayden & Cudworth. "No expense was spared to make her one of the most perfect and beautiful ships ever built. The bow raked boldly forward, flaring gracefully, and was ornamented with a beautiful carved female figure with forks of lightning playing around. She was very sharp, with a long, clean run tapering like that of a pilot boat. Her light and graceful stern was ornamented with carved work surrounding a figure of Neptune. She had a fine sheer, and every line and moulding harmonized her whole length." She made eight passages to S. F. from N. Y. The average of seven of these is under 117 days, and of the eight is 121 days. She made five passages from S. F. to N. Y., of which four were under 100 days. The average of the five is 96.8 days. Portions of a number of these runs were very close to record. Fastest outward passage to S. F. 105 days, 20 hours. Fastest return passage 90 days. In 1855 she made the run from Callao to N. Y. in 58 days, believed to be the fastest on record. Sold to Jas. Baines & Co. of London for £7060 and renamed *Light Brigade*. Changed to a bark in 1875. Condemned and converted into a coal hulk at Gibraltar in 1883. Last report 1891.
- Ocean Express.** Medium clipper ship, 1697 tons. Owners, Reed, Wade & Co. of Boston, Sam'l G. Reed & Co., successors. Built by J. O. Curtis. A gilded eagle was her figurehead. Her rig was changed from single topsails to Howes double topsails after her first voyage. She had hard luck with head winds and calms on all her California passages. Her runs from N. Y. to S. F. were 135, 125, 136, 139, 148 and 143 days. From Boston to S. F. 137 days. In 1857 she made 364 miles in 24 hours. In 1861-62 she was engaged as a U. S. army transport. Sold to Peruvian Acct. in 1872. Reported having made the run from Callao to California coast in 31 days, which is close to the record. Under Costa Rica colors for a time. Sold to German Acct. and name changed to *Friedrich* in 1876. Sold subsequently to Norwegians. Reported abandoned in the North Atlantic Ocean in 1890. Largest ship built in Medford.
- Enoch Train.** Steam tug, 384½ tons. Owners, Boston Steam Tow-Boat Co. Built by J. O. Curtis.
- Good Hope.** Ship, 1295 tons. Owners, James Burritt, *et al.*, of N. Y. Built by James O. Curtis. Name changed to *Frederick Hasselman*. N. Y. to S. F. 143 days, arrived November 11, 1855. Lost near Quebec in 1881.
- Norwester.** Clipper ship, 1267 tons. Owners, J. T. Coolidge & Co. of Boston. Sold to R. F. C. Hartley, *et al.*, of Boston in 1864. Built by S. Lapham. N. Y. to S. F. in 122, and 195 days. Boston to S. F. 132, 131 and 139 days. Boston to Calcutta in 91 days, claimed to be second best on record. Return voyage in 95 days. New Orleans for Liverpool with cargo of cotton, burned at Key West, November 23, 1873.
- Emma.** Ship, 857 tons. Owners, James Wellman, *et al.*, of Charleston, S. C. Built by Joshua T. Foster. Last report 1885.

1862. **Somersetshire**. Ship, 1034 tons. Owners, E. S. Innes, *et al.*, of N. Y. Built by James O. Curtis. Sold foreign and renamed *George Gilroy*. Condemned in 1889.
- Pearl**. Bark, 536 tons. Owners, George G. Ryder, Isaac Hardy, *et al.*, of Boston. Built by J. O. Curtis. Last report 1893.
- D. C. Molay**. S. S., 1300 tons. Built by J. T. Foster.
- Agra**. Ship, 951 tons. Owners, Thomas B. Wales & Co. Built by J. T. Foster. Name changed to *Heinrich*. Last report in 1896.
- Tanjore** of Boston. 907 tons. Built by J. T. Foster. (Tonnage new law 957.76.) Sold foreign and renamed *Anna*. Sold to Holland in 1874 and renamed *Betsy and Arnold*.
1863. **Nesutan**. Ship, 947 tons. Owners, James O. Curtis, *et al.*, of Medford. Built by J. O. Curtis. Sold foreign. Last report 1895.
- Nepaul**. Ship, 946 tons. Owners, Thomas B. Wales & Co. of Boston. Built by J. T. Foster. Sold to British Acct. April, 1864, and owned by Emmons & Son. Name changed to *Mutlah*. Sold to German Acct. Name changed to *Lina*. New River, N. B., to Liverpool, 17 days, in 1864. Abandoned waterlogged August 27, 1887, in lat. 36° 20' N., long. 71° 10' W., while bound for Dordrecht from Pensacola with lumber.
- Cosamundal**. Ship, 600 tons. Built by J. T. Foster.
- Eastern Belle**. Ship, 1030 tons. Owners, Walthew Cuthbert & Co. of Liverpool, Eng. Built by J. T. Foster. Last report 1880.
1864. **Fall River**. Screw steamer 952 tons. Owners, Old Colony S. B. Co. of Fall River, Mass. Built by J. O. Curtis. Last report 1886.
1865. **Horatio Harris**. Ship, 1076 tons. Owners, J. S. Sturgis & Co. Built by J. O. Curtis. Sold Holland Acct. Name changed to *Samarang*. N. Y. for Sharpness. Sank near the entrance of N. Y. Harbor November 7, 1880, after a collision with steamer *Germanic*.
- Nellie Hastings**. Brig, 467 tons. Owners, Henry Hastings & Co. of Boston. Built by J. O. Curtis. Abandoned, sinking, after a heavy gale, March 13, 1875, in lat. 49° 38' N., long. 14° W., while bound for Singapore from Liverpool.
1866. **Madawaska**. Brig, 511 tons. Owner, H. Hastings. Built by Hayden & Cudworth. First voyage Boston to Chibucto, arrived June 18, 1866. Lost 1875.
1867. **John Worster**. Bark, 611 tons. Owners, Henry Hastings & Co. Built by J. O. Curtis for above. Last report 1895.
- Mystic Belle** of Boston. Ship, 754½ tons. Owners, 1867-1878, William Hammond & Co.; 1878-1890, Edward Lawrence, Jr.; 1890-1898, George M. Winslow. Built by J. T. Foster. Converted into schooner barge, three masts, in 1890. 1899-1902 owned and hailed from N. Y.
1868. **Springfield**. Ship, 1043 tons. Owners, Henry Hastings & Co. of Boston. Built by James O. Curtis. Sold to German Acct. 1880. Name changed to *Christina*. Bianca. Last report 1897.
- Don Quixote**. Ship, 1174 tons. Owners, William Hammond, *et al.*, of Boston. Built by J. T. Foster for above. Sold German Acct. about 1879. Afterward sold Norwegian. Rig changed to bark. O. K. 1903.
1869. **Cashmere**. Ship, 936 tons. Owners, Henry Hastings & Co. Built by J. O. Curtis for above. Rig changed to bark, 1881. Abandoned September 12, 1885, in Van Diemen's Straits after being dismasted in a terrific typhoon while bound for Hiogo, Japan, with oil from Philadelphia.
- J. T. Foster**. Ship, 1207 tons. Owners, Nickerson & Co. Built by J. T. Foster. Sold Swedish Acct. in 1874. Name changed to *Grepén*. Rig changed to bark. Alive in 1900.
1873. **Pilgrim**. Ship, 956½ tons. Owners, Henry Hastings & Co. of Boston. Built by J. T. Foster. Rigger a bark in 1880. Sold to N. Y. parties about 1888. Wrecked on Turk's Island May 20, 1893, while bound for Cienfuegos, Cuba, with coal from Philadelphia. Last ship launched in Medford.

NOTE: The term clipper ship refers to the fast type of ship built for the California trade between 1850 and 1856. The information concerning them is largely from "American Clipper Ships," by O. T. Howe and F. C. Matthews.

The abbreviation S. F. is for San Francisco; N. Y. for New York.

Owner's residence is Boston when not given.

INDEX.

- Abaellino, sh., 71.
 Abaellino, br., 22, 53, 56.
 Abby Pratt, sh., 69.
 Addie Snow, sh., 79.
 Adrian, sh., 62.
 Adrianna, br., 56.
 Adriatic, br., 56.
 Agnes, br., 58.
 Agra, sh., 80.
 Aguetnett, sh., 61.
 Alabama, sh., 69.
 Albatross, sh., 67.
 Alert, br., 69.
 Alexander, sh., 75.
 Alfred Tyler, br., 62.
 Altorf, bk., 65.
 Amelia, sh., 70.
 America, br., 58.
 Amsterdam Packet, br., 56.
 Anna Rich, sh., 71.
 Anstiss, sh., 70.
 Ant, sch., 56.
 Antelope, sh., 73.
 Apthorp, br., 58.
 Arab, br., 26, 56.
 Archer, br., 56.
 Archimedes, sh., 61.
 Argo, sh., 61.
 Argonaut, sh., 55.
 Argonaut, sh., 72.
 Ariadne, sh., 14, 19, 55.
 Ariel, sch., 64.
 Ariel, br., 68.
 Arno, sh., 60.
 Asterion, sh., 78.
 Augusta, sh., 56.
 Aukland, bk., 66.
 Aurelius, sh., 60.
 Austerlitz, sh., 60.
 Australia, sh., 30, 49, 50, 72.
 Avon, br., 22, 47, 48, 56.
 Azoff, bk., 66.
 Bashaw, sh., 58.
 Bazaar, sh., 61.
 Beatrice, sh., 72.
 Beerlings, bk., 73.
 Bengal, sh., 63.
 Berlin, sh., 65.
 Beta, br., 58.
 Beverly, sh., 74.
 Blessing of the Bay, Bk., Pref., 7.
 Bob Short, br., 55.
 Bocca Tigris, br., 53, 56.
 Bold Hunter, sh., 79.
 Bombay, sh., 62.
 Boston, sh., 60.
 Boston, sh., 58.
 Boston, sh., 69.
 Bowditch, sh., 63.
 Brant, sch., 56.
 Brookline, sch., 58.
 Brookline, sch., 59.
 Bunker Hill, sch., 79.
 Cadet, br., 57.
 Cadmus, sh., 56.
 Cairo, sh., 65.
 California, sh., 26, 37, 59.
 Cambridge, stm., 79.
 Captain Paine, bk., 78.
 Carolina, sh., 30, 62.
 Carolina, sh., 74.
 Cashmere, sh., 52, 80.
 Catalpa, bk., 67.
 Cato, sh., 63.
 Caton, sh., 56.
 Ceres, bk., 69.
 Chalcedony, br., 58.
 Champion, sh., 57.
 Champion, sh., 74.
 Charles Alston, sch., 54, 68.
 Charlotte, sh., 62.
 Charon, br., 13, 23, 55.
 Chasca, sh., 71.
 Chatham, sh., 61.
 Cherokee, sh., 62.
 Chester, bk., 74.
 Chicopee, br., 68.
 Chili, sh., 64.
 Cincinnati, sh., 63.
 Circassian, sch., 71.
 City of Boston, stm., 73.
 Clara Wheeler, sh., 71.
 Clarendon, sh., 64.
 Clarion, br., 57.
 Claudius, sh., 62.
 Clement, bk., 69.
 Clifton, sh., 63.
 Climax, sh., 76.
 Cochituate, bk., 70.
 Colchis, sh., 62.
 Coliseum, sh., 59.
 Colombo, sh., 64.
 Columbiana, sh., 37, 62.
 Commerce, sh., 14, 55.
 Competitor, sh., 75.
 Concordia, sh., 63.
 Congress, br., 58.
 Congreve, sh., 63.
 Conquest, sh., 78.
 Coquimbo, sh., 65.
 Coramando, sh., 63.
 Cordelia, sh., 55.
 Coringa, sh., 73.
 Corsair, sh., 68.
 Corvo, sh., 58.
 Cosamundal, sh., 80.
 Courier, sh., 56.
 Courser, sh., 34, 35, 74.
 Courser, sh., 58.
 Creole, br., 57.
 Creole, br., 55.
 Crescent City, sch., 71.
 Cromwell, sh., 70.
 Crusader, sh., 70.
 Curib, bk., 79.
 Curlew, br., 57.
 Cutwater, sh., 52, 79.
 Dalmatia, sh., 60.
 Damascus, sh., 63.
 Danube, br., 57.
 Dauntless, sh., 36, 74.
 D. C. Molay, s.s., 80.
 Delhi, sh., 63.

- Denmark, sh., 61.
 Dencalion, sh., 62.
 Dolphin, br., 55.
 Dolphin, sh., 68.
 Don Quixote, sh., 80.
 Don Quixote, sh., 35, 76.
 Dorchester, sh., 65.
 Douglass, bk., 68.
 Eagle Wing, sh., 35, 75.
 East Boston, stm., 64.
 Eastern Belle, sh., 80.
 Eben Preble, sh., 62.
 Eclipse, sh., 12, 55.
 Edisto, bk., 74.
 Edith Rose, sh., 76.
 Edward, sch., 59.
 Edward Everett, bk., 76.
 Edward Everett, sh., 66.
 Edward Foster, br., 55.
 Edward Newton, sh., 57.
 Edwin, bk., 69.
 Eleanor, sh., 57.
 Electric Spark, sh., 35, 78.
 E. H. Chapin, bk., 67.
 Eli Whitney, sh., 61.
 Eliza, br., 58.
 Eliza and Lydia, sch., 55.
 Elizabeth Bruce, sh., 61.
 Ella, bk., 71.
 Ellen, bk., 65.
 Ellen Brooks, sh., 61.
 Ellen Foster, sh., 75.
 Elmwood, bk., 54, 77.
 Emily, sh., 55.
 Emily Hilliard, sch., 67.
 Emily Taylor, sh., 60.
 Emma, sh., 77.
 Emperor, sh., 67.
 Enoch Train, st. tug., 77.
 E. W. Train, sh., 64.
 Essex, sh., 66.
 Eugene, sch., 66.
 Eugene, sh., 58.
 Falcon, sh., 56.
 Falcon, br., 56.
 Fall River, stm., 80.
 Faneuil Hall, sh., 68.
 Fawn, sch., 53, 61.
 Fawn, br., 68.
 Fenelon, bk., 71.
 Fillmore, sch., 72.
 Flavius, sh., 59.
 Fleetwing, sh., 36, 76.
 Florence, sh., 60.
 Flying Mist, sh., 78.
 Forum, sh., 59.
 Franconia, sh., 61.
 Frank, br., 70.
 Frederick Warren, bk., 62.
 Gem of the Ocean, sh., 75.
 Gentoo, sh., 72.
 George, br., 55.
 George, br., 56.
 George Augustus, sh., 55.
 George Green, sh., 72.
 George H. Hopley, sh., 68.
 George Peabody, sh., 75.
 Georgia, sh., 70.
 Georgianna, bk., 73.
 Gertrude, sh., 69.
 G. E. Webster, bk., 72.
 Gibraltar, br., 59.
 Gipsey, br., 55.
 Goddess, sh., 78.
 Golden Eagle, sh., 34, 35, 36, 50, 51, 75.
 Good Hope, sh., 36, 77.
 Goodspeed, sch., 78.
 Governor Brooks, br., 56.
 Governor Davis, sh., 65.
 Governor Pinckney, stm., 57.
 Granada, sh., 66.
 Grecian, br., 57.
 Griffin, br., 58.
 Griffin, bk., 65.
 Griffin, br., 55.
 Groton, sh., 59.
 Gulliver, br., 55.
 Gulnare, bk., 61.
 Halcyon, br., 56.
 Hamlet, sh., 67.
 Hamlet, sh., 74.
 Hampden, sh., 65.
 Hannah Thornton, bk., 69.
 Hannibal, sh., 57.
 Harriet Irving, sh., 70.
 Heber, sh., 67.
 Helen Maria, bk., 68.
 Helen McGaw, sh., 70.
 Hemisphere, sh., 72.
 Henrico, br., 66.
 Henrietta, br., 58.
 Henry Tuke, sh., 57.
 Herald, sh., 61.
 Herald of the Morning, sh., 34, 35, 36, 40, 76.
 Herbert, sh., 71.
 Hesperus, sh., 79.
 Hollander, br., 62.
 Hollander, bk., 69.
 Home, bk., 71.
 Homer, sh., 59.
 Hope, sh., 8.
 Horatio Harris, sh., 80.
 Horsburgh, sh., 70.
 Hortensia, sh., 76.
 Hudson, sh., 64.
 Humboldt, sh., 71.
 Independence, sh., 70.
 Industry, sh., 79.
 Iris, sh., 55.
 Isabella, bk., 72.
 Israel, sh., 57.
 Ivanhoe, br., 58.
 James H. Shepherd, sh., 63.
 James Perkins, sh., 58.
 Jane Howes, br., 67.
 Java, sh., 56.
 Jessore, sh., 61.
 J. H. Jarvis, sh., 72.
 John Gilpin, br., 57.
 John Parker, bk., 67.
 John Taylor, stm., 73.
 John Wade, sh., 35, 36, 74.
 John Wooster, bk., 52, 80.
 Jones, br., 56.
 Jones, br., 25, 26, 57.
 Josephine, sch., 66.
 Joshua Hamblen, sch., 70.
 Josiah Bradlee, sh., 71.
 Josiah Quincy, sh., 69.
 J. Q. Adams, sh., 66.
 J. T. Foster, sh., 80.
 J. W. Paige, bk., 65.
 Kate Howe, sh., 64.
 Kentucky, sh., 64.
 Kepler, bk., 70.

- King, sch., 59.
 Kingfisher, sh., 36, 76.
 Kremlin, sh., 63.
 Kremlin, bk., 72.
 Laconia, bk., 68.
 Lamplighter, bk., 77.
 Lapland, sh., 66.
 Lark, br., 23, 55.
 Lascar, br., 26, 56.
 Laura, sh., 65.
 Lauretta, br., 69.
 Leland, sh., 63.
 Lenox, bk., 66.
 Levant, sh., 61.
 Lintin, sh., 59.
 Lion, sh., 59.
 Liverpool, sh., 58.
 Living Age, sh., 35, 36, 43, 44, 70.
 Lizzie, bk., 79.
 Lochinvar, sh., 65.
 London, sh., 58.
 Loo Choo, sh., 64.
 Louisa, sh., 26, 59.
 Lowell, sh., 60.
 Lowell, sch., 67.
 Lucas, sh., 63.
 Lucilla, sh., 57.
 Lucilla, br., 30, 59.
 Luconia, sh., 61.
 Lucretia, sch., 57.
 Lucothea, sh., 57.
 Lycoming, br., 60.
 Madawaska, br., 52, 80.
 Madonna, bk., 62.
 Magellan, sh., 72.
 Magnet, sh., 79.
 Magnolia, sh., 66.
 Magoun, br., 58.
 Manlius, sh., 55.
 Marcellus, sh., 55.
 Marcellus, sh., 70.
 Marengo, sh., 59.
 Margaret, br., 55.
 Margaret Forbes, sh., 59.
 Maria, bk., 68.
 Martha, sh., 58.
 Mary, bk., 69.
 Mary, bk., 66.
 Mary and Frances, sh., 55.
 Mary Ann, sh., 67.
 Mary Edson, bk., 79.
 Mary Ellen, sh., 65.
 Matilda, sh., 79.
 Mayflower, 8.
 Mayland, bk., 68.
 Medford, sh., 55.
 Medford, sch., 66.
 Medford, br., 57.
 Medford, sh., 11, 14, 19, 63.
 Mercury, sh., 61.
 Mercury, sh., 56.
 Merlin, sh., 64.
 Mermaid, sh., 79.
 Mexican, br., 56.
 Middlesex, sh., 65.
 Milton, sh., 66.
 Missouri, bk., 66.
 Mogul, sh., 57.
 Mogul, sh., 79.
 Mogul, bk., 79.
 Mohawk, bk., 72.
 Molo, sh., 51.
 Monkey, br., 55.
 Monsoon, sh., 60.
 Monterey, sh., 69.
 Morning Star, sh., 36, 75.
 Moselle, sh., 65.
 Mt. Aetna, br., 10, 14, 55.
 Mozart, sh., 60.
 Mystic, sch., 59.
 Mystic Belle, sh., 80.
 Nabob, br., 59.
 Nahant, br., 59.
 Nantasket, sh., 61.
 Napoleon, sh., 74.
 Nashua, bk., 69.
 National Eagle, sh., 36, 76.
 Nautilus, sh., 79.
 Navigator, sh., 65.
 Nellie Hastings, br., 52, 80.
 Nepaul, sh., 80.
 Nesutan, sh., 80.
 New England, sh., 57.
 Niger, br., 57.
 Nile, br., 57.
 Niobe, sh., 70.
 Nippon, sh., 67.
 Noddle, sl., 61.
 Norfolk Packet, sch., 55.
 Norway, sh., 63.
 Norwester, sh., 36, 77.
 Oceana, sh., 64.
 Ocean Eagle, sh., 74.
 Ocean Express, sh., 35, 77.
 Ocean Telegraph, sh., 34, 35, 36, 77.
 Ohio, bk., 67.
 Olga, bk., 65.
 Olive Branch, sch., 74.
 Omega, sh., 60.
 Onward, sh., 75.
 Orion, br., 56.
 Orissa, sh., 69.
 Orleans, br., 56.
 Orozimbo, sh., 61.
 Osborn Howes, sh., 36, 77.
 Osmanli, bk., 67.
 Otis, sh., 55.
 Oswego, sh., 64.
 Oxnard, sh., 67.
 Palmer, br., 30, 31, 32, 56.
 Palmetto, bk., 68.
 Palmyra, sh., 63.
 Panther, br., 56.
 Paragon, sh., 56.
 Paragon, bk., 73.
 Paragon, sch., 55.
 Paris, sh., 59.
 Parthenon, sh., 62.
 Patent, stm., 57.
 Paul Jones, sh., 26, 27, 66.
 Paulina, bk., 66.
 Paulina, br., 69.
 P. Cook, bk., 67.
 Peacock, sch., 55.
 Pearl, bk., 80.
 Pearl, br., 63.
 Pedlar, br., 22, 24, 26, 56.
 Pedlar, br., 55.
 Persia, sh., 53, 56.
 Phantom, sh., 34, 35, 36, 40, 41, 42, 74.
 Pharsalia, sh., 64.
 Pheasant, br., 57.
 Pilgrim, br., 26, 58.
 Pilgrim, sh., Pref., 52, 80.
 Planet, br., 67.
 Pleiades, sh., 78.
 Plymouth, sh., 60.
 Polar Star, sh., 74.
 Prairie, half br., 68.

- Prentiss, sh., 64.
 President, sh., 73.
 Probus, sh., 65.
 Propontis, sh., 30, 60.
 Prospero, sh., 72.
 Punjab, sh., 79.

 Quisnell, sh., 79.

 Rajah, sh., 28, 62.
 Rajah Walla, stm., 73.
 Rambler, br., 19, 20, 56.
 Rambler, sh., 77.
 Rambler, br., 55.
 Rasselas, sh., 57.
 R. C. Winthrop, sh., 70.
 Reaper, br., 55.
 Rebecca, sh., 7.
 Rebecca Goddard, bk., 79.
 Regulus, sh., 60.
 Reindeer, br., 20, 56.
 Revere, sh., 72.
 Ringleader, sh., 34, 35, 36, 38, 39, 40, 76.
 Rival, sh., 78.
 Robart, bk., 71.
 Robin Hood, sh., 35, 77.
 Rockall, sh., 65.
 Rocket, bk., 74.
 Roman, br., 59.
 Rubicon, sh., 61.
 Ruble, bk., 61.

 Sachem, sh., 26, 55.
 Sachem, sh., 72.
 St. Louis, sh., 63.
 St. Petersburg, sh., 29, 63.
 Samuel Appleton, sh., 71.
 Samuel Lawrence, sh., 73.
 Sancho Panza, sh., 78.
 Santiago, sh., 68.
 Sapphire, sh., 57.
 Sappho, br., 58.
 Sarah H. Snow, bk., 71.
 Sartelle, sh., 64.
 Saxonville, sh., 69.
 S. Carolina, br., 58.
 Scotland, sh., 68.
 Sea Flower, sh., 75.
 Severn, sh., 62.
 Shepherdess, sh., 58.
 Sherwood, bk., 70.
 Ship, 56.
 Ship, 78.
 Shirley, sh., 72.
 Shooting Star, sh., 34, 35, 36, 73.
 Sicily, br., 56.
 Sidney, sh., 62.
 Silver Star, sh., 78.
 Sir John Harvey, stm., 74.
 Soldan, sh., 64.
 Somersetshire, sh., 80.
 Sophia Walker, sh., 66.
 Southerner, bk., 65.
 Springfield, sh., 52, 80.
 Spy, sch., 57.
 Squantum, sh., 71.
 Stamboul, bk., 66.
 Star, sh., 62.
 Star of the Union, sh., 75.
 Stephen Phillips, sh., 63.
 Suffolk, br., 57.
 Sumter, bk., 72.
 Sunbeam, sh., 68.
 Supply, sh., 69.
 Susan Hinks, sh., 73.
 Susquehanna, bk., 60.

 Swallow, sch., 65.
 Sweden, sh., 64.
 Swiftsure, br., 56.
 Sygnet, sh., 67.
 Syren, sh., 35, 36, 73.

 Taglione, sh., 64.
 Talisman, br., 57.
 Talma, sh., 58.
 Tamahourelaune, br., 25, 57.
 Tanjore, sh., 80.
 Tarrier, br., 57.
 Tarter, bk., 60.
 Tasso, br., 59.
 Telegraph, sh., 56.
 Telegraph, sh., 35, 73.
 Templar, sh., 79.
 Thatcher Magoun, sh., 36, 78.
 Theodore, br., 62.
 Thetis, bk., 68.
 Thomas B. Wales, sh., 67.
 Thomas H. Perkins, sh., 66.
 Thomas W. Sears, sh., 68.
 Tiber, sh., 60.
 Timor, sh., 59.
 Tirrell, sh., 71.
 Tom Thumb, br., 55.
 Tonquin, sh., 68.
 Topaz, sh., 70.
 Townsend, sh., 70.
 Tremium, sch., 57.
 Trenton, sh., 60.
 Trescott, sh., 58.
 Trimountain, sh., 73.
 Triton, sh., 26, 56.
 Truth, sl., 56.
 T. Taylor, sch., 70.
 Tumchi, sh., 67.
 Tusker, br., 59.
 Tymolean, sh., 60.

 Unicorn, sh., 60.
 Union, sh., 72.
 United States, sh., 65.

 Vancouver, sh.,
 Velocity, bk., 71.
 Ventrosa, br., 55.
 Vernon, bk., 64.
 Versailles, sh., 67.
 Vesta, bk., 71.
 Victoria, sh., 60.
 Virginia, br., 58.

 Wagram, bk., 66.
 Western Star, sh., 71.
 Whirlwind, sh., 36, 75.
 White Swallow, sh., 35, 76.
 Wild Gazelle, bk., 79.
 Wild Ranger, sh., 36, 75.
 William Goddard, sh., 61.
 William Gray, sh., 58.
 William H. Shailer, bk., 68.
 William H. Starkey, sch., 53, 77.
 William Sturgis, sh., 71.

 Young Greek, bk., 78.
 Young Rover, stm., 79.
 Young Turk, bk., 79.

 Zamora, bk., 67.
 Zenobia, sh., 62.
 Zephyr, bk., 78.