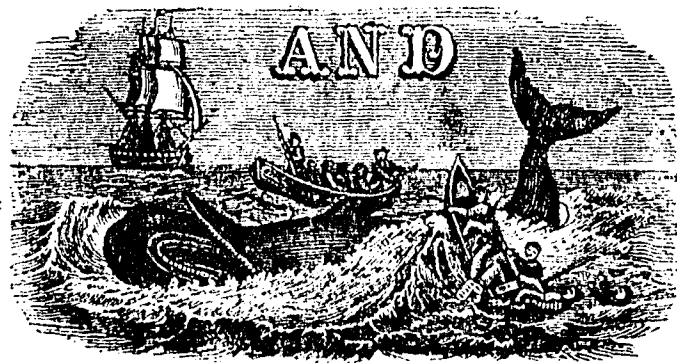


# Whalemen's Shipping List, AND MERCHANTS' TRANSCRIPT.

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HENRY LINDSEY,  
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VOL. V.

NEW-BEDFORD, TUESDAY MORNING, JUNE 8, 1847.

NO 14

VESSELS NAMES	TON	MASTERS.	AGENTS.	SAILED	WHERE BOUND	LAST REPORT.	OIL.	VESSELS NAMES	TON	MASTERS.	AGENTS.	SAILED	WHERE BOUND	LAST REPORT	OIL.
New-Bedford.	310	Barnard	C W Morgan	Nov 27, 43	Pacific	Aug 10 '46, at St Francisco	1100 s 300 w	John Howland	308	Sanford	Frederick Parker	June 20, 44	Atl. & Pacific	Jan 27 '47, at Sydney for repairs 1300 sp	
Ab'l Howland	414	Walker	Abm H Howland	Sept 2, 45	NW via Ind O	Sept 20 '46, on Kamachka	1500 bbls	John & Edward	316	Coggeshall	Witcox & Richmond	In port	Indian Ocean	Arrived April 22, 47,	
Ab'm Barker	400	Brayton	Abraham Barker	Sept 25, 45	Pacific & n w	Jan 1 '47, on Chili	300 sp 1000 wh	Julian	356		Hathaway & Luce	May 25, 47	Indian Ocean		
Adeline	426	West	I Howland Jr & Co	July 28 '46	Pacific	Dec 12 '46, on Chili bd in	70 sp 230 wh	Junior	378		D R Greene & Co	In port		Arrived March 25, '47	
Addison	426	West	Isaac B Richmond	Oct 13, 45	NW Coast	Nov 23, 46, sid fm Oahu	50 sp 1550 wh	J E Donnell, bk	343		Swift & Allen	July 3, 45	Pacific & NW	Arrived May 21, '47	
Alexander	421	Reynard	J A Parker	June 22 '46	Pacific	At Fayal July 10 '46,	clean	Kutsoff	415		Witcox & Luce	July 26, 45	NW Coast	In Dec. 46, off Cape St Lucas 200 s 400 w	
Alto, bark	197		Richmond & Wood	In port		Arrived Apr 26, 47		Lancaster	383		J Dunbar & Co	May 10, 45	Pac & NW C	Feb 19 '47, at Talcahuana 50 sp 1500 wh	
Alex Collin	381	Hathaway	Jonathan Bourne, Jr	Oct 20, 44	NW Coast	Sept 2, 46, at Lahaina	200 sp 1000 wh	Lafayette	260		T & A R Nye	Sept 7, 44	Pacific	Jan 26 '47, at Navigator Is 500 sp 800 wh	
Alfred, sch	180	Davenport	Pope & Morgan	Aug 28, 45	Pacific	No date at Whytootacke for Tahiti	unk	Lagoda	341		Edwd W Howland	Aug 25, 46	Pacific & nwc	Nov 6 '46, at Paita	550 sp 850 wh
America	418	Crowell	I Howland Jr & Co	Oct 21, 45	NW Coast	Nov 4 '46, sid fm Oahu	100 sp 1600 wh	Laila Rookh	328		John Bourne Jr	Nov 14, 44	Pacific	Sept 31 '46, off Fayal	not stated
America, bark	357		Barton Ricketson	In port		Arrived May 19, 47		Leonidas	231		F S Hathaway	Nov 21, 45	Pacific	Dec 30 '46, at Bay of Is 950 sp & 3 rt whs	250 sp
Amethyst	359	Howes	J A Parker & Son	Nov 5, 46	Pacific	Feb 2 '47, off Falkland Is	50 sp	Lewis	308		L D Thompson	Nov 5, 44	NW Coast	Nov 24 '46, at Oahu	not stated
Ann Alexander	253	Sawtelle	George Howland	Nov 11, 45	Pacific	Aug 1 '46, at Gallipagos Is	180 sp	LeBaron, bark	170		Lorenzo Pierce	Apr 28, 47	Indian Ocean	May 28 '47, at Sydney	not stated
Archer	322	Snell	Tobey & Ricketson	May 27, 45	Pacific & n w	Dec 20, 46, off Sunday Is	1200 wh	Liverpool	306		Abraham Barker	In port		Feb 4 '47, at 37 s lon 74 w	30 sp
Arnolds	350	Collins	James Arnold	Oct 13, 44	Pacific	Feb 22 '47, at Talcahuana	1450 sp	Logan	302		Abm H Howland Jr & Co	Oct 12, 44	Pacific	Arrived Mch 5, 47	
Balena	301	Dexter	J & J Howland	July 6, 46	Pacific	Mo 28 '47, at Callao	unk	London Pcht, h	280		Abm H Howland Jr & Co	Dec 16, 44	NW Coast	At Monajun Apr 1	500 sp
Benj Tucker	349	Sands	Chas R Tucker & Co	Oct 23, 45	Pacific	July 27, 46, at Fayal	clean	L C Richmond	425		J B Wood & Co	June 27, 44	NW Coast	Sept 25, lat 120 s lon 174 w 1150 s 500 w	
Brandt	310	Sampson	Alexander Gibbs	July 20, 44	Indian Ocean	Jan 10, 47, at Tristan for Ind. O	clean	Liverpool, 2d	341		Thomas Witcox	June 27, 44	NW Coast	Feb 19 '47, 10 dssid this sid cape horr unk	
Brighton	354		Henry Taber & Co	Oct 10, 46	Pacific	Feb 2 '47, off N Zealand	not stated	Marengo	306		John Bourne, Jr	Oct 5, 45	NW Coast	Oct 29 '46, at Maui	250 sp 1750 wh
Braganza	470	Devot	Pope & Morgan	Sept 8 '46	Pacific & nwc	Arrived Apr 22, 47		Morea	330		B B Howland	July 20, 44	NW Coast	May 17, at Glasgow for Cronstadt	
Brant, bark	245	Macomber	Gideon Allen	Aug 31, 45	Atl. & Ind. O.	Feb 2, 47, lat 42 s lon 78 w all well clean		Majestic	297		Thomas & Dow	July 20, 44	NW Coast	Dec 25 '46, at Sydney cruise 2500 1250 w	
Brumby	295	Almy	Barton Ricketson	Sept 18, 46	South Seas	Apr 16, 47, at St Thomas	unk	Maria Theresa	380		T & A R Nye	July 4, 45	Ind O & N W	Oct 29 '46, at Maui	200 sp 1950 wh
Burt Gosnold	356		I Howland Jr & Co	In port		Oct 23 '46, off St Mary	40 bbls	Mary Frazier	288		Abm H Howland	Aug 6, 46	Ind O & NW C	Dec 4 '46, lat 55 40 s, lon 61 21 w, 80 sp	
Callao	324	Sisson	Henry Taber & Co	Aug 19, 45	Pacific	Arrived Apr 22, 47		Mary, bark	287		C R Tucker & Co	Sept 24, 45	Indian Ocean	May 5 '46, at Nos Heh	150 sp 150 wh
Cambrla	302	Harding	James Arnold	Jan 12, 47	Pacific	Feb 22, 47, at Callao	1400 sp	Mayflower	350		John C Haskell	In port		Arrived Apr 10, '47	
California	398	Fisher	I Howland Jr & Co	Aug 17, 46	Ind O & NW	Dec 24 '46, lat 45 s lon 79 w 70 sp 500 wh		Mercator	246		John A Parker	July 9, 44	NW Coast	Oct 31 '46, at Maui	100 sp 1700 wh
Canada	545	Reynard	Barton Ricketson	July 11 '46	NW Coast	Dec 15, 46, on Chili	60 sp 550 wh	Metacom	360		J R Wood & Co	Nov 7, 45	Indian Ocean	Dec 46, on Coast N Holland	1 sp wh
Caroline	364	Carey	Wm Gifford	Aug 22, 46	Ind O & NW	prev to Oct 19 '46, at Cape Verds 130 sp		Metank	371		Philip Anthony	Nov 29, 45	NW Coast	Jan 7, 47, off N Zealand	1700 bbls
Ceres	328	Adams	Thos Knowles & Co	Sept 25, 45	Ind O & NW	Sept 2, 46, at Lahaina	80 sp 600 wh	Milner	388		H Taber & Co	Aug 20, 45	Indian O & NW	Jan 25 '47, off Sunday Is 360 sp 1200 wh	
Chas. Drew	544	Collins	Wm Gifford	Sept 1 '46	Pacific & nwc	Nov '46, no lat &c	75 sp	Milner, bark	210		I Howland Jr & Co	In port		Arrived Apr 1, '47	
Canton	409	Fisher	J Perry & Tillinghast	Aug 17, 46	Pacific	Feb 23 '47, at Talcahuana	100 sp	Milner, 2d	210		C R Tucker & Co	Oct 23, 45	South Seas	Oct 12, 46, at St Peters Kams.	11 whs
Canton, 2d	280	Taber	Chas H Tucker & Co	July 23, 45	Indian Ocean	Oct 29 '46, at Whytootacke want 650 bbls		Milwood bark	254		Gideon Allen	Apr 5, 47	Atl & Ind O	Nov 1, 46, at Tristan	11 sp wh
Canton Packet	274	H Shearman	I H Bartlett	Oct 15, 45	Pacific	Oct 16, 46, sid fm Sydney	250 sp	Milwood bark	254		C W Morgan	July 29 '46	Ind O	Sept 24 '46, at Fayal	20 bbls
C W Morgan	351	Sampson	C W Morgan	June 10, 45	Pacific	Dec 24 '46, off N Zealand	1170 sp	Milwood bark	254		S H & W Ingalls	Sept 11, 44	Ind & Pac	Nov 19, 46, sid fm Oahu	100 sp 2200 wh
Charles	290	Coan	Pope & Morgan	In port		Arrived May 18, 47		Milwood bark	254		I Howland Jr & Co	Sept 5, 44	Pacific	July 1, 46, sid fm Navigator Is	1300 sp
Chase, bark	153	Brownell	Samuel Rodman	July 8, 45	Pacific	Sept 8, 46, on N Zealand	600 sp	Milwood bark	254		Thos R Robeson	July 21, 46	Pacific	Feb 1, 47, touched off Paita 120 sp 80 wh	
Chs Frederick	317	H P Barnes	Barton Ricketson	Oct 10, 46	Pacific	Apr 9 '47, at Perna nico	80 sp	Milwood bark	254		Wm Gifford	In port		Arrived Mch 3, 47	
China	370	Fisher	J A Parker & Son	Sept 19, 46	Pacific	Dec 21 '46, off Cape Horn	50 sp	Milwood bark	254		Thos Knowles & Co	May 2, 45	Indian Ocean	Oct 20, 46, at Tombez	300 sp 800 wh
Cleora	252	Howland	Wm Phillips	July 2, 46	Pacific	Feb 2 '47, off Callao	550 sp	Milwood bark	254		John R Thornton	In port		Arrived Apr 7, '47	
Copia	315	Taber	Lemuel Kollock	Sept 10, 46	Indian Ocean	Feb 3, 47, lat 45 s lon 56 w,	130 sp	Milwood bark	254		E C Jones	Aug 2, 44	Pacific	Nov 14, 46, at Paita	550 sp 150 wh
Corinthian	401		Lemuel Kollock	June 17, 45	Indian O & NW	Dec 28 '46, on N Zealand	1700 wh 70 sp	Milwood bark	254		John R Thornton	Sept 22, 44	NW Coast	Feb 7 '47, at Talcahuana 250 sp 1950 wh	
Cortes	382	Swift	George Howland	In port		Arrived May 21, 47		Milwood bark	254		West & Paine	In port		Arrived Apr 28, 47	
Courier	381	Holley	George Howland	Nov 15, 46	Pacific	Jan 27, 47, lat 50 s lon 66 w	clean	Milwood bark	254		Ingalls & Lucas	Oct 10 '46	Indian Ocean	Jan 12 '47, off River Plate	clean
Charoee, brk	381	Cleveland	Randall & Haskell	Oct 10, 46	Pacific	Jan 30, 47, off River Plate	150 sp	Milwood bark	254		D R Greene & Co	Aug 6, 46	NW Coast	Sept 26 '46, at Porto Praya	60 sp
Charles, bark	237	Gifford	Hathaway & Luce	Aug 6, 46	Ind O & NW C	Aug 27 '46, at Fayal	clean	Milwood bark	254		D Wight R Perry	July 10, 45	Indian O & NW	Feb 4 '47, at Sydney	not stated
Condor	349	Taber	Edw C Jones	Sept 5 '46	Indian Ocean	prev to Jan 9 '47, no lat &c	unknown	Milwood bark	254		E W Howland	In port		Arrived May 25, 47	
Connelia, bark	216	Flanders	C W Morgan	July 7, 46	Indian Ocean	Feb 5, 47, at Callao	200 sp 1203 wh	Milwood bark	254		Hathaway & Luce	July 30, 44	Pacific	Apr 17, 47, arrived at Limerick	
Ch's Packet, b	144	Besse	Lemuel Kollock	June 23 '46	Indian Ocean	Aug 28, 46, at Fayal	landed 1200 wh	Milwood bark	254		J B Perry	June 22, 46	Pacific	No date off Gunfo	1600 sp 1600 wh
Chili	370	Ricketson	Thos Knowles & Co	Oct 7 '46	South Seas	Me 22 '47, off River Plate	landed 1200 wh	Milwood bark	254		J B Perry	Sept 15 '46	Ind & Pacific	Feb 25, 47, at Callao	240 sp 160 wh
Coral	313	Seabury	B B Howard	July 10, 45	Indian Ocean	Feb 4, 47, at Talcahuana	150 sp 600 wh	Milwood bark	254		I Howland Jr & Co	July 17, 44	Pacific	Oct 8 '46, at Fayal	clean
Columbus, brk	313		Gideon Allen	Nov 17, 46	Pacific	Feb 4, 47, at Talcahuana	150 sp 600 wh	Milwood bark	254		Hathaway & Luce	Sept 19, 44	Pacific	Feb 4, 47, at Talcahuana 300 sp 2100 wh	
Congress	399	Little	Wm R Rodman	In port		Arrived Apr 9, '47		Milwood bark	254		Barton Ricketson	May 27, 46	Indian O & NW	Jan 18, 47, at Talcahuana 300 s 1300 wh	
Champion,	396		Edw C Jones	June 21 '46	NW Coast	Sept 3, 46, at Porto Praya	700 wh	Milwood bark	254		John R Thornton	Oct 24, 44	Pacific	Nov 24 '46, at Callao	unknown
Cowper	331	Hathaway	Benj B Howard	In port		Arrived May 20, 47		Milwood bark	254		Ingalls & Lucas	Oct 27, 45	Indian O & NW	Nov 11 '46, on N Zealand	1100 wh
Congreue	321	Cushman	Thomas Witcox	June 3, 45	N. W via I. O	Feb 15 '47, at Valparaiso									

## WHALEMEN'S SHIPPING LIST.

VESSEL NAMES	TON	MASTERS	AGENTS	SAILED	WHERE BOUND	LAST REPORT	OIL	VESSEL NAMES	TON	MASTERS	AGENTS	SAILED	WHERE BOUND	LAST REPORT	OIL
Fairhaven.	350	Rogers	Bradford, Fuller & Co	July 18, 45	NW Coast	Jan 28 '47, off Mocha	860 (300 sp)	Danforth.	387	Bowle	Prince Sears	June 17, 45	Indian O & NW	Nov 18 '46, at Sydney	2000 wh
Acushnet	354	West	Gibbs & Jenney	Oct 16, 45	Pacific & NW	Jan 17, 47, off Three Kings	250 sp 1700 w	Low Hopkins	111	Pease	D H Bartlett	Sept 12, '46	South Atlantic	Jan 8 '47, lat 32 s lon 2 w	clean
Albion	326		E Sawin	In port		Arrived March 31, 47		Edgartown.	225	Luce	Alex. P Weeks	Oct 30, 44	Pacific	Apr 3, 46, at Maui	400 sp
Amazon	318	Smith	Nathan Church	Aug 2, 45	Indian O & NW	Nov 7 '46, off N Holland	120 sp 700 wh	Alfred Tyler, bk	362		Ann Osborn	In port		Arrived April 6, 47	
Ansel Gibbs	319	Merrill	Gibbs & Jenney	June 5, 45	Indian O & NW	Nov 7 '46, off N Holland	120 sp 700 wh	Amira	362		Benj. Worth	July 9, 45	Pacific	Dec 11 '46, lat 47 s lon 172 w	1200 bbls
Arab	336	Brady	E Sawin	Nov 22, 45	S Atlantic	July 8, 46, at Johanna	clean	Amplon	399	Merry	Abm Osborn	Dec 1, 44	Pacific	Feb 8, 47, off Guaffo	250 sp 1400 wh
Arab, bark	278	Terry	L F Terry	Dec 5 '46	Indian Ocean	Jan 28, 47, lat 29 s, lon 28 w	clean	Amplon	399	Pease	Calvin C Adams	Dec 27, 45	S Atlantic	May 20 '47, at St Thomas	250 sp
Atkins Adams	330	Lane	Atkins Adams	Aug 22, 46	Pacific	Feb 1, 47, touched off Palta	90 sp	Amplon	399	Pease	Abm Osborn	Aug 17, 46	Pacific & NW	Oct 18 '46, lat 16 s, lon 27 w	70 sp
Belle, bark	320	Handy	Edmund Allen	Dec 10, 44	Pacific	Jan 23 '47, at Sydney	unk	Amplon	399	Pease	Benjamin Worth	Apr 12, 47	Atlantic	Arrived May 22, 47	clean
Bruce, bark	148		M O Bradford	In port		Arrived May 25, 47		Amplon	399	Pease					
Cliff Wayne	305	Howland	E Sawin	Oct 22, 44	Ind. & Pacific	Dec 25, 46, at Sydney	1520 sp 60 wh	Amplon	399	Pease					
Columbus	382	Fish	Gibbs & Jenney	Sept 8, '46	Ind. & Pacific	Feb 27 '47, off Juan Fernandez	450 sp	Amplon	399	Pease					
E. B. Jenney	380	Allen	Gibbs & Jenney	Nov 30, 46	Ind O & Japan	No date, at Port Praya	clean	Amplon	399	Pease					
Eliza Adams	103	Harding	Atkins Adams	June 12 '46	Ind. & Pacific	Jan 17 '47, at Hobart Town	unk	Amplon	399	Pease					
Elie	451	Young	Nathan Church	Aug 1, 46	Ind O & NW	Aug 20 '46, at Flores recruiting	30 sp	Amplon	399	Pease					
Favorite, bark	293	Stott	Gibbs & Jenney	Oct 18, 46	Ind & Pacific	Feb 21 '47, lat 38 s lon 36 w		Amplon	399	Pease					
Friendship	366		L C Tripp	In port		Arrived April 6, 47		Amplon	399	Pease					
General Scott	333		Fish & Huestene	Sept 10, 46	Ind O & NW	Sept 29 '46, at Fayal	clean	Amplon	399	Pease					
George	360	Marston	Jabez Delano Jr	July 18, 46	Pacific	Feb 20, 47, lat 44 s lon 57 w	350 sp on bd	Amplon	399	Pease					
Harvest, bark	314	Lakey	Nathan Church	June 4, 45	Indian O & NW	Feb 20, 47, lat 44 s lon 57 w	350 sp on bd	Amplon	399	Pease					
Heroine	337	West	Samuel Borden	In port		Arrived April 6, 47		Amplon	399	Pease					
Herold	262	Pease	L. Jenney & J Tripp	Sept 11, 44	Pacific	Feb 2, 47, at Talcuana	1000 bbls	Amplon	399	Pease					
Hesper, bark	262		E Sawin	In port		Arrived Aug 21, 45		Amplon	399	Pease					
Isabella, bark	213		Atkins Adams	Oct 20, 45	Pacific & NW	Aug 3 '46, at St Barbara	500 sp 500 wh	Amplon	399	Pease					
Jave	294	Lucas	L C Tripp	May 3, 44	Ind. & Pacific	Feb 11 '47, at Talcuana	1000 sp 1250 wh	Amplon	399	Pease					
James Monroe	424	Harding	F R Whitwell	Nov 23, 45	Ind. & Pacific	July 9, 46, off Gallapagos Is	1250 wh	Amplon	399	Pease					
Jno A Robb	273	Winslow	L C Tripp	Dec 12, 43	Pacific & Ind.	Nov 13, 46, at Palta	1400 sp	Amplon	399	Pease					
Jos Maxwell	302	Perry	Nathan Church	Sept 14, 44	Pacific	Oct 5, 46, at Sydney	700 sp	Amplon	399	Pease					
Kingston	312	Ellis	Atkins Adams	July 19, 45	Indian O & NW	Oct 5, 46, at Lahuina	80 sp 220 wh	Amplon	399	Pease					
Langrange, bark	250	Dexter	L. Jenney & J Tripp	Aug 11, 46	Ind O & NW	Jan 20, 47, off Port Dauphin	130 sp	Amplon	399	Pease					
Leonidas	243	Tatch	Gibbs & Jenney	In port		Arrived May 20, 47		Amplon	399	Pease					
London Packet	325	Robinson	Sheffield Reed	May 8, 45	Pacific	Jan 16, 47, at Talcuana	150 s 1750 w	Amplon	399	Pease					
Lydia	355	Taber	L. C Tripp	Oct 22, 44	Pacific	Feb 20 '47, at Talcuana	350 sp 600 wh	Amplon	399	Pease					
Marcus	285	Nether	F Sawin	Aug 11, 46	Ind O & NW	Sept 7, 46, at Fayal	landed 80 sp	Amplon	399	Pease					
Martha	298	Smith	Nathan Church	Oct 21, 45	Pacific & NW	May 4 '47, at Talcuana	25 sp 300 wh	Amplon	399	Pease					
Martha, 2d	301	Stewart	Atkins Adams	Aug 5, 44	Indian Ocean	July 8, 46, at Johanna	800 sp 800 wh	Amplon	399	Pease					
Mary Ann	335	Tuber	L C Tripp	Nov 17, 46	Pacific	Feb 20 '47, lat 45 s lon 53 w	80 sp	Amplon	399	Pease					
Omega	305	Morey	Nathan Church	Jan 6, 47	Ind & Pacific	Feb 20 '47, lat 3 s, lon — no oil reported		Amplon	399	Pease					
Oregon	339	Winpenney	L C Tripp	June 12, 45	Pacific & NW	Dec 8, 46, off Gallapagos Is	250 sp 800 w	Amplon	399	Pease					
Pacific, bark	314	Allen	Atkins Adams	July 13, 45	Indian O & NW	Aug 27, 46, at Lahuina	50 sp 450 wh	Amplon	399	Pease					
Sam Robertson	421	Turner	F R Terry	June 20, 46	NW Coast	Feb 3, 47, at Chili for n w c	100 sp	Amplon	399	Pease					
Sarah Frances	301	Gardner	E Sawin	Dec 19, 43	Pacific	Sept 24 '46, at Palta	Oct 29, 46, at Maui	Amplon	399	Pease					
Sharon	354	Clough	Gibbs & Jenney	May 20, 45	Indian O & NW	Oct 29, 46, at Maui	80 sp 750 wh	Amplon	399	Pease					
South Boston	339	Hoxie	E Sawin	May 24, 45	Indian O & NW	Oct 1, 46, at Lahuina	230 sp 550 wh	Amplon	399	Pease					
Wm Wirt	387	Luce	Avarant Delano	Nov 14, 46	Pacific	Feb 26 '47, lat 53 s lon 69 w	30 sp	Amplon	399	Pease					
Wm & Henry	261	Benjamin	L F Terry	Sept 30, 45	Indian O & NW	Sept 5 '46, at Copang	350 sp	Amplon	399	Pease					
Wolgar, bark	235	Luce	James Tripp	Aug 7, 46	Indian O	Sept 21 '46, at Fayal	clean	Amplon	399	Pease					
Mattapoisett								Amplon	399	Pease					
America, brig	148	Lambert	R L Barstow	April 29, 46	Atlantic	May 14 '47, sld fm Porto Rico	200 sp	Amplon	399	Pease					
Annapolis, brig	159	Mayhew	Seh Freeman	Aug 15, 46	Atlantic	May 25 '47, lat 37 s lon 46 w	75 sp	Amplon	399	Pease					
Cacholot, bark	230		Wilson Barstow	In port		Arrived April 10, 47		Amplon	399	Pease					
Dumarton, bk	199	Handy	Wilson Barstow	June 2, 46	Atlantic	May 11 '47, off River Platte	300 sp	Amplon	399	Pease					
Eliza, bark	219	Flanders	R L Barstow	Aug 12, 46	Atlantic	May 12 '47, lat 38 s lon 45 w	350 sp	Amplon	399	Pease					
Eliza, brig	120		R L Barstow	In port		Arrived Sept 6, 46		Amplon	399	Pease					
Langrange, bark	270	Dornin	E Willis	Feb 5, 47	Pacific	Apr 26 '47, at Rio Janeiro leaky	unk	Amplon	399	Pease					
Sarah	379	Purinton	Joseph Meigs	Sept 1 '46	Pacific & NW	Jan 7 '47, lat 44 s lon 76 w 100 s 1 rt wh	150 sp	Amplon	399	Pease					
Sarah, bark	171	Snow	Wilson Barstow	May 11, 46	Atlantic	May 12 '47, lat 36 s lon 73 w 2 b k fish	Nov 17 '46, no lat & lon 73 w 2 b k fish	Amplon	399	Pease					
Solo, brig	129	Hammond	Sam Sturtevant, Jr	Nov 20, 45	Atlantic	Feb 6 '47, lat 57 s lon 66 w	not stated	Amplon	399	Pease					
Willis, bark	164	Higgins	R L Barstow	Sept 29, 46	Pacific	Jan '47, no lat & lon	160 sp	Amplon	399	Pease					
Slipican.						Arrived Aug 21, 46		Amplon	399	Pease					
Cossack, bark	256	Dexter	S C Luce	Sept 29, 46	Pacific	Dec 10, 46, sld fm Diego Gracia	350 sp	Amplon	399	Pease					
Hecla, bark	207	Hodge	E S Bates	Aug 22, 45	Atlantic & Ind	Feb 14, 47, lat 38 s lon 45 w	170 sp	Amplon	399	Pease					
June, brig	123		Eliza Luce	In port				Amplon	399	Pease					
Poymanet, bk	184	Tilton	Henry M Allen	June 14, 46	Atlantic			Amplon	399	Pease					
Quito, brig	140	Chase	J S Bates					Amplon	399	Pease					
Westport.								Amplon	399	Pease					
Barelay, bark	167	King	Davis & Corey	May 27, 47	Atlantic	May 24 '47, lat 37 s lon 45 w	300 sp	Amplon	399	Pease					
Clumpton, bk	209	Gardner	Andrew Hicks	Jan 22 '47	Atlantic & Pac	Arrived Oct 11, 46		Amplon	399	Pease					
Catherwood, bk	198	Cushing	Thomas W Mayhew	Oct 14, 45	S Atlantic	Nov 6, 46, sld fm Cochlin	600 sp	Amplon	399	Pease					
Dr Franklin, bk	171		Job Davis	In port				Amplon	399	Pease					
Harbinger	262	Brownell	Davis & Corey	Jan 2, 45	Atlantic	Feb 23 '47, lat 45 s lon 35 w	80 sp	Amplon	399	Pease					
Mattapoisett, bk	150	Briggs	Freeman Lawrence	April 15, 47	Atlantic	May 25 '47, lat 36 s lon 45 w	200 sp	Amplon	399	Pease					
Janet, bk	194	Davis	Henry Wilcox	July 31, 46	Indian Ocean	Arrived May 21, 47		Amplon	399	Pease					
Mexico, brig	130	Macomber	Davis & Corey	May '47	Atlantic	May 5 '47, lat 16 s lon 5 w	170 sp	Amplon	399	Pease					
President, bark	167	Hicks	Andrew Hicks	Aug —, 46	South Seas	prev to May 22, 47, off River Platte	clean	Amplon	399	Pease					
Rajah, bark	250	Stanton	Thomas W Mayhew	July 31 '46	S Atlantic	Jan 10 '47, lat 32 s lon 2 w	20 sp 100 wh	Amplon	399	Pease					
Th Winslow, bk	126	Ball	Henry Wilcox	May 6, 46	S Atlantic			Amplon	399	Pease					
Theo Chase, bk	168	Smith	Andrew Hicks	June 11, 46	Indian Ocean			Amplon	399	Pease					
U States, bark	217							Amplon	399	Pease					
Nantucket.								Amplon	399	Pease					
Alabama	340	Coggeshall	John H Shaw	May 26, 46	Pacific	Nov 46, off N Zealand	100 sp	Amplon	399	Pease					
Alpha	345	Folger	Hadwen & Barney	July 2, 46	Pacific	July 25, 46, at Flores	clean	Amplon	399	Pease					
American	329	Luce	Dani Jones	Oct 31, 45	Pacific	Oct 20, 46, at Tombez	150 sp	Amplon	399	Pease					
Atlantic	321	Coleman	R F Gardner	Sept 13, 46	Pacific	Jan 26 '47, lat 40 s lon 79 w	65 sp on bd	Amplon	399	Pease					
Aurora	346	Collin	T & P Macy	May 19, 45	Pacific	Dec 6, 46, off Gallapagos Is	1000 sp	Amplon	399	Pease					
Bacley	301	Baker	John H Shaw	Oct 20, 43	Pacific	Feb 20 '47, at Talcuana hm	1200 sp	Amplon	399	Pease					
Catawba	335	Coleman	CG & H Collin	Dec 23, 43	Pacific	Sept 10 '46, at Palta	1450 sp	Amplon	399	Pease					
Charles Cartell	376	Andrews	W C Swain	May 16, 44	Pacific	Jan 12, 47, sld fm Callao	1200 sp 800 wh	Amplon	399	Pease					
Chris, Mitchell	387	Ackley	C Mitchell & Co	July 18, 45	NW Coast	Nov 11 '46, at Sydney	950 sp	Amplon	399	Pease					
Citizen	360	Bailey	CG & H Collin	Aug 25, 44	Pacific	Feb 20 '47, at Talcuana	500 sp 1400 w	Amplon	399	Pease					
Columbia	329	Chase	CG & H Collin	Aug 7 '46	Pacific	Dec 23 '46, at Tristan da E	100 wh	Amplon	399	Pease					
Constitution	318	Joys	CG & H Collin	May 14, arrived at Havre		Aug 3 '46, at Marquesas Is	1000 sp	Amplon	399	Pease					
David Padlock	352	Swain	Daniel Jones	Dec 8, 45	Pacific	July '46, on Japan	unknown	Amplon	399	Pease					
D Webster	236	Starbuck	French & Collin	Oct 9, 45	NW Coast	Nov 22, 46, off N Zealand	1250 sp & wh	Amplon	399	Pease					
Edward Gary	353	Sayer	CG & H Collin	Dec 23, 45	Pacific	July 16, 46, sld fm Navigator Is	100 sp	Amplon	399	Pease					
Enterprise	381	Parker	CG & H Collin	Dec 25, 45	Pacific	Nov 25 '46, at Nonheva	850 sp	Amplon	399	Pease					
Empire	403</														

**2000** **LB8** Dried Apples, rec'd and for sale by

MERCHANTS' TRANSCRIPT.  
NEW BEDFORD.

TUESDAY MORNING, JUNE 8, 1847.

## IMPORTS

Of Sperm Oil, Whale Oil, and Whalebone into the United States for the week ending June 7, 1847.

	Sperm.	Whale.	Bone.
New Bedford.	3000	400	3,000
Ship Two Brothers.	900	100	
"Herald.	2050		
"Virginia.	123		6,500
Do. in Fairview, Freeport.	1400	200	
"Coleman.		70	
Brig Rodman.	850	100	600
Holmes Hole.			
Brig Malta.			
Total.	5828	870	10,100

## MONTHLY STATEMENT

Of Imports of Sperm Oil, Whale Oil, and Whalebone into the United States for May, 1847:

	SPEERM.	WHALE.	BONE.
N Bedford, 14 ships 7 barks.	18375	23209	1214458
Fairhaven, 2 barks.	2050	250	1500
N London, 14 ships 2 bks, 1 sch.	2210	39780	167300
Greenport, 1 ship, 1 bark.	320	3880	35000
Stonington, 3 barks.	250	4900	30000
Sag Harbor, 9 ships, 3 barks.	1575	23850	107000
Providence, 1 ship.	150	1100	100000
Edgartown, 1 ship.	400	2000	19000
Boston, 1 bark.	150	1850	19000
Bridgeport, 1 bark.	400	1400	5000
Mystic, 1 ship.		2800	9000
Provincetown, 1 brig.	40		
Nantucket, 1 ship.	1500	50	
Holmes Hole, 1 ship.	284	2802	32250
Total.	23204	112071	1805508
From Jan 1 to May 1.	37647	130293	1146730
Total to June 1, 1847.	60751	242364	2952238

## NEW BEDFORD OIL MARKET.

[For the week ending June 7, 1847.]

**SPEERM.**—The market for Sperm remains quiet: we have only to report sales of 200 bbls on private terms, and 170 bbls at 95 cts, cash, at which price holders are pretty firm.

**WHALE.**—There was a brisk demand during the first part of the week which resulted in the sale of several cargoes, for shipment and manufacturing, since which there has been little doing. The sales embrace cargoes of 2:25 bbls, and 1688 bbls, mostly N W Coast, at 51 1/2 cts; 2328 bbls mostly dark, for export, at 30 1/2 cts; and parcels of 700 bbls do, for export, at 30 1/2 cts; and 700 bbls N W Coast, on private terms. There are now about 13,000 bbls whale oil in first hands, the holders of which, generally decline operating at the prices which ruled the first of the week.

**WHALEBONE.**—The market is very dull. The sales of the week are a lot of 5000 lb S Sea and 4,000 lb N W Coast, at 25 1/2 cts, which was subsequently resold for 27 1/2 cts; and 19,000 lb N W Coast, at the Vineyard, (deliverable there) at a trifle above 26 cts.

## MARKETS.

**NEW YORK, June 5.**—CANDLES.—Sperm continue in good demand, and we notice further sales at 31 1/2 cts, 4 mos.

**Flour &c.**—By the Hibernia we have advices from Havre and Liverpool to 16th and 19th ult. American Flour at Liverpool had advanced to 46s @ 48s, 3/4 bbl; Wheat to 13s @ 14s, 7/8 lb. The arrival of the Rainbow, Wednesday morning, from Liverpool, with advices of an advance in that market, induced much firmness here, and 15,000 bbls. Western Flour changed hands at \$3.37 1/2 @ \$3.62 1/2. To arrive, 20,000 bbls. were sold at \$3.37 1/2 @ \$3.50 in June. \$3 @ \$3.37 1/2 in July. \$7.75 @ \$7.87 1/2. Upon arrival of the Hibernia, prices again rapidly advanced, and sales reached upwards of 30,000 bbls, chiefly at \$9.25 @ \$9.50; but on Friday there was less excitement and a disposition to realize at the recent great improvement; the market in consequence gradually declined from \$9.50, the opening price, to \$9.25 at which it closed rather heavily for Genoa, and in some instances this description, as well as Ohio and Michigan, was sold at \$9.12 1/2; 500 bbls. fancy Ohio brought \$9.75; we quote at the closing rates, Genoa, \$9.13 1/2 @ \$9.25; and Michigan, \$9.12 1/2 @ \$9.25. The sales for future delivery reached 30,000 bbls at \$8.81 1/2 @ \$9.25 for June, part early in the month, \$8.50 @ \$9 in July, and \$8.75 in August.

**OILS.**—No further sales of Whale. The market for Linseed continues dull; American in lots command 65 cents, and English 63; 6000 gallons English and Dutch sold at 61 1/2 @ 62 1/2, all cash. 3 @ 400 bbls. Crude Sperm sold to go to New Bedford, at 93 cts—last sales there, 95 cash.

**Provisions.**—The market for Ohio Pork has continued to advance, the European advices having increased the firmness before existing; the sales are about 5000 bbls. at \$13.62 1/2 for old Prime, \$14, and \$14.25 for new Prime. \$16 a 16.50 for old Mess, \$14 for sour, and \$16.75 a \$17 for new Mess. Beef is scarce and wanted, we know of no sales—a small lot Beef Ham brought \$18.50.

**WHALEBONE.**—A further sale of 20,000 lb. North West Coast has been made at 27 cents cash.—[N. Y. Ship List.

**ROSTON, June 5.**—CANDLES.—The demand for Sperm is moderate, and we notice small sales of Nantucket and New Bedford brands at 28, 29 a 30c 3/4 lb, 6 mos. Moulds have been in steady demand at 12 a 12 1/2c 3/4 lb, 4 mos.—[Boston Ship List.

## FOREIGN OIL MARKETS.

**LONDON, May 10.**—The trade has kept off the market in consequence of the public sale which took place yesterday. Some trifling parcels pale Seal have brought high rates. Quotations.—Sperm £90 @ £92; Whale, South Sea, £25 @ £28. Whalebone—South Seas per ton £180 @ £185.

**LIVERPOOL, May 18.**—Sperm Oil is quoted 90 @ £92; Southern Whale £84 @ per ton.

**HULL.**—The Hibernia has arrived from Greenland with 6000 Seals; say about 60 tons of Oil, for which £28 per ton naked is required. Bones have met a free sale at £5 1/2 to £5 7/8 per ton for good quality. Holders now require £5 10s down to £5 5s for second rate quality.

**HAVRE, May 15.**—Whalebone.—Nothing whatever has been done in this article during the last week, and prices therefore remain at previous quotations, viz: N. W. Fishery at £ 2 15 to 20, and Southern at £ 2 20 to 25 per 1/2 kil, duty paid. We have received 212 bundles from New York and another parcel from one of our Whalers. Stock on hand 150 tons, against 120 tons last year.

RIO DE JANEIRO, 19th April 1847.

Editor Whalers' Shipping List:—

We beg to inform you that the American Whaling Barque Sarah & Esther of Greenport, was brought in here a few days since from Ilha Grande, by a Revenue Cutter, charged with taking in Wood and Water and giving Oil in exchange, thereby infringing the Revenue Laws.

It has been the custom for many years, for our Whalers and Seiners, to stop into Ilha Grande and other small ports on this Coast for Wood and Water, and until the present

instance no opposition was ever made by the Brazilian Authorities, but as we now understand orders have been given to capture all Foreign Vessels, found in ports of the Empire which are not of entry, we consider it well to give you this information so that instructions may be given to your Captains, not to enter said ports.

We annex a list of the ports which have Custom Houses.

And remain your most obdt servts  
MAXWELL, WRIGHT & CO.

**LIST.**—Rio de Janeiro, Bahia, Pernambuco, Maranhao, Para, Rio Grande, S Joze do Norte, Porto Alegre, Santos, St Catharines, Alagoas, Parahiba, Tortaleza, Sergipe, Aracaty, Espirito Santo, Rio Grande do Norte, Paranaiba, Paranaqua, S Borja.

**THE AMERICAN WHALING BUSINESS, WHALE SHIPS AND MASTERS OF WHALE SHIPS.**—That portion of the public who live remote from places engaged in the Whaling business, have very erroneous ideas in relation to these matters, and perhaps some with better opportunities to learn the truth, do not take the trouble.

First, as to the Whaling business. It is very common to hear men speak with a kind of smirking, complacent sneer of New Bedford, Nantucket, and other similar places, as FISHING VILLAGES, and many men, wise in their own conceit, do this, who do not know the difference in enterprise, knowledge, and capital required to carry on the Whaling business, and that required to carry on the business of catching herring in a Vineyard brook, or tom-cod from the end of a wharf.

To enlighten such benighted souls, let us ask them to look at the list of whale ships on this sheet, belonging to New Bedford alone, two hundred and fifty-four in number; let them multiply that number by \$25,000, which is perhaps less than their average value as they sail, with outfits, upon their voyages, and they will get in this place alone an aggregate capital of \$6,350,000 embarked in that business. Allow twenty-five men to a ship, and you have an aggregate of seamen in this port alone of 6,350. Let them make the same calculations upon the other ships of the United States on our list, and they will find a grand total of capital and seamen employed in this business which will show it, to be one of the largest, and most important branches of business in which this country has yet embarked.

One Edmund Burke, of whom those whom we now try to enlighten may have heard, spoke in the British House of Commons in 1775, as follows:—

"As to the wealth which the colonists have drawn from the sea by their fisheries, you had all that matter fully opened at your bar. You surely thought these acquisitions of value, for they seemed to excite your envy; and yet the spirit by which that enterprising employment has been exercised ought rather, in my opinion, to have raised esteem and admiration. And pray, sir, what in the world is equal to it? Pass by the other parts and look at the manner in which the New England people carry on the whale fishery. While we follow them among the tumbling mountains of ice, and behold them penetrating into the deepest frozen recesses of Hudson's Bay and Davis Straits; while we are looking for them beneath the Arctic circle, we hear that they have pierced into the opposite region of polar cold, that they are at the antipodes, and engaged under the frozen serpent of the south. Falkland Islands, which seemed so remote and so romantic an object for the grasp of national ambition, is but a stage and resting place for their victorious industry. Nor is the equinoctial heat more discouraging to them than the accumulated winter of both the poles. We learn that while some of them draw the line and strike the harpoon on the Coast of Africa, others run the longitude and pursue their game along the Coast of Brazil. No sea but what is vexed by their fisheries, no climate that is not witness to their toil. Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of English enterprise, ever carried this most perilous mode of hardy industry to the extent to which it has been pursued by this recent people—a people who are still in the gristle, and not yet hardened into manhood."

Such was Mr Burke's opinion of the business in which these "Fishing Villages" are engaged, nearly three quarters of a century ago, when the business employed infinitely less capital, and required infinitely less enterprise than now; when almost every sea is vexed by almost every whaleship in consequence of the disappearance of the monsters of the deep from their former haunts.

Second—as to the Whale Ships.—It is equally common to hear certain persons speak in disparaging terms of whale ships, as of an inferior class, and kept in an uncomfortable and filthy condition. Look at the tonnage of the New Bedford list, and they may probably be taken as a fair sample of the American ships engaged in the trade, they run from about 200 to 600 tons—and we challenge the world to produce an equal number of ships of better quality or in better condition. A large portion of them are built as well as metal and timber can make them, and going upon voyages of from one and a half to four and a half years, and encountering all the perils of the seas for that length of time, and returning in safety as a general rule, proves beyond a question that they are and must be ships excellently built and in excellent condition. Exceptions there undoubtedly are, but they are no more in proportion than are to be found in any other equal number of ships in any business. As to cleanliness, any man or woman who has ever been on board a whale ship ready for sea, in this port at any rate, knows that they are as neatly and comfortably arranged as any vessel can be, and during the voyage, (with exceptions of course) they are kept clean, painted, washed, comfortable, sweet and healthy, so far as is practicable at sea in any vessel. The business of cutting in whales, trying out and putting down oil, like a good many other business operations, is not remarkably neat, and a Broadway dandy or Boston exquisite would reproach the "unmanly coarser" of a whale for coming between his nobility and the wind; but such seasons are short, and they are cheered and made comfortable by the reflection that the objects of the voyage are thus being accomplished. The ships as a whole, are kept neat and healthy, but the difference in neatness depends upon the character and habits of each master and his officers. The general good health of whalers, which is proverbial, goes far to prove the condition of the ships in this respect. That whale ships ordinarily return from their long and perilous voyages with cargoes often of very great value, in a wonderfully neat condition is here a matter of common observation, and the master who brings home his ship in a dirty and neglected state, finds himself below par when a master is wanted.

Third, as to Masters of Whale Ships.—An idea is entertained in some quarters, that the masters of whale ships are an ignorant, and boorish class of men, who, by reason of

brute force can kill whales, and by reason of that same brute force, and brutal passion abuse the men composing their crews. That idea is a false one. Consider these facts:—A whale ship is owned by prudent, sagacious merchants, costs with outfits from \$20,000 to 40 or \$50,000; leaves home to visit the remotest seas to be absent under the entire control of the master, from two to four years and upwards; under the necessity of procuring in remote and perhaps in savage places, the various supplies which become necessary for the ship; the voyage is to be conducted, as to the places to be visited, the time of stay, &c, by the sole judgment of the master, because the voyages are so long and such changes occur, that only general instructions can be given by the owners before sailing. What kind of a man would owners of common prudence or common sense be likely to select in whom to place so great a trust? They would select a man of sterling integrity, of nautical skill, of knowledge of that peculiar business, character and information to conduct such a voyage, to negotiate for supplies, and manage the important affairs of the ship at sea and on shore, and of such manners, habits, and character as to qualify him rightly to govern the crew, upon whose physical efforts and hearty good will depends the success of the enterprise. There are disgraceful exceptions, but from a very extensive knowledge of masters of whale ships at home, and an opportunity to see over two hundred masters and their ships during our recent visit to the Sandwich Islands, we aver confidently that our whaling captains are of the character last described, and our observation confirms the belief that owners employ such men as common prudence and common sense dictate. The masters of whale ships, beyond the control or advice of their owners, are obliged when they go into port, for recruits to become merchants; and it is often the case that the supplies are monopolized by sharpers, or otherwise held in such hands as to make reasonable purchases very difficult; and we know that owners would be gratified if they could see, as we have done, the perseverance, tact, skill and fidelity, with which masters manage their business in the foreign places which we visited. Many instances came under our observation which would have done credit to the first merchant on change in any commercial city.

As to the moral character of masters, there are exceptions here also, but as a body, they are as upright in their deportment abroad as they are at home, and at home they stand as high as any other class of men.

In regard to the treatment of seamen, we believe that we are right in saying, that considering the length and all the difficulties of the voyage, it is remarkable how little flogging or abuse takes place. In former times there was greater severity, but now flogging is very rare, and brutal assaults very unfrequent, and wonderfully so when we consider that the crews are made up of a miscellaneous assortment of all kindred, tongues and nations, and the provocations of the officers sometimes, all that human nature can bear. Unquestionably unjustifiable whippings and assaults sometimes take place, but upon return home every body agrees that reparation should be made by the offender. Libels and suits are frequently brought against masters or officers for trivial offences, but nine times out of ten not at the instance of the supposed sufferer, but of some pettifogger, and for his benefit and not the sailor's. But while real offences are growing more rare, these petty suits are also growing more unfrequent, and the promoters of them are daily looked upon with greater contempt; and we trust that the time is soon coming when masters, officers, and men, will be in all respects what they should be, and pettifogging by exciting the passions and emptying the pockets of sailors, will cease.

One word as to the owners of whale ships—the world rings with the praises of sagacious merchants; their forecast combinations and results are lauded to the skies. But owners of whale ships are not thought of when such are mentioned. In all such particulars they stand in the front rank; and we can, here and elsewhere, point to our merchant princes, who for forecast, combination and results need not be abashed when in presence of or comparing themselves with merchants engaged in any other branch of the great business of this great and thriving country.

We have departed from our usual rule and insert this long article, because, our paper being devoted to the whaling business and having had opportunities of seeing whale ships and masters of whale ships at home and abroad, we thought it right and proper that people who, either from lack of opportunity to observe, or from stupidity, have wrong notions on these subjects, should have an opportunity to correct them.

A letter from Capt Smith, of ship *Majestic* of this port, reports her at Sydney, 1st 25th, with 1500 bbls (250 sp) oil, all well,—had recruited for 15 months. Reported hearing from ship *Gen Pike*, Pierce, this port, with 500 sp and 100 whine, leaving Sydney in Oct last, and was among sperm whales. The *Clifford Wayne*, of Fairhaven, was at Sydney same time, having taken 250 sp in her last cruise of 6 weeks—came in for a pump. The *Ocean*, Almy, was off the Heads Dec 18th, had taken 100 sp since leaving Sydney six weeks previous.

A letter from Capt Swift, of ship *Good Return*, of this port, reports her at Sydney, Dec 22d, recruiting for a 11 months cruise;—had sold 12,000 lbs whalebone.

Ship *Two Brothers*, at this port 4th, has on freight 1457 lb whalebone from ship *Newark*, and 3433 lb do from bark *Philetus*, of Stonington, to J F Turnbull; 2000 lb do from ship *Silas Richards*, of S Harbor to Mulford & Sleigh, and 2950 lb do from ship *Martha* of F Haven, to N. Church.

**MEXICAN PRIVATEER.**—Barque *CARMELITA*, Littlefield' from Ponce, P. R. for Trieste, (cargo 350 bbls, 31 tes 35 bbls, and 888 bags coffee, said to be insured in this city,) was captured in the waters of Africa, by a Mexican privateer called the *UNICO*, of one gun and 53 men, and carried into Barcelona, Spain, previous to 3d ult.

The *New Zealand*, of Dec 3d, gives the following particulars of the loss of ship *Delphos*, of Holmes Hole:—

"Ship *Alert*, Bay of Islands, Nov 26, 1846. "On the 6th instant we made Palmerston's Island, and stood in for the purpose of procuring fresh recruits, if possible. While approaching the island a boat came off to us, containing part of the crew of the ship *Delphos*, of Tisbury, Martha's Vineyard, who were wrecked there ten days previous. The particulars of the disaster are thus given by the master and officers. On the morning of the 27th October, in the midst of a violent squall of wind and rain, breakers were discovered at a short distance on the lee bow. The order was instantly given to 'veer ship'; the helm placed hard up—mizen topsail halyards let go, and yards trimmed, and she had already got the wind upon her quarter, and had begun to breast the waves, when she touched lightly aft. Her fate was sealed—in a moment more she struck heavily amidship, and in five minutes was shattered into a

thousand fragments. By almost a miracle, all but two of the crew were saved. When she struck, she rolled bulwarks under towards the reef. By the returning wave she rolled outboard with her masts under water, and so remained when the crew clambered over upon the side which lay out of water, and which offered some protection from the waves. The next sea which struck her stove in her decks, and partially broke up her stern, and a succeeding one detached the side entire to which they were clinging, and threw it with them upon the reef. Thankful for their preservation thus far, their situation was now far from enviable. No land was to be seen, and there was much reason to suppose they were on a simple reef in the mid ocean, the boats were all stove, and even had they been sea worthy, they were destitute of the instruments necessary to direct their course, as well as the provisions necessary to sustain their crews in their passage to the nearest land. The morning light, however, dissipated their fears in this respect, revealing the land at the distance of about four miles, to which they were able to proceed on the reef.

For several important advertisements see preceding page.

## Empty Oil Casks.

500 Empty Oil Casks in good order; for sale by  
COFFIN & LADELL,  
PHILADELPHIA.

## BEDFORD HOUSE.

NO. 55 SOUTH SECOND STREET,  
CORNER OF  
WALNUT STREET, NEW-BEDFORD,

KEPT BY  
WILLIAM H. COX,

FOR PERMANENT OR TRANSIENT COMPANY  
And no pains will be spared to render it a pleasant and agreeable home to those who may favor it with their patronage  
June 8-11.

## SPRING STYLE.

Superior Beaver & Mole-skin Hats.

Just received and for sale by  
CHARLES L. REED,  
No. 8 South Water Street.  
C. L. R. also keeps constantly on hand a complete assortment of Gentlemen's furnishings—Dickies, Stocks, Bosoms, Cravats, Umbrellas, &c. &c. ALSO Caps, Tarpaulin Hats &c. all of which will be sold cheap for cash. 6m1

## WALDO &amp; CO.,

DEALERS IN  
Ship Chandlery and General Merchandise,  
LAHAINA, MAUI, H. I.  
G. WALDO, E. S. BENSON, A. LANGLOIS.  
N. B.—WANTED—Bills of Exchange on the United States, France and England. 11

JOHN KEHEW  
NAUTICAL INSTRUMENT MAKER.

AND DEALER IN  
CHARTS, NAUTICAL BOOKS, &c.  
NO. 69 NORTH WATER STREET,  
NEW BEDFORD.

Where may be purchased at all times, warranted sextants, Octants, Quadrants, Barometers, Oleometers, Improved Navy Telescopes, Ships Spy Glasses, Pocket do. do. binoculars, boat and pocket compasses of all kinds, one hour half do. and log glasses, gunter's scales, parallel rules, dividers, &c.

NAVIGATION BOOKS.

Horsburgh's East India Directory; Bowditch's Navigator; Shipmaster's Assistant; Blunt's Coast Pilot; Ward's Turner and Lyon's Lunar Tables; Nautical Almanacs, as far as published; Log Books; Seamen's Journals; Ships Account Books; Log Sheets; Stationery; &c.

—ALSO A COMPLETE ASSORTMENT OF CHARTS

All which will be sold as low as can be purchased in town. J. K., being a practical workman, will attend personally to repairing and adjusting sextants, octants, quadrants, spy glasses, compasses, etc., and will warrant his work, and adjust, them to give entire satisfaction.

Purchasers of Instruments may depend upon their being accurately adjusted, and in perfect order in every respect. Experimental information given as usual, to those who desire, in adjustment of the Sextant. sept 19

PLANK AND HEADING.—40,000 feet Southern Pine Plank, 2 1/2, 3, and 3 1/2 inch, and 3x6, 4x8 inch.

30,000 feet of Heading, cargo of brig Victory from Wilmington, now landing on Saml Rodman's wharf, and for sale by  
WM P GRINNELL,  
No 27 Rotch's Square.

## LIST OF BRANCH PILOTS

For the District and Port of New-Bedford and Fairhaven—NAMES OF PILOTS arranged as per date of their several commissions.—PILOT BOATS, &c.

Residing in New-Bedford and Fairhaven.  
Benjamin Akin Caleb Church,  
Peleg Crowell, John Aikin,  
D. Demoranville.  
Do. in Martha's Vineyard, Noman's Land and Cuttyhunk.  
Seth Daggett, Leander Daggett,  
Obad Fisher, Warren Luce,  
Wm Dunham Shaw Norris,  
Uriah Coffin Joseph Dine,  
John Flinders, Albert West,  
John Hursel, Bartlett Claghorn,  
Elijah Smith, Warren Cleveland 26  
Moses F. Cromwell, Jabez Lewis,  
Geo W Smith, David Tilton,  
Timothy Merry, Alonzo Daggett,  
Holder Allen, Thomas West,  
Truman Allen.

PILOT BOATS.—At the Vineyard, Superior, 50 tons, Hiram 62; Hornet 31; Relief 42; Josiah Surges 158. At New-Bedford, sch. Favorite 30 tons; Commerce 25.

The fees for Pilotage are established at one dollar fifty cents per foot for outward bound vessels, and two dollars for vessels bound into port; with an addition of 30 per cent. for vessels boarded from 15th Sept. to 15th March, without a line to extend S. E. by S. from Beaver Tail Light House, till it intersects a line S. W. from Noman's Land.

The common cruising ground of the Pilot boats is off Block Island and Noman's Land and frequently they extend their range at sea as far as the south side of Long Island and Nantucket Open sailboats with branch pilots also cruise near Cuttyhunk Island, in order to assist vessels coming into the Western passage.

It is expected that if any of the Branch Pilots above named shall during any portion of the summer or winter months engage in any other business which may prevent them from acting as Pilots, that they will return their commissions to the Wardens of the Port.

JAS. HOWLAND, 2nd,  
CHARLES GRINNELL } Wardens  
ATKINS ADAMS,  
SETH DAGGETT,  
THOMAS BRADLEY, }

New Bedford, Jan. 1 1847.