

A New Bedford Merchant

By HORATIO HATHAWAY

*Being Notes taken from Records in the Office
of the late Thomas Schuyler Hathaway
a Successful Shipowner of the
Nineteenth Century*



PRIVATELY PRINTED

COPYRIGHT, 1930, BY HORATIO HATHAWAY

• •
•

D. B. UPDIKE, THE MERRYMOUNT PRESS, BOSTON

To

FRANCIS HATHAWAY STONE

THE LAST OF THE CAPTAINS

THIS BOOK IS DEDICATED

Contents

<i>Foreword</i>	xi
<i>A New Bedford Merchant</i>	3
<i>Demolition of the Rodman Building</i>	73

List of Illustrations

FAC-SIMILE OF A LETTER WRITTEN TO THOMAS DICKASON & CO. BY JAMES ARNOLD IN 1819 <i>Requesting credit for Humphrey Hathaway.</i>	x
FAC-SIMILE OF A LETTER WRITTEN TO HUMPHREY HATHAWAY BY ARNOLD WELLES, JR., IN 1801	xii
OFFICE OF HUMPHREY HATHAWAY, AT THE HEAD OF ROTCH'S WHARF <i>Occupied by Thos. S. Hathaway until it was torn down in 1873, when the railroad was brought down to the wharves. From a pencil sketch by Mr. Russell.</i>	3
THE WHARVES	5
SHIP HORATIO <i>Built by I. & Z. Hillman, at New Bedford, in 1833.</i>	7
SHIP JOHN JAY <i>Built at New York in 1827.</i>	8
SHIP HOTSPUR <i>Built by Roosevelt & Joyce, at New York, in 1857.</i>	10
SHIP ONEIDA <i>Built at New Bedford in 1832.</i>	17
SHIP INDEPENDENCE <i>Built by Smith & Dixon, at New York, in 1834.</i>	18
SHIP CLEOPATRA <i>Built by T. Stack at Williamsburg, L. I., in 1867.</i>	40
SHIP ENDEAVOR <i>Built by Robert E. Jackson, at East Boston, in 1856.</i>	48

List of Illustrations

HOUSE OF NATHANIEL HATHAWAY, AT 45 ELM STREET	51
<i>After his death in 1837, it was occupied by his children and their uncle, Thomas S. Hathaway. This picture was taken just before it was torn down in 1897, to widen Purchase Street.</i>	
FLAG OF THE MERCHANT FLEET OF THOS. S. AND F. S. HATHAWAY	60
FLAG OF THE WHALE SHIPS OF THOS. S. HATHAWAY, AGENT	65
RODMAN BUILDING	73
<i>Just before it was demolished.</i>	

New Bedford Feb 10 1879

Thomas Dickason & Co
Respected Friends

of you on receipt of this to advise Meyer & Turner
of St. Petersburg that you will hold yourselves ready
to accept their drafts in the sum of Four Thousand
Pounds to meet purchase of goods ordered by
Humphrey Hathaway for Surg^y Horatio Capt
Snow— your prompt attention hereto will be desir-
able to meet the orders alluded to.

Your assured Friend
James Arnold

Thomas Buckton Esq
London

Foreword

I DO not write the pages that follow with the expectation that many people will be interested in the reading of them, but merely to keep alive a record of people and their activities which otherwise will be lost to posterity at my death. I am the only person living now who can piece together the incidents herein recorded and identify the characters who appear in this simple picture of business life in New Bedford seventy-five years ago.

Stephen Hathaway, the son of Jethro, the son of Thomas, the son of Arthur, who married Elizabeth Cooke, daughter of Francis Cooke of the Mayflower company, built and lived in a small one-story house, which still stands on the Fairhaven side of the river, half-way to Acushnet. He cut timber, which he hauled to the river with oxen in winter, and out of this timber he built ships and sent them forth on the seven seas. He had ten sons and three daughters, but, from what meagre records I have in my possession, only Stephen Jr., and Humphrey seem to have remained with their father in business and to have succeeded him.

I have a scrapbook containing the registers of ships and many old deeds. Among these is a "bill of sale of a one-sixth part of the good ship 'Rover,'" from Stephen Hathaway, Jr., Merchant, to Humphrey Hathaway, Merchant, dated October 25th, 1801, "together with one-sixth part of her appurtenances and

Foreword

whaling outfit, now on a voyage around the Cape of Good Hope, and registered at the port of New Bedford, the certificate of whose registry is as follows. Viz : “In pursuance of an act of the Congress of the United States of America, entitled an act concerning the registering and recording of Ships or Vessels, Wm. Logan Fisher of New Bedford in the County of Bristol and State of Massachusetts, Merchant, having taken and subscribed the affirmation required by the said act, and having affirmed that he, with Stephen Hathaway, Jr., and John H. Howland, both of New Bedford aforesaid, are the only owners of the ship or vessel called the Rover, of New Bedford, whereof Isaiah Ray is at present master, and is a citizen of the United States, as he hath sworn, and that the said ship or vessel was built at Kennebunk, state aforesaid, in the year 1801, as appears by temp’y Register No. 200, issued at the port of Boston and Charlestown on the sixteenth day of September, 1803, now cancelled, on receiving a permanent registry (No. 12), and Benjamin Stone, being thereto appointed, having certified that the said ship or vessel has two decks and three masts, and that her length is eighty-four feet, nine inches, her breadth twenty-four feet, her depth twelve feet, and that she measures two hundred and thirteen and $\frac{26}{95}$ tons; that she is a square sterned ship, has no galleries, and no figurehead.”

Another bill of sale is of the ship “Ratuh,” which was from William Barstow and Job Payne, of Plymouth and Asonet, re-

Fire & Marine Insurance Office }
Boston 5th June 1801. }
Mr. Humphreys Hathaway

Mr. Hum,

I favor of Mr. }
Caleb Greene. }

Mary Hathaway

New-Bedford.

Foreword

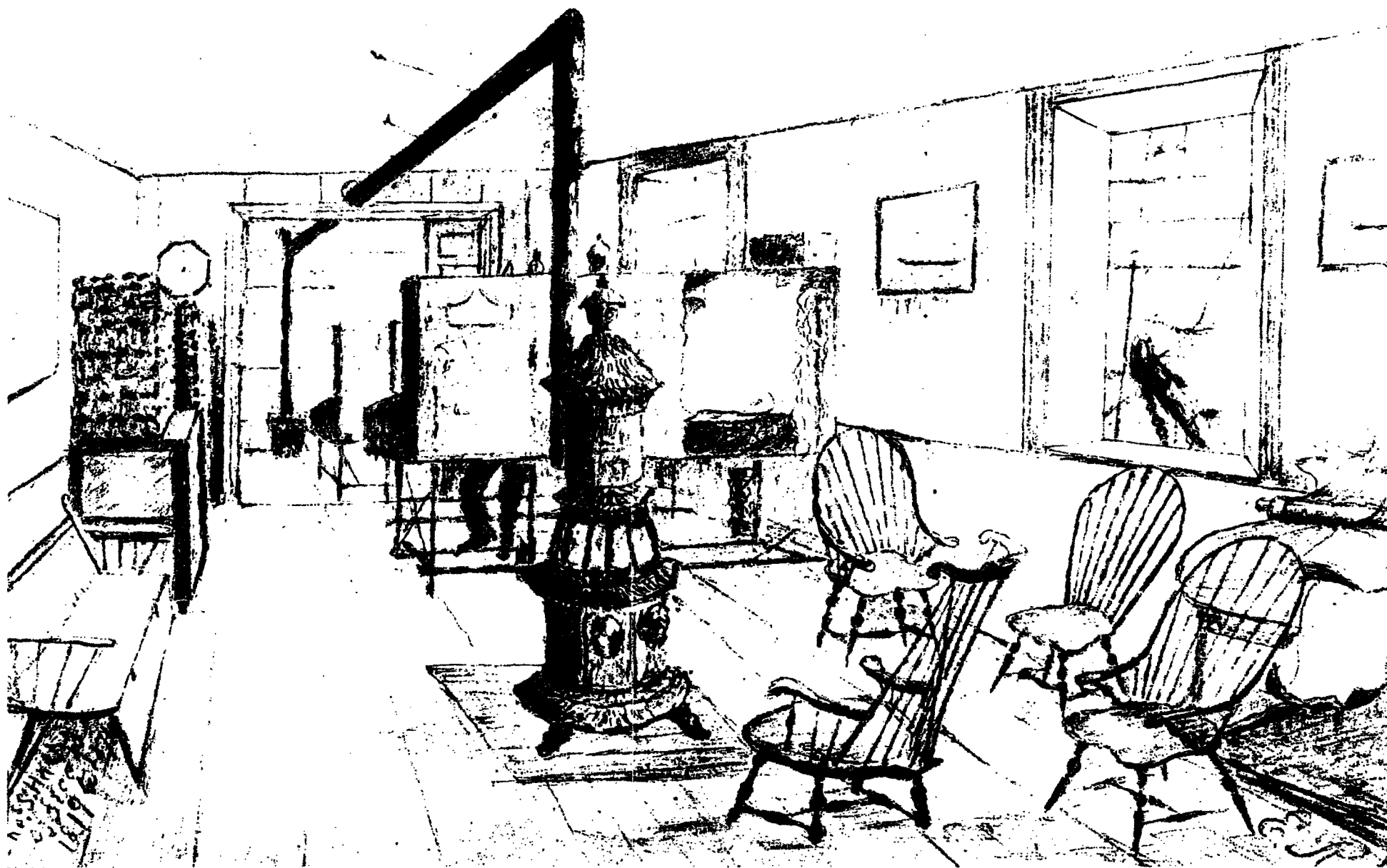
spectively, to Henry Post and John M. Russell of New York, and Humphrey Hathaway and Warren Delano of New Bedford. The date of this sale is 1806.

These are the only records in my possession where Stephen Hathaway, Jr., appears. He had one son, William, who died, and twin daughters, Alice and Mary. The former married John M. Forbes of Boston, and the latter Robert C. Watson, also of Boston. John M. Forbes owned the island of Naushon, and Robert C. Watson Mishawaum Point, where he built the house now occupied by his grandson, James H. Perkins.

I give here a letter in full as an example of the simplicity and, at the same time, the formality of the business correspondence of those days.

Much of the description of the ships is taken from *American Clipper Ships*, by Howe and Mathews, and I am indebted to Mr. Frederick C. Mathews for many valuable details, such as the record made by "Horatio" by the eastern route in 1842, and the burning of "Cleopatra" in 1894.

A New Bedford Merchant



OFFICE OF HUMPHREY HATHAWAY, AT THE HEAD OF ROTCH'S WHARF

Occupied by Thos. S. Hathaway until it was torn down in 1873, when the railroad was brought down to the wharves

From a pencil sketch by Mr. Russell

A New Bedford Merchant

HUMPHREY HATHAWAY was my great-grandfather, and his sons were Andrew, Thomas S., Francis S., and Nathaniel. Andrew died young, leaving no issue. Thomas and Francis never married. Nathaniel left four children: Francis, Caroline, Elizabeth, and Horatio. Caroline married S. Griffiths Morgan, and Elizabeth married Joshua C. Stone. Nathaniel and his wife both died young, and their children were brought up by their bachelor uncles, Thomas S. and Francis. Horatio and Francis both graduated from Harvard College, after which they went into business with their uncles, which was largely in the China trade, although they did some whaling, too. Thomas S. was the head of the business, while his brother Francis spent much of his time in China. The nephew, Francis, was sent to take charge of an office in New York, where the ships were loaded and unloaded.

Horatio, my father, stayed in New Bedford and handled the correspondence with China and New York for his uncle, with whose interests both he and his brother Francis had cast in their lots, with what property they had inherited from their father. These records would seem to indicate that their sisters, also, had left their inheritance in the hands of their uncles, and to the mercy of the waves.

I have omitted to mention that Humphrey had a daughter Alice, who married Elisha Haskell of Boston. The daughters of this marriage married George C. Lee of Boston; John A. Cunningham, also of Boston, and afterwards Hong Kong; and John A. Bullard of New York. There were three sons: Thomas, Francis, and Frederic.

I think I have now enumerated all the principal characters which

A New Bedford Merchant

appear in these pages with one exception, Mr. Russell. Edward S. Russell, although only a bookkeeper for Thomas S. Hathaway, was a most delightful gentleman of the old school, in dress, manner, and breeding, being a direct descendant of New Bedford's only real aristocracy, the family of the Duke of Bedford, for whom the city was named. He was a dear, courteous, genial old man, as I recall him, and died with a long clay pipe and a tumbler of gin and water at his bedside.

The office of Thomas S. Hathaway stood at the corner of Rodman and Front Streets. It was a square, flat-roofed wooden building, shingled, and painted white, with green blinds, with one chimney in the center. It was known as the Rodman Building, having been previously the office of Samuel Rodman. On the ground floor were two rooms occupied by the New Bedford Copper Company. The second floor consisted of two rooms, with windows facing south, and a storeroom running the whole north side of the building, from a part of which was later set off an office occupied by Horatio Hathaway, when Francis Hathaway moved from New York and took the office occupied by his uncle at the latter's death in 1878.

The stairs arose from Rodman Street, at the extreme west end of the building, and a long dark passage led from the stairs to the room in the southeast corner of the building, which was the bookkeeper's room, and he was fenced in by a black walnut balustrade with a swinging gate. Doors connected this room with the private office of Thomas S. Hathaway and the storeroom. This outer office had two high desks, at which the bookkeeper worked standing, and was not even provided with a stool. Other furniture in the room consisted of a safe, and a haircloth sofa where, I like to



THE WHARVES

A New Bedford Merchant

think, the leg-weary Mr. Russell often reclined in the absence of his employer.

On a table in the corner were various maps and charts used for locating the ships, when reported; also, a spyglass used to recognize vessels entering and leaving the harbor, of which the east windows of the office had a commanding view.

The original office was that of Humphrey Hathaway, built of stone on land purchased of William Rotch, at the head of Rotch's Wharf. I have the deed of this land, conveyed by William Rotch to Humphrey Hathaway in 1819. This building was torn down to open a way for the railroad when it was brought down to the wharves in 1873. It must have been at about this time that the Rodman Building was purchased, and the office of Thomas S. Hathaway transferred thither.

Diagonally opposite, on Front Street, was the stone candle works of Thayer & Judd, and between this and the New Bedford Cordage Company office, formerly the office of William Rotch, was a wide open space in front of the wharves, which were a forest of masts of the whale ships, with hundreds of casks of oil on their sides, and covered with seaweed to keep off the sun, in the foreground. On the opposite corner of Rodman and Front Streets was the four-story stone building occupied by Loum, Snow & Son, whose business was largely in the trade with the Azores; and the loft, filled with casks of Madeira wine and Fayal pottery, was always a place of absorbing interest to us boys, especially when the ship "Veronica" came into port, and wine was transferred from the hold to the loft by means of a heavy tackle and a barrel sling.

My cousin, the late Richard H. Morgan, worked for a short time in this office, and, being entrusted with directing the hoist-

A New Bedford Merchant

ing of some wine to the loft, dropped a cask three stories, causing a flooded office, and a near riot on the street, as the gutter flowed with good Fayal Madeira. This mishap lost him his job with the firm.

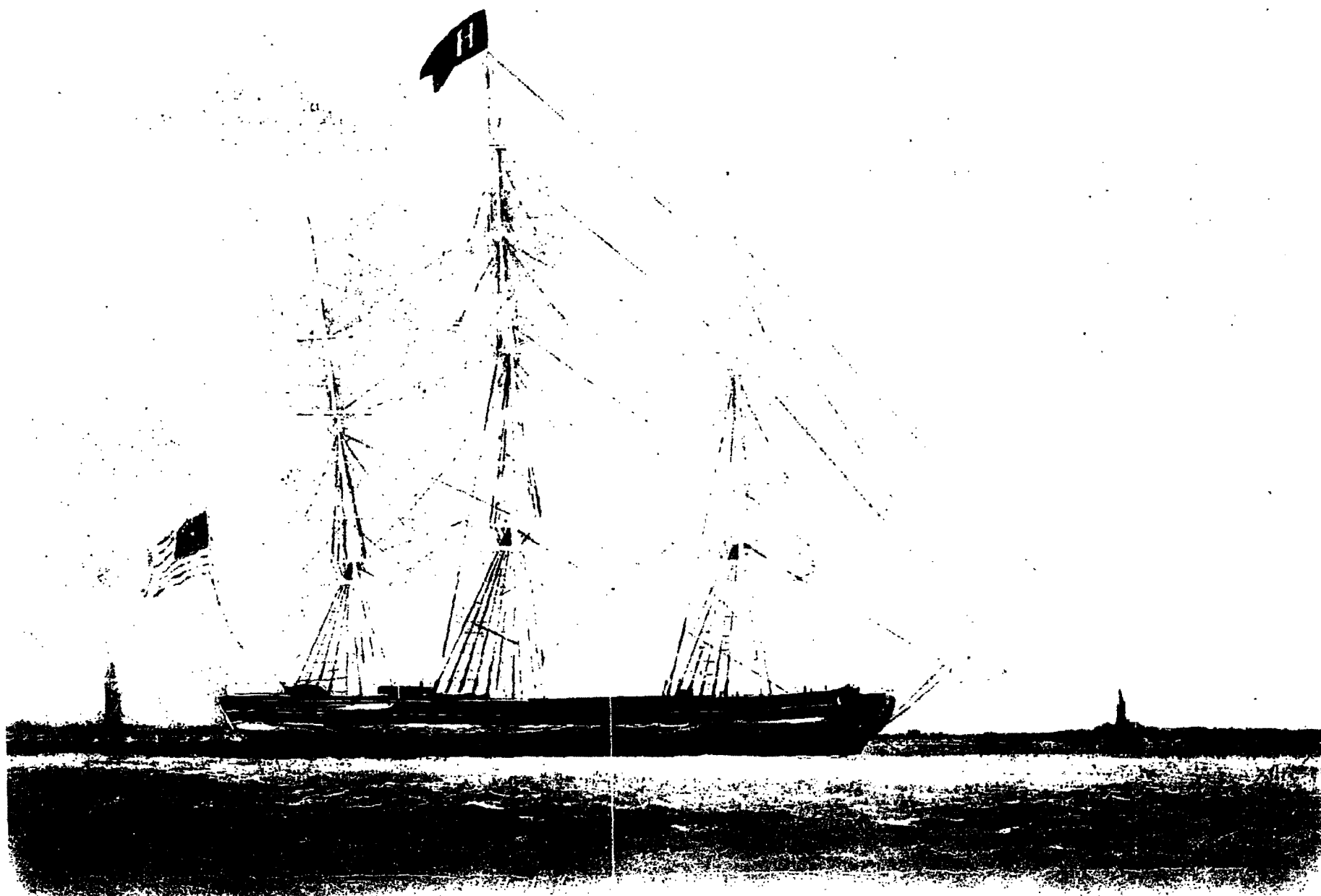
Back of this building, on Rodman Street, was a cooper's shop, where I used to delight to watch the coopers driving the iron hoops on the headed-up casks.

So much for the story in which I have a part, given from memory, as a boy of ten to twelve, when I spent much of my leisure in this absorbing and fascinating part of the city of those days.

The book from which I have taken the notes, hereafter recorded, is an old record book, kept largely in my father's handwriting, commencing Jan. 1, 1862, and ending with the following entry: "Bark Wm. W. Crapo burned at Pisaqua, 1895," an incident coincidental with the end of the period covered by this record.

Next: "T. T. Allen, for rent of rooms from Jany. 1, 1862, to April 1, 1862. \$15. List of Yellow Metal for Sh. Oneida from N. B. Copper Co., Apr. 12, 1252 sheets." Then comes: "William B. Whiting, Dr., for rent of rooms on Spring St.," and next: "Household Expenses" and "Foster Bradford and Nathan Britt, Dr. to Ship Oneida's cargo of sperm oil," their several indebtednesses ranging from two to thirty-nine gallons.

The first entry on the next page is as follows: "Sh. Flying Cloud at St. Helena Feb. 26th, 1862, and sailed Feb. 28 for Portsmouth." This was the famous McKay clipper built for Enoch Train of Boston, but sold, before she was launched, to Grinnell, Minturn & Co., New York, who operated her, and sold 1/8 of her to Thomas S. Hathaway. She holds the record for a sailing vessel for all time, from New York to San Francisco around Cape Horn in ninety days.



SHIP HORATIO

Built by I. & Z. Hillman, at New Bedford, in 1833

A New Bedford Merchant

We next find the ship "Horatio," Palmer, at Shanghai, Feb. 2, from Nagasaki, and sailed from Manila 14th April for New York. The "Horatio" was the most famous and the most profitable of the Hathaway ships, and deserves a short description here. She was built by I. & Z. Hillman of New Bedford for Thomas S., Francis, and Nathaniel Hathaway in 1833. Captain William Howland was master, and his daughter, Mrs. Gideon Allen of New Bedford, was born on her during a voyage home from China, and was named Horatia.

The "Horatio" was only 119 feet, 10 inches over all, and measured 460—54/95 tons. My father, at the age of two, was carried on board for the launching, and at the age of twenty-five made the voyage to China and back in her. *Some Recollections*, by Captain Charles P. Low, who sailed on her as boy in 1843, has this to say of her: "'Horatio' sailed from New York Nov. 5, 1842, arrived at Anjier in about 80 days. Went from the Banda Sea through Dampier Straits and into the Pacific Ocean (called a passage by the eastern route). Arrived at Hong Kong Feb. 13, 1843, one hundred days from New York, the fastest passage ever made up to that time by that route."

Referring to the homeward passage of the above voyage, Captain R. B. Forbes, in his little book, *Ships of the Past*, has this to say: "The Ship Horatio, of New Bedford, although not a sharp ship, always made good passages under Captain Howland. She sailed from China at a bad season, April 12, 1843, was 18 days to Anjier, best day 183 miles, was sixty-five days to the Cape, best day 233, seventy-three days to the meridian of Greenwich, and eighty-seven days to the line, in 30 degrees West, best day from the Cape, 216. Was 107 days to New York, a very good passage

A New Bedford Merchant

for the season." She was 42 years in service, being burned in Shanghai, Dec. 16, 1874, never before having met with a serious accident, nor cost her underwriters one dollar. It was said that the total amount of insurance premiums paid (presumably on both ship and cargo) aggregated over a half a million dollars. The insurance collected when she was burned was thirty thousand dollars.

To resume again the routine of the office, we find this entry: "Sh. Swift's oil taken up to shed Apr. 11, and Oneida's ditto, April 17." The Swift belonged originally to Humphrey Hathaway, and was used only as a whaler. She was built in 1805. The "Oneida" seems to have been used both as a whaler and merchantman.

The next item reports: "Ship John Jay, Loges, arrived Apr. 18, 1862, from Shanghai, sailed May 29 from Shanghai for New York." The ship "John Jay" was built at New York in 1827, for Lewis, Nathan P., and Gilbert Howell of Sag Harbor, and was sold to Thomas S. Hathaway June 16, 1849. Thomas N. Benjamin was then master. She was 124 feet, 2½ inches in length, 29-7/10 beam, and measured 494-10/95 tons. She also was used both as a whaler and merchantman.

The next entry reads: "Ship Gratitude arrived night of April 21st, 1862." Then comes: "H. D. Richmond Co. Dr., to Ows. Sh. Oneida for old copper nails, showing a total of \$244.29. Ows. Sh. Gay Head, to Ows. Sh. Oneida, Dr. for skimmer, \$4.50, ladle, \$3.25." "Ows. Sh. Oneida to Ows. Sh. Swift, Dr., 4th mo. 25th, for rope for fall hoisting coal 108¾ ft. and for rigging jack." Then the following memorandum: "Ows. Ship Good Return divides watching with Ship Oneida from April 26, 1862, to 5 mo. 12th, 1862, ½ of 16 nights @ \$1.50—\$12." When two ships



SHIP JOHN JAY
Built at New York in 1827

A New Bedford Merchant

lay at the same wharf the owners often arranged to have one watchman between them.

Then follows a bill against the New Bedford Copper Co., for 38 sheets Old Yellow Metal, 1,212½ sheets Old Copper:

18 sheets 26 oz. new sheets yellow metal	} returned
10 sheets 28 oz. new sheets yellow metal	
5 mo. 6 Rec'd in Store per Schr H. S. Fuller, 1 Tierce Hams, 315 lbs.	

Then follows the distribution, which appears to have been purely a family transaction.

“Ship ‘Endeavor’ is reported arrived at San Francisco May 5th, 1862, 135 days from New York, sailed May 22nd for China, as per telegram. Arrived at Hong Kong July 10th, 1862.” As it was not customary to send merchantmen out under sealed orders, it would appear that the captain in this case was given full discretion as to where he would land and sell his cargo. The ship “Endeavor” was built by Robert E. Jackson, of East Boston, for Cunningham Bros., in 1856, and sold to Francis Hathaway and others. She was a medium clipper ship, 192 feet over all, and measured 1,137 tons old measurement, 960 new. She was built for the San Francisco-China trade, and was rated as a fast sailer for a medium clipper. In eight voyages, New York to San Francisco, she averaged 133 days, the longest being 146 days, and the shortest 122. In September, 1862, she left Foo Chow, and was 100 days to New York, 75 from Anjier. The following year she was 104 days Foo Chow to New York, and in 1866, 105 days Shanghai to New York. She was commanded by Captain Alfred Doane of Orleans, Mass., until 1868, when he left her to take the “Cleopatra,” and was succeeded by Captain William C. Warland, who afterwards was in the Annie C.

A New Bedford Merchant

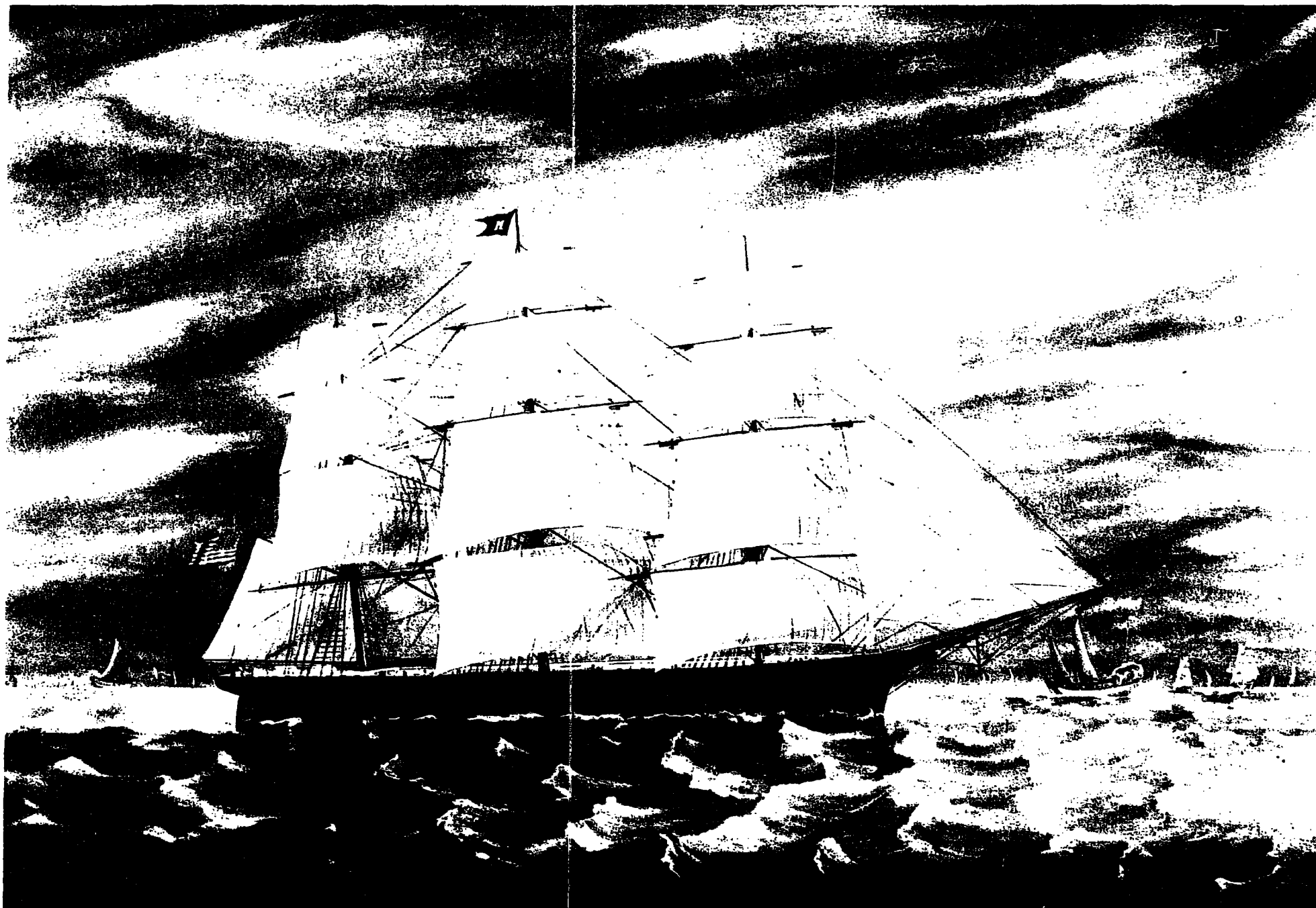
Smull. The "Endeavor" was sold in New York in 1876, and soon afterwards destroyed by fire in a Japanese port.

I remember quite vividly Captain Doane and Captain Warland at my father's table. It was the custom for the captains of the ships, when they came to report on their homeward voyages, to be asked to the house for a meal. Their conversation was most absorbing, and they were cultured, interesting men.

On May 13, 1862, is recorded: "Ship Oneida, Jesse F. Potter, Master, went below 3 p. m. Did not sail until 17th. Got under way at 9¼ a. m. Got to sea 3 p. m. all right. Arrived at Batavia Sept. 4th, and sailed Sept. 10th for Shanghai. Arrived at Shanghai Oct. 15th, 1862."

Ship "Hotspur" is reported at New York May 13th, 1862, and as sailed for Hong Kong June 19th. The ship "Hotspur" was built at New York in 1857, by Roosevelt & Joyce, and was the last ship built by the Hathaways. She was 154 feet 9 inches long, 35 feet in breadth, 20 feet deep, and measured 862 tons. She was used exclusively in the China trade, and has to her credit a number of fast voyages. On her maiden voyage, under Captain Jesse F. Potter, she left New York April 4th, 1857, and arrived at Hong Kong July 3rd, in 90 days. Captain W. O. Johnson took command of her on Oct. 31st, 1860, and, leaving Hong Kong on that day, arrived at New York Feb. 2nd, 1861, in 95 days. In the Straits of Sunda on Nov. 23, he met the "Sea Serpent," which left Hong Kong the day after him, but "Hotspur" again passed her larger competitor, and beat her by 9 days into New York.

The "Hotspur" left Batavia Feb. 11th, 1862, and arrived at New York May 13th, three days ahead of the "Surprise," which had left Batavia three days ahead of her.



SHIP HOTSPUR

Built by Roosevelt & Joyce, at New York, in 1857

A New Bedford Merchant

On the following voyage, which was never to be completed, the "Hotspur," under command of Captain Bennett, left New York June 17th, and arrived at Hong Kong Oct. 24th, in a total passage of 129 days. Thence she went up the coast and loaded a cargo at Foo Chow, valued at \$1,000,000. She sailed from Whampoa Feb. 14th, 1863, and ran on the Paracels reef and proved a total loss. Captain Bennett and eighteen others took the long boat. The two mates had each seven besides themselves in their respective boats, and an effort was made to keep together, but they were soon separated. The occupants of the long boat were picked up by a Chinese junk and taken to Bangkok. The second mate's boat reached Cape Patterson, but the occupants were kept prisoners by the natives for seven days, after which they escaped, and boarded an English ship, and were landed at Saigon. The first mate's boat reached shore safely, but a passenger, Mrs. William Abbe of New Bedford, died on the way.

On May 23rd the "Oneida's" water casks were worked over for "C. A. C. a/c," a total of 4,042 gallons, and as the next item is: "Caleb A. Carr, Dr. to Thomas S. Hathaway for rent of Spring Street house," I presume he was the C. A. C. referred to in connection with the water casks. The rent of this house was \$125 per annum, which seems small in these days. On this same day 1/2 chest of tea and 1/2 bbl of sugar were delivered to N. N. Bennett from the back room to the house.

"Ship 'Horatio,' Palmer, sailed from Shanghai 10th of March, 1862, for Manila, and arrived at same March 24th, 1862. Sailed 14th April for New York. Passed Anjier Sept. 26th, 1862."

Wm. H. Sherman hired the barn on Fourth Street from June 1st, 1862, at \$15 per annum.

A New Bedford Merchant

It will be noticed that the reports of the ships do not follow the entries in this record chronologically. This is because this news was received only by reports of passing vessels, there being no cables in those days, and the reports were entered on the day the news was received.

A memorandum follows in a handwriting I do not recognize, and I presume it is that of Thomas S. Hathaway: "Called on J. R. Thornton soon after the arrival of the Petrel, and informed him of the claim of owners of the ship Swift for oil taken—1/2 a whale—also called on Saturday, 31st May. He replied he wished time to see the officers of the Petrel each time." Then, on June 16th, the following: "Handed to Mr. J. R. Thornton extracts of letters from Captain Worth and Mr. Casey and stated to him we were not satisfied to relinquish our claim, and should be happy to hear from him."

What play to the imagination this simple memorandum suggests! The boats of two ships fast to the same whale; then, through some accident to one, the other takes the whale alongside their ship and cuts in. But the tell-tale iron of the Swift's boat is there as a proof of a claim to half the whale. Much bitter feeling was stirred up in many instances by claims and denials of this character between crews of rival ships, fighting over a whale thousands of miles from land, with no witnesses.

As a pleasant diversion from ordinary office routine we find on June 15th "the owners of ship 'Oneida' Dr. to Horatio Hathaway for 4 gals. of Monongahela Whiskey at \$2. per." This sounds like a pleasant little family party, and the price of good liquor in that period makes us realize more than ever the freedom we Americans have lost.

A New Bedford Merchant

Lawrence Grinnell, Esq., received on June 3rd one chest of the Finest Soochong Tea, weighing 110 lbs., and on "June 12th the Schr Amos L. Salter arrives from New York with 3 bbls. of sugar" for various members of the family. "The ship Hotspur, Bennett, sailed for New York from Hong Kong June 19, and arrived Oct. 24th, beating Surprise one day." "'The Surprise' was the first clipper ship built at East Boston. She was built at the yard of Samuel Hall, for A. A. Lowe & Bro., of New York, in 1850. While not as sharp as ships like the 'Sea Serpent,' and 'Gamecock,' she was rated a fast sailer."

The ship "Gratitude" is reported as sailing June 19th, and is again reported at Flores with 250 barrels of sperm oil.

Z. Whittemore Dr. to Sundries.

Ows. Ship Oneida for 2 bbls. of pork @ \$5.50

Ows. Ship Swift 4½ bbls. beef (old) @ \$1.62.

These items were undoubtedly converted into soap.

"Horatio Hathaway received ½ bbl. of sugar, and T. T. Allen paid 1 quarter rent, \$15., less repairs, \$2.52."

"Ship Independence arrived at Shanghai, and sailed Aug. 28th for Manila."

June 17th a barrel of whiskey, 40 gals., was received from New York, per Schr McDonald, which according to a footnote was demijohned June 14th, 1869, but turned out only 22 gals., which seems in these days to be a cruel wastage.

Various items covering distribution of whiskey and tea then follow, and the Ship "Don Quixote" is reported as having left Foo Chow March 24th, passed Anjier April 28th, and arrived at New York Aug. 16th.

O. & J. C. Haskins bought 1 bbl. of St. Croix sugar.

A New Bedford Merchant

A bill from the Ship "Oneida" against the Ship "Swift" follows:

- 2 Guy Blocks and 1 Cutting Block
- 9 coils of Manila Towline put up in casks
- 25 Bomb Lances, 2 Blubber Forks
- 7 Str. oars, 24 oars, 2 Boat Masts
- 5 Spruce poles, 24 Iron poles
- 14 Boat Timbers, 6 keels, 6 knees
- 10 Short Hd Spades
- 10 Cutting Spades
- 3 Boarding Knives
- 18 Lances
- 11 Irons, 3 Boat Spades

"The Ship Swift was brought down to south side of Central Wharf Sept. 2nd, and left Oct. 10th for the Stream, and Ship Horatio arrived 4th at New York, bringing 800 bales of Superior Current Hemp for the New Bedford Cordage Co.

"The owners of Ship Oneida bought of the owners of Ship Swift a sperming jack, and Gifford and Allen copper bolts, old lead, old yellow metal, and old masts, amounting to \$99.85."

The amount paid by the New Bedford Cordage Co. for the hemp received from the "Horatio" was \$16,521.30.

Next follows a distribution of Manila Cigars at \$4. per hundred. Among the consignees were Edw. Russell, I. H. Bartlett, Jr., Geo. W. Ricketson, and S. G. Morgan. S. G. Nye buys 176 best pork bbls. from Ows. Ship "Swift" @ 75¢.

Then an arrangement was agreed upon with William Watkins, owner of Ship "Plover," to divide a watchman's wages with "Ows. Ship John Jay." Then follows a consignment of Port Wine, which was distributed among J. M. Forbes, John E. Williams, Lydia Swain, J. C. Stone, and others.

A New Bedford Merchant

New Bedford and Fairhaven Bridge Co., to Thomas S. Hathaway, Dr.

For spikes	\$22.84
------------	---------

Credit

By tolls collected of Almy, sailmaker	\$14.00
---------------------------------------	---------

Check for balance	<u>8.84</u>	22.84
-------------------	-------------	-------

It would appear from the above that Mr. Almy was employed on one of the ships, and, probably living in Fairhaven, his tolls for crossing the bridge were added to his wages, these being partially paid in spikes sold the bridge company.

On Dec. 11th a bbl. of whiskey arrived from New York "per Railroad, and was put on skids and hauled from Depot." Imagine the excitement such a spectacle would cause today!

"Water casks for the *Horatio* were shipped to New York, and she sailed Dec. 30th under Capt. Palmer for Singapore," where she arrived May 10th, 1863. "Ship *Endeavor* arrived at New York on the 5th of January, 1863, one hundred days from Foochow."

Then follows the report that the "Ship *Oneida* sailed from Shanghai Jan'y 22nd, 1863, was captured by Pirate 'Florida,' and burned Apr. 24th, 1863, in Lat. 1° 40' S. Long. 29° 10' West."

The Ship *Oneida*, Franklin K. Swift, Master, was built at New Bedford in 1832, for Francis S. Hathaway, Thomas S. Hathaway, Nathaniel Hathaway, and Joseph Grinnell, as per Register No. 27, issued at New Bedford April 16th, 1832.

She was a ship, and had 2 decks and 3 masts.

Length, 116 feet, 1 inch

Breadth, 28 feet, 4 $\frac{3}{4}$ inches

Depth, 14 feet, $\frac{3}{8}$ inches

420-35/95 tons

She had a square stern, no galleries, and a billet head.

A New Bedford Merchant

She was built for and operated in the China trade, but made one voyage as a whaler, leaving New Bedford in October, 1857, and returning in December, 1861, when she was returned to the merchant marine.

I find the following items concerning these voyages:

Sh. Oneida, Jesse F. Potter, sailed from New York May 17, arrived at Batavia Sept. 4th, 1862.

Sh. Oneida sailed from Shanghai January 22nd, 1863, passed Anjier Feb. 16th.

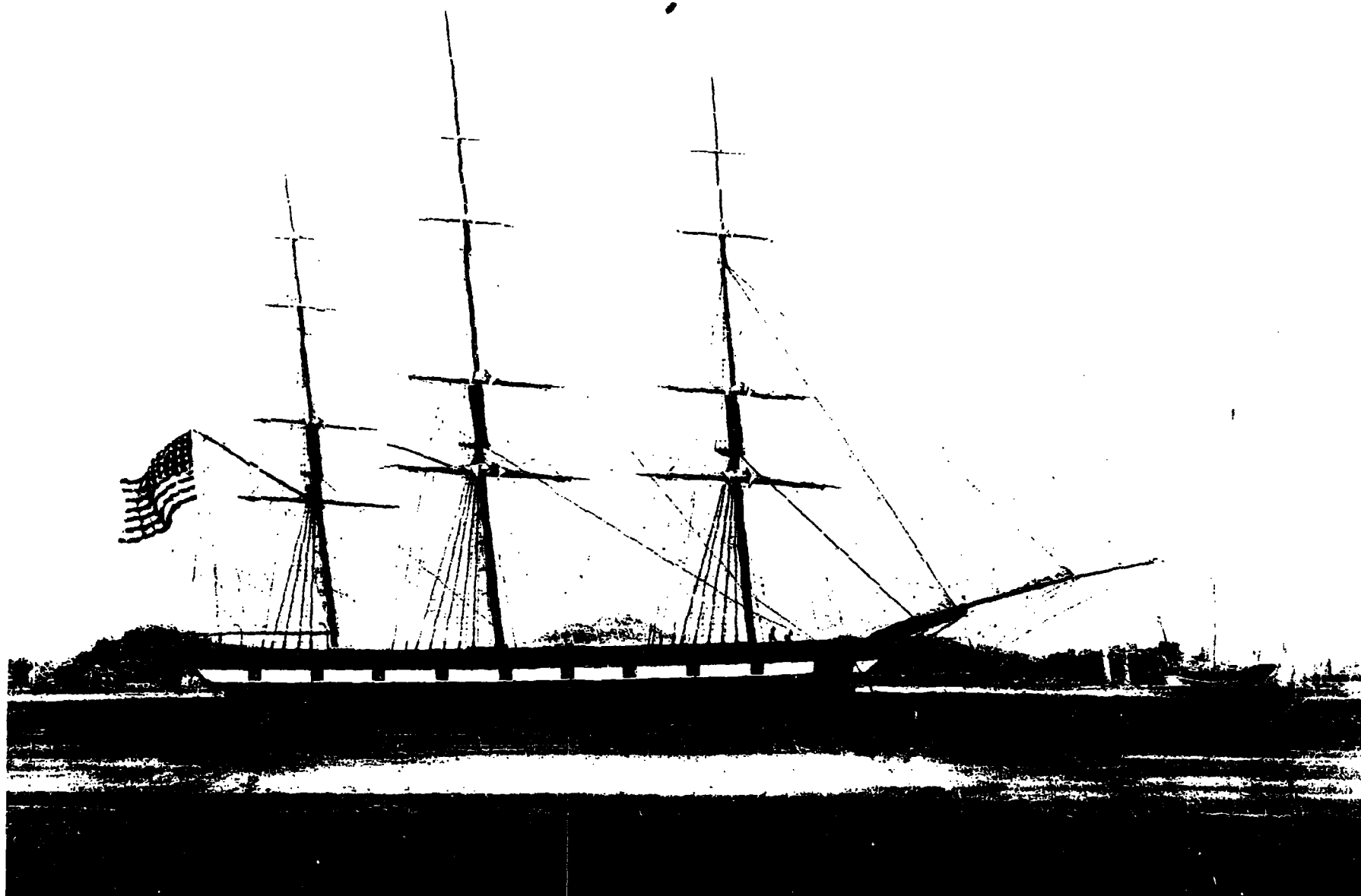
Report received having been burned by the pirate Florida, Lat. 1:40 So. Long 29:10 W. on April 25th, 1863.

*Statement of Jesse F Potter, late master of the ship ONEIDA, of New Bedford:**

Friday, 24th April, 1863—latitude 1:40 S; longitude 29:10 W;—throughout the 24 hours light breezes from a S. E. quarter. At 9 a. m. saw a suspicious bark-rigged steamer steering across our bow. After evening, about 2 miles to leeward, he hoisted the American flag, which we answered, when he hauled up for us under a full head of steam. A boat was sent on board, the officer and crew of which were strongly armed. I was asked, where from and bound to and if the ship was a United States ship. On my answering, he replied, "Well, captain, you are a prize to the FLORIDA." Our flag was hauled down, a man sent to the wheel and I was ordered to give up my papers, both the ship's and private. I was then ordered out of my ship the first man, only being allowed to take about \$10 or \$15 worth of clothing and, being positively refused the privilege of a trunk my clothing was packed, what I did save, by the steward after I was ordered out of my ship. This occurred about 10:30 a. m. and at high noon our ship was on fire fore and aft. At that time the FLORIDA set all sail and made all steam in

* (Above from *Official Records of the Union and Confederate Navies* page 205/206, Series 1, Vol. 2—published by the Govt. Printing Office, Washington, 1895)

Total amount of claim filed, \$471,819. (*Geneva Conference Reports*)



SHIP ONEIDA
Built at New Bedford in 1832

A New Bedford Merchant

chase of a French bark which was in sight when we were captured and came up with him at 6 p. m. when we were transferred to him, the captain consenting to take us to Pernambuco. Although 6 men were agreed upon, 15 were forced on board with only 60 pounds of beef and 6 tins of crackers.

Friday—1st May. Last evening arrived and anchored in Pernambuco Roads. This morning came off shore. The captain of the French vessel made a claim on me of 400 francs for myself and 2 mates board, and detention in coming to port, which I had to draw on my owners for, as we were not recognized by the consul soon enough for the French captain to get away that day. Captain Brown, of the bark HENRIETTA, his 2 officers and 8 passengers, with one man from the ship COMMONWEALTH, myself and 2 officers comprising 15, were all that were landed at Pernambuco.

The above are extracts taken from my private journal, which I declare upon my solemn oath to be strictly true in every sense.

JESSE F POTTER,

Late master of ship ONEIDA of New Bedford.

The "Oneida" was commanded for a number of years by Capt. Josiah P. Creeseey, who was afterwards the master of the "Flying Cloud."

The "Florida" was a Confederate privateer like the "Alabama," fitted out in England. This appears to have been a period of dark days, as the next item runs as follows: Ship Independence, F. W. Thramm, was lost on Oct. 31st, 1862, on the South Natimas, by striking on the reef, and was abandoned by the crew Nov. 1st, with eight feet of water in the hold. Crew reached Lasanak on Nov. 6th, saving ship's papers and chronometer, and what few clothes they could.

The Ship Independence was built in New York by Smith & Dixon for Francis S. Hathaway in 1834. She measured 140 feet

A New Bedford Merchant

10 inches in length by 34 feet in breadth—732 tons. She was used in the China trade, sailing from New York, but I have no record of her voyages until 1862, when she arrived at Shanghai in June, and sailed from Singapore August 28th for Manila.

There was another Ship Independence owned in our family, of which I have no records except her register, No. 69, issued at the Port of New York February 10th, 1816, which reads as follows:

Built at New Bedford in 1811

Length 103 feet

Breadth 26 feet 4 inches

Depth 13 feet 2 inches

318—20/95 tons

then a note: "Went on a whaling voyage in the Pacific in 1816.

Her register further states that she was built for Humphrey Hathaway, and that Alexander Perry is at present master.

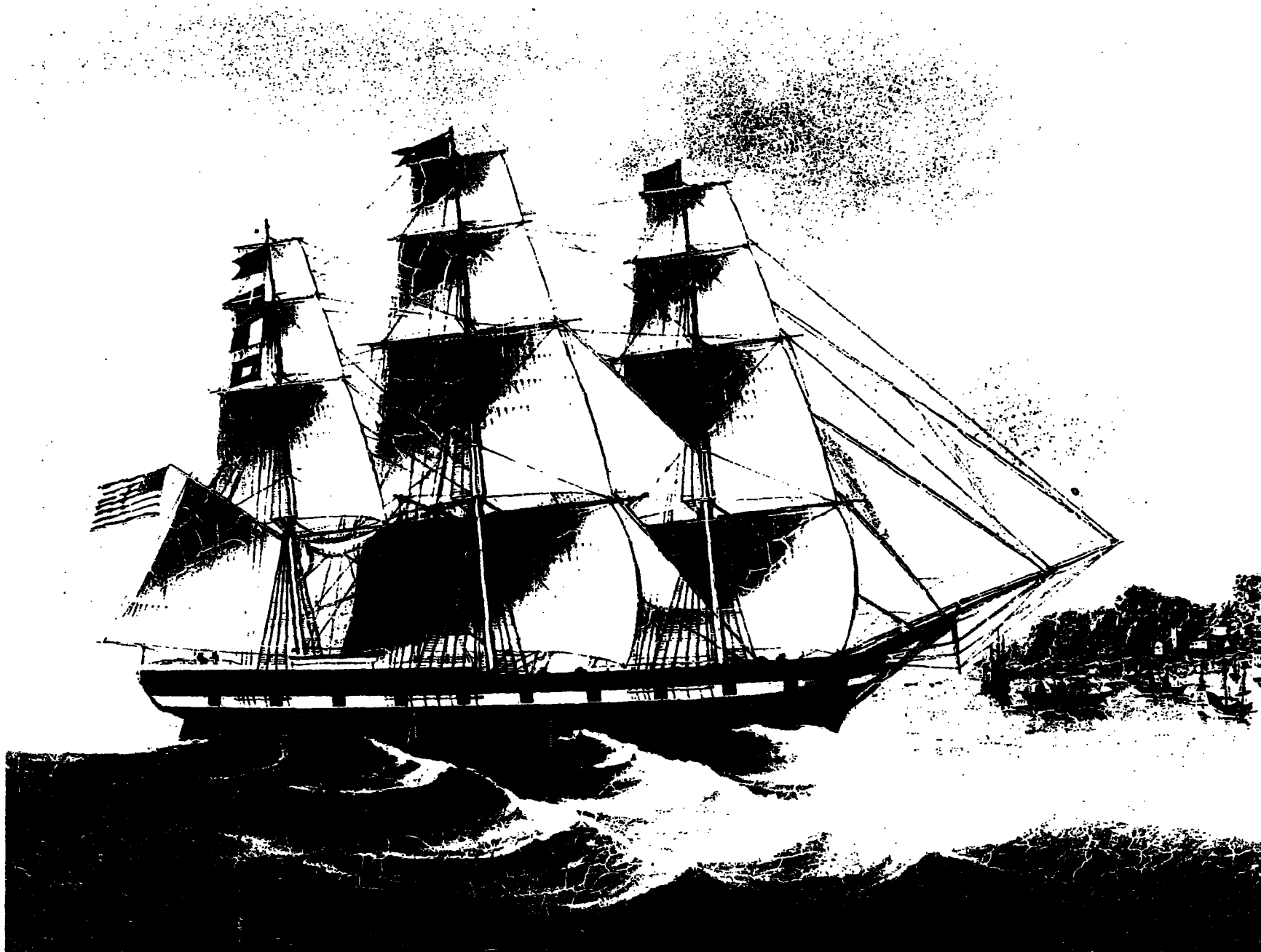
The "John Jay" is reported as arriving at Singapore Oct. 6th, 1862, and sailing for Bangkok and Shanghai, where she arrived 9th May, 1863.

On Jany. 28th Grinnell, Minturn & Co. bought balce. Swift's and Oneida's oils @ \$1.75, 15 or 20 days from date, and I expect they took advantage of the five-day option in making payment.

Various small items follow, such as 1 box of Port Wine to Benj. Rodman, 2 gals. of Whiskey to Joshua C. Stone, and 30 lbs. of Tea to Edw. Russell. The very liberal use of capitals in these pages is not my own conceit, but copied directly from the record.

Two qr. casks of Wine, Bottled in Demijohns, which yielded 15 Demijohns Ext. Delicate Pale Sherry, and 15 Demijohns Amon-tillado Sherry.

A case of Cheroots per Fearless was opened May 10th, and sold



SHIP INDEPENDENCE
Built by Smith & Dixon, at New York, in 1834

A New Bedford Merchant

to Geo. Ricketson, Thornton & Gerrish, Charles L. Wood, and Walter Thornton.

The Ship Endeavor sailed from New York May 28th, 1863, and arrived at Shanghai 22nd Oct.

Killey E. Terry rented $\frac{1}{2}$ Barn on Fourth St. from June 1st, 1863, @ \$15.

Ship John Jay arrived at Shanghai from Bangkok 9th May, 1863. Condemned at Shanghai.

The Horatio is reported as sailing from Singapore for China 26th May, 1863, and arrived at Hong Kong June 3rd.

On July 30th S. Thomas & Co. stored 517 boxes of candles, and on the same date a Letter of Advice was given to I. B. Tobey for 500 boxes to be delivered to his order.

The Ship Horatio sailed from Hong Kong June 20th, and arrived at Manila June 30th; sailed for New York July 20th, and arrived Nov. 26th.

On Oct. 5th John M. Forbes bought 12 cases of Port Wine at \$15. from the importation of 1862, per Carlo Alberto.

When a ship was condemned it was just as if she was lost, and the insurance company had to pay the full amount carried on the vessel, but deducted the value of anything that was retained by the owners. This was called salvage. When a ship was condemned in a foreign port the captain wrote a full description of the condition of the vessel, pointing out the causes for which she was condemned. This document was called a Protest, and was signed by the United States Consul at the port of condemnation, and sent by him to the company in which the ship was insured.

The Ship John Jay was condemned at Shanghai 9th of May, 1863. The adjustment of her insurance was as follows:

A New Bedford Merchant

Adjustment of Loss on Ship John Jay,
assured by Policy No. 1442 of the Union
Mutual Marine Ins. Co. of New Bedford \$12,500.00
Insured per Policy
Total Salvage as per Acct of Messrs. Bull,
Purdon & Co. June 16, 1863
Tls 3339.40 @ 6/5¾ \$4808.15
Our half net Salvage to Credit of
Union Mutual Marine Ins. Co 2,404.07
Balance due per Adjustment \$10,095.93

Premium 1 year \$1125.

On top of the disastrous news just recorded comes the ominous note, "Ship Swift lost at Roratongas, July 13th, 1863."

The ship "Swift" was built at New Bedford in 1805 for Humphry Hathaway, Simeon Price, Master. As per Register No. 31, issued at New Bedford Nov. 29th, 1816, she appears to have been a ship with two decks and three masts, and was

100 feet 4 inches in length
26 feet 11 inches in breadth
13 feet 5½ inches in depth

and measured 320-91/95 tons.

She had a square stern, no galleries, and no figurehead. She was built for and operated as a whaler throughout her whole career. The last item I find about her is as follows: "Ship Swift, F. S. Worth, sailed October 12th, 1862, at 9 A. M. Got to sea at 11:30 A. M., N. W. wind, strong. Lost July 13th, 1863 at Roratongas." Fifty-eight years is not a bad record for a whaler.

After various receipts for rent, the Ship Competitor is reported as having arrived at New York from Manila Nov. 20th, 1863.

A New Bedford Merchant

As I have no record of the Ship Competitor, I think Thomas S. Hathaway probably had only a part interest in her.

On Nov. 27th New Bedford Cordage Co. paid for 1150 bales of Manila Hemp, ex "Horatio"	\$38,812.50	
and for 270 bales ex "Competitor"	<u>33,750.</u>	\$72,562.50

Ship Endeavor arrived at Shanghai Oct. 22nd. Was to sail from Foo Chow Sept. 22nd for New York. The change of plans is not accounted for, but probably Capt. Doane could not get a satisfactory cargo at Foo Chow, so went to Shanghai to load his ship.

On Jan. 24th Edward Russell takes 1 Box of 500 Cheroots per "Fearless" @ \$17.50, and also 13 lbs. of Finest Souchong Tea @ \$1.15, \$14.95, thereby sustaining my assertion that Mr. Russell was a real epicure, in spite of his lowly position in the community.

Lawrence Grinnell and Dr. Abbe also took some of this shipment of tea, following the example of Mr. Russell, who had first-hand information concerning it, and on whose judgment they had doubtless learned to rely.

On Jan. 23rd, 1864, Water Casks for Ship Horatio were shipped to New York per Schr Armadillo (from Candle House).

On Feb. 7th "Horatio," Palmer, sailed from New York for Shanghai, and arrived June 20th, and sailed from Foo Chow for Manila Sept. 2nd, 1864.

On April 26th three chests of C. Novello Tea were received in store pr Armadillo, and on April 28th "Peep o' Day" arrived at New York.

On June 10th E. Thornton, Jr. took seven lbs. Fine Souchong Tea "Clara Novello," so that the shipment noted above evidently referred to the ship on which it was imported, and not to the brand;

A New Bedford Merchant

and Edward Russell also takes 11 lbs. of the same at \$1.50, thus living up to his reputation of using only the best.

Thomas Bennett, Jr. and Sam. Harris, Esq. also were in on this apparently exceptional shipment.

C. A. Carr, Horatio Hathaway, E. Russell, Elisha Haskell, and Francis Hathaway are here debited with the Jersey Whiskey which was hauled from the depot on skids, in amounts running from one bottle to three gallons. Oh, those days when man was free!

On Sept. 27th, 1864, Charles H. Leonard buys 1 Bbl. Candle Oil Sperm, yielding 25 gals. net, \$50.00, from "Oneida's" cargo.

Nov. 1st, Bottled 13 doz. Pale Sherry & 4 Bottles Lees

Bottled 12 doz. Amontillado & 4 Bottles Lees

J. B. Toby was paid \$115.00 for storing 500 boxes of candles from July 30th, 1863, to Jany 1st, 1865.

On Nov. 19th, 3 tons of coal were received from Wm. J. Rotch, and \$1.10 was paid for getting it upstairs.

On Dec. 3rd E. L. Baker secures a chest of the now famous "Clara Novello" tea, and on Dec. 5th Edward Russell, regarding jealously the diminishing supply, takes another 10 lbs. for safety.

The "Endeavor" arrived at New York Jany 6th, 1865 from Foo Chow and the "Horatio" Feb. 24th from Manila.

F. A. Butts hires a market on Purchase St. for 1 year, for \$75, and paid \$26.31 down. A most satisfactory tenant, I should say!

A cask of Sherry Wine was received from New York and distributed among Horatio Hathaway, Francis S. Hathaway, and Edw. Russell in varying amounts.

After several entries of rents collected, and other transactions of little interest, we find the Schr "L. Waterman" arriving from New York, and bringing Horatio Hathaway one case of Gin, F. S.

A New Bedford Merchant

Hathaway one small case of cigars, J. C. Stone one chest of tea, and one case of gin each for W. E. Nye, Chas. S. Randall, Walter S. Thornton, George Hussey, and E. Delano. Great days in New Bedford, those! This shipment was evidently taken from the "Horatio" in New York, and brought by schooner to New Bedford, as I find on the next page an additional case of Gin received from the Schr "R. B. Smith," and this is marked "Horatio's Cargo."

Willard E. Nye lived in a little brown house surrounded by pine trees, about halfway to Lund's Corner, on Acushnet Ave., where he had a large farm, on which now stands the Pierce Mfg. Co. and surrounding buildings. His son, Willard E. Nye, Jr., known to all of my generation as "Bill" Nye, built the little stone house on Arnold Place, between Arnold and Union Streets, entirely of stone from the walls of the farm on Acushnet Ave.

Charles E. Randall was at that time the treasurer of the New Bedford Copper Co., and was afterwards Congressman from that district. He lived on the corner of Hawthorn St. and Irving Court, where Thomas S. Knowles now lives. John H. Clifford of New Bedford is his grandson, and Miss Rosamond Clifford his granddaughter.

Walter S. Thornton was one of New Bedford's most picturesque characters. He was the son of John R. Thornton of Thornton & Gerrish, and the uncle of the late Dr. John T. Bullard, and of Mrs. Charles H. L. Delano. He was a bachelor, and a thorough man of the world, always dressing in the height of fashion; a man's man, and much sought after by all who liked good company.

George Hussey was the father of Charles Morgan Hussey of New Bedford, and of his sisters, Miss Emily Morgan Hussey, and Mrs. Henry M. Plummer. E. Delano I cannot place,

A New Bedford Merchant

March 27th, 1865, a shipment of cheroots, pr ship Horatio, was received in store, and distributed among E. P. Haskell, W. S. Thornton, J. H. Clifford, Thos. Otis, Elisha Thornton, S. G. Morgan, John A. Macomber, William J. Rotch, George Hussey, Francis & Horatio Hathaway, most of them taking one box of 500, but a few took two boxes.

Edw. P. Haskell lived on the northeast corner of Madison and County Streets, and was in the coal business. His home was sold and taken apart some time in the early eighties. I cannot recall the year, but I remember the sections being moved on rollers, and pulled along by a horse windlass. This was a most absorbing feat to us boys, and County Street was blocked to traffic during the process, which, as I recall, lasted for weeks. The sections were finally placed at rest as the second, third, and fourth stories of the building on the northeast corner of Grinnell and County Streets, which still stands.

John H. Clifford was the grandfather of John H. Clifford, and had a large place on the corner of Orchard and Grove Streets. This place, and that of Wm. C. N. Swift, occupied the whole square formed by Orchard, Grove, Anthony, and Bedford Streets. The house still stands, although the lot has been cut up. Mr. Clifford was at one time Governor of Massachusetts.

William J. Rotch was the father of Mrs. Dr. John T. Bullard, and Mrs. Francis H. Stone. He lived in the house now occupied by Henry H. Crapo, which stood on Orchard Street, but has since been moved to Irving Street. The grounds originally extended from Orchard to Cottage Street. Mr. Rotch later bought the Arnold place, now the home of the Wamsutta Club. His sons were the late William Rotch of Boston, and Morgan Rotch of New Bedford. His wife was the daughter of Charles W. Morgan.

A New Bedford Merchant

Elisha Thornton was the father of Mrs. Otis N. Pierce and Thomas Thornton, and he lived on Cottage Street, where his daughter now resides.

S. Griffiths Morgan was the father of the late Richard H. Morgan, and lived at the corner of Sixth and Russell Streets. The house is still standing.

John A. Macomber lived in the house on Union Street, which faces Seventh Street. He was treasurer of the New Bedford Cordage Co.

Thomas Otis I do not recall.

“Game Cock” arrived April 12th, 1865. This was the famous extreme clipper ship built for Daniel C. Bacon of Boston by Samuel Hall of East Boston in 1850. She was at this time under charter to Thos. S. Hathaway.

On April 25th a Grapnel was delivered to Harry Stone, but no cash seems to have changed hands by this gesture.

Ship Norman arrived May 3rd from Valparaiso with 25 bbls. of Sperm Oil, and 350 lbs. old metal from wreck of Ship Swift, for which New Bedford Copper Co. paid \$674.46, and Gifford & Allen paid \$15.22 for 217½ lbs. of old lead from the same source.

On May 16th 2 Demijohns of H. H. and bottle stands was sent to House by Sqr. Gifford’s team.

On May 13th Joshua C. Stone buys the Eddy House for \$8,005 at auction. This is the house at the corner of Cottage and Grove Sts., now occupied by Dr. Henry D. Prescott. Mrs. Prescott is a grand niece of the purchaser here recorded, and Francis H. Stone, Frederic M. Stone, and Mrs. J. Delano Wood the surviving children.

On May 15th there is recorded further distribution of tea, and

A New Bedford Merchant

a note announces that Caleb A. Carr takes the whole of the Spring Street house for \$150 per annum, whereas he had heretofore rented only rooms in the same domicile.

On June 1, 1865, Ship Endeavor, Doane, sailed for San Francisco, was spoken June 17th, 30 N. 42 W., and arrived October 26th. June 9th a cargo was received from New York, pr. Schr L. Waterman, consisting of 4 bbls. sugar.

On June 16th three water casks were shipped to New York per Schr R. B. Smith for Ship Horatio.

June 27th Ship Horatio, Drew, sailed from New York at 11 A.M., arrived at Shanghai Nov. 30th, and sailed from Wosong 23rd Jany, 1866, for New York.

Ship Alhambra arrived at New York July 13th from Manila, 1865.

A shipment of tea was received from New York June 20th, pr. Schr H. Gibbs. This tea was marked "Endeavor," Finest First Crop Souchong. It was distributed as follows:

L. A. Plummer, 1 Box; Elisha Thornton, Jr., 1 Box; John M. Shaw, 1 Box; Mrs. Wm. A. Jackson, 1 Box; Wm. J. Rotch, 1 Box; Samuel W. Hawes, 4 Boxes.

The price was \$20.15 per box.

On July 31st Edw. Russell gets 105 lbs. of sugar from Barrel opened in store, and Elisha Haskell gets 135 lbs. of same.

Aug. 7th a cargo was received from New York, pr Schr R. B. Smith, consisting of 6 boxes of Souchong Tea and 2 boxes of Oolong, 3 Bags of Coffee, and 1 Box Mustard. This tea was taken by Mrs. C. Morgan, Wm. P. Howland, Lawrence Grinnell, H. Hathaway, Mrs. Lydia Swain, Sally Russell.

These transactions were confined to family and friends, the bulk

A New Bedford Merchant

of the ships' cargoes being disposed of in New York, and only these small lots being trans-shipped to New Bedford by schooner as called for.

On Aug. 17th Chas. S. Randall takes 1 Bag of Java Coffee, weighing $72\frac{1}{2}$ lbs. @ 37¢, with 20¢ added for storage in New York, and 17¢ for storage in New Bedford.

Wm. J. Rotch takes another bag, which seems to have weighed a pound more, and a bag to H. Hathaway seems to account for the whole shipment of 3 bags received per the "Smith," but the mustard has yet to be accounted for.

After the usual rents there is a note that the balance of candles in store with J. B. Toby are 498 boxes, of which 50 boxes were delivered Aug. 28th to S. Thomas.

On Aug. 31st Delivered Bennett for house 2 empty cigar cases, 1 Broken Demijohn, 1 Box Soap, 1 Empty Sugar Bbl. and 1 Box Wine. The purpose of Mr. Bennett's mixed load is not stated.

On Aug. 30th "Canvas-Back" arrives in New York. This is a vessel of which I have no record, and I presume her owners were bringing goods ordered by Thomas S. Hathaway as part of her cargo.

Schr. Henry Gibbs arrives June 18th with 6 Boxes Souchong Tea for Dr. E. P. Abbe, J. C. Howells, John A. Hawes, Thomas Bennett, Jr., S. G. Morgan & Lydia Swain.

Dr. Abbe was the family physician to most of the prominent families of New Bedford in those days. He lived in the house at the corner of County and Clinton Sts., at the head of Walnut. It was a large place in those days, extending to Cottage St., where his stable stood at the corner of Clinton. Bees and fruit trees were his hobbies, and he raised many kinds in his large greenhouse, be-

A New Bedford Merchant

sides peaches and pears in his orchard. His hothouse grapes were famous. I remember, on one occasion, when he was triumphantly bringing a fig raised in his hothouse to my father, his excess of mirth on finding, when he alighted from his buggy, that he had sat on the fig.

He was a most delightful gentleman, with a keen sense of humor, and had the honor, among many other achievements, of bringing me into the world.

9th mo. 1865. Acct. of Hotspur, Whiskey Demijohned above 22 gallons out-turn.

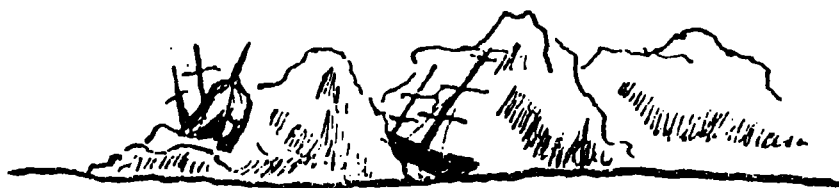
On the same day Lydia Swain takes 1 Box of Port Wine.

Oct. 12th, 348 boxes of candles were delivered to S. Thomas from the lot stored with J. B. Tobey, leaving 148 boxes.

Oct. 13th, Ship Veritas arrived at New York with 5 feet of water in her hold, having experienced Gale Sept. 30th.

I do not know the "Veritas," and assume the above entry is made to emphasize the unfavorable weather conditions prevailing, and how other vessels may be affected, rather than any importance attaching to this particular ship.

Ship "Gratitude" lost in the ice July 3rd, 1865.



A bad Fourth of July in the Hathaway office. The sketch is undoubtedly by Mr. Russell, who was an expert pencil artist. The ship "Gratitude" was built at Dighton, Mass., in 1827, for Frederic S. Allen, John Avery Parker, Frederic Parker, Francis S. Hathaway, Leonard Tabor, Peleg Stetson, and Jenness Gooding of New

A New Bedford Merchant

Bedford, and Jonah Gooding of Boston. Peleg H. Stetson was master. She was used entirely as a whaler.

Ship "Endeavor" arrived at San Francisco Oct. 26th. Sailed Nov. 18th for Manila direct.

11 mo. 13. "Benefactor" arrived from Hong Kong.

11 mo. 16. Schr "Black Diamond" arrived at Fish Island wharf above bridge at 3½ p. m. this day, Thursday. From what I can learn this schooner was engaged entirely in the coal trade.

On Nov. 18th sold J. Ricketson 3 casks of Sperm. Received from wreck of Ship Swift 505 Gall. @ \$2.30—\$1161.50.

On Dec. 16th Lydia Swain Bot 1 Box of Port Wine and 1 Box of Souchong.

Dec. 20th rec'd in store 4375 lbs. Black Diamond Coal.

Geo. W. Gifford commenced work 28 April 1864 @ \$25 per mo. Just 25% of what George would receive today.

J. B. Toby to Thos. S. Hathaway, Dr. for Stowage of Candles for 498 Boxes from July 1st, 1865, to 148 Boxes delivered Schr. Elizabeth Smith May 26th, 1866, \$18.38.

1st Mo. 9th, 1866, Rec'd in Store from Propeller Acushnet 2 Chs. & 4½ Cks. Souchong Tea.

Jany 17th, 1866, Ship Glenaras arrived in New York, and Ship Horatio sailed from Wosong 23rd Jany, and arrived at New York May 26th.

March 2nd, Sold I. H. Perry & Co. "Black Diamond" Coal, as it lies on Fish Island wharf, at \$9. per ton of 2240 lbs. \$896.63

Less stamp .02

To pay within 30 days.

Then follows this paradoxical entry: Schr. Black Diamond, Coal, delivered the following: I. W. Benjamin 2450 lbs.; Emily

A New Bedford Merchant

M. Hayes 2000 lbs.; Squire Gifford 7880 lbs.; Dr. Edw. P. Abbe 2000 lbs.; but this must have been from the store, and not from the lot sold to I. W. Perry. Ship Endeavor arrived at Manila from San Francisco 13th Jany, and sailed from do. to New York Feb. 1866, passed Anjier 24th Feb., pr letter from Capt. Doane, and arrived at Sandy Hook 25th May.

April 13th, Rec'd from L. Whittemore 2 Boxes soap, and put up in Garret of store this day.

6 mo. 4th, del'd to F. S. Hy 6 champ baskets and 1 Whiskey Bbl for house.

May 3rd, Rec'd from Capt. F. S. Worth, Nantucket, a bag of charts, and spy glass. This was all that was left of the Ship Swift. I have the spyglass, and also a pitcher with the name, and a picture representing the vessel, though how this escaped the wreck I cannot explain.

On May 11th, 32 casks of bread, presumably hardtack, were received from Tabor Gordon for Sh. Jas. Arnold, and on May 19th 37 casks for Sh. Emma C. Jones.

The ship "Endeavor" arrived at New York May 25th, and sailed for Singapore July 10.

On the 5th month 28th the redoubtable Mr. Russell is charged with 1000 Plantation cigars @ \$15.80.

July 3rd, 1866, the Ship Horatio sailed for Shanghai, and arrived Dec. 26th.

On May 7th rec'd in store from Ship "Madagascar" 1 case, 10M Cheroots, 1 case of 10M Cavites. The latter were evidently more choice, as they retailed at \$45 per M, while the cheroots brought \$20 pr M. It will be noted from this entry that Mr. Russell was privileged to obtain his cigars at cost. These cheroots

A New Bedford Merchant

were distributed among the usual parties, including Wm. J. Rotch, Dr. Abbe, Charles S. Randall, Walter S. Thornton, etc.

On July 1st, Rec'd pr Sh. "Endeavor" 10M Cheroots and 1500 Havanas. Dr. F. H. Hooper takes 500 of the latter.

Dr. Hooper was a homeopathic doctor, and lived at the N.E. corner of County and William Sts. He was a very large man, well over six feet, and always wore a black frock suit and silk hat. He used to drive about in a buggy with a colored boy.

Aug. 28th, 1/2 chest of Souchong Tea was delivered to Tabor, Gordon & Co. from Horatio's cargo. Weight, 58 lbs., Tare 16 1/4 — 41 3/4 at 90¢, \$37.57.

Bk Benjn Cummings sailed Thursday, Sept. 27th, 1866, for North Pacific. Charles Halsey, Captain, Jacob P. Davis, Mate, Joseph O. Stoddard, 2nd Mate, Freeman Barrett, 3rd Mate, George P. Allen, 4th Mate, Joseph E. Carr, George H. Westgate, Prince M. Nye, Sylvanus Bartlett, Boat-steerers, William Howatt, Cooper and Carpenter, Henry B. Mauley, Steward, Caesar Jos, Cook, Charles I. Boyle, Blacksmith, John I. Wares, James Wilson, Gilbert Gonsalves, Henry Jay, William Kaufman, Robert Regan, Manuel Sylvia, Joaquin Sylvia, Joaquin Souza, James Allen, John Enos, Frank Firstein, Frank A. Deane, Joseph Fernandez, James Goss, David Prince, Thomas C. Debord, and Daniel A. Anthony, Seamen, Manuel Flanders, Cabin Boy.

Then comes the following entry:

Bk. "Benj. Cummings" & Ows. Dr.

To Ows. Sh. Oneida & Thos. S. Hathaway

2 try pots
1 Whaling Gun
1 Cooper Axe

A New Bedford Merchant

- 1 Drawing Knife
- 1 Tap Borer
- 2 Boat Lanterns
- Cutting Blocks
- 1 Cooper's Jointer
- 2 Blubber hooks
- 1 Fin chain
- 1 Copper skimmer
- 1 do pump
- 1 do tunnel
- 10 gaffs, 12 pikes
- 1 Blacksmith's anvil
- 2 Cutting pendants
- 1 Head strap
- 320 lbs. Tryworks mouth bars
- 70 lbs. Old junk straps, cutting gear
- 19 ft. 4 in. pine wood
- 1/2 chest Oolong Tea

The total bill amounting to \$339.24

The Ship Endeavor was spoken Aug. 14th, 1866, Lat. 6 N. Long. 26.06 W., and arrived at Shanghai Dec. 30th, sailing for New York 26th Feb. 1867.

On Oct. 20th 7 bbls. of flour pr. "Fair Wind" were received in store.

The Ship "Horatio" sailed from Shanghai 27 Jany 1867. Passed Java Head 15th Feb. and arrived at New York June 2nd.

10 mo. 29, Rec'd in store 5 Half chests Horatio Tea, pr Propeller "Acushnet," on which the freight was 75¢. Transportation was cheap in those days.

Ows. Bark "Greyhound" to Thos. S. Hathaway, Dr., for a mincer and mincing knives, Water butt and cock, Hose cock, Mincing knife, Tryworks bars, and some iron, \$69.

A New Bedford Merchant

On 12 mo. 20, opened case of Gin in back room. Edward Russell takes one bottle. S. G. Morgan one, and Horatio Hathaway the balance. A nice little party in the back room!

After noting the rentals of various houses, and the arrival of "Lady Blessington," at New York on January 18th, 1867, we find the following entry: George Fletcher came to work Jany 20th, 1867, @ \$20 pr mo.

George and Rebecca Fletcher, an unmarried brother and sister, worked for Thomas S. Hathaway, and after his death for his nephew, Francis Hathaway, until his death, which occurred somewhere in the nineties, as coachman and cook. They were colored servants of the old-fashioned type, respectful and devoted. Rebecca was a wonderful cook, and always roasted her meats on a spit before an open wood fire. George was a good man with horses, and his turnouts always looked well. Both he and Rebecca were rather ponderous in size. George had a penchant for dogs, and used to raise puppies in the stable on Elm St. He also traded in dogs, together with Dick Anderson, an enormous negro who worked for John R. Thornton. They could guarantee, on due notice, to procure a dog of any kind, color, or sex, at a moderate price. The source of supply was always a mystery and, fortunately, never very seriously investigated.

These two old darkies kept the best families of New Bedford supplied with pet dogs, and New York was the invariable reply when the origin was asked for. Two old black rascals, I have no doubt, but genial, devoted, and lovable.

Requiescant in Pace

The out turn of Plantation Coffee was 150 lbs., L. A. Plummer, Wm. J. Rotch, and C.S. Randall taking 50 lbs. each on March 1st.

A New Bedford Merchant

March 14th, Rec'd pr Propeller from New York 39 cases of Cider, all distributed among relatives and friends.

On April 9th, 1867, Wm. O. Brownell stores 192 Bundles of Whalebone, and Chas. Tucker stores 97 bundles, of which 5 bundles were sent to New York on Oct. 12th, and 97 bundles on Oct. 16.

Oil from Bark "Courser": Rec'd from Bark "A. L. Pope," 437 Bbls. and 8½ gals.

5th Mo. 6th, Wm. O. Brownell stores 10,000 lbs. Whalebone, rec'd pr Ship "Jolanis."

Ship "Endeavor" arrived at New York June 8th, 73 days from Java Head, and 98 days pilot to pilot.

On June 1st 34 boxes of Claret and 2 boxes of Sherry were received pr Schr. "Helen," and June 3rd 9 boxes Laping tea were received pr Propeller.

Transportation by schooner to and from New York was, at about this period, taken over by screw steamers, always called propellers. I remember well the "City of New Bedford" and "City of Fitchburg" of this service. They were high-sided box-shaped vessels, and had staterooms for passengers on the upper deck.

"Ship 'Horatio' arrived at Rotch's Wharf at 3 P. M. from New York, June 23rd, 1867. Hauled around to Centre St. Wharf 3 P. M. June 27th for repairs. June 28th, riggers finished stripping ship of spars and rigging this P. M." Pretty quick work!

William J. Rotch, L. A. Plummer, and Benj. Rodman take 3 pots each of China preserves, which were doubtless very choice in those days, before the canning industry brought us to a point of satiety.

On July 3rd Ship "Endeavor" was cleared at New York for San

A New Bedford Merchant

Francisco. Sailed Aug. 1st, crossed the bar at 1 P.M., in tow of tug. Then follows this note in pencil: "Two French men of war put back the 2nd. Supposed to have been compelled to put back on account of weather." Nevertheless, "Endeavor" seems to have continued her voyage.

The Schr. "Fair Wind" brings 25 cases of claret Aug. 30th, and on Sept. 14th Squire Gifford buys 76 tons of gravel and 15 tons of stone from Sh. Horatio. Presumably ballast. On the same day 320 pigs of pig iron were taken from this ship and put on wharf.

On the 16th riggers commenced on this ship, and Oct. 3rd the spars were painted, and work of painting the hull began on the 7th. "Oct. 7th, Watchman for Brownell's quit them this A.M." So they had their labor troubles in those days, too!

The New Bedford Bridge Corporation buys 114 feet of oak plank, and 722 feet of pine from the Ows. Ship "Horatio." Bridges in those days could use timber unfit for ships, it would seem.

On Oct. 16th water casks were put on Ship "Horatio," 186, 168, 167, 186, 199, — 1,080. These figures, I presume, refer to capacity by gallons.

Another invoice of cheroots was received pr "Propeller," Sept. 16th, from "Hadassah." This is a ship of which I have no record.

Here follows a report of repairs on Ship "Horatio," which I give in full as an interesting example of the shipwright trade of those days.

Report of the repairs and condition of the Ship "Horatio" of New Bedford, October, 1867.

Nine streaks of New Boards, clear fore and aft both sides, hood ends of Oak and midship Yellow Pine 4½ in. thick.

A New Bedford Merchant

Fore and main chains and deadeyes new, and new plates and channells. Locust trenails through and through, wedged both ends.

New cutwater, check knees and head rails.

Three courses of copper wire, stripped off, the seams re-caulked and the metal replaced, the rest of the ship's bottom caulked and metallled in New York in May, 1867.

The Live Oak frame of the ship was found to be entirely sound on both sides from stem to stern, no rotten wood whatever being found.

Nine streaks of new yellow pine 3-inch ceiling on each side of the keelson in the lower hold.

New Lower deck stantions of oak.

New stern covering outside, and half inside covering new. Entire new upper deck, main and after hatch combings and partners new. New windlass, bitts and knees.

New Bedford, Oct. 19th, 1867

SAMUEL DAMMON, *Master Carpenter.*

Oct. 19th Ship "Horatio," B. G. Palmer, left Central Wharf 12½ P.M., in tow of tugboat, and anchored off Clark's Point. 2¾ O'clk. P.M. got under way in tow of "Propeller" for New York. Arrived in New York Sunday 20th at 4 P.M. Sailed from New York Saturday 16th Nov. for Shanghai.

Note that she sailed for New York the very day the repairs were completed, and commenced loading for China. This ship had undergone expensive repairs, which must be justified by earning money for her owners without delay, notwithstanding that these were the first repairs of any consequence that she had had in thirty-five years continuous service in the China trade.

She carried on her trip to New York Old Rigging weighing 4,835 lbs. to be sold, and John McCulloch bought 232 lbs. of lead, 252 lbs. Manila rope, 68 lbs. of old canvass, and 71 lbs. shakings.

On Dec. 13th a telegram from San Francisco reported the ar-

A New Bedford Merchant

rival of Ship "Endeavor" at that port. As the telegram was dated Dec. 11th, it would appear that two days were required for a message to cross the continent in that year.

She sailed from San Francisco Jan. 14th, 1868, and arrived at Hong Kong March 11th, thence sailing for Manila. She arrived April 1st, and sailed for New York April 27th.

James Munroe, Dr.
To Ows. Ship "Horatio"
For 1 chronometer, \$40.

Jimmy Munroe, as we always called him, was a little white-haired watchmaker who had a shop on Purchase St. I recall him vividly, coming to my father's house to repair the clocks. I have no doubt, however, that his principal occupation was keeping the ships' chronometers in repair.

On Feb. 24th, 1868, Wordell & Ashley paid to Thos. S. Hathaway \$3.75 for one quarter's rent of $\frac{1}{2}$ the barn on Fourth St. I have put in this item to show what minute details were handled in this office, along with the accounts of ships and cargoes running into many thousands.

In my memory Brownell & Ashley had a carriage factory and blacksmith shop on the east side of Fourth St., covering nearly the whole block. Mr. Ashley was the father of Mayor Chas. S. Ashley, and I presume they were successors to Wordell & Ashley. I recall that they hired the barn on the west side of Fourth St.

On May 26 a telegram from Russell & Sturgis, Manila, reports the sailing of Ship "Endeavor" from that port on 27th April.

5 Mo. 27, Rec'd in store 26 bundles of Whalebone from Bk Courier pr Sh. "Centurion." Sold 8 mo. 27, at 65¢ Gold, 3012 lbs. \$1957.80.

A New Bedford Merchant

On May 15 Taber, Gordon & Co. stored from Sh. Hy. Taber 22 casks of bread.

Then, after recording sundry rents, the following entry appears:

7 mo. 23, Rec'd in store 2 Kegs N. C. Whiskey, $9\frac{1}{2}$ & 10 Gals. pr J. B. Jr., (evidently an abbreviation for Jonathan Bourne, Jr.), and put on skids in back room for a/c Horatio Hathaway.

7 mo. 29, one demijohn was sent to E. Haskell, and returned empty Jan. 28th, 1870.

Sh. "Endeavor" passed Anjier 4th of June, 36 days from Manila, arrived in New York 9 mo. 8th, 1868. 96 days from Anjier.

Aug. 29th, Wm. H. Bartlett Bot of Bark Courser 2 short Bundles of Whalebone @ 60¢, 76 lbs., \$45.60.

Thos. B. Hunt buys 39 bundles on the same day, totalling 3,012 lbs. at 65¢ Gold, \$1,957.80.

I presume the difference in price represents the difference in weight between bundles and short bundles.

Bark Coral sailed Sept. 9th, '68.

11 mo. 4th, 5 water casks for Ship "Endeavor," 236, 230, 169, 149, 165. 949 Galls. @ $6\frac{3}{4}$. \$64.06, forwarded per Propeller Nov. 4th, 1868. These casks were for drinking water, as tanks on vessels were unknown in those days.

Ship "Endeavor," Wm. C. Warland Master, sailed Saturday, Nov. 7th, 1868, for San Francisco. Arrived at San Francisco March 16th, 1869, 129 days.

Ship "Horatio" sailed from Shanghai Oct. 14th, 1868. Passed Anjier 9 Nov., arrived at New York Feb. 13th, '69, 117 days from Shanghai.

Ship "Cleopatra," Alfred Doane Master, sailed for San Francisco Dec. 11th, 1868, spoken Jan. 4th, '69, 75.31 W., 24 days

A New Bedford Merchant

out, 22 to the line, arrived at San Francisco April 9th, 1869, 119 days.

The "Cleopatra" was built by T. Stack at Williamsburg, L. I., for Thomas S. Hathaway & Co., and was launched in June 1867. She was 184 feet in length, 40 feet in breadth, 23 feet, 6 inches deep, and registered 1,315 tons. Captain Alfred Doane of Orleans, Mass., was master. In *American Clipper Ships*, Matthews & Howe, I find that the "Cleopatra" is given as built for A. Leary of New York, and that she made a voyage from New York to San Francisco in 150 days, under Captain D'Oyley, in 1867. I think this is probably correct, as the first record I have of this ship is when she sailed from New York, Dec. 11th, 1868, under Captain Doane, and arrived at San Francisco April 9th, 118 days. She then sailed for Manila, and thence to New York. She then went to Liverpool, and from there to Calcutta. She sailed the 19th of May from Yedo with 500 tons of rice, and arrived at San Francisco in 27 days. She sailed from there to Queenstown in 123 days, and was sold at Liverpool Jan. 18th, 1877, to German owners for seven thousand pounds.

A clipping sent me from F. C. Matthews reads as follows:

Captain Hargreaves of the British steamer Nessmore sent the following report to the Liverpool Journal of Commerce. "April 22nd, 1894, at 4:15 a. m., Lat. 41:8 n. L. 53:23 W. sighted a light to the southeast, which appeared at first to be a steamer's light, but burned suddenly brighter, when concluded to be a fire or signal of some kind. Immediately altered course and bore down towards it, and found it to be a full rigged ship completely enveloped in flames, and sparks rising to a height of several hundred feet, when all became dark. Burned blue lights to advise distressed vessel that help was at hand, and proceeded in direction that fire was last seen. Daylight approaching, discovered wreckage and a small dinghy, loaded down to the water's edge with men.

A New Bedford Merchant

Picked them up, finding them to be the entire crew of twenty hands of the German ship *Cleopatra*, out of Bremenshaven, bound from that port to New York, and thirty-two days out. Captain Neimerger reported that the fire was only discovered at 2 a. m., and the explosion occurred at 4:45 a. m. Owing to some eighty cases of dynamite, the crew barely escaped with their lives, the life boats being burned before they could get them out.

The vessel had entirely disappeared, with the exception of the mizzen mast, with yards attached, which was floating in the water, and dangerous to shipping.

Proceeded on our voyage, landing crew at London."

This was indubitably the "*Cleopatra*" of New Bedford, as I have proof that she was sold at Liverpool in 1877, to go under the German flag without change of name.

<i>Endeavor</i>		<i>Cleopatra</i>	
Bulk Coal	50	R. R. Iron	325
Railroad Iron	195	Weight	171½
Weight	223	Nails	104
Nails	112¼	Candles	14½
Candles	39½	Stowage	55
Stowage	10¾	"	1801
?	1316¼		2471 Tons
	1946¼ Tons		

These are the only cases where invoices of cargoes are given, and I can give no explanation as to why they are included here. The book seems to be a kind of diary, and whatever news came in was put down according to the estimate put upon it at the moment.

2nd mo. 22, Rec'd pr "*Propeller*" 21 cases Port Wine.

2nd mo. 26th, '69, Water Casks for Ship "*Horatio*," 4 casks, 200, 197, 201, 199—797 @ 6¼, \$49.82, forwarded pr "*Propeller*" Mar. 6.

Ship "*Horatio*" sailed for Shanghai from New York March 16th,

SHIP CLEOPATRA
Built by T. Stack at Williamsburg, L. I., in 1867



A New Bedford Merchant

1869. 6 mo. 4, letter from Capt. Palmer, off Anjier June 30th, 1869. Arrived at Shanghai July 29th, 106 days. This was an excellent passage for an old ship. "Horatio" is now 36 years old.

4 mo. 26, Wm. O. Brownell & Co. stores this day parcels of Whalebone, 14384 lbs.

Took out 5 mo. 11th, 563 lbs. 1 mo. @ 50¢ per ton pr mo. 28¢.

Took out 7 mo. 20th, 1396 lbs. 3 mos. @ 50¢ pr ton pr mo. \$2.09.

9 mo. 1st, 12425 lbs. 4 mos. @ 50¢ pr ton pr mo. \$24.85.

Total \$27.22

Ship "Florida," Gray, sailed May 25th, as did the Ship "Mercury," Ripley. The latter was reported at Fayal Aug. 28th, 1869, with 236 bbls.

6 mo. 4th, Whiskey Demijohned from "Hotspur." Cask 22 Gallons Rec'd in Store 7 mo. 17th, 1862. This had been kept seven years, and should have been prime for consumption.

Ship "Endeavor" arrived at Manila from San Francisco June 1st, 1869, in 47 days, sailed for New York June 21st, 1869. Passed Anjier 27th July.

Arrived, Ship "John Norman," 8 mo. 20th, 1869, from Yokohama.

Ship "Endeavor" arrived at New York Nov. 2nd, at 2 P. M., 134 days from Manila. This was a very slow passage. Less than 100 days were generally required for this voyage.

Ship "Cleopatra" arrived at Manila from San Francisco July 11th, 1869. Sailed from Manila Aug. 5th. Letter from Capt. Doane at Anjier Sept. 9th. Arrived at New York Dec. 9th, 126 days. Another slow passage!

Ship "Horatio" arrived at Shanghai July 29th, 1869, and sailed Dec. 19th for New York.

A New Bedford Merchant

On the 10th mo. 6th, Tom Bennett, Jr. buys 2 cases of Nautilus Sherry of Horatio Hathaway.

Received in Store, pr "Propeller," 1 case Cheroots, 2 mo. 1st, 1870, pr Ship "Cleopatra."

On 19 Dec. 1869, Ship "Horatio," Palmer, sailed from Shanghai for New York. Passed Anjier 7th Jany, and arrived at New York 6th April, 1870.

Ship "Endeavor," Wm. C. Warland, sailed for Hong Kong 7th Feby, 1870, crossed the bar at 11 A. M. Spoken Feb. 24th, 21 N. 41 W; Mch 1st, 1 N. 29 W.

Reported in London Gazette. Passed Anjier May 2nd, 84 ds, arrived at Hong Kong 22 May.

Then follows a distribution of tea among people now too familiar to need an introduction.

Elizabeth Stone pays Horatio Hathaway \$69.00 for 2 doz. Alberta Port, 1 doz. Superior Claret, $\frac{1}{2}$ dozen Gonzales & Du-bois sherry, $\frac{1}{2}$ doz. Old Madeira, Thorndike, 16 bottles Fayal wine.

4 mo. 6, Horatio Hathaway has leased to Rev. Edmund Rowland, House No. 45, Hawthorn St., @ \$400 per annum, payable quarterly, one year guaranteed, after that three months' notice in case of sale. Barn and Barn Lot reserved. This house still stands at the N. E. corner of Hawthorn & Ash Sts., and is the house first occupied by my father and mother after their marriage.

The Rev. Edmund Rowland was the minister of the Episcopal Church, or Grace Church, which stood on the present site of the New Bedford Theater.

On April 7th, 1870, the Ship "Cleopatra" sailed from New York for St. John's. Arrived at St. John's Apr. 14, and sailed May 2nd

A New Bedford Merchant

for Liverpool, where she arrived May 18th. Nothing is said about the nature of her cargo, nor the reason for this departure from the regular route to China.

Ship "Horatio," W. W. Hardy, sailed 20 April, 1870, for Anjier, etc. Spoken May 22nd, Lat. 18 N. L. 37 W., 22 days out. Arrived at Anjier Aug. 2nd, Batavia, P. M. Aug. 3rd, 95 days from New York. Sailed for Yokohama Aug. 8th, and arrived Sept. 6th.

On May 26th Edw. Russell buys of Horatio Hathaway 1 case of claret for \$7.75.

"Coeur-de-Lion" arrived July 22nd from Yokohama and Br. Bark "Esperanza" Aug. 10th from Hiogo. The "Br." is abbreviation for "British," I presume, and both of these ships must have been under charter to Thomas S. Hathaway, as I find no record of any such ships owned by him.

The "Endeavor" sailed from Liverpool June 23rd, 1870. Discharged pilot off Waterford Harbor June 25. Spoken July 28, L. 6.10 S. 33.20 W. Arrived at Calcutta Oct. 8th, 105 days from Liverpool.

11 mo. 3, Received from Frs. Hathaway Seth Besse dft on Capt. W. W. Besse of Wareham for \$100, dated San Francisco Oct. 25, at sight, Gold. Sent to Bank for collection. This, I presume, is Capt. William Besse, whom I remember as living in a large white colonial house at the S. W. corner of South Orchard and Washington Sts.

Ship "Endeavor," Warland, sailed March 6th, 1871, for Hong Kong, and arrived 23rd July, 109 days from New York.

Ship "Horatio" sailed from Yokohama Nov. 27th, 1870, and arrived at New York Mch 18th, 1871, in 110 days.

A New Bedford Merchant

Another entry reports, "Ship Marchioness of Londonderry arrived March 18th, '71, from Manila." I have no knowledge of the significance of this simple statement.

On Mch 15th, 1871, Edw. Russell is debited with 17 boxes butter, weighing 51 lbs., also on Mch 20th with 1 box of Nautilus Sherry Wine, while Sally Russell, God bless her, takes also a box of this good sherry.

Bark "Benjamin Cummings" sailed June 20th, 1871.

Ship "Cleopatra" sailed from Calcutta 22 Dec. 1870, and arrived at Boston March 30th, 1871, in 97 days. She sailed again from Boston April 26th, for Madras, where she arrived July 31st, 1871. As no account of her cargoes on these last two voyages is given, I cannot account for this sudden change from the China route so long maintained.

Taber, Gordon & Co. store whalebone on floor below this day, 4 mo. 14th, 1871, about 19,000 lbs. $9\frac{1}{2}$ tons, $1\frac{1}{2}$ mos. \$7.13, also from Benj. Cummings, 5 mo. 8th, about 15,000 lbs. $7\frac{1}{2}$ tons, 2 mos. \$7.50, \$14.63

Ship "Horatio" sailed for Batavia Apr. 22d, 1871, May 12, spoken Lat. 16.31 N. Lon. 33.34. At Anjier 28th July for orders 97 days.

Ship "Cleopatra" sailed from Boston April 26th, '71, for Madras, Wind N.N.W. Arrived July 31st at Madras, 96 days. Arrived at Calcutta 26 Aug. 1871. Letter from Captain Doane reports at Calcutta 2d Sept. to load for Bombay on the 4th.

I much regret that there is no mention of this cargo or of that carried from Boston to Calcutta, as these might throw some light on the reason for suddenly shifting this ship from the New York-China trade to Boston-East India.

A New Bedford Merchant

The next entry reads:

Bread from Bark "Courser."	
3 mo. 1870	1585
5 mo. "	1955 casks
<hr/>	
3540-1215-2325 net	

These casks returned 6 mo. 10, 1871

It would appear from the time elapsed from the taking of the bread and the return of the casks that this bread was used on some other vessel, and the empty casks returned with the return of that vessel to port, and credit for the casks deducted from the price paid for the bread.

Edw. Russell, evidently feeling flush, takes 3 cases of claret from Francis Hathaway @ \$6.75, 6 mo. 13th, 1871. Then, after the usual rent items, Tabor, Gordon & Co. stored 5000 lbs. Whalebone this day, 8 mo. 7th, 1871. Took it out on the 12th. Four days seems hardly worth while, considering the handling.

Ship "Horatio," Hardy sailed from Manila for New York, Oct. 30th, 1871. Passed Anjier 22 Nov. Spoken Jan. 7th, Lat. 24 S. Long 40 W. by Gov. Whitridge. Arrived at New York Mch 3rd, '72.

Whale Ship "Europa," McKenzie, sailed Dec. 14th, 1871, and Whale Bark "Illinois" sailed Jany. 1872.

Ship "Endeavor" Warland, from Shanghai Oct. 31st, 1872. Passed Anjier Nov. 27. Arrived at New York Feb. 20th, 1872, 112 days.

Ship "Horatio" arrived from Manila at New York March 1st, 1872, and sailed from New York April 10th, 1872, for Hong Kong and arrived July 30th, 111 days. So the old "Horatio" was still able to beat the "Endeavor," twenty-three years younger, when a bit of luck came her way.

A New Bedford Merchant

11th mo. 8th, 1872, Bartlett Allen bought of Thos. S. Hathaway a Lot of land 23.37 rods, at the corner of Union & Ash Sts., at \$25 pr Rod, and John S. Cook paid Thos. S. Hathaway for Rent of lot, cor. Fourth & Spring Sts. from April 13th, 1871 to April 13th, 1872, \$15.00; then the following note, "Is to pay \$20 next year." Rents were low in those days, and this was the lot which all through my boyhood was occupied by John S. Cook's Livery Stable. Mr. Cook himself, as I recollect him, was a fine, tall old gentleman, with a ruddy red face and snow white hair and beard. He always brought out a fast trotter when the snow came.

Bristol County Commissioners Bot of Thos. S. Hathaway 4 mo. 12th, 1872, Lot of land west of jail, 50.20 rods, @ \$27.50. This lot is now occupied by one of the many extensions of the jail required by the growth of the city in undesirables, as well as others.

Ship "Cleopatra" arrived at Calcutta Jan. 11th, 1872, 37 days. Sailed from Calcutta Feb. 8th, and arrived at Dundee June 21st, 1872, 134 days. Sailed from The Tyne 22d Aug. for Bombay. Cleared the Straits of Dover on the 24th of August. Here again no mention is made of the cargo carried.

Ship "Endeavor," Warland, master, sailed May 18th. Left the wharf 11 a.m., fresh S. W. wind, arrived at Hong Kong 11th Sept. 1872, 116 days.

Received telegram from Warland Oct. 4th to sell ship. No reason is given for this advice for drastic action, but it evidently went unheeded, as the next item reports her as "sailed from Manila Dec. 7th."

Ship "Naomi" sailed from Bay of Islands May 20th, 1872, arrived Aug. 15th, 86 days. Commenced discharging Tuesday the 20th at 1 P.M. Finished discharging at 11 A.M. the 24th. Left the wharf Sat. Sept. 7th, and anchored below. Sailed for Baltimore

A New Bedford Merchant

Monday, the 9th, A. M., arrived Sept. 12th. This was a British ship, and under charter to Thos. S. Hathaway.

The next entry is to the effect that Francis Hathaway has a demi-john of "Jersey Whiskey" in back room consisting of 4 gallons. Lucky man!

Chas. S. Vincent commenced watching oil from Ship Naomi, nights, Aug. 21st.

"Received telegram from Doane Dec. 24th from Bombay." This is the arrival of "Cleopatra." Then, "arrived at Calcutta Feb. 27th, 1873, and sailed April 16th for New York, arriving 25th of August, 1873, in 129 days."

J. Wm. Reynolds pays rent for House on Purchase St. from March 27th to Sept. 27th, 1872, \$30., and John Dootson takes house on Purchase St. on Nov. 11th, 1872, for \$20 pr quarter. This is evidently the same house, and the rent was jumped considerably on Mr. Dootson, it will be observed.

Mrs. C. A. Carr pays for Rent of House on Spring St. from Aug. 25th to Nov. 25th, \$37.50.

11 mo. 25th, J. A. P. Allen, Collector, stores about 2 tons Iron Ballast, spars, and other traps from the Boat "Roanoke." So collectors in those days collected something besides taxes.

12 mo. 12th and 16th, Rec'd in store 31 Bundles of Whale Bone from Ship "Europa," and 74 bundles net weight 11,334 lbs., \$11.34. Weighed and sold to Bartletts Apr. 1st, 1873, as repacked, 140 bundles. Delivered the last 40 bundles June 16th, '73. Rec'd from Wm. Sherman for rent of Barn on Fourth St. from 12 mo. 24th, 1871, to 12 mo. 24, 1872, \$30., and from Brownell, Ashley & Co. for rent of Cooper's Shop from July 1st, 1872, to Aug. 1st, 1873, \$40.

A New Bedford Merchant

“Endeavor” passed Anjier Dec. 27th, 1872, arrived in New York Mch 26th, 1873, 83 days. “Horatio” passed Anjier Dec. 11th, 1872, and arrived at New York Mch 19th, 1873, 98 days.

Messrs. Hawes & Wilbur, Acushnet Mill Co.

To Thos. S. Hathaway,

1873, 2 mo. 1.

For Standing wood and timber on Wood Lot situate in Wing Town, Acushnet, so called, said to contain 4 acres, 121 Rods, more or less, for \$832.34, with privilege of cutting and drawing said wood & timber in the course of two years from above date.

In consideration whereof the said Hawes & Wilbur paid unto said Thomas S. Hathaway Four hundred seventeen dollars in money, and their note pble in 12 months for Four hundred and fifteen & 34/100 dollars with interest at the rate of 7% per annum.

New Bedford Feb. 1st, 1873

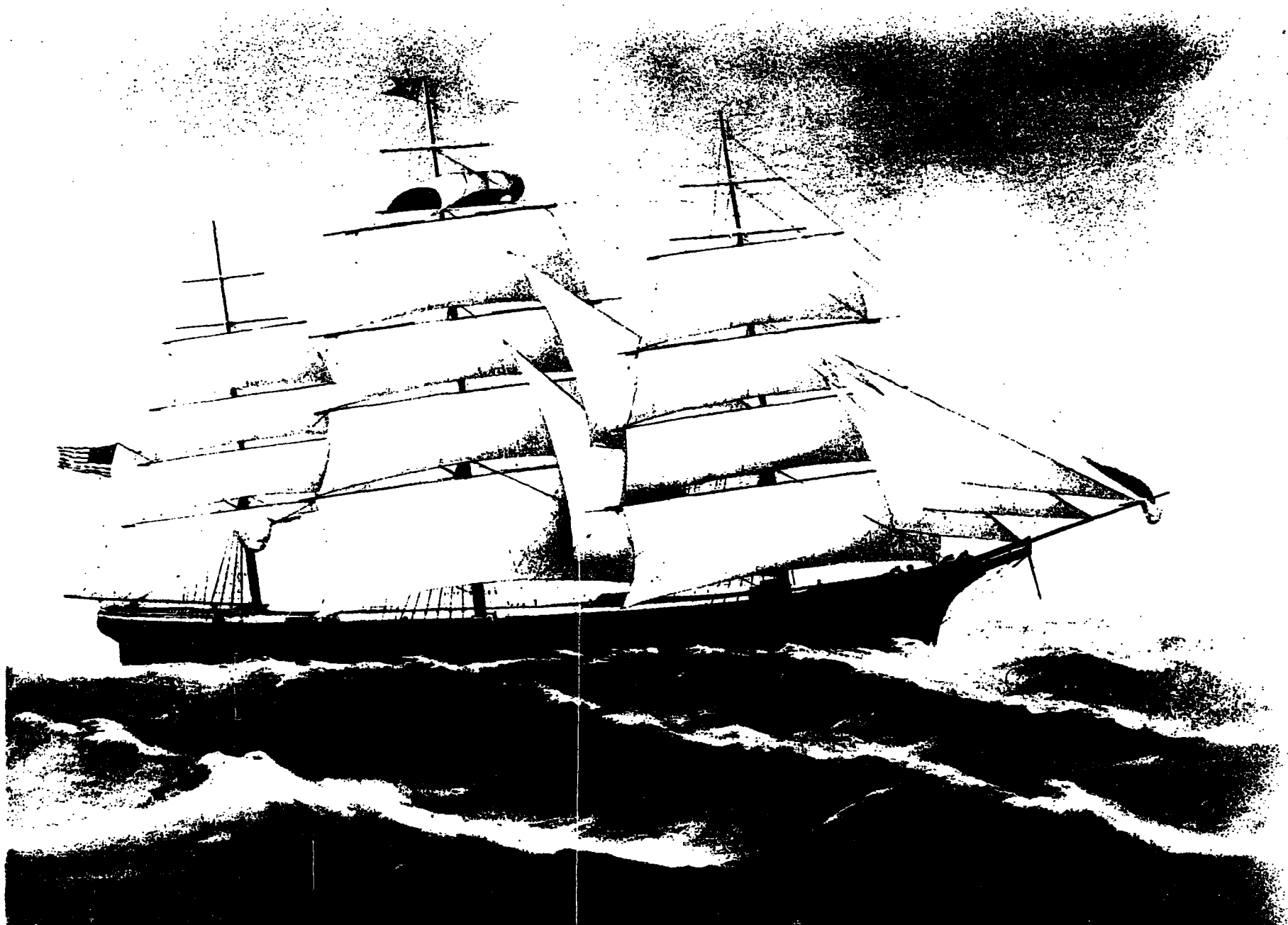
SIGNED THOS. S. HATHAWAY.

Then: Rec'd Note of Acushnet Mill Co. \$415.34.

I have never heard of Wing Town, but it was doubtless on the Fairhaven or Plainville side of the river, as I know of no land in that region owned by Thos. S. Hathaway on the New Bedford or Acushnet side, other than his own residence at the corner of the Belleville Road, opposite the stone bridge which still stands.

On March 1st Edward Russell took 2½ Galls. of Gin from a demijohn in Back Room. Honest Mr. Russell took the gin, but entered it in the log.

Ship “Horatio” sailed from New York for Sidney, N. S. W., May 16th, 1873, and Ship “Endeavor” sailed for Yokohama May 15th, 1873. “Horatio” crossed the bar at 2:30 P.M., and was spoken June 2d, '73, L. 34 N. Long. 44 W., arrived at Sidney



SHIP ENDEAVOR

Built by Robert E. Jackson, at East Boston, in 1856

A New Bedford Merchant

Sept. 16th. Oct. 6, telegram received from captain of "Horatio," Chartered Ship. Arrived at Shanghai Dec. 16th, 1873, at Foo Chow Jan. 16th, 1874, was to sail for New York the same day.

The captains of merchantmen of those days had great latitude in using their judgment as to how to get the best returns for the owners. Often, as appears in this case, it was more profitable to charter the ship to some house which already had a cargo, but no ship, than it was to suffer delay in trying to find a profitable cargo.

Ship "Cleopatra," Captain Taylor, sailed Oct. 24th, 1873, in P. M. for San Francisco. Arrived 8th day of March, 131 days. This was a fair passage, but nothing to brag about, when compared to 90 days, the record of the "Flying Cloud."

Then comes the following momentous record: Jay Cook & Co. failed Sept. 16th, 1873. This failure shook the entire financial world, and was the cause of the famous panic of 1873, probably the worst panic the country had ever known up to that time.

On Jan. 1, 1874, Edward Russell received pr Propeller, from Francis Hathaway, 1 demijohn of gin, containing 2 Galls., and paid \$7.87, which covered all charges. He did not intend to let any financial panic interfere with the even tenor of *his* ways.

Ship "Horatio" at Foo Chow Jan. 6th, 1874, was to sail same day for New York. Arrived at New York Sat. 2d April, 1874, and sailed again 13th of June for Shanghai.

Ship "Endeavor" sailed from Hong Kong March 17th, 1874, for Lebu. Sailed from Lebu May 13th for New York. Passed Anjier 15th June, arrived at New York Sept. 18th, sailed Oct. 19th for Batavia.

New Bedford Copper Co. rented office from Thos. S. Hathaway April 16th, 1874, at \$150 per annum. This was the office on the

A New Bedford Merchant

ground floor of the wooden building which still stands on the corner of Front & Rodman Sts. Charles S. Randall was the treasurer.

“Cleopatra,” Doane, sailed from San Francisco April 23rd, 1874, at 6 A. M. for Liverpool. Spoken May 13, 20 days out, in 6 N. 116 W. Arrived at Liverpool Aug. 31st, in 130 days. Sailed from Liverpool Oct. 31st.

On May 13th Edward Russell rec'd from Francis Hathaway, pr Propeller, 2 cases of claret, and paid \$13.75 therefor. Golden days indeed for the light wine palate!

On the same date Ivory H. Bartlett & Son paid Thos. S. Hathaway for 99 lbs. of whalebone, \$49.50, and 138 Whale Teeth, \$20.70. This is 15¢ per tooth, and the only transaction of this kind I find anywhere in these pages. But try and buy a whale tooth now for 15¢!

In May 1874 Western Lumber Co. paid Thos. S. Hathaway “for old spars and lumber in Candle House Yard, \$19. and John McCulloch bought a long list of junk from Candle House, consisting of copper, yellow metal, sheet iron, zinc, lead, rope, canvas, shakings, hoops, casks, chains, and try pots, paying \$423.91. The Western Lumber Co. shed extended the whole block from Fifth to Fourth St. on the north side of School St., and the old Candle House, built of large granite blocks, stood halfway between Sixth and Fifth Sts., on the north side of School. Thos. S. Hathaway owned the whole square bounded by Spring and School, Fourth and Fifth Sts., and also owned considerable land on the west side of Fifth St., both north and south of School. I have deeds of this land, which is referred to as Bedford Village. Daniel Ricketson, in his history of New Bedford, states that Bedford Village consisted of all of that part of the town east of County St. The resi-



HOUSE OF NATHANIEL HATHAWAY AT 45 ELM STREET

After his death in 1837, it was occupied by his children and their uncle, Thomas S. Hathaway

This picture was taken just before it was torn down in 1897, to widen Purchase Street

A New Bedford Merchant

dences on the west side of the street were not included in the Village. The Carr house, the Reynolds House, the Cooper Shop, Brownell & Ashley's stable, the Marble Works, and John S. Cook's Livery Stable, all appearing in these pages as tenants, were located in this area.

4 mo. 21, '74, Wine from old store was sent up to Horatio Hathaway's cellar, consisting of 13 boxes of Port, 41 boxes of sherry, and 1 box of lees. This last, I presume, was used for cooking. 8 demijohns of Sherry Wine and 1 ditto of Whiskey was sent up to Thos. S. Hathaway's at 45 Elm St.

Ship Horatio sailed from New York June 13th, 1874, A.M. for Shanghai. Arrived at Shanghai Dec. 2d, then, "Ship Horatio, Hardy, burned at Shanghai, Dec. 16th, 1874."

No further comments are entered here or elsewhere upon the tragic end of this famous old ship, which had labored over the Atlantic and Indian Oceans for 42 years in the service of her owners. The Ship "Horatio" was undoubtedly the most profitable investment the Hathaways of that generation ever made.

Ship "Endeavor," Warland sailed from New York Oct. 19, 1874. Crossed the bar 1½ P. M., strong N. W. wind, for Batavia. Spoken Nov. 3rd, Lat. 21-30 W. Lon. 35 N., and arrived at Batavia Jany 1875. Sailed from Hong Kong 8 May for Manila, and arrived May 18th.

Ship "Cleopatra" sailed from Liverpool Nov. 30th, '74, and arrived at Singapore Feb. 9th, 1875. Sailed Mar. 21, and arrived at Manila 24th April, 1875. Sailed for New York 17th May, and arrived Sept. 27th.

Here a whole page is devoted to the sailings and arrivals of the Schooner "Lottie Beard." She seems to have been employed in

A New Bedford Merchant

carrying coal and cotton to various New England ports. She took ice from Portland to Philadelphia, Baltimore, and Mobile, whence she returned with lumber and cotton. On one occasion she took gunny bags from Salem to Mobile, and made several trips to St. Helena, where I suppose she received a cargo of oil from the whalers which used to put in there and send their cargoes home, and proceed on their voyages. On Nov. 21st. 1874, she cleared at Mobile for New Bedford, and Dec. 12 was reported in Lat. 35.26, Long. 70.40, as having lost her masts in a gale on the 2nd or 3rd inst., and on Dec. 20 she is reported as having reached Savannah under jury masts. This was a departure from the China trade, but I suppose it was an experiment with an alternative made necessary by the failing profits in the trade with the Far East.

On April 10th, 1875, Ship "Cleopatra" arrived at Manila from Singapore, (20 days). Did not arrive as above, but did arrive April 24th (35 days). Reported loading at Manila April 26th. Sailed May 17th. Passed Anjier 15th June, 29 days, arrived at New York Sept. 27th, 132 days. No explanation is given for the false report of the arrival at Manila, but communication was intermittent in those days, being carried part by vessel and part by wire, and false information must have been too common to require explanation.

Ship "Endeavor" arrived at Manila May 18th, 1875. Sailed July 15th passed Anjier Aug. 19th, arrived at New York 11 mo. 23, 96 days from Manila.

Cigars pr "Lizzie H.," 7 mo. 26, received in store. 1 case pr "Propeller," 10M. These were distributed among the usual friends.

Ship "Endeavor" sailed for San Francisco June 4th, 1876, and arrived in 125 days.

On July 29th, 1875, S. G. Morgan buys 1 Box Port Wine, for

A New Bedford Merchant

which he pays \$12. with 50¢ for freight charges added, and 2 Galls. of Cabinet Gin, for \$8., with 50¢ charged for the demijohn.

On or about the same date Edward Russell takes 2 cases of claret at \$6.50 each.

Nov. 12th, 1875, Potomska Mill Co. moved their safe and books into the new office, Rodman Bldg., this day. These must have been the offices formerly occupied by the New Bedford Copper Co., as there was no other space in this building except the offices of Thos. S. Hathaway.

Ship "Cleopatra," Doane, sailed for Yokohama Nov. 20th, 1875. Outside bar 12:30 P. M., arrived at Yokohama April 11th, 1876, 142 days. A slow passage! Letter from Doane, dated 12th May, reads, "Bound to Yedo to take 500 tons rice at \$5 gold, and proceed direct to San Francisco; expect to arrive 20th June." Sailed 19th May, 1876, and arrived at San Francisco 15th June, thus beating his estimate by five days.

Here follows the payment of rent by the New Bedford Copper Co. from July 1st, 1875, to January 1st, 1876. So they are still entrenched in the Rodman Building, and where the Potomska Mill Co. deposited their books and safe I am at a loss to know, unless they shared the ground floor with the copper company.

Bark "Europa," McKenzie, arrived April 7th, 1876, above Palmer's Island. Absent 4 years last Dec. 1875. Sold to Swift & Perry, April 17th, 1876, for \$13,000. It is disappointing that no mention is made of the catch. Four years was a long voyage. Silence is eloquent, and as this ship was sold ten days after her return I fear the voyage was unprofitable.

On May 12th Potomska Mill paid six months' rent, amounting to \$25, so that the space they occupied, wherever located, must

A New Bedford Merchant

have been modest, as the New Bedford Copper Co. paid \$75 for the same period.

Ship "Cleopatra" sailed from San Francisco for Queenstown Eng'd Aug. 12th, 1876. Arrived at Liverpool January 18th, 1877, when she was sold for £7000. Thus "Cleopatra" disappears from these pages. Her complete obliteration by fire at sea is told on a previous page.

I am at a loss to explain why no mention is made of the sale of "Endeavor," which took place some time in the year 1876, in New York. With the sale of "Cleopatra" the last Hathaway ship engaged in the China trade disappears from the scene. References to other ships from now on, engaged in this trade, were chartered ships, and attached to the office of Thos. S. Hathaway & Co. only through their cargoes.

9/6 Ship "Eliza Adams" sailed this A. M. Reported June 16th, 1877, with 150 bbls. sperm and boiling out. Then after receipts of rent from Potomska Mills, Western Lumber Co., Mrs. C. A. Carr,—who it would appear is carrying on after the death of her husband,—N. B. Copper, and Brownell, Ashley & Co.,—

The Bark "Mercury" sailed 12/13/76. Reported middle of August, '77, with 1100 bbls. Whale Oil, 5000 lbs. Ivory, 1000 lbs. Bone. All arrived at San Francisco Sept. 14th, 1877.

Next follows a complete record of coasting voyages of the Schr "J. A. Beckerman," which I give in detail, as interesting in showing the activity of this trade at that period. These voyages cover three years.

1876

8 mo. 24, Cleared from Baltimore for Bordeaux

9/12 Arrived at Bordeaux, 19 ds

10/1 Sailed for St. Thomas for orders

A New Bedford Merchant

11/15	Arrived at St. Thomas this date
11/16	Sailed for Turk's Island to load for Providence
12/8	Arrived at Providence and sailed for Amboy
1877	
2/12	Arrived at Boston from Hoboken and
3/12	Sailed from Wiscasset for Norfolk with ice.
3/17	Arrived at Norfolk
4/4	Cleared at Alexandria for Alyn's Point
4/18	Arrived at New London from Alyn's Point.
5/14	Seen in Vineyard Sound from Boston for Philadelphia, so reported
5/21	Passed Alexandria from Boston to Georgetown
6/21	Arrived at Georgetown.
6/26	Sailed from Alexandria for Wareham, arrived at Wareham 7/2
7/15	Arrived from Wareham, presumably at New Bedford, to load for Fayal.
	Sailed 7/24, arrived at Fayal 8/14
9/17	Reported to have sailed from Fayal
10/4	Arrived this day from Fayal
10/19	Reported seen on the Marine Ry. to be repaired and painted for winter work.
10/27	Sailed from Georgetown for this Port.
11/1	Arrived from Georgetown
11/5	Sailed from Georgetown for Philadelphia.
11/12	Cleared at Phila. for Boston
12/6	Arrived at Georgetown from Boston
12/17	Arrived from Georgetown
12/21	Sailed for Baltimore. Chartered to load coal for Galveston
12/28	Arrived at Baltimore
1878	
1/5	Cleared at Baltimore for Galveston
1/29	Arrived at Galveston as per Telegram rec'd Feb. 4th, 17 ds

A New Bedford Merchant

5/12	Arrived at Liverpool from Galveston
5/26	Sailed from Liverpool for Cape Breton
7/13	Sailed from Providence for Kennebec River to load ice for Washington, @ \$1. per ton
8/15	Arrived from Washington
8/22	Sailed for Alexandria
8/30	Cleared at Alexandria for Boston
8/29	Arrived at Boston from Alexandria

What consternation this entry would cause today! A ship cleared at Alexandria Aug. 30, and arrived at Boston Aug. 29. Cleared falsely, or reported falsely? Neither; only that the telegraph was unreliable in those days, and messages were delayed and often confused. There was no bootlegging, and therefore no dishonesty, on the high seas then.

To resume:

9/28	Cleared at Boston for Kennebec River
9/30	Arrived at Bath to load for Washington
10/12	Arrived at Georgetown
10/14	Reported at Washington
10/28	Arrived at Providence with 651 tons of coal from Georgetown
11/20	At Hart Island for Providence
11/ ?	At East Boston, repairing in dock—had been ashore
1879	
2/ ?	Sailed from Boston for C. G. Hope
6/2	Arrived at Algoa Bay C. G. H. from Table Bay
7/3	Put back to Algoa Bay for Guam acct. stress of weather
9/2	12° 20' north from Port Elizabeth for Boston
9/26	Arrived at Boston from Algoa Bay C. G. H.

Amboy is probably Perth Amboy, a well known shipping point for coal today. When she sailed from Wiscasset for Norfolk with

A New Bedford Merchant

ice, and to Providence with coal, in March, 1876, these are the only two cases where her cargo is mentioned. However, it is safe to say that on all her voyages from Norfolk, Amboy, Baltimore, Hoboken, and Phila. North, her cargo was coal.

From all points in Maine to southern ports, ice, and from such ports as Mobile and Galveston, cotton. The incompleteness of information received is evidenced by such items as "Seen in Vineyard Sound," "Seen on Marine Ry.," "Sailed from Georgetown, say Philadelphia."

Hart Island and Allyn's Point are places unknown to me.

However, she had an interesting itinerary, and the venturesome yachtsmen of today who enter Bermudan and Spanish races would have found a voyage or two on the "Beckerman" much to their liking.

The Schr "J. A. Beckerman" was a two-masted schooner, and of the largest type of fore and aft vessels built in those days. Three-, four-, and five-masters came much later.

On April 30th, 1877, Sally Russell is indebted to Horatio Hathaway for 1 case of Port Wine @ \$13.00, and John H. Ricketson, c/o A. Garrison & Co. Pittsburg, Penn. writes that he wants 1000 or more Manila cigars. A note states that these were sent him from New York. This is the father of Oliver G. Ricketson and John H. Ricketson.

Ship "Western Belle" sailed from Manila April 23rd, 1877, for Boston. Passed Anjier 25th of May, and arrived in Boston Aug. 31st, and Ship "South American" sailed from Manila for Boston June 26th, 1877, passed Anjier Aug. 3rd, and arrived at Boston Oct. 24th. 11 mo. 27, sailed for New York. 12 mo. 4, commenced discharging.

A New Bedford Merchant

I have no information concerning these two ships, nor why they were routed to Boston, but the final note would seem to imply that this did not prove a favorable port of entry.

July 6th, 1877, New Ship "Horatio" arrived from Port Jefferson to Taber, Gordon & Co. to fit for whaling; built by I. M. Bayles & Son, length 115 feet.

This was a whale ship, named after the old "Horatio," in which Thos. S. Hathaway had an interest, but not a very large one. I remember going on board her with my father when she first arrived to fit for sea. I remember well that the old negro ship keeper was much interested to receive a visit from the two Horatios. I have the builders' model of this ship.

Ship "Seminole" sailed from San Francisco 5th May with oil from "Coral" and "Niger." Arrived at New York Aug. 14, 1877, 99 ds. This was a very fast passage, and though I have no record of this ship she must have been a sharp clipper to have accomplished such a voyage as the above. I cannot recall the "Coral," but remember well the old whaler "Niger."

8/8 New Ship "Horatio" went below this morning, Capt. Charles Grant. Sailed Aug. 9th, '77. Pilot left her 2 miles S.W. of Sow & Pigs lightboat in a fog. Reported Aug. 5th, '78 at Friendly Islands. Reported Dec. 9th, with 600 bbls. sperm all told.

Lydia Swain bo't of Horatio Hathaway Nov. 22d, 1877, 1 box of Port Wine, \$13.

Then comes the following mysterious note, with no explanations:

"Copy Signature of
Hetty H. R. Green
E. H. Green"

A New Bedford Merchant

These were the father and mother of Col. Edward M. R. Green, but for what purpose the copies of their signatures were wanted, I cannot explain.

8/18 Cigars per "Edith" were received per Propeller, consisting of 1 case containing 20 boxes, or 1000 cigars. These were distributed about as usual, except that Hon. Horace Gray, Jr., Chief Justice, is charged with 500.

Ship "Farragut" sailed from Manila for Boston, July 14th, 1877, and arrived Nov. 5th.

9 mo. 11th, 1877. Left with H. F. Leonard, City Clerk, Protest on laying out street through my land by Mayor and Aldermen of City of New Bedford.

9/28 Peter Nelson stored 5 row boats in cellar of Rodman Bldg. from date until spring of 1878.

10/23 Bark "Albert Russell" arrived from Hong Kong with 1 case of merchandise for Horatio Hathaway. This case seems to have been the only reason for this entry, and the contents must have been important.

Of the balance of cigars per "Edith," Causten Brown takes 1000, and Parker House 1000.

After various items of rent, the Ship "Southminster" is reported spoken off Cape of G. Hope, Dec. 31st, 1877, from Manila for New York. Arrived Feb. 25th, 1878, discharging Feb. 28th in fine order, pr F. Hy's letter. Apparently things did not always run smoothly on the docks, from this last comment.

Feb. 21st, 1878, Stmr "City of Limerick" sailed from Shanghai, China. Jany 29th, 1878, as pr Frs Hy's letter, arrived at New York April 10th, 71 ds. This is the first steamer, except the "Propeller," that appears in these pages. I think the entry is

A New Bedford Merchant

here only as front page news, as I find no further allusion to this ship or her cargo. Her passage was twenty days better than the best voyages of sailing vessels, and therefore must have been considered a revolution in the character of foreign commerce.

With this important bit of information Thomas S. Hathaway passes from these pages. He died July 14th, 1878, at the age of 82 years; one of New Bedford's most successful merchants. He was a man of austere character, shrewd and courageous, but kindly, and with a strong sense of duty to the community in which he lived. Although a bachelor, he accepted the task of bringing up the four children of his deceased brother Nathaniel, and starting them forth upon the road of life. To such men as he New Bedford owes its greatness.

With the passing of Thomas S. Hathaway this little book loses most of its historical interest, and I shall record in the remaining pages only such items as seem to me of interest to those of us who can recall similar incidents in our youthful days in New Bedford.

Bark "Morning Star" sailed Oct. 1878, and arrived May 17th, 1882.

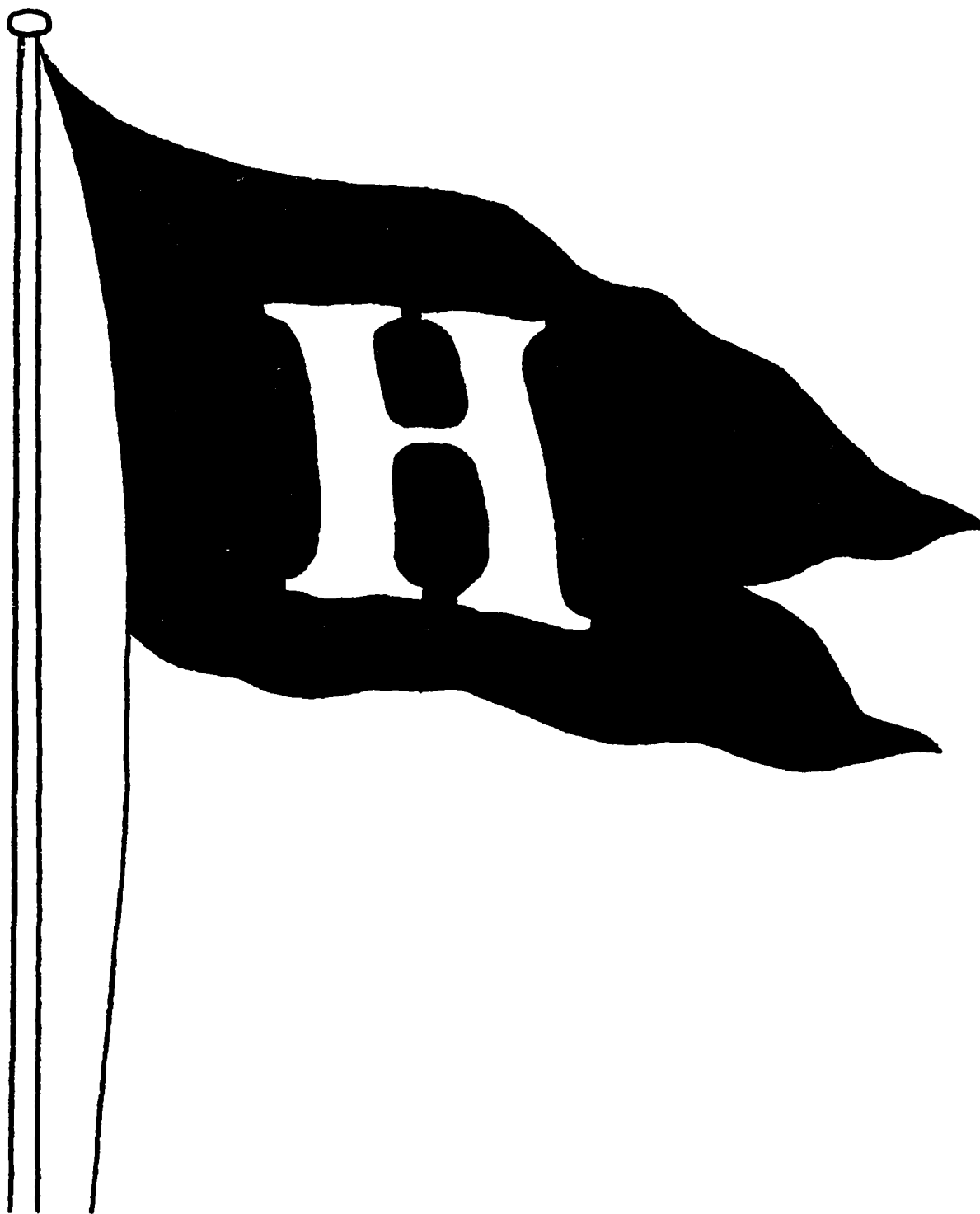
The Bk "S. R. Lyman" arrived from Manila Oct. 16th, 1878, and "Cockermouth" & "Litchfield" sailed from Manila Aug. 8th, 1878.

I do not know the significance of these entries, as I have no record of ships or cargoes, but imagine the long accustomed habit of writing down all marine intelligence concerning the China trade accounts for these fascinating but unimportant items of news.

11th mo. 13, Ship "Eliza Adams" arrived this P. M. Went below Sept. 15th, 1879. Sailed.

11th mo. 15, "Oneata" arrived from Manila.

Here follows a list of voyages of the schooner "Lottie Beard,"



FLAG OF THE MERCHANT FLEET OF THOS. S. AND F. S. HATHAWAY

A New Bedford Merchant

which I will not take the space to record, having already given a fair picture of this type of commerce in describing the voyages of the "Beckerman." "Lottie Beard" was evidently engaged almost entirely in transporting oil from the whale ships home, as all of the ports she called at were those where the whalers called, such as St. Helena, Fayal, Madeira, and Kebenda, Africa. She was built at Fairhaven in 1866 for Jabez W. Perry, Wm. Phillips, Horatio Hathaway, Francis Hathaway, Whitney & Allen, A. M. Chapman, E. P. Abbe, Wm. G. Blackmer, and Aaron Davis. She was a two-masted schooner, length 118 feet, breadth 29-1/10 feet, depth 9-2/10 feet, and measured 303-42/100 tons. Jabez W. Perry was master. He lived in a house with a mansard roof, on Acushnet Ave., opposite what is now Brooklawn Park. I often went there with my father to see him.

"Eliza Adams" went below the Island (Palmer's, I presume) Sept. 15th, 1879, sailed Sept. 17, Nov. 28th, 1881. Reported by Sch. "Lottie Beard" with 500 bbls. of sperm since leaving St. Helena last spring. April 27th, 1882, reported arrived at St. Helena, March 20th, with 310 Spm, 90 Whale, and 600 lbs. of bone. The original catch of 500 bbls. was evidently sent home from St. Helena, probably by the "Lottie Beard."

"Eliza Adams" sailed 17th Sept. as noted above, and was reported at St. Helena Mch 20th, 1882, two and a half years later, with 310 bbls. sperm, 90 whale, and 600 lbs. bone this season. May 17th, sent home by schr "Lottie Beard, arrived today, 4113 gals. Spm, 600 lbs. bone. March 26th, at St. Helena, sailed Apr. 15, 1883, to cruise, no report of oil. July 18th, arrived here. Oct. 10, sailed for Atlantic. March 26th, 1884, reported at St. Helena Jany 25th, '84, with 40 bbls. Spm. June 21st, 1887, arrived

A New Bedford Merchant

below with 1200 bbls. Spm. This appears to have been a very unprofitable voyage, covering more than seven and a half years, and only 1,560 bbls. of sperm oil, 90 bbls. whale oil, and 600 lbs. of bone to show for it; but the whaling industry was beginning to disappear at this time, and whales in the Atlantic were scarce.

Sept. 29th, 1879. "Gamecock," Capt. W. W. Hardy, sailed for Penang, Singapore, address Ronstead & Co., Penang, Singapore. "Gamecock" seems to have been taken over by my father and uncle, under lease for a considerable period at this stage of her career, and Capt. W. W. Hardy, the last captain to command the old "Horatio," placed in command.

The "Cultivator" sailed from Manila Aug. 9th, '79, and arrived Dec. 16th with 2 cases of Manila cigars. Here follows a distinct departure from the Manila cigar business in the entry of Havana cigars, which begins with T. M. Stetson, Dr. to Horatio Hathaway for 100 Havana cigars, \$12.60. This shipment is entered at \$126. per M, and was distributed among Wm. C. N. Swift, Dr. E. P. Abbe, and Mr. Stetson, as noted above.

Nov. 4th, 1880. Ship "W. W. Crapo," was launched today. Capt. W. W. Hardy, at Bath, Me. Nov. 27th, passed Cape Cod for New York. Nov. 29th, arrived at New York. Dec. 8th, cleared at New York for Liverpool. Arrived at Liverpool Jan. 3rd, 1881. March 25th, 1881, sailed for Wilmington, Cal. Arrived at San Francisco July 23rd, 114 ds., to load for Liverpool. Capt. Hardy evidently changed his plans, as the next entry reads, "Ship W. W. Crapo, Capt. W. W. Hardy, arrived at Havre, Jan. 28th, 1882, 120 days from San Francisco. March 3rd, reported sailed from Portland, Eng. for New York. Arrived at New York April 3rd, 27 days. April 26, sailed from New York for Yokohama with

A New Bedford Merchant

60,000 cases oil freight, \$20,000. July 29, passed Anjier. Feb. 25th, 1883, sailed from Port Townsend for Boston, and arrived July 10th. Aug. 8th, arrived at Phila. from Boston. Aug. 30th, sailed from Delaware Breakwater for H." which, I presume, stands for Home. Then, after an unexplained lapse, she sailed from Cuba for New York, on June 6th, 1884, and arrived at Batavia July 11th. She is next reported as "spoken" April 2nd, 1886, Liverpool for Phila. July 18th, the same year, she sailed from Philadelphia for Calcutta with a cargo of oil, and arrived the 8th of November.

June 5th, 1887, she arrived at New York, and sailed Aug. 6th for Hong Kong, arrived Jan. 21st, 1888, and sailed April 6th from Manila for San Francisco, arriving June 4th, in 59 days.

It will be noted that there were long lapses at times between voyages, which I suppose was largely because of the difficulty of procuring cargoes for sailing vessels, on account of the competition of steam. Cheapness of operation must have been the only advantage sailing vessels had at this time, and this was only an advantage when time was of no consequence in the delivery of a cargo. Steam, of course, was the established motive power for vessels at this late period, when, unless I am mistaken, the "Etruria," of the Cunard Line, had crossed the ocean in six days.

New Schooner "Horatio," Perry, arrived and sailed 2nd November, 1880. As the activities of this schooner seem to have been entirely between the ports of Philadelphia, Baltimore, Norfolk, Allyn's Point, and Providence and New Bedford, I assume that she was used almost entirely in the coal trade, and I will pass over her history, except to call attention to her Captain, who, I suppose, is the late commander of the "Lottie Beard."

A New Bedford Merchant

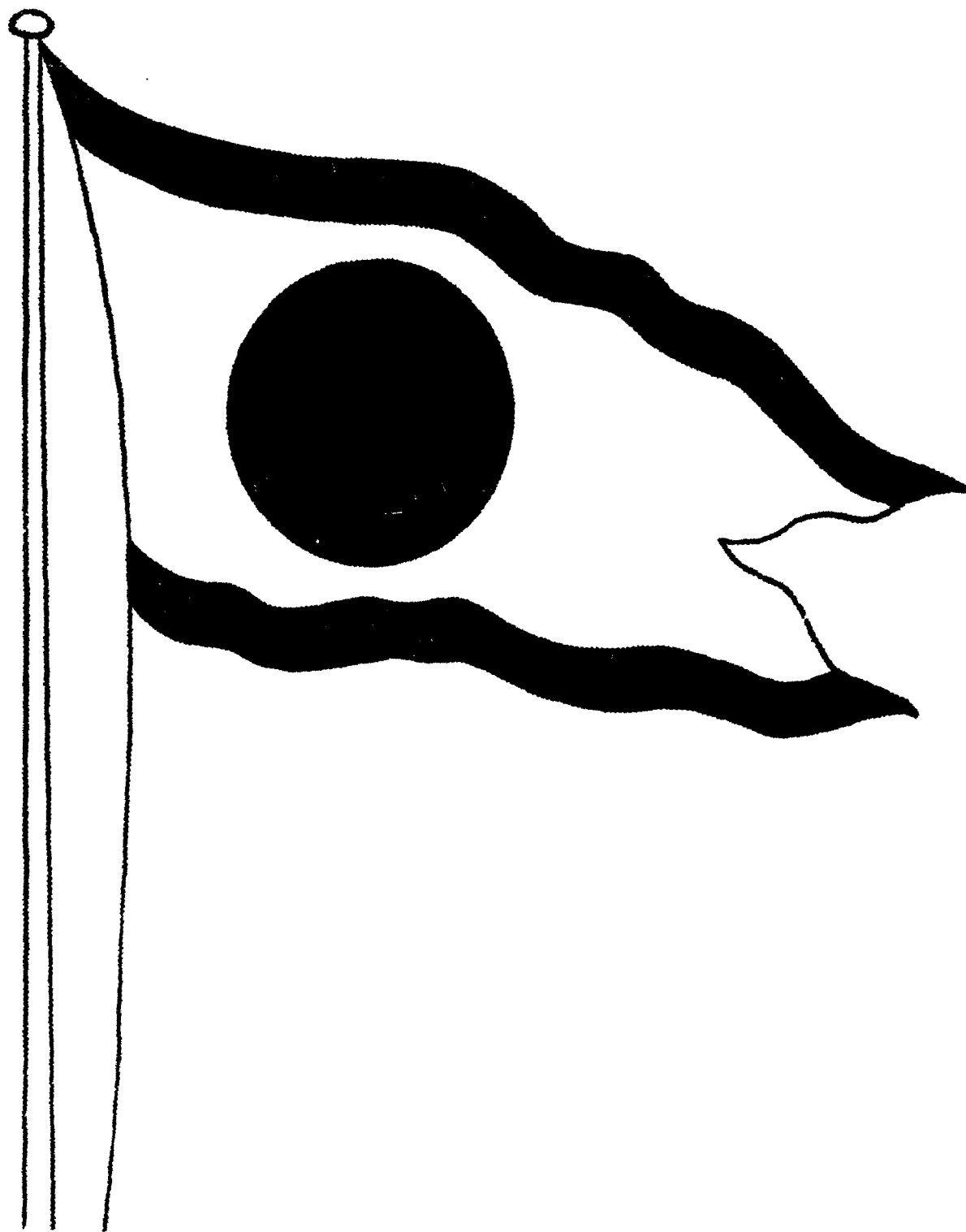
In December, 1880, Edward Russell takes a tub of butter, weighing 55 lbs. @ \$39, and is charged 12¢ for cartage; and J. R. Thornton, Ho. Hathaway, Francis Hathaway, F. H. Hooper, and Arthur Ricketson account for an importation of gin.

January 19th, 1881, Bark "Veronica" sailed this A. M. for Fayal, Richard H. Morgan, passenger. All of my contemporaries in New Bedford will remember the Bark "Veronica." She belonged to Loum, Snow & Son, and was a packet from the Azores to New Bedford, bringing Madeira wine, Fayal pottery, and Portuguese immigrants. This was probably the beginning of the apprenticeship of my cousin, R. H. Morgan, with the firm of Loum, Snow & Son, and the dropping of the cask of wine, before alluded to, the end.

Ship "Horatio," spoken Nov. 25th, 1880, Lat. 40 S. Lon. 168 W. 1550 bbls. sperm, 600 whale, and 6000 lbs. bone, May 26th, reported with 160 sperm, 350 whale, last cruise, Aug. 24, arrived from Bay of Islands, April 25th, had 1010 bbls. sperm, 580 whale. Sent home on this voyage 590 bbls. sperm; spoken June 6th, with 2340 bbls. all told.

May 22nd, 1881. Yacht "Clio" arrived from New York this Sunday P. M., Capt. Jesse Clock. This was the first yacht my father owned, and the event of her arrival was one of great excitement in the family. She was a schooner, 72 feet over all, and carried a crew of five men on deck, with a steward and cabin boy below.

Ship "Horatio" arrived Aug. 1881, having sailed Sept. 9th, 1877. This was a long voyage, but in spite of this she did not waste any time in port, as the next entry reads: Oct. 24th, Ship went below this A. M., Capt. Theodore Morse. Oct. 25th, Sailed this A. M. for Pacific. Jan. 18th, 1882, reported spoken Dec. 8th, Lat. 23 S. Lon.



FLAG OF THE WHALE SHIPS OF THOS. S. HATHAWAY, AGENT

A New Bedford Merchant

38.30W., 47 days out. 4/17, Reported by letter to H.W. Seabury, Talcakwano. March 8th, Sh. "Horatio" with 200 bbls. Sperm. 5/5, Letter from Capt. Lake reports "James Arnold" at Talcakwano, March 22d, with 40 bbls. Sperm since last report.

Ship "Horatio" sailed from Talcakwano Apr. 11th '82 to cruise. Oct. 3rd, reported off and on Valparaiso Aug. 31st, having taken 700 bbls. Sperm since leaving Talcakwano in April. Oct. 20th, Letter from Capt. Morse at Tombes Sept. 22d, no oil since last report. Reported at Panama Oct. 23rd with 30 bbls. Sperm since leaving Tombes, and with 925 bbls. Sperm oil all told.

Nov. 16th, 900 bbls. Sperm received at N. Y. from Panama. This oil must have been from the "Horatio's" cargo, as no other vessel has been reported here as calling at Panama.

Apr. 27th, 1883. Letter from Capt. Morse reports her at Talcakwano Mch 27, having taken 200 bbls. Sperm since last report.

Feb. 28th, 1884, Letter from on board reports her on Chile ground Jan. 24th, '84, with 250 bbls. Sperm on board, all well. March 18th, cable reports ship at Talcakwano with 830 bbls. Sperm. All told, 2300 bbls. Sperm oil since leaving in Oct. 1881. Aug. 15, letter from Capt. Morse reports at sea June 10th, with 130 bbls. Sperm since leaving Talcakwano. Apr. 30th, 1885, Reported at Talcakwano Mch 21st with 2450 bbls. Sperm. May 18th, Reported sailed March 29th for this port. July 7th, arrived here from Talcakwano March 28th, 99 ds. This is the only complete whaling voyage I find recorded in this book, and I therefore assume it was important to my father's interests to be set down with such detail. The figures as to the total catch do not check up, but they come near enough to account for the discrepancy by the failure to receive reports of oil landed and shipped home.

A New Bedford Merchant

Although "Horatio" is reported as sailing again on Oct. 5th, 1885, I find no further record of the activities of this ship. All the entries covering the last eight years, that is, since the death of Thomas S. Hathaway, have been in my father's handwriting, so that I assume Mr. Russell has been forced by the infirmities of age to relinquish his high stool at the office; but the occasional gift of a case of claret from Francis Hathaway shows that the demands of an epicurean palate were still to be reckoned with.

Nov. 12th, 1881. Bk "Stamboul" sailed this day for North Pacific Ocean. Arrived a San Francisco Dec. '83. This is indeed a meagre report! It seems as if in 11 months this ship must have picked up some oil, but I suppose this is just as the dispatch read, and no record of the catch was entered, if received.

12/21/81. Francis & Horatio Hathaway took part of new schooner, 1/32 each, Capt. Ezra Howes. This was evidently the schooner "L. A. Plummer," as I find an account of her voyages under Capt. Howes, commencing Aug. 21st, 1883, and entered "First trip." Like the Schr. "Horatio," this vessel was engaged in the ice and coal trade. The ports at which she reported are Boston, Providence, Boothbay, Philadelphia, Weehawken, Richmond, Me., Damariscotta, Bath and New Bedford. On Apr. 10th she cleared at Boston for Philadelphia, via Boothbay, and April 11th appears the note, "Great fire of icehouses, etc., at Boothbay." However, the "Plummer" sailed from Boothbay for Philadelphia April 15th, and presumably with a cargo of ice, as Capt. Howes would hardly have gone to Philadelphia in ballast when he could readily have procured a cargo nearby at Damariscotta or Bath.

On Dec. 6th, 1883, appeared the note, "The Old Spyglass was taken up to 103 County St. for Tableau Party." This was the spy-

A New Bedford Merchant

glass rescued from the "Ship Swift," and this note shows the sentiment attached to it, when its movements were so carefully recorded.

In April, 1884, J. J. B. Vermyne buys $11\frac{3}{8}$ Rods of land in Spring St. @ \$150 per rod. Dr. Vermyne was the only oculist in New Bedford during my entire life there, covering twenty-eight years. As I never remember him as anything but an old man, he must have practised there for many years before my time. He was a delightful, courteous and cultivated gentleman, with a strong German accent. The house which he built on the land referred to above was the second from Seventh St., on the south side of Spring, on land belonging to Samuel Rodman's estate, of which my father was executor, and still stands.

About the same time Wm. N. Church bought the lot just west of Dr. Vermyne's, and built the house standing there next to the Sam'l Rodman house.

It was in this year, 1884, that my grandfather, Samuel Rodman's, place was cut up. It originally covered the entire square bounded by Spring, School and County Sts., abutting on the rear of the houses on Seventh St. between Spring and School Sts. All of the land on School St., now occupied by Grace Church, was given to that parish by a daughter, Susan E. Rodman, that being her share of her father's homestead estate, and this, with the three houses before alluded to, accounts for all of the land formerly occupied by this estate.

On Oct. 23rd, 1884, Edw. Russell is indebted to Horatio Hathaway for a case of claret, and to Francis Hathaway for a case of gin and a box of tea, and on Nov. 8th another case of claret, so that his creature comforts are well looked after by the surviving members of the firm.

A New Bedford Merchant

The next entry reads as follows: New Ship "Hotspur," W. C. Warland, launched at Bath, Me., Aug. 27th, 1885, and arrived at Boston Sept. 23rd. She sailed for Melbourne Nov. 9th, arriving Jan. 1st, 1886, in eighty-two days. The record then carried her through several voyages from Boston to Iloilo and Melbourne, down to July 25th, 1887, when she was lost on Timor Island at the tip end of the Malay Peninsula. She was shortlived, and I can find no description of her. I believe she was built in order to provide a ship for Captain Warland, who had served the family so long.

The next record of a ship is that of the Ship "Francis," Capt. F. H. Stone, launched at Bath, Maine, Oct. 8th, 1885. This is modern history. Captain Francis H. Stone is my cousin, and living now in New Bedford. I remember well when members of my family went to Bath for the launching, and my sister Ellen broke the bottle of champagne on her bow as she slid down the ways. I was denied the opportunity to take part in this memorable family episode by that inevitable obstacle to many joys in every boy's life,—school.

The "Francis" was a full rigged ship, 230 feet long, and measured 1,973 tons. She was owned by Francis and Horatio Hathaway, William J. Rotch, William W. Crapo, Capt. William Besse, and John M. Frobes. She sailed from Bath Oct. 24th, 1885, for Philadelphia, to load petroleum oil, and arrived Oct. 24th, and sailed Nov. 26th for Hiogo, Japan, where she arrived 22nd April, 1886, in 145 days. Thence she went to Victoria, B. C., to load coal at Nanaimo for San Francisco, where she arrived Aug. 29th. She then sailed for Havre, and passed the "Lizard" April 22nd, 1887, 140 days. This was a very good passage.

She sailed from Havre May 23rd for Philadelphia, where she

A New Bedford Merchant

arrived June 16th. On July 25th she sailed for Hiogo, arriving Jan. 21st, 1888. From there she went to Manila, whence she sailed April 12th, and arrived at San Francisco June 7th. After making another voyage to the Philippines, she sailed from San Francisco for Liverpool, when Capt. Stone left her, having succumbed to that weakness common to most men,—matrimony. Captain Alfred Doane, late of the “Endeavor” and “Cleopatra,” took command, and sailed for Philadelphia, and from there for Hiogo. There is a gap here in the record of the voyages of this ship, and she is next reported as arriving at Liverpool from Tacoma, Jan. 30th, 1891.

She sailed March 8th for Philadelphia, where she arrived March 30th, and sailed for San Francisco from Baltimore May 12th, arriving Oct. 6th. She sailed again Dec. 12th, and arrived at New York March 23rd, in 101 days. This was a fast passage.

On her next voyage she sailed from New York May 25th, 1892, with Capt. F. H. Stone again in command, Capt. Doane having asked to be relieved for one voyage because of sickness in his family. I was to have gone on this voyage as supercargo, but was forced to give out at the last minute because of my father's illness. This was one of the bitterest disappointments of my life, and still is. I went on to New York to see her sail. She left Sandy Hook at noon, was spoken June 21st, Lat. 3 N. Long. 30 W., and arrived at San Francisco Oct. 11th, 1892. Capt. Doane again joined her here, and her subsequent voyages, as recorded, were mostly from New York to San Francisco, Liverpool, Plymouth, Cardiff, Seattle and Tacoma. Her cargoes consisted of coal, grain, petroleum, horse-cars, and sewing machines.

The “Francis” was burned off the coast of New Jersey, May

A New Bedford Merchant

25th, 1897, bound for New York from San Francisco. She was carrying oil from the whalers, and the fire was supposed to be due to spontaneous combustion.

To go back a little, I find this entry: Dec. 15th, 1891, the Bark "W. W. Crapo" arrived at Boston, according to the record, and then sailed from Philadelphia for San Francisco Feb. 10th, 1892. It is then recorded that she chafed planks on the way down the river, and repaired at Newcastle, Delaware, sailing Feb. 25th from Delaware Breakwater. She put in at Bahia in April with bulwarks stove in, and sailed again April 24th, arriving at San Francisco Aug. 28th. She is next reported at Boston, and then at Singapore. From then on she is reported variously at Delfrige, Holland, Port Townsend, Tacoma, North Shields, and Iquique, down to the last entry, reading "Burned at Pisaqua, March, 1895." Under the designation "Bark" no captain is recorded with this ship. Capt. W. W. Hardy of the old "Horatio" is recorded in command of the Ship "W. W. Crapo." Whether both a bark and a ship were registered under this name, I do not know, but I doubt it. I believe this was merely a nautical error, due no doubt to the retirement of Mr. Russell, who never would have made the mistake of confusing a ship with a bark.

Here follows an account of a voyage of the bark "George S. Homer," Capt. W. W. Warland. She sailed from New York Feb. 22nd, for Hiogo with oil, consisting of 47,200 cases @ 29¢ per case. This was the freight charge, I assume. She then went to Tacoma, and then to Nanaimo to load coal for San Francisco. She sailed from San Francisco Dec. 25th, 1888, and arrived at New Bedford Apr. 13th, in 109 days; a very fast passage. She is next recorded as passing through Hell Gate for Hong Kong. This seems

A New Bedford Merchant

an unusual departure for a ship leaving New York for the Cape of Good Hope, as she would get to sea much sooner by sailing from Sandy Hook. The report reads that the steamer left her off Sands Point at 6 P. M., so I surmise she got a free tow or very favorable terms to have induced her captain to choose this longer route to the open sea. I have no further information of this ship, but Captain Warland seems still to be kept employed, having already been in the "Endeavor," "Gamecock," and new "Hotspur."

Now appears the following entry on Dec. 7th, 1894: Ship "Mary L. Cushing," Capt. Warland, sailed from Calcutta, and arrived at New York Apr. 1893. Then, Ship "Amy Turner," Capt. Warland, sailed from Hong Kong Dec. 14th, 1894, and arrived at Baltimore March 12th, 1895, 88 days from Hong Kong. This was a steamer.

With these last notes all items connected with ships disappear from the records, and therefore all interest in these pages.

I could wish that more details as to cargoes and notes from captains' logs had been available, but the book was evidently kept merely to account for the location of the various ships, as reported, and as a daily record of other activities of the office, apart from the regular system of accounting. It was just business routine, and no thought of the romance connected with it ever occurred to the minds of these merchants, to whom it meant only dollars and cents. Therefore, it is dry and uneventful, but still a record of a period which is now long passed.

If I have included details which seem irrelevant to the general purpose of this little book, I must plead personal interest as my reason for including such facts. The cotton mills were now the absorbing interest in New Bedford's business life, and by 1895

A New Bedford Merchant

the banks had left Water Street, while Front Street was practically deserted. In 1896 my father vacated the Rodman Building and moved up to the Masonic Building on Pleasant Street. With the vanishing of the whale ships, the cooper shops, bakeries, and candle works, the most romantic period of the city's history came to an end, but the widespread interest in everything connected with the industry insures an immortal place for those adventurous old days for the benefit of generations to come.

The End



RODMAN BUILDING
Just before it was demolished

Demolition of the Rodman Building

As this book goes to press, in the *New Bedford Standard* of May 18, 1930, appears the following account of the final demolition of the Rodman Building, which I reproduce here as a fit ending of this record.

Removal of an old three story wooden structure and the two story adjoining structure in the rear at the northwest corner of Rodman and Front streets will mark the disappearance of one of the oldest wooden structures in this section of the city. Its history goes back into the early days of the city, when whaling flourished and the offices of the nabobs were located along Front street.

These buildings were formerly separate properties, with the names of Hathaway, Morgan and Rodman identified with the corner property, while the names of Rotch and Arnold are identified with the property next west on Rodman street. Rodman street takes its name from one of the city's old families, and the whole section here is redolent of the past.

Present owner of these properties is Harry George, who acquired the properties in 1928 from Nicholas Redfern. The property on the corner, that which includes the three story building, has a frontage of 47.95 feet on the north side of Rodman street, while there is a Front street frontage of 41.2 feet. The lot adjoining on Rodman street has a frontage of 52 feet on Rodman street.

Mr. Redfern acquired the properties in 1919 from Florence B. Hutchinson and Eugenia B. Herring as the heirs-at-law of Rodolphus Beetle, and from Benjamin Baker and Charles M. Hussey, trustees under the will of David B. Kempton. It was under the Beetle-Kempton ownership that the properties came together as one parcel.

Messrs. Beetle and Kempton acquired the corner property in 1897 from Horatio and Nathaniel Hathaway, as executors of the will of Francis Hathaway, who were also residuary devisees under the will of Thomas S. Hathaway, Messrs. Kempton and Beetle ac-

A New Bedford Merchant

quiring a half interest each. They previously had acquired the adjoining lot west on Rodman street from Charles F. Gardner in 1884, paying therefore \$1,227.50, according to the deed filed at that time.

Following back the title of the corner property, old deeds disclose that Thomas S. Hathaway acquired his title from Sarah R. Morgan, wife of Charles W. Morgan and Mary C. Worcester in 1874, and the price which Mr. Hathaway paid for the corner property was \$3,750, according to the deed. The corner property had come to Sarah R. Morgan in 1859 in the division of the great estate of Elizabeth Rodman, who had extensive property holdings in New Bedford, Fairhaven and Fall River. Sarah R. Morgan's share in this estate was then valued at \$21,509.86, and included in the set off to her was this corner property, with most of the other property in the square as far west as Water street, with the exception of the lot adjoining on Rodman street, which was a Rotch property. Mrs. Morgan's share in the Rodman division included a frontage of 150 feet on Front street. Back of this division of the property title had been in the Rodman family many years.

Registry records disclose that Charles F. Gardner acquired the Rodman street property by deed from Edward R. Gardner in 1880. The latter had acquired the property from William J. Rotch and John R. Thornton, executors of the will of William R. Rotch, in 1874, paying therefore \$1,050.

William R. Rotch had acquired the Rodman street property from James and Sarah R. Arnold, William J. Rotch, Benjamin L. Rotch and George B. and Mary R. Emerson in 1850. The deeds which disclose this transaction take one back to the time when there was no Front street, and what is now Front street, at Rodman street, is described as a continuation of Orange street, which was the original name of much of what is now Front street. The west line of the property purchased by William R. Rotch is described as running parallel with the east end of the building referred to in the deed as Rodman's stone candle house.

Prior title to the Rodman street property had been held by

A New Bedford Merchant

Mary Rotch, described as a single woman in the deed of 1831, when she sold the property to William Rotch, Jr. Joining with Mary Rotch, when she sold the property to William Rotch, Jr., were Samuel and Elizabeth Rodman and Benjamin Rotch, which takes this property back to the time when this too was a part of the vast Rodman holdings.

Now these old structures, fallen a prey to time, are to be removed, and Paul Gravel, wrecker of buildings, is to do the job.

The Finance Office }
Boston 5th June 1801.
Mr Humphrey Walcott

S^r

We have to acknowledge your favor of the 20th all; and have forwarded to Mr. Caleb Greene, in order to avoid expense, the policy you desired on the Bay of America. — We have filled it agreeably to your directions in every respect, which trust will meet your approbation. —

We could have wished the Bay not to have been quite so agitated, as on enquiry we found her to be, but had she will have sufficient, from the reports she received, and the favorable season of the year. —

We have enclosed the premium Note which you will please sign and return us. —

I am &c
Y. Yc. S.

Wm. Miller Jr
— — —

Mr. Humphry Hathaway

In favor of Mr. } New Bedford.
Caleb Greene. }

