

527

EARLY CE VESSELS

1872-1900

TOM LEACH

627

HARWICH VESSELS

1872-1900

Never
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RESEARCHED AND PREPARED BY:

THE
SIDNEY BROOKS SCHOLARS

APPROVED BY:

THE
HARWICH HISTORICAL SOCIETY

AT:

BROOKS ACADEMY MUSEUM

1998

INTRODUCTION

ABOUT HARWICH

Every indicator points to a rich maritime heritage for the Town of Harwich. The Official United States Census for 1850 shows that 71% of the males of Harwich, age fifteen and older, were "mariners", or, "master mariners", indicating that their work was aboard ship, at sea.

The Census also shows clearly, the change in employment that took place in Harwich, as in many other coastal towns in New England, from 1850 to 1900. The development of the railroad and the steamship, made commerce under sail obsolete by the turn of the century, or shortly, thereafter. By 1900, the Census data places 24% of Harwich males in the "mariner", "master mariner" category. A dramatic change from 1850!!

ABOUT THE SIDNEY BROOKS SCHOLARS

In 1995, the Executive Committee of the Harwich Historical Society approved the formation of the "SIDNEY BROOKS SCHOLARS", to undertake original research at the Brooks Academy Museum. The group drew its name from the founder of Brooks Academy, and his custom of referring to all his students, male or female, as the "Scholars". The present-day "Scholars" are:

Lee Robinson Chase (LC)	Gale Crowell Pina (GP)	John L. Roche (JLR)
Estelle Holmes (EH)	Kathleen Remillard (KR)	Roy Terwilliger (ROYT)
Sally Ann Owens (SAO)	Wayne Robinson (WR)	George Thurlow (GT)

(A Scholar's initials after a vessel's name, in the INDEX, indicates authorship)

ABOUT THE RESEARCH

The following pages contain information regarding 627 vessels having some kind of Harwich connection, during the period from 1872 to 1900/01. By intention, this research reflects one and only one source: THE HARWICH INDEPENDENT. There is no suggestion or claim to "completeness", in this work. Rather, we ask the reader to marvel, as we do, at the amount of information one may glean from the typical, once or twice weekly paper, of that era, even though modern standards for spelling, etc., are very different from those of the 19th century. For the people of Harwich, the "Independent" was their newspaper, telephone, radio, television and yes, their Internet, all in one!!

ABOUT THE SKETCHES

In addition to his other "Scholar" work, Wayne Robinson created the wonderful sketches seen throughout this report. It would not be the same without them!

Estelle d. Holmes

Lee Chase

Wayne H. Robric

Gale C. Pina

Roy Jewell

Kathleen Remillard

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A. B. JACOBS

It was reported on June 26, 1881, that the A.B. Jacobs, a Chatham vessel, cleared Harwich Port for a trip to Philadelphia loaded with mackerel.

A. D. BACHE & EAGER

For two days in mid September, 1890, the Steamer A.D. Bache and the Schooner Eager of the U.S. Coast Survey were anchored off Harwich Port. After they both sailed on September 19th, the report stated: "It has not been so lively about the harbor for many a day!"

A. D. SCULL

Captain Baxter Kelley of Harwich lost his Schooner A.D. Scull in late November 1884 on Hog Island Bars, Virginia. She sank in 15 feet of water.

A. L. PUTMAN

The Schooner A. L. Putman of Harwich, with Captain Robert T. Spaulding in charge, arrived at New York from San Blas in late November of 1874. She had encountered strong N.& N.E. gales resulting in the loss of her mainsail. The gales had split the foresail and jibs, and, had carried away the jibstays and forestays. The date of this notice is shown to be November 19, 1878.

A. S. & R. HAMMOND

In a notice dated July 8, 1890, the following was to be found: "Wreckage from the A. S. & R. Hammond was sold Saturday at the Deep Hole Wharf in South Harwich".

ABBIE FRANKFORD

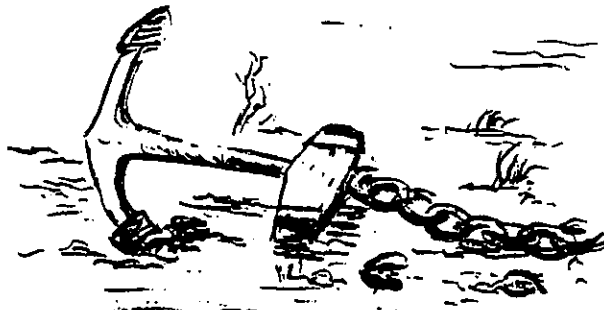
On September 16, 1884, it was reported that Captain William E. Barnes of Harwich Centre had taken charge of the Schooner Abbie Frankford of Wellfleet.

ABEL W. PARKER

The three-masted Schooner Abel W. Parker was purchased by Captain Oscar C. Nickerson of East Harwich in January 1889. In the Summer of 1889, the Parker journeyed up the Hudson River. Captain Nickerson's sister Geneva A. Nickerson and a friend, Miss Bessie Young made the trip aboard the Abel W. Parker. In 1890, Captain Nickerson made two very speedy trips from New York to Boston. One trip took just 30 hours while the other posted a time of 25 hours and 30 minutes!

ADA HERBERT

From 1878 through March of 1881, Captain Reuben Allen of Harwich was in command of the Schooner Ada Herbert. On March 22, 1881, it was reported that the vessel had been sold to parties in Marion and that captain Allen would be spending some amount of time ashore for the present.



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ADDIE DOANE

The Addie Doane, a Maine-built schooner, joined the Harwich trading fleet in 1872. Owned and commanded by Captain Thomas A. Nickerson of Harwich Port, the Addie Doane was described as a large trading schooner at 169.50 tons.

The first news of the Addie Doane is dated July 15, 1875. With a group of townspeople aboard, she left Harwich Port on an excursion to the Vineyard.

The Addie Doane's peak trading years were 1876 to 1881. During that period, she carried a variety of goods such as coal to various parts of New England. Numerous arrivals of the Addie Doane have been documented as deliveries of coal to local (Harwich) merchants.

The West Indies Trade Route was a vital part of the trading career of the Addie Doane. On March 19, 1878, notice appeared that the Addie Doane with Captain Thomas A. Nickerson in command, sailed from Philadelphia to Baracoa, West Indies, to load fruit for the New York market.

The Addie Doane served many purposes. During the mackerel season, Spring through late Fall, she would transport mackerel for the Harwich fishermen to the Philadelphia market, and as was reported in July of 1880, a party of ten persons chartered the Addie Doane for pleasure sailing in Nantucket Sound.

Even the Master needed a break from the hard task of commanding a large vessel such as the Addie Doane. It was reported in August of 1881, that Captain Harrison Nickerson was in charge of the Addie Doane while Captain Thomas A. took a well deserved vacation!

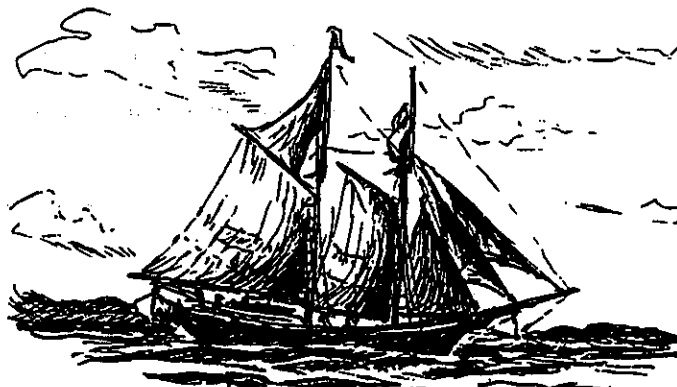
Final word of the Addie Doane in terms of local interest, dated in November of 1881, indicates that Captain Thomas A. Nickerson has sold the Addie Doane to Philadelphia parties. Captain Nickerson would take ownership and Command of his new three-masted schooner, the Jacob Reed, in September of 1882.

ADDISON CENTER

In early April of 1884, the Schooner Addison Center with Captain Varanus Chase of Harwich in command arrived at New York with 125 barrels of mackerel. Not more than a month later, May 6, 1884, it was reported that Captain Chase and the Addison Center had pul into New York once again. On this occasion, they off-loaded 250 barrels of fresh mackerel and 125 barrels of salted mackerel. It was the largest catch reported to date for the year, and, the crew is said to have shared over \$100 per man!

ADELIA

On October 4, 1877, the report circulated that the Schooner Adelia, with Captain Neri Chase of West Harwich in command, is sunk off Falmouth. She was loaded with brick. The vessel was insured but the cargo was not.



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ADELIA CHASE

The fishing schooner Adelia Chase, 130 tons, built by the Jewell Brothers at Bath, Maine was launched on May 6, 1875. She was owned by Henry Nickerson of West Harwich and commanded by Horatio Chase of Harwich.

On April 5, 1877, it was reported that the Adelia Chase made the passage from Mobile to Port Antonio, Jamaica in just ten days. It was believed to be a record. A Captain "Bears" was in command. ("Bears" is an important name in the maritime history of Harwich, however the identity of this Captain Bears is not yet clear).

Captain Bears was in command on May 24, 1877, when the Adelia Chase sailed from Providence without mention of cargo on board, or, the Chase's destination. Later arrivals at New York were noted on July 17th and again on August 17, 1877; on November 14, 1877, notice was given that She had been hauled for the winter at New Bedford.

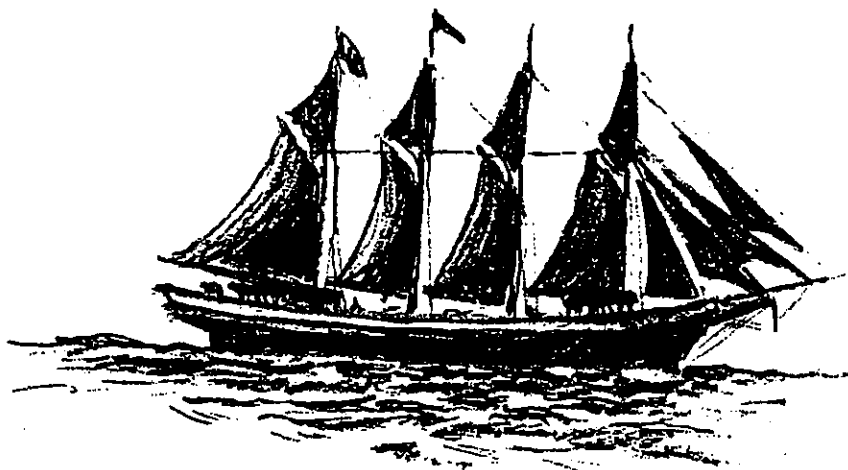
Finally, on May 27, 1879, notice is given that the Adelia Chase had been sold to anonymous parties in New Haven. The sale of the fishing schooner was in settlement of the late Henry Nickerson's estate. The price was \$3000.

AGNES I. GRACE

The schooner Agnes I. Grace was discharging lumber in Providence on March 19, 1889, when the announcement was made that She had been sold. The new owners were: Captain Hiram Nickerson, Captain Roger Howes and Mr. Osmyn Berry, all of West Harwich, also, Captain Thomas Nickerson of Harwich Port, and, unnamed parties from Boston and Providence. No purchase price was revealed. Captain Hiram Nickerson, an owner, was named to command the Agnes I. Grace. She continued in the lumber trade between Boston and ports south for the next two years.

On May 5, 1891, an article appeared that had been reprinted from the Savannah Times of April 27, 1891: "Schooner Agnes I. Grace from Boston bound for this port went ashore on the Bloody Point Breakers. A tug went to her assistance but failed to get her off. The Captain, Hiram Nickerson is one of the owners. Captain Nickerson's wife was with him on this trip".

Seven days later, May 12, 1891, it was reported that the Agnes I. Grace had been freed. Repair work had taken about a week. On May 20, 1891, She proceeded, at last, to Port Royal, South Carolina to unload her cargo. It seems this schooner had a history of being sold while unloading cargo. A June 30th item reports that the Agnes I. Grace was sold to parties in Port Royal, South Carolina, on June 18, 1891, while discharging cargo. The purchase price was \$5000.



ALBERT T. STEARNS

The Albert T. Stearns, built at Currier's Boatyard, Newburyport, MA., was launched April 19, 1883. A three-masted schooner, she was 143' long with a beam of 35 feet. She was designed to carry in excess of 900 tons of coal, and this cargo was often interchanged with lumber. The Stearns trading route included East Coast ports from Newburyport to Baltimore. The Harwich Independent described the Albert T. Stearns as a splendid vessel with a graceful appearance.

Captain Nehemiah Kelley of Harwich Port was the first to command the Stearns. Subsequent Masters were: Caleb R. Kelley, brother of Nehemiah; Elisha Mayo; Lincoln Ellis; Roger Hawes; and Jarius Allen, all from the Town of Harwich.

The record reveals that the Albert T. Stearns docked at Harwich Port numerous times from 1883 to 1901 to unload cargo destined for Harwich Port or to lay over while awaiting a change in wind or weather. For example, the Independent reports, "February 9, 1886, the schooner Albert T. Stearns called at Harwich Port and left Saturday for Boston".

The career of the Albert T. Stearns spanned at least seventeen years, 1883 to 1900. On March 6, 1900, there was a report that the Stearns was missing on a trip to New York. However, she did arrive safely in New York, a week later.

ALBERT STEELE

A thorough review of the Harwich Independent revealed little information about the Schooner Albert Steele. Available details indicate that she fished for mackerel and codfish out of Harwich Port from May, 1872 to April, 1878. A Captain Hall was her skipper. Unfortunately, Captain Hall's first name was not mentioned, and to date, no further information about the Captain has come to light.

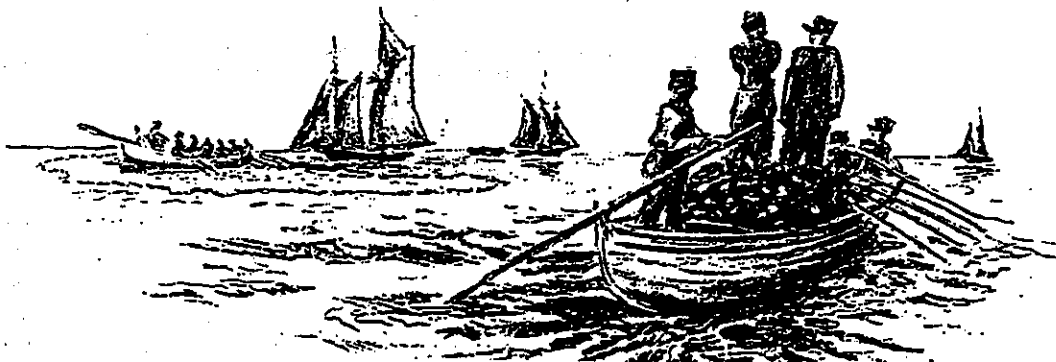
The records are incomplete regarding the success of the Albert Steele in the fishing trade. While five arrivals are described, only two of the arrivals cite the amount of fish involved. On July 31, 1873, She off-loaded a total of 200 barrels of mackerel at Harwich Port. The only other quotation is dated September 27, 1877. Her catch amounted to but 20 barrels. From 1872 to 1878, the reported total is only 220 barrels!

Occasionally, there was mention of the Steele docking at Newport. On May 10, 1877, it was reported that She had arrived at Newport from a fishing trip. On July 19, 1877, it was noted that the Albert Steele had sailed from Newport on the 11th to go fishing-destination Harwich Port. Finally, the last item regarding the Steele is dated April 30, 1878, announcing Her arrival at Harwich Port from a cod fishing trip.

ALBERT W. SMITH

In April of 1894, Captain Samuel B. Berry, a native of West Harwich and the son of Captain Judah Berry lost his life in the sinking of his Schooner Albert W. Smith. In addition to Captain Berry, his crew of seven also perished. At the time of the disaster, the Smith was bound for Philadelphia, loaded with coal. She sunk off the New Jersey coast.

The Albert W. Smith was a three-masted "centerboarder", 145 feet long, a breadth of 35 feet, a depth of 16 feet and rated at 572 tons. Captain Berry was 57 years old at the time of his death. He had lived in Providence for about 22 years.



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ALBUS CASH

On May 15, 1884, the Schooner Albus Cash of Bangor arrived at Harwich Port with barrels for Captain T.B. Baker.

ALERT

A report was circulated on November 25, 1884, that the Ship Alert commanded by Captain Jeremiah G. Park had been struck by lightning and burned. At the time She was struck, the Alert was carrying 400,000 gallons of oil en route to Shanghai from New York. The report was dated October 25, 1884 and originated in Pernambuco, Brazil.

Captain Park was a long-time resident of West Harwich. On this voyage, he was accompanied by his wife and daughter. Mrs. Park is the daughter of Captain Edwin F. Taylor, also of West Harwich. Fortunately, all those aboard the Alert were rescued.

Shortly after the first of the new year-1885-Captain Park returned home to West Harwich. The whole family received a hearty welcome. Later on in May of 1885, Captain Park received a letter from Captain A. Viel of France, who was in command of the Ship Comple d'Eu, which rescued Captain Park, his family and his crew. Captain Viel had received a gold watch from the President of the United States, Grover Cleveland, for his "humane services in rescuing the crew".

ALICE

In 1881, the Schooner Alice was under the command of Captain Hanson Joice. He was reported to have taken the Alice into Philadelphia at one point in 1881 with 300 barrels of Swan Island mackerel aboard.

Still going strong in 1894, the Alice, now under a Captain Chase-first name not known-the Alice arrived at Harwich from Nova Scotia with no less than 350 barrels of mackerel. An editorial comment suggested that our Spring fishermen should make their fishing grounds to the south at Great South Shoal and the southern part of George's Bank instead of going way down to Hatteras.

ALICE HOLBROOK

A four-masted schooner, the Alice Holbrook was built in Fall River in 1890. She was owned by Mr. W.B. Bownes.

On September 16, 1890, Captain Sidney A. Ellis of South Harwich, accompanied by his wife, journeyed to Fall River to take command of the new schooner. She was to be prepared to join the East Coast trading fleet. The Holbrook was described as a "large" four-masted schooner.

The schooner probably joined the trading fleet as planned but it was about a year before the Alice Holbrook was in the news. On June 30, 1891, it was reported that the Holbrook had stopped at Harwich for a few days before heading East on a trading voyage.

One of the enemies facing the Coastal traders, especially in the winter, was the weather! Early in January of 1893, the Alice Holbrook left on a voyage to Philadelphia. She encountered cold weather and ice along the way. Upon reaching Philadelphia, She became ice-bound. Eventually, the Holbrook was freed; discharged her cargo and headed home.

Two years passed before mention of the Alice Holbrook, again. On December 10, 1895, it was reported that the schooner had docked at Boston in late November. The timing was perfect. Captain Ellis took the train to South Harwich to spend Thanksgiving with his family.

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**ALICE HOLBROOK
(CONT)**

The following month, January 14, 1896, the "Townies" reported seeing a large four-masted schooner anchored off South Harwich beach. It had been there for several days and was identified as the Alice Holbrook.

The next, and, last report appeared in September 1899. Around the first of the month, the Alice Holbrook docked at Harwich on her way to Boston. The report added that Mrs. Ellis accompanied the Captain on this trip.

At this point in the research, it is uncertain as to how the schooner ended her career. Many vessels of the time were lost at sea in storms and collisions. We hope this was not the fate of the Alice Holbrook.

ALLEGHANY

Captain Henry S. Chase, of East Harwich, was given command of the Steamer Alleghany in 1901. The Steamer was owned by the Merchant & Miners Transportation company, and ran between Philadelphia and Savannah.

ALLEN GREEN

On December 18, 1876, the Schooner Allen Green from Harwich Port, being in tow of the steam tug Nellie, was cleared at Hyannis.

ALLIE BURNHAM

Joshua G. Kelley left home on or about December 4, 1885, to join the Schooner Allie Burnham. At the time, the Burnham was moored at New Bedford.

ALLINACA

Captain Gustavus V. Crowell of West Harwich has gone to New York to join the Steamer Allinaca. The Captain expects to sail shortly on the Allinaca for Brazil, where he will remain as resident agent for the US & Brazil Steamship Company.

ALMENA

The Schooner Almena of East Harwich is a member of the Pleasant Bay Fishing Fleet. She is under the command of Captain Ezekiel Rogers.

AMANDA

With East Harwich listed as her home port, the Schooner Amanda is shown to be a member of the Pleasant Bay Fishing Fleet. As of November 19, 1878, the Amanda is under the command of a Captain W. Rogers, whose full identity is yet to be learned.

AMERICAN EAGLE

It was announced on January 1, 1874, that the Ship American Eagle had a new Mate, J.L. Sears, formerly, of Harwich Centre. Captain John Freeman, of Brewster, commands the American Eagle.

AMY WIXON

The Schooner Amy Wixon arrived home at West Harwich after putting in at Gloucester with cod fish. She landed a total of 500 quintals of cod for the season. (One quintal equals 100 pounds). On June 29, 1880, it was reported that Henry Nickerson, Jr. had discovered a 400 pound sword fish just off C.H. Kelley's wharf. With the aid of the crew from the Amy Wixon, Mr. Nickerson landed his prize, which measured between 10 and 12 feet. At auction, E.L. Lewis of Hyannis purchased the catch.

ANDREW NEVINGER

In mid-December of 1876, the tree-masted Schooner Andrew Nevinger was bound for Boston from Philadelphia. She got caught in a gale off Harwich port and came ashore with the loss of her bowsprit, anchors, chains, etc. Finally, at anchor at the mouth of the Herring River, She encountered even more trouble. An unknown vessel ran across her bow causing the Nevinger to ship anchors and run ashore. She has since been got off and taken to Hyannis.

ANN ELIZA

Newport was the homeport for the mackerel schooner, Ann Eliza, in 1877. Captain Amos Kelley of Harwich was her skipper. On April 26th of that year, She sailed from Providence to the fishing grounds for mackerel.

On October 4, 1877, Captain Kelley brought the Ann Eliza into South Harwich and unloaded 40 barrels of mackerel. Of the trip, Captain Kelley is quoted as saying: "Prospect not very flattering"! About a month later, November 8, 1877, the Ann Eliza was again in port at South Harwich. This area was hit with a Northeast gale and the Schooner came ashore near what is called Buck's Harbor in South Chatham. She eventually was hauled off but several of her seine boats were smashed.

On August 16, 1879, the Ann Eliza, with a Captain Hallock in charge, arrived in Harwich from Bangor. In addition to barrels, She was carrying a load of lumber. At this point, actual dates are somewhat obscure, but the final outcome is clear. Apparently, the Ann Eliza returned to Gardiner, for another load of lumber for New York and stopped at South Harwich en route. Laying at the Wharf in South Harwich, She broke away and drifted ashore.

The final reports are all too ominous: August 26, 1879- "The Ann Eliza is being unloaded and will not be gotten off as She is too poor and badly used up"; September 2, 1879- "The Schooner Ann Eliza, which went ashore in the same gale has been condemned and is being stripped".



ANN ELIZABETH

On October 1, 1874, the Ann Elizabeth was off-loading coal from Philadelphia, at South Harwich, for D.F. Weekes. She will leave shortly for Maine to get lumber for H. Kelley & Co. The record shows that from this date through 1875. Captain John Allen was in command of the Ann Elizabeth on numerous trips between Harwich and Philadelphia.

By May of 1877, Captain Ephraim H. Doane is Master of the Ann Elizabeth. In that year, under Captain Elizabeth, she visits Bangor, New York and Philadelphia without any exceptional experience to report. As 1878 begins, Captain Doane is at the helm. However, after but two trips, Captain George. F. Kelley replaces Captain Doane. The change of command took place on June 25, 1878. In the second half of that year, Captain Kelley will take the Ann Elizabeth to New York on one occasion, and to Philadelphia, a total of six times! A busy half year.

In addition to the number of trips in 1878, the Ann Elizabeth and Captain Kelley gain notice for "speed on the water", In September, a trip to Philadelphia took but 60 hours, described as, "unprecedented time", and gave rise to the observation, "There is life still in Her old planks when the right man is at the tiller". Not one to rest on his laurels, Captain Kelley made headlines in December of 1878 by making the journey from Weehawken, New Jersey to Harwich Port, in just 24 hours. This feat is even more interesting when consideration is given to the fact that the Ann Elizabeth was fully loaded with coal for H. Kelley & Co. Not only is the Ann Elizabeth one of the fastest Harwich vessels, but certainly, one of the busiest.

Her 1879 schedule proves the point: April 23rd-arrived from Weehawken; April 27th-sailed to Philadelphia; May 15th: returns from Philadelphia; May 27th: sailed to Bangor; June 17th: arrives at Harwich Port from Bangor; June 20th: clears for Bangor again; July 15th: returns to Harwich Port with lumber for H. Kelley & Co. At this point, the Ann Elizabeth enjoys a change of pace: July 18th: leaves Harwich Port for several days of mackereling. However, by August 5th, she has resumed her routine, as she off-loads more coal for H. Kelley & Co. After but two days in port, the Ann Elizabeth is once again under sail: August 7th, she leaves for Philadelphia and on August 22nd, she is back in Chatham with coal for Z. Nickerson, Jr., Esq. She continues this fast pace for most of the Fall. Finally, she is hauled out for the winter in early December of 1879 at New Bedford.

In most respects, 1880 is a year similar to 1879. Perhaps, there is one exception. In June of 1880, Captain Elisha Mayo commands what seems to be a normal "run" between Harwich and New York. However, on the return trip, off Long Island, the Ann Elizabeth encounters wreckage floated on top of the water. A large trunk was picked up, bearing the name "George Osgood, Nebraska City". Investigation concluded that the trunk was from the wrecked Steamer, Narragansett.

From mid-June, 1880 to mid-June, 1884, there is little or no change in the routine already suggested for the Ann Elizabeth. However, in September, 1884, word is circulated that Captain Kelley is ill with "malarial fever". He is immediately replaced by Captain Coleman Kelley with nothing more being reported about the year's activities save the fact that the Ann Elizabeth was hauled for the winter soon after the first of November.

Little is available about the Ann Elizabeth until April of 1887, when on the 5th day of that month, the ominous word arrives that in a gale, "she broke from her mooring in Hyannis, struck the breakwater and drifted out to sea and probably foundered". The crew was saved, as was the Master in command, none other than Captain George Kelley!

One would logically expect that to be the end of the Ann Elizabeth, but that is not the case. Some four years later, on August 9, 1891, we find the final reference to the Ann Elizabeth uncovered to date: "Arrived at Harwich Port the past week, the Schooner Ann Elizabeth, "Captain Kelley" in command, from Philadelphia bound for Chatham"!!

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ANNA NASH

The Anna Nash was probably a typical three-masted fishing schooner. She was one of several schooners owned by Captain Valentine Doane, Sr. of Harwich Port. She was commanded by Captain Henry Nickerson, also of Harwich Port. Portsmouth, New Hampshire was named as her homeport.

This history of the Anna Nash begins on August 12, 1875 with the announcement that She had arrived at Harwich Port on August 9th with 100 barrels of mackerel. There is then a break in the news of the Anna Nash until January 1878, when it was reported that She has been "laid up" for the winter months at a local boatyard, as was the case with most of the other vessels.

Customarily, the Anna Nash fished with the "south" fishing fleet. She would depart for the fishing grounds from Harwich and return to Harwich with her catch. The following is a list of some of her sailings and arrivals for 1878: April 14-arrived from Portsmouth, headed south; May 6-sailed for Portsmouth; May 9-arrived from Portsmouth; July 2-arrived from mackereling; July 14-arrived from mackereling.

The Nash's schedule for 1879 is much the same: April 17-arrived in Harwich Port for south mackereling; May 12-arrived at Harwich Port with 300 barrels of mackerel, sailed the same day; May 19-arrived at Harwich Port; May 22-sailed from Harwich Port for mackerel; June 3-arrived at the Port with 125 barrels of mackerel; June 14-arrived; July 3-arrived; July 9-sailed for mackerel; August 15-arrived. A very slight change in schedule is noted for September 5, 1879, when the Anna Nash arrives at Harwich Port-this time-She has a load of coal for H. Kelley & Co. Finally, on October 7, 1879, the Anna Nash arrives at Harwich Port to off-load a catch of mackerel.

The last report about the Anna Nash is dated June 30, 1885, when the Captain and crew arrive home to Harwich Port from Gloucester, the vessel having been hauled for overhaul and repair.

ANNIE LOUISE

The Annie Louise was a three-masted schooner under the command of Captain Coleman Thacher of Harwich. She had the good fortune, in 1899, to be chartered by Mr. Watson B. Kelley of Harwich. Mr. Kelley, owner of the local coal company, hired the Annie Louise to supply his business with coal from New York for a period of about two years.

The Annie Louise, loaded with coal for Mr. Kelley, arrived in Harwich from New York on the following dates: April 19, 1899; July 11, 1899; and, September 18, 1900. To date, the September 18, 1900 report is the last one found.

ANNIE S. CONANT

According to a report dated August 11, 1891, Captain Lewis B. Doane of Harwich Port had lately purchased an interest in the Schooner Annie S. Conant. The same report carried the news that the Captain had recently left on his trip in command of the Conant.

ARBUTUS

J. F. Small of Harwich arrived in mid-June of 1896, with his new vessel, Arbutus. Captain Small and his new vessel had recently made the trip from Damariscotta, ME.

ARDMORE

Francis H. Chase of the Portland-based barge, Ardmore, was at home in West Harwich with his family for several days recently.

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ASA STOWELL

A three-masted Schooner, the Asa Stowell was built at the Providence Dry Dock and Marine Railway, and, launched on October 18, 1891. The Stowell had an overall length of 152 feet, a beam of 36 feet and was rated at over 30 tons. Captain Caleb R. Kelley, Jr., had command of the Asa Stowell. Regular reports of the Stowell's activities occur between 1891 and 1901.

"Nothing but the best material was used to build the Asa Stowell", commented the author of an article on October 13, 1891. The well known local boat builder, Charles Jenkins, provided two small boats for the Asa Stowell. She was fitted out and ready for her maiden voyage in June of 1882. Upon reaching Philadelphia, Captain Kelley wrote a letter to the builders in Providence informing them of his satisfaction.

A report dated February 2, 1892, indicates that the Asa Stowell recently sailed for the River Platte. The vessel earned \$5,000 for the trip out and expected to have little trouble getting a return cargo. The turning out of the Asa Stowell sparked interest in ship building in Rhode Island. The Providence Dry Dock and Marine Railway received three more contracts for Schooners of the Stowell's type.

On May 3, 1892, the Asa Stowell arrived at Rio del Sol, Brazil, after a passage of 56 days. Captain Kelley wrote that the first 10 days out were very rough, but, the remainder of his passage was pleasant. By August 23, 1892, Captain Kelley and the Asa Stowell had arrived in Boston with a load of salt.

On August 30, 1892, word is circulated that the Asa Stowell is back in dry dock at Providence, being coppered. The report also mentioned, "...it is less than seven months since the Stowell first sailed. She has already paid a net dividend of 11% on her cost"!!

The next report, December 19, 1893, put the Stowell in Newcastle, Delaware for repairs. She had lost Her foretop mast and a jib boom.

On April 23, 1893, there is a reprint of an item from the Beaumont Enterprise of April 13th: "The Schooner Asa Stowell, Captain C.R. Kelley in command, arrived last Saturday from Tampico. Captain Kelley made the round trip in 17 days".

The report of November 6, 1895, describes Captain Kelley's return to the Asa Stowell in New York for another sea trip.

May 16, 1899 found Captain Kelley and the Asa Stowell involved in a charter, carrying lumber to New York. The report went on to say that Captain Kelley expects to be home in Harwich Port in June.

In July of 1899, word is circulated regarding Captain Kelley's involvement in the Cuban Relief Fund. The Treasurer of the Masons, who managed the Fund, describes his trip to Cuba aboard the Asa Stowell and Captain Kelley's assistance in making proper disposition of the Fund. Finally, he gives much thanks to Captain Kelley for his donation of \$50 to the Fund. Captain Kelley was a member of the Mount Horeb Lodge, F & AM, West Harwich.

In November of 1899, Captain Kelley was at home with his family, while the Stowell was on a trip to St. Lucia. There is great relief when word arrives that the vessel is safely at St. Lucia, having weathered a strong hurricane.

The present record of the Asa Stowell ends with the notice, on March 13, 1901, that Captain Caleb R. Kelley, Jr., is at the helm of the Schooner, as She arrives at Sabine Pass, Texas from Mexico.

ATHLETE

The "Athlete", a yacht owned by Captain Benjamin Doane, was used for pleasure and fishing. She was a catboat built by Charles Jenkins of Harwich Port and launched at the Port in early May, 1894.

The Athlete returned to Harwich Port in July of 1894, after a financially successful fishing trip, and, just in time for the Captain to spend the Fourth of July with his family. On the 5th, he was off again on another trip, this time, in the company of the Wychmere, under Captain Ensign Rogers. Both vessels were built by Charles Jenkins, and launched at the same time.

On August 7, 1894, a party of eleven people chartered the Athlete for a weekend trip to Nantucket. On board was Mr. R.K. Ross, who went on the trip to pick up a new row boat built for him in Nantucket. The new boat will be used in Wychmere Harbor.

On August 28, 1900, it was reported that Captain Doane had been hired to take four people to Nantucket in the "Athlete" for the weekend. A few days later, on September 4th, word was circulated that the first week of September would mark the annual excursion to Monomoy for some twenty business men from Harwich Center. This year they had chartered the Athlete and Captains Benjamin and Lorenzo Doane were in charge of the trip. While at Monomoy, the group shared a meal of quahaug chowder with the Crew at the Life Saving Station.

Finally, it was announced on October 2, 1901, that a party of twenty-six residents of Harwich center had enjoyed a moonlight sail, Monday evening last, aboard the Athlete.

ATLAS

Captain Simon G. Chase of East Harwich is in command of the sea-going tug, Atlas. She is owned by the Standard Oil Company. In late October, 1896, Captain Chase towed an oil barge into Boston. The Atlas made 15 miles an hour on her trial trip. Captain Chase is regarded as one of the most efficient tow boat skippers on the Coast.

AURELIA

The Barque Aurelia was built in 1855 at Camden, Maine. She was of 475 tons register. Her owner was the J. Henry Sears & Co., Boston. By 1873, Captain Horace Brooks was in command of the Aurelia. Captain Brooks was a native of Harwich and maintained his home here.

After many false starts due to leakage problems, the Aurelia left Baltimore on January 2, 1874, bound for Queenstown with lubricating oil. Some five months later her wreckage was seen off the Azores. Identification would wait a few more months when barrels of oil picked up by another vessel were confirmed as part of the Aurelia's cargo. Captain Brooks and all hands perished without a trace.

AVAIL

On August 29, 1879, the Schooner Avail, from Bangor, arrived at Harwich Port, carrying barrels for Theophilus B. Baker. Her cargo was off-loaded without delay and on September the first, She cleared Harwich Port to "go mackereling".

AZELIA

Captain Alex F. Snow of West Harwich was in charge of the Steamer Azelia when the announcement was made on August 25, 1896, that he had recently sustained an injury aboard ship. The good news was that he was recovering!

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B.B. CHURCH

The chronology of the B.B. Church is as follows:

January 29, 1874: The new Schooner B.B. Church, commanded by Captain Nehemiah B. Kelley of Harwich, is now loading ice at Bath for Philadelphia.

November 14, 1877: The Schooner B.B. Church was reported ashore at Ragged Point, Potomac River. She was able to get off that morning with a strong Southwest wind and high tide.

February 12, 1878: Captain N.B. Kelley will sail from Mobile to Amsterdam with a cargo of cotton on the B.B. Church. The Captain's wife and family are with him.

December 3, 1878: Captain N.B. Kelley is at home while his vessel, the B.B. Church is discharging in Providence.

March 18, 1879: Under Captain N.B. Kelley, the B.B. Church arrived at Galveston from Philadelphia on the 14th.

March 25, 1879: The B.B. Church cleared Galveston on the 20th, for Progresso, to load hemp for Philadelphia,

August 5, 1879: Captain N.B. Kelley and the B.B. Church made the trip from New Bedford to Philadelphia and back to New Bedford in just 11 days.

August 12, 1879: Captain Nehemiah Kelley is at home for a while. Captain Caleb R. Kelley, "...goes in his vessel".

December 30, 1879: While his vessel, the B.B. Church is discharging at Providence, Captain N.B. Kelley, his wife and daughter are at home. The vessel will be ready soon to sail South.

February 1, 1881: Captain N.B. Kelley and wife arrived home on Saturday from Fall River. His vessel, the B.B. Church, "...is frozen in at that place".

August 9, 1881: Captain Caleb R. Kelley, Jr. is in charge of the Schooner B.B. Church, while Her Captain, N.B. Kelley is laid up with a sore hand.

January 18, 1882: Henry C. Eldridge, Mate of the Schooner B.B. Church, is at home.

April 26, 1882: Captain N.B. Kelley and the B.B. Church sailed from Mobile to Saco, Maine. Later, in November, the Church sailed from Philadelphia to Galveston in 12 days.

July 17, 1883: Captain Kelley is at home to superintend repairs to the B.B. Church.

December 21, 1886: Captain Kelley has gone to Mobile in the Schooner B.B. Church.

August 11, 1891: Captain Kelley annoyed by the delay in discharging cargo in New York. Captain Jarius H. Allen took command of the Church, as Captain Kelley had to attend the building of his new vessel in Providence.

December 22, 1891: After being ashore for 24 hours on Brigantine Shoals, the Church floated off, undamaged.

April 10, 1894: The B.B. Church went ashore at Bridgehampton, LI. She was a total loss but all were rescued.

B. F. POOLE

According to a report, dated April 12, 1887, Oscar C. Nickerson of East Harwich is employed as the First Officer of the 4-masted Schooner B. F. Poole. Mr. Nickerson also served in the same capacity aboard the Schooner Charles H. Sprague, which was under the command of his brother, Captain Joshua A. Nickerson. Later, Oscar C. Nickerson assumed the command of the Sprague, when Joshua A. retired in 1891.

BELMONT

Good news for guests at the Hotel Belmont and all others: "The sloop yacht Belmont is now in commission, in command of Captain Wixon of Dennisport. The yacht is at the disposal of the Hotel guests and to let for outside sailing and fishing parties". This welcomed announcement appeared on July 18, 1899.

BEN PERLEY POORE

Caleb Small, a Harwich business man, bought the 84.5 ton fishing Schooner Ben Perley Poor in 1872 for the sum of \$5,500. South Harwich was regarded as Her homeport, and, Captain L.A. Wilson was Her Master.

The Ben Perley Poor landed 1300 quintals of fish at South Harwich on July 3, 1873. This was reported to be a record, the largest amount of fish ever during a Spring fishing trip.

On May 10, 1877, she is one of the six Harwich vessels laying-over at Newport on the way south to the fishing grounds.

Final word of the Ben Perley Poor is the notice of her purchase by Manter and Blackman of Plymouth, who will use the Schooner as a Bank fisherman.

BENJAMIN COURTNEY

Through their research, the Scholars have identified two Harwich Seamen, who served as Captain of the Benjamin Courtney: Captain Joseph G. Baker and Captain Nathaniel Allen.

Captain Allen was a student at Pine Grove Seminary (Brooks Academy) from 1861 to 1862. The only report that has been uncovered regarding Captain Allens' career with the Courtney is dated July 1, 1884 stating that he took the Benjamin Courtney to the West Indies.

Joseph G. Baker studied at the Pine Grove Seminary fro 1854 to 1864. He made his home at 85 Bank Street in Harwich Port.

The first mention of the Courtney occurred in 1877. Her arrival home from Georgia is recounted without mention of cargo or the purpose of the trip. In the future, most of her trips would be for mackerel, and as the records show, there were quite a number of such voyages.

On December 6, 1879, the Courtney made the trip from Boston Light to Baltimore in 91 hours with Captain Baker in command. The trip took only 100 hours from the dock in Boston to the dock in Baltimore.

Many times Captain Baker made short visits home while his vessel was discharging in Boston or New York. At other times, his wife and daughter would go with him on a trip or meet him in Boston, New York, Philadelphia or Maine.

**BENJAMIN COURTNEY
(CON'T)**

Captain Baker made fishing trips to Turks Island in the Bahamas, the West Indies, and, brought fish to market in Philadelphia, Baltimore, New York and Boston from 1877 to 1901. In March of 1885 Captain Baker sailed for Cuba, then Guilbara and the West Indies.

On January 7, 1886, the report circulated that the Benjamin Courtney had a collision about 40 miles off Cape Lookout. The other vessel involved was the Schooner Three Sisters from Savannah, GA, heading to Philadelphia. The Courtney lost her headgear and jib boom and her stern was badly smashed. The Three Sisters had her sail and fore rigging stranded and the anchor carried away. The Courtney obviously was able to be repaired since the record shows that She sailed for at least another fifteen years.

Captain Baker, himself, experienced some bad luck. As reported in January of 1887, the Captain sustained a serious cut to his foot aboard ship. He had to return home and was confined to bed for some time. In July of that year, obviously recovered, he brought a steam launch from Boston to Falmouth. After taking a two month vacation, he returned to the Benjamin Courtney, then in Boston.

In 1888, the Captain's misfortune befell the Mate, John Garland, a Harwich seaman. With the Courtney in tow going up the Delaware, Mr. Garland caught his leg in a coiled rigging, the other end of which was fast to the tow boat. While no bones were broken, the leg was nearly ripped of its flesh. He spent a long time recuperating in Philadelphia.

Following a voyage to South America in 1889, Captain Baker took a well deserved vacation. From 1892 to 1901, there are numerous reports of short visits at home for Captain Baker. The Benjamin Courtney made several more trips of record: in 1882-from New York to Demara; 1893-back to the West Indies and as mentioned above Captain Baker still held Her command in 1901.

BERTHA D. NICKERSON

Boothbay, Maine was the home port, in 1877, of the fishing schooner Bertha D. Nickerson. Nathan Nickerson of South Harwich was her Captain.

The Bertha D. usually fished for cod off the Banks. On July 13, 1887, she arrived at Boothbay with 2800 quintals of codfish. (A quintal is equal to 220 pounds). After unloading, Captain Nickerson returned home to South Harwich before leaving for another trip to the Banks.

An item date November 20, 1888 relates that the Bertha D. Nickerson had arrived in Aspinwall. There was no mention of cargo. A few months later, January 15, 1889, the Bertha D. arrived safely at Boothbay, after another trip to the Banks. In August of that year, the Boston Journal indicated that the Bertha D. Nickerson had, once again, arrived at Boothbay from the Banks with a "full fare of cod".

The Bertha D. was refitted in October of 1891. Captain Nickerson continued to fish until the end of October when the vessel was hauled up for the winter.

The final word about the Bertha D. Nickerson came on May 28, 1895, with the news that She was at Nova Scotia in distress!



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BERTHA V.

It was reported on July 17, 1900, that the Schooner Bertha V., home port-Calais, Maine, had arrived at Harwich Port. She was carrying a load of lumber for W. B. Kelley & Co. of the Port.

BESSIE & ESSIE

Captain John Miller and Clarkia Bearse, both of Harwich, have gone on a fishing trip in the boat Bessie and Essie. Announcement of this fact was made on June 30, 1891.

BETSEY BABBITT

On November 19, 1878, a list of the vessels in the "Pleasant Bay Fishing Fleet" was released. It contained some twenty vessels, and Captains. On the list was the Betsey Babbitt, captained by Benjamin Eldridge of East Harwich. Years later, it was learned that on July 4, 1890, the Betsey Babbitt took first place among the third class boats in the Pleasant Bay Regatta. Following the Regatta, she joined her sister vessels on a mackerel cruise.

BILL STOWE

It was announced on December 30, 1890, that the Schooner Bill Stowe had been lost in the storm of the previous Friday. Lately, a Captain Dill has been in command. Previously, the Stowe was under the command of Captain Sidney A. Ellis of Harwich.

BLACKBIRD

A very sad account appeared on September 25, 1900. The Barge Blackbird, under the command of Captain Thomas B. Kelley of West Harwich was off Wellfleet and Provincetown. She was in the tow of the Tug Wyalusing of the Bee Line.

An emergency developed requiring the lowering of a dory, which went over. Charles A. Ashley, Captain Kelley's brother-in-law was drowned. Fortunately, all other hands, and Captain Kelley were picked up by the Tug, which also was able to recover the Barge.

BLACKSTONE

Captain Jonathan Burgess of Harwich Port took his Schooner Blackstone into New York as scheduled. Then as quickly as She had arrived, the Blackstone disappeared mysteriously and no information has surfaced regarding the vessel, the crew, or Captain Burgess. The owner of the Blackstone, Mr. S.D. Andrews has turned the matter over to the police.

BOXER

The Schooner Boxer of Brewer, Maine arrived at South Harwich, June 19, 1879. She off-loaded her cargo of barrels and was under sail the next day, clearing South Harwich, June 20th.

BRITANNIA

After having commanded the Schooner Benjamin Courtney, Captain Joseph G. Baker of Harwich Port took command of the Steamer Britannia early in 1893. In February, he took the Britannia into Havana. A month later, the Britannia, cleared New York, on its way to the West Indies.

BROTHERS

A report dated July 4, 1872 confirmed the fact that the Bark Brothers had been officially registered in the Barnstable District as of June 1871. She was rated at 384.35 tons.

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C.A. SANFORD

The C.A. Sanford was a new vessel in 1883. Captain Obed E. Nickerson was in command.

On May 20, 1884, the Sanford arrived at Harwich Port with 50 barrels of mackerel. About a month later, She was back from Block Island with 315 barrels!!

It was reported in June of 1884, that the C.A. Sanford had sailed from Harwich Port for Boston on the 17th inst. No purpose for the trip was mentioned, nor was there any indication of the cargo She may have been carrying.

By the end of 1884, the Sanford, under Captain Nickerson had stocked \$9,500 net, and, the crew shared \$280 each. On December 9th, it was announced that Captain Nickerson was given command of the Schooner Hattie and Lottie of Dennis, and, that Captain Alfred K. Taylor of Harwich will take over the command of the C.A. Sanford next season (1885).

The final report of the C.A. Sanford is dated August 19, 1890. With Captain Obed E. Nickerson back in command, the Sanford had a successful trip of 115 Barrels. Mr. E.E. Doane and Mr. N.H. Nickerson were on board for this trip.

C. C. COCRAN

Captain Anthony P. Doane, Master of the Steamer C.C. Cocran, recently left the vessel in Tampa and returned home. After a visit with his family, Captain Doane will report to New York to take command of a new steamer.

Mr. Henry E. Snow, also of Harwich Port, accompanied the Captain to Tampa and will remain with the Cocran acting as Purser. Mr. Snow is a promising young man.

C. C. DAVIS

On September 24, 1874, it was reported that the Schooner C.C. Davis, with a Captain Nickerson in charge, arrived at Harwich. The Schooner had sustained minor damage in a gale on the 7th of the month on Bank Querreau. The Davis off-loaded 500 quintals of "fish". (1 quintal is equal to 200 lbs.).

C.E. BRIGGS

News from the Schooner C. E. Briggs in East Boston is sad, indeed. Harry Duprez, the Mate on the Briggs, dropped dead on deck a few days past. The cause of death is said to be heart disease. Mr. Duprez was born in England and was 39 years of age at the time of death.

When not at sea, Harry Duprez was an East Harwich resident. He made his home with Thomas F. Kendrick of that village. News of Mr. Duprez's death was released on December 3, 1895.

C. H. KELLEY

The Schooner C.H. Kelley, with Frederick M. Chase of West Harwich as master, arrived at Providence with a load of fruit on June 29, 1882. Captain Wellington Bearse and son were passengers on the vessel and were reported to be quite sick on arrival.

C.H. SPRAGUE

The Schooner Charles H. Sprague, with Joshua A. Nickerson as Captain, fished out of Harwich from 1885 to 1891. Darius Nickerson was mate and Oscar Nickerson, his brother, was "foremost" mate.

On April 14, 1891, it was reported that Captain Joshua A. Nickerson had given up the sea for awhile. He had purchased the grocery store of Kent and Atkins near the Chatham Depot and carried on a coal and grain trade. During his seven years in command of the Sprague, Captain Nickerson met with no accident of any account.

Captain Oscar Nickerson, brother of Captain Joshua assumed command of the Sprague and S. Linwood Moore went as mate.

C.H. TRICHEY

The Charles H. Trickey, commanded by Gustavus Kelley of West Harwich, was a three-masted Schooner, 275 tons, 116 foot keel and an 8 foot hold. She was launched from the Goss and Sawyer Yard at Bath on May 7, 1879. The Schooner left Bath on May 19th, under tow, bound for Haise Island Harbor. The Trickey parted Her hawser, causing injury to Her stern rail, Her boat, and, Her hull. She returned to Bath for the needed repairs.

On December 14, 1880, it was reported that Captain Kelley had remarked that he had "daubed" Cape Cod every month in the year and asserted that the present season, on the coast, exceeded in severity of weather and adversity of winds any of its predecessors within his recollection.

On November 12, 1886, the announcement circulated that Captain Kelley had contracted with a builder in Bath, Maine for a three-masted Schooner of about 700 tons to be furnished in the next spring. The new Schooner will be owned by Captain Kelley, and, Messrs. Doane and Co., of Boston. The Schooner Charles H. Trickey was sold on January 29, 1889, to "eastern parties".

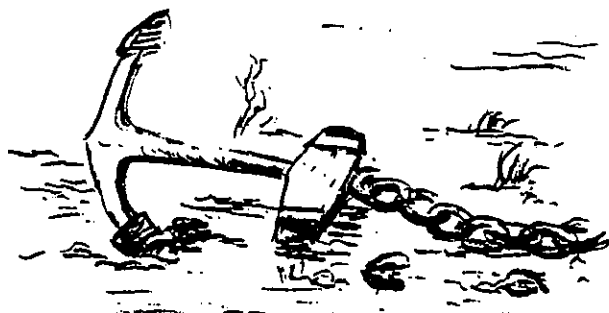
C. R. SAMPSON

On December 5, 1882, the C.R. Sampson, a Schooner out of Harwich Port, was caught in a gale coming around Cape Cod. Captain Reuben T. Allen, of Harwich Port, was in command when the storm struck.

The Sampson lost her jib and sustained other damage. Captain Allen took his Schooner into New Bedford for repairs.

C.W. BENTLEY

An item, dated November 11, 1879, announced that the Schooner C.W. Bentley, of Harwich, now at New Bedford, had been purchased by William B. Dwight of that City, to be continued in the coasting business, under command of a Captain Manley, formerly of the Schooner Wanderer.



C.W. LOCKE

The C.W. Locke, a trading Schooner, built in 1872, registered at 218 tons, hailed from Cold Spring, Long Island. In September of 1881, She was sold to Captains Luther and Andrew Chase and others of Harwich "on private terms". She now hailed from Harwich and was under the command of Captain Luther Chase, formerly of the Schooner "Monitor".

Captain Luther Chase left Providence, R.I. for New York, September 20, 1881, on the maiden voyage of the Locke, under his command.

Evidently the Locke had a change in skippers. A report, dated September 11, 1883, indicated that Captain Andrew J. Chase arrived home at West Harwich from Boston (last week) after a three month trip to sea in the Schooner C.W. Locke

May 4, 1886: "The C.W. Locke ran into some difficulty. She had recently been grounded on Napper Tree Point and had to be hauled out on a marine railway in New Bedford. A hole was found in the bottom amidships on the starboard side". She was out of commission for several months while repairs were made. Less than a year later, a report on March 1, 1887 stated that the C.W. Locke had been sold to buyers from Addison, Maine for \$2500.

Final word of the C. W. Locke came on January 31, 1888. After colliding with the Schooner Annie H. Mason near the Isle of Shoals, the Locke sunk. The Schooner was valued at \$3,000 and the cargo insured for \$1500.

C.W. WILKINS

On December 30, 1890. it was reported that the C.W. Wilkins sailed into port on Christmas Night, after a short and pleasant passage.

CABOT

Members of the Pleasant Bay Fishing Fleet enjoyed a "catch" of a different kind in 1882. On the 26th of April that year, it was reported that the fishermen had been bringing in some of the cargo of lumber from the Schooner Cabot. The Cabot had gone aground on "The Bars" and the lumber had been thrown overboard to assist in getting Her off.

CALCUTTA

Charles H. Freeman, First Officer of the Ship Calcutta, and, a Harwich native, was in town for a visit with his father, Captain George Freeman. This news appeared on May 4, 1880.

CALVIN F. BAKER

On February 13, 1883, it was reported that Captain George Wixon of West Harwich had taken charge of the Schooner Calvin F. Baker. In fact, on that date, Captain Wixon was on his way with the Baker bound for Baltimore from Boston. It was added that John Wixon and Edward Howes were accompanying the Captain on the trip.

Captain William C. Weldon, also of West Harwich, took charge of the Baker early in 1888. On February 21, 1888, Captain Whelden returned to West Harwich, for a visit, after his first voyage on the Baker.

CAPTAIN MILLER

According to an item dated March 10, 1885, Henry E. Snow, a native of Harwich Port, was the Purser for the Steamer Captain Miller. The Miller's home port was Natchez. Mr. Snow and his wife were enjoying a visit with his father, Joseph Snow also of Harwich Port. Their last visit was some 2 1/2 years ago.

CARLETON BELLE

A vivid tale of suffering was recounted in a report dated July 30, 1889. Captain Seth W. Eldridge, of East Harwich and Master of the Schooner Carleton Belle gave a graphic description of a seaman from the Belle lost in the fog.

Later, on May 5, 1897, it was stated that Captain Eldridge, now of Harwich Port had gone to Booth Bay to join the Carleton Belle for a fishing trip to the Banks. Further, it was noted that the Captain's son Ralph would be accompanying Captain Eldridge on this trip.

CARLOS FRENCH

On August 27, 1889, it was learned that Captain Abner R. Woodhouse of Harwich Port has been given charge of the new Coal Barge Carlos French. Recently launched at New Haven, the French is registered at 1000 tons. His Company had built the Barge Bristol for Captain Woodhouse just a year ago but "find him a first class Captain and decided to furnish him with a first class boat". The Carlos French will operate between New York and Providence

CARROLL

In early October of 1883, William P. Nickerson of Harwich was enjoying leave, in town, from his assignment on the Steamer Carroll. The exact nature of that assignment was not clear.

Some years later, on May 17, 1887, it was reported that Silman G. Chase of East Harwich was the Second Officer of the Carroll, which ran from Boston to Halifax.

CARTHAGENA

Announcement was made on August 1, 1893 of the death of Captain Caleb R. Kelley of Harwich Port. Born in 1824, Captain Kelley went to sea at the age of 14 years. In his lifetime at sea, he commanded six vessels, four of which he personally had commissioned to build.

The Carthagena was one of his first commands. His early career focused on trips to the West Indies and South America. Later, he was engaged in fishing for cod on the Banks and mackerel in the waters south of Cape Cod.

CAWINNA

Captain Gustavus V. Crowell, well known steamer Captain from West Harwich, was in charge of the Steamer Cawinna in 1880, according to an item dated March 23 rd that year. At the time of the news item, Captain Crowell had rejoined his vessel to sail to the West Indies.

Several Months later, on July 20, 1880, it was announced that Captain Crowell was back in town for a visit. Further, it was stated that on the last trip to the Westward Islands and Trinidad, he made quick passage both ways. His time of 5 days 12 hours going out was the best time on record. The Cawinna was owned by the Quebec (English) Steamship Co.

CENTENNIAL

It was reported on November 11, 1879, that Captain Isaac Bearse has joined his Ship Centennial and sailed for Japan. He is accompanied by his wife and sons. Good wishes for success and prosperity went with them. Again, in 1881, it is reported that Mrs. Bearse and son, Eddie accompanied the Captain on another sea voyage.

On January 22, 1884, it was noted that Captain Bearse had left on Friday to join his Ship Centennial, which had arrived in New York. It appears that before he left, Captain Bearse sold his horse to Captain David Kelley.

News was received on April 21, 1885 that Captain Bearse and the Ship Centennial had arrived at Bremen Haven, Germany. Mrs. Bearse accompanied the Captain on this voyage.

The last report of the Ship Centennial came on November 1, 1898, as part of Captain Isaac Bearse's obituary. The Captain had died on October 27th at age 64.

CETATION

On April 27, 1878, the Schooner Cetation, out of Provincetown, with a Captain Long in command, arrived at Harwich Port. The Cetation was heading south for mackerel fishing.

CHARLES CARROLL

On March 12, 1874, word was circulated that Captain Ebenezer Kelley of South Dennis has purchased the Schooner Charles Carroll, on private terms. She will continue to hail from Dennis. The Charles Carroll will be under the command of Captain Milton Kelley of Harwich.

An item dated May 6, 1875 indicated that the Charles Carroll with Captain Milton Kelley in command was bound for Philadelphia with mackerel from Captain Theophilus B. Baker of Harwich Port. To date, no further information about the Charles Carroll has been located.

CHARLES E. MOODY

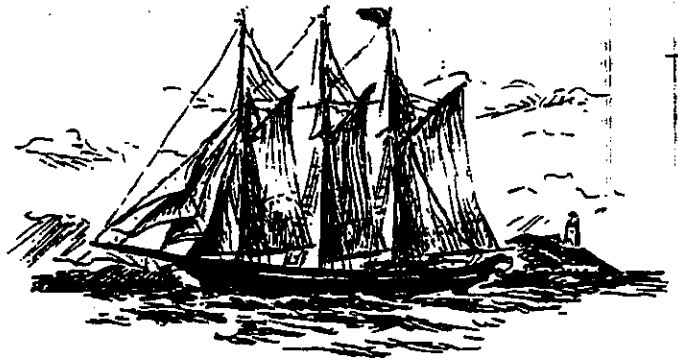
Captain Charles Shaw of Harwich arrived home from sea, recently, according to a news item of March 25, 1879. His vessel, the Charles Moody is berthed in Boston.

CHARLES HASKELL

In a sudden and unexpected move, Captain William Taylor, an employee of Valentine Doane, Esq., of Harwich Port, has left his vessel. The announcement, dated October 4, 1881 suggests that Captain has taken charge of the Gloucester Schooner Charles Haskell, and, has already taken the Haskell on a fishing trip.

CHARLES L. PEARSON

An item dated September 28, 1880, brought the long-awaited, good news about the Barque Charles L. Pearson, that she was safe. The Pearson was bound for Australia with J. Clement Harding of Harwich in command. Fears for the Pearson's safety have been mounting. Captain Harding's wife is sailing with him on this voyage.



CHARLES MacDONALD

The Schooner Charles MacDonald was built and launched an Essex in 1859. No information is yet available concerning the whereabouts of the vessel from 1859 until 1877, when the Charles MacDonald arrived at Harwich from a mackerel fishing trip. At the end of the 1878 season, the Charles Mac was hauled out at a "local" boatyard, for the winter.

On December 14, 1881, the Charles MacDonald was sold to Captain Theophilus B. Baker of Harwich Port. Captain Baker announced that the Schooner would join the mackerel fleet for the next season. Captain Ezekial Nickerson would be in command.

Over the next three years, 1882 to 1885, numerous arrivals of the Charles MacDonald, with mackerel, were documented. In addition to Harwich, the MacDonald landed fish at Boothbay and New York. In the three year period, the Schooners catch exceeded 700 barrels. In July, 1885, the Captain described the fish off Block Island as "extra large and fat"!

Captain Baker, who owned six Schooners, including the MacDonald, wrote in December of 1886 that two of his vessels had "stocked" about \$4,000 for the season's work. The other vessels, including the Mac Donald made slim stocks but held an average with the rest of the shore fleet.

About this time, the 1880's, concern was growing about over-fishing. Captain T.B. Baker favored a proposal to prohibit seining until June.

In October 1887, a Captain Pierce was in charge of the MacDonald. When the vessel arrived at Harwich Port from Block Island on the 20th of the month, She carried only two barrels of mackerell!

The last reference to the Schooner Charles Mac Donald was in October of 1889, when Captain Baker sold her to Messrs. Emery and Marcellis Griffin of Boothbay, Maine for \$1150!!

CHARLES R. WASHINGTON

August 30, 1892: Captain S. Linwood Ellis, of Harwich Port, has command of the Schooner Charles R. Washington. He recently took the Washington into Portland with 260 barrels of mackerel caught within the last two weeks.

The stock amounted to \$3,000, with each crew member receiving \$77.00. Later, in October the Washington was in Harwich Port for a few days while the Captain was at home for a visit.

CHARLES SNOW

It was reported on June 22, 1880, that the Schooner Charles Snow had arrived at West Harwich on Saturday June 12th and had sailed again on Monday, the 14th.

CHARLES W. CHURCH

The Charles W. Church was one of the many Schooners trading along the East Coast in the late 1800's, early 1900's. She was under the command of Captain S. Linwood Moore of East Harwich. Captain Moore was a well known and highly respected Sea Captain.

On August 14, 1900, it was reported that the Schooner Charles W. Church had arrived in port and was discharging cargo. Captain S. Linwood Moore chose to come home to East Harwich while the Church continued off-loading. (It is not always clear as to the location of the port in question. Boston, Providence, New London and New Bedford are all possibilities that have shown up in the history of the Charles W. Church).

CHARLES W. CHURCH (CONT)

One week later, August 21, 1900, the Church is off to the Kennebec River in Maine to load ice for southern ports. On this occasion, pleasure and work were combined as the Captain had close relatives accompany him: his wife, daughter-May and sister, Mrs. Susie Eldridge.

Back in South Harwich by September 25, 1900, the Church discharges her cargo of coal. In November of 1900, the Charles W. Church is in New Bedford. An item dated the 14th, indicates that his wife and daughter were visiting with the Captain, while his Schooner is unloaded.

Less than a month later, Captain Moore and the Church had made another run and while the vessel was discharging its cargo at Providence, Captain Moore made a visit to East Harwich.

According to an announcement on March 13, 1901, the Church arrived in Boston after an absence of two months. The Schooner had been ice-bound in Philadelphia for some four weeks. As usual, Captain Moore made a fast visit to East Harwich. Considering the conditions in Philadelphia, this visit was especially deserved.

One focus of this research is the time period up to the turn of the 20th century. The last report of the Church, considering that timeline is dated May 22, 1901: "The Charles W. Church arrived at New London, Connecticut on Thursday. Captain Moore left immediately for his home in East Harwich. He returned to New London the following Monday as the vessel was ready for sea".

CHARLESTON

It was noted on August 5, 1879, that the Schooner Charleston from Bangor, with a Captain Haskell in charge, had arrived at Harwich Port. The Charleston delivered barrels to Captain Theophilus B. Baker, Sr.

CHARLOTTE BROWN

The Charlotte Brown rejoined the mackerel fleet, along with other Schooners, in May 1877, after being hauled out for the winter. Captain Edwin Phillips was her skipper. The records indicate that for the next two years the Brown routinely landed large catches of mackerel at Harwich Port docks.

In June of 1879, a letter from Captain Phillips was circulated which indicated that while on the Banks fishing, he was hailed by the vessel "Uncle Sam". It seems that the occupants, Captain Goldsmith and his wife were bound around the world. They were invited aboard the Charlotte brown for breakfast with the Captain and crew. Captain Phillips learned, later, that the voyagers arrived safely at Halifax, N.S., and were ready to set sail for England.

On November 1, 1882, there was the news that the Charlotte Brown had sailed to Boston, apparently, to be sold. There were no further details, at that time. However, less than a year later, it was learned that the Schooner had been sold to Captain Theophilus B. Baker, of Harwich Port, and would join his fleet of fishing Schooners. Captain Abner R. Woodhouse was selected as the Captain and on March 20, 1883, the Charlotte Brown left Boston for Booth Bay to fish for mackerel. In 1884, Captain Woodhouse was replaced by a Captain Pierce, as Master. In 1885, the Schooner went ashore in a gale near Sandy Hook. Fortunately, a Steamer was nearby and towed Her to New York for repairs. All went well until July of 1886, when on the 13th of that month, it was reported that the Charlotte Brown had lost Her rudder and put into New Bedford, to install a new one. Captain Pierce was replaced by a Captain Taylor. At the end of the 1886 season, the Owner, T.B. Baker published a report the at the Schooner had stocked \$4,000 as a result of Her season's work.

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**CHARLOTTE BROWN
(CON'T)**

season, the owner, T.B. Baker published a report that the Schooner had stocked \$4,000 as a result of Her season's work.

Captain Taylor was still in command on August 9, 1887. However, a report appeared on September 6th that Captain Adin Chase of the Schooner Charlotte Brown was ill and would be replaced by Captain Fred Clark. In November, the Brown was caught in a gale and with luck made it to Vineyard Haven to wait out the storm. This time, She was in the charge of John B. Nickerson, T.B. Baker, Jr. and Edwin L. Chase.

In 1889, the Charlotte Brown was sold. She was delivered to the new owners, in the South, by Captain Harvey Phillips.

CHARM

In an official announcement from the District of Barnstable, on January 15, 1874, it was made known that the Schooner Charm, 146.22 tons registered, recently of Harwich, had been withdrawn from the District. Charm had been lost at sea during 1873.

CHAS. L. LOVERING

In an official announcement from the District of Barnstable, on January 15, 1874, it was made known that the Schooner Chas. L. Lovering, 99.72 tons registered, recently from Fall River was now hailing from Harwich.

CHASE

Captain G.P. Ellis left his home in Harwich Port last week to take charge of the Steamship Chase. According to an item dated January 21, 1879, the Chase is loading at Portland for a trip to Havana, scheduled to commence on June 17th. The Chase is owned by a Mr. Miller and a Mr. Henderson, both of Tampa, Florida.

Some months later, on May 18, 1880, it was announced that Captain Ellis had arrived at Harwich Port from Tampa, where has been running the Steamers Chase and Lizzie Henderson from different ports in the Gulf.

CHATHAM

The Steamer Norman, with Captain Megathlin of Harwich in command, had recently encountered at least 25 finback whales, ranging from 25 to 40 feet in length, not far off our coast. They gave little attention to the steamer.

A Captain Foster of the Steamer Chatham reported a near approach of one of these whales to his steamer.

CHINA

An announcement, dated January 8, 1895, referred to the fact that Captain Gustavus V. Crowell, of West Harwich, is on his way to San Francisco. Captain Crowell has accepted the position of Executive Officer of the Steamship China owned by the Pacific Mail Steamship Co.

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CHROMO

Dated, July 14, 1896: "Look out for a corner on the fish market. The Schooner Chromo, Captain Joseph Chase and Mate, Elijah Hunt are taking heavy fares of fish off Killpond".

CITY OF BROCKTON

Eleven men from Harwich were hired as strike breakers on the freight Steamer City of Brockton, owned by the O.C.R.R. of Harwich. They were: Salathiel P. Hall, Arthur Rogers, Eben C. Phillips, Charles Snow, Wallace Cahoon, Eben Ryder, Timothy Murray-all from North Harwich. Others hired were: Frank G. Rogers and Alliston D. Rogers-both from Harwich Port. Charles B. Nickerson, of Harwich Center, was hired as mate.

Each will receive \$28 per month plus board. A shipping strike in New York raised some fears about the strikers!

CITY OF CHICAGO/SUSIE

In the Pleasant Bay Regatta on July 4, 1890, the City of Chicago finished number two behind the "Susie". Both vessels were described as new boats built in Harwich. The Susie was Captained by B.B Nickerson of East Harwich, while the City of Chicago answered to the command of Captain Joseph Rogers of South Orleans.

The City of Chicago was a 28' sloop, owned by J.F. Crosby of East Brewster and built by Captain Flavius Nickerson of Harwich Port. The Sloop was described as, "a yacht-boat with the beauty of modern workmanship".

CITY OF MACON

On March 13, 1892, the news circulated regarding the fact that Captain Seth W. Eldridge of the Steamer City of Macon was at home in East Harwich. The City of Macon is owned by the Boston and Savannah Steamship Line.

CITY OF PANAMA

The Steamship Panama, owned by the Pacific Mail Steamship Co., was under the command of Captain Gustavus V. Crowell, of West Harwich during the late 1890's. The following is the vessel's chronology, under Captain Crowell from March 1898 to March 1899:

March 22, 1898: Captain Crowell has offered his services to the Country in case of war with Spain. An expert navigator, Captain Crowell has been in the maritime service all of his life and is familiar "...with every seaport in the world". He was the first Massachusetts man to pass through the Suez Canal in command of an ocean steamship.

November 1, 1898: The Star and Herald, a paper published in Panama, Republic of Columbia, told of the sailing of the Steamship City of Panama, commanded by Captain Gustavus V. Crowell. The Vessel carries the U.S. mail between Panama and San Francisco. Captain Crowell, apparently, is the only Cape Cod man to command one of these Steamships.

November 11, 1898: Captain Crowell, of West Harwich, is Captain of the Steamship City of Panama. Captain Crowell outwitted a privateer on the Mexican Coast, which, apparently, was going to loot the Steamship of \$100,000 of treasure, which it had on board, and, probably, kill all the crew.

CITY OF PANAMA
(CONT)

March 7, 1899: Captain George Baker of West Harwich recently received a twenty-seven page letter from Captain G.V. Crowell of the Steamship City of Panama. The letter contained timetables of each Port visited by the City of Panama, as well as, the pilot chart of the North Pacific Ocean, showing the proposed Nicaragua Canal route. It was reported that it took over two hours to read the letter.

CITY OF PARIS

It was announced on June 23, 1896, that Captain Gustavus V. Crowell of West Harwich has been promoted to commander of the 4000 ton Steamship City of Paris. Captain Crowell has recently been First Officer of another Steamer of the Pacific Steamship Co., plying the waters between San Francisco and Panama.

"The Company has been quick to recognize the Captain's superior ability and traits of a Commander".

CLARA BELLE

According to an item dated May 29, 1883, the Schooner Clara Belle recently put into West Harwich from Philadelphia with a cargo of Franklin coal for Snow & Rogers. The Clara Belle was under the command of a Captain Mowatt. No other information about the vessel or the Captain was made available

CLARA DINSMORE

On August 14, 1894, this brief item appeared: "The Schooner Clara Dinsmore arrived Friday from Calais, Maine with lumber for Captain W.B. Kelley".

CLYTIE

In the late Fall of each year, countless items, such as the following, would appear: "The fishing Schooner Clytie, Seth W. Eldridge-Captain, has been hauled up for the Winter at Yarmouth Port". This item is dated, December 8, 1896.

COLIN C. BAKER

This item is a type frequently seen: "The Colin C. Baker, Captain Browning Baker in command, made the run from Boston to Philadelphia in the quick time of 72 hours". Appearing on December 16, 1879, the item fails to show any connection with Harwich, though one would believe there may have been!

COLLINS HOWES, JR.

On May 10, 1881, it was reported that Captain Caleb K. Allen of Harwich is home from Boston, where he sold his Schooner Collins Howes, Jr., to parties from Southport, Maine. The Schooner was sold on "private terms". While in Boston, Captain Allen made some purchases for Captain Leonard Robbins: a jumper seat, extension top and a buggy.

CONNECTICUT

May 6, 1884: Arrived on the 3rd, the Schooner Connecticut, Captain Newton of Bangor, with a cargo of barrels for Captain Theophilus B. Baker, Sr.

CONQUEST

Captain Clement V. Small of East Harwich is at home for a visit after a voyage of five and a half months. Captain Small is in command of the Bark Conquest, which arrived at New York on March 7, 1877.

U.S.S. CONSTITUTION

The U.S.S. Constitution was launched in 1797, displacing 2,200 tons. She was built of oak, cedar and hard pine. Bolts, which fastened Her timbers, and the copper sheathing on the bottom of Her hull were made by Paul Revere. She generally carried more than 50 guns and a crew of 450 men.

She was engaged in heroic service to our country in the War of 1812. She defeated, disabled and captured the British frigate, Guerriere, and then, destroyed and caused to surrender, the British frigate, Java. She was christened, "Old Ironsides", by her crew, because British shot failed to penetrate her oaken hull, which was little damaged in her battles.

On October 24, 1882, the streets of Harwich Port were enlivened by the sailors and officers of the Frigate Constitution and the Steam Frigate, Powhatten. "Old Ironsides" had been towed to Harwich Port, where they were both anchored. To be sure, people from all the villages of Harwich and the surrounding Towns flocked to the waterside to see the famous vessel. This may have been especially true because the Harwich Independent said that this would probably be Her last trip. She was out of commission and on Her way to Portsmouth, New Hampshire, to be broken up and scuttled.

However, the Constitution continued to rise like the Phoenix. Restoration took place between 1925 and 1927. Further, major restoration was completed in 1996 for the 200th anniversary of "Old Ironsides" in 1997, when She again went under sail.

A high point in the maritime history of Harwich was the visit of the U.S.S. Constitution on October 24, 1882!!

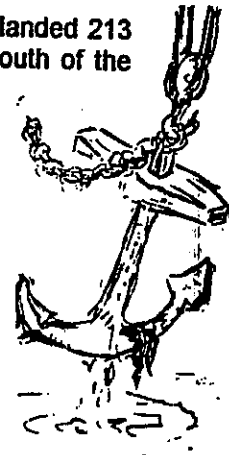
CORA LOUISE

The Cora Louise was described as a "fine Clipper". She was 80 tons register, and, in 1877, She was under the command of Captain Ezekial Nickerson of Harwich, known among the fishermen as a "great fish killer"!

April 13, 1880: The Cora Louise, along with two other fishing Schooners from the Southern Mackerel Fleet, sailed from J.L. Baker's Wharf on their first trip of the new fishing season.

May, 1881: The Cora Louise, now commanded by Captain Ira E. Wixon of Harwich, landed 213 barrels at Philadelphia. The fish were of medium size and had been taken not far south of the Delaware Capes.

At this point, the record becomes silent with regard to the Cora Louise.



CORONET

September 24, 1889: "Thomas Freeman has sold his boat Coronet to Boston parties".

CREST OF THE WAVE

Noted on May 13, 1879 were several arrivals at the "Port of Harwich". The vessel Crest Of The Wave stopped to "take bait". She hailed from Gloucester, under the command of a Captain Melanson. Later, on June 3rd, it was mentioned that Crest Of The Wave cleared Harwich Port on June 1st.

CUPID

It was reported on January 18, 1881, that Captain Thomas A. Nickerson had recently purchased the ice-boat Cupid from Mr. G.A. Smalley.

CYNOSURE

Captain Joshua A. Nickerson of East Harwich arrived in Harwich Port from Boothbay, aboard his Schooner Cynosure, on Sunday, March 18, 1881. The trip was made in just 16 hours.

About a month later, Cynosure encountered a gale, in which the Schooner lost Her seine boat. The same fate was experienced by some 40 other vessels. In addition to losing their seine boats, several of the vessels suffered damage.

The Cynosure arrived at Harwich Port, from the South, on April 19, 1881, under the command of a Captain Eldridge. She was returning to Boothbay to procure a new seine boat. By September of 1881, Cynosure had off-loaded 2000 barrels of mackerel at Boothbay. On the 18th of October, that year, Captain Nickerson brought the Cynosure into Boston with an additional 320 barrels of mackerel.

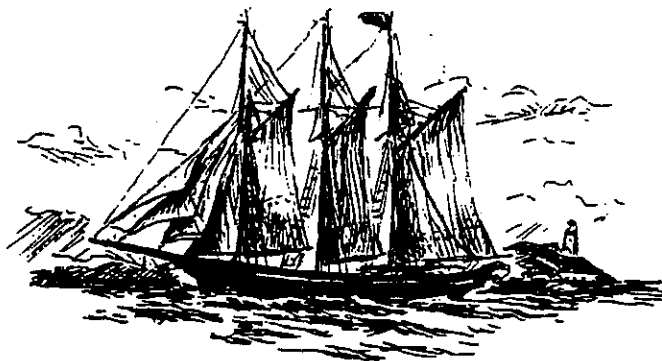
The last report of the Cynosure is dated September 15, 1885. William H. Doane of East Harwich, the cook, aboard the Schooner, is ill and at home. He will be unable to make the Cynosure's next trip.

CYRENA

As of November 19, 1878, the Cyrena of East Harwich, was listed as a member of the "Pleasant Bay Fishing Fleet". Her Captain was William Pierce.

CYRUS HALL

The obituary of Captain Cyrus Hall appeared on February 20, 1900. His was a long and successful life, including many years as a sea captain. Among the vessels that sailed under his command was one named for the Captain himself, the Schooner Cyrus Hall. Captain Hall owned the Cyrus Hall, having had it built to his personal specifications.



D. ELLIS

June 6, 1872: The Schooner D. Ellis, of Harwich Port, arrived on June 1st, and off-loaded 80 barrels of mackerel. A Captain Chase was in command.

D.L. STURGIS

It was announced on February 26, 1874, that the Master's interest in the Schooner D.L. Sturgis, of New Bedford, has been purchased by Captain Samuel J. Miles of Harwich.

D.W. HAMMOND

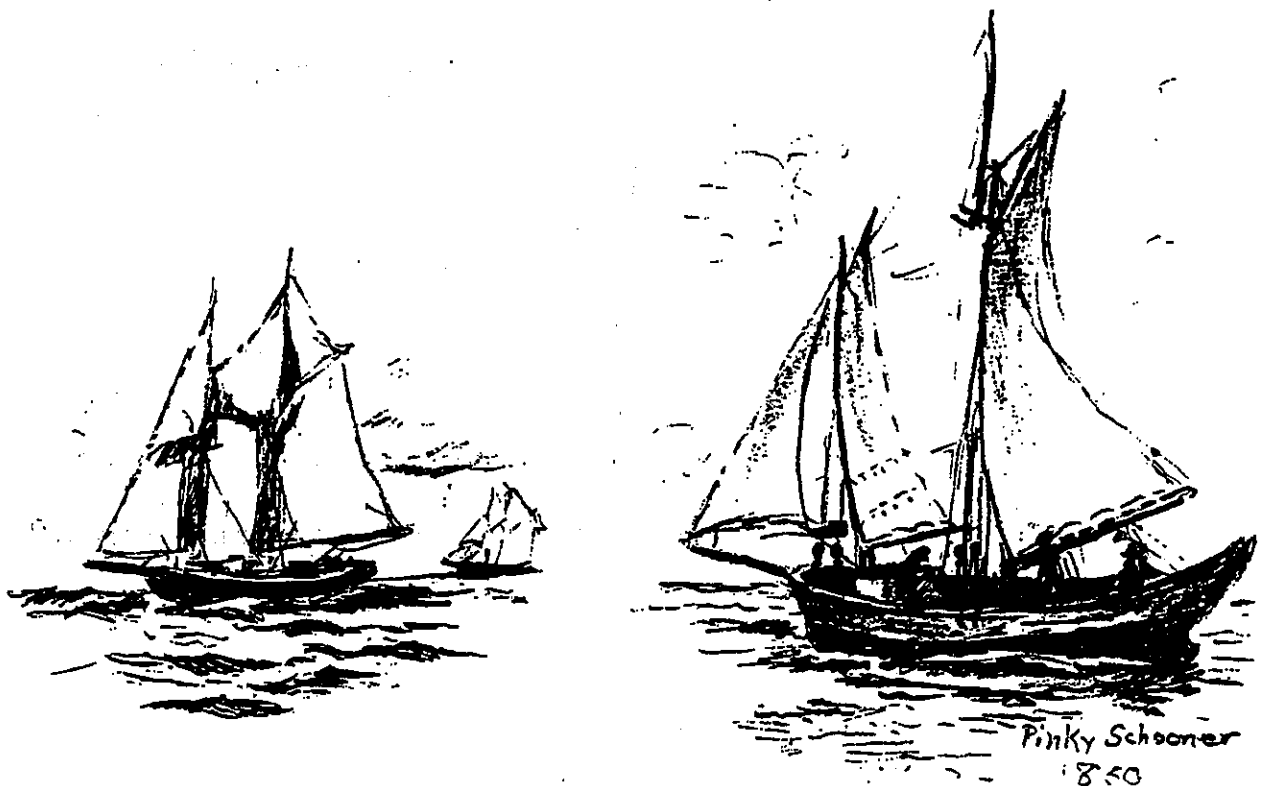
The research has found a total of fourteen (14) reports of the activities of the Schooner D.W. Hammond. All but one report is dated in the year 1879. Of the thirteen reports in 1879, twelve (12) describe the Schooner's activity as a cod fisherman. In all twelve reports, a Captain Snow is in command. Specific dates of arrival and departure are shown, but, not one of the reports speaks of the success or failure of the Hammond at the Banks.

The final report of 1879, on October 14th, indicates that the Schooner D.W. Hammond, with Captain Cahoon in command, had arrived at Harwich Port on the 7th, inst., from mackereling. There was no word of the size of the mackerel catch!

The very final word about the Hammond comes on April 29, 1884: "Isaiah Eldridge (South Harwich) and son have sailed in the Schooner D.W. Hammond". To date, the history of the D.W. Hammond is incomplete, at best!!

DAKOTA

April 26, 1881: "Captain Albert D. Long, of the Bark Dakota, is among the late arrivals. A universal welcome is extended the genial Captain, fully appreciating the knowledge he is to give Harwich a benefit of his presence after an absence of two years".



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DANIEL MARCY

On Tuesday, March 7, 1876, Captain Alvin Cahoon, Jr., left home for Portsmouth to take charge of the Schooner Daniel Marcy for a voyage to Baracoa, Cuba. The report adds that he had with him, "...four or five of our boys". From 1876 to the early part of 1885, the reports about the Daniel Marcy are more than "regular", they are "frequent". The following chronology attests to that fact:

September 28, 1876: The Schooner Daniel Marcy, under Captain Alvin Cahoon, Jr., has landed a total of 1910 barrels of mackerel at the West Indies since March 18th, in good order.

September 27, 1877: After arriving at Harwich Port on the 19th inst., with 100 barrels of mackerel, the Daniel Marcy sailed again on the 20th for mackerel.

January 8, 1878: The following vessels, belonging to Mr. Valentine Doane, Jr., are laid up for the winter: Schooners-Daniel Marcy, Gov. Goodwin, Anna M. Nash, Velocipede, Light of Home and Charlie. The "Major Jones" was sent to Gloucester for repairs and will remain there until Spring.

April 16, 1878: The Schooner Daniel Marcy arrived at Harwich Port from Portsmouth on April 14th. Now under the command of Captain V.K. Nickerson, the Marcy will sail south for mackerel.

May 17, 1878: The Daniel Marcy arrived at Harwich Port on May 4th inst., with 430 barrels of mackerel. (This stop must have been merely a "lay-over", as the report states that the 430 barrels were for Portsmouth).

May 28 and October 15, 1878: On these dates, the reports regarding the Marcy announce the Schooner's departure for mackereling.

April 22, 1879: The Schooner Daniel Marcy arrived at Harwich port from Portsmouth on April 15th, and, sailed for South mackereling on the 17th.

May 20, 1879: Captain Nickerson off-loaded 550 barrels of mackerel from the Daniel Marcy at Harwich Port on May 17, 1879.

August 19, 1879: After arriving at Harwich Port on August 15, with a good catch, it was reported that the Daniel Marcy had reached a total of 1933 barrels of mackerel for the season, so far. Reports of sailings and arrivals, for 1879, continue through November but no further word is printed regarding catches beyond August.

October 11, 1881: Several reports are noted between the end of the 1879 season and October of 1881. For the most part, they are routine and without incident. However, on October 11, 1881, word is circulated that Captain Valentine Nickerson, about 40 years of age, had died aboard the Daniel Marcy at Provincetown. The Captain, who lived in Harwich Port, left his wife and three young children. He was a native of East Harwich.

October 25, 1881: Captain Joseph Robbins is to succeed the late Captain Valentine K. Nickerson, as Master of the Schooner Daniel Marcy.

January 18, 1882: Captain "Bert" Cahoon has taken command of the Daniel Marcy of Boston. She is considered to be one of the best and fastest vessels afloat. He was congratulated on securing so good a vessel. Reports of mackereling trips under Captain Cahoon appear through March of 1885, when it was announced that Captain E.H. Taylor had taken command of the Marcy. That would be the last report of the Daniel Marcy to this date.

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DANIEL MCPHEE

It was announced on August 5, 1879, that the Schooner Daniel McPhee, with Captain Isaiah Howes in charge, had recently landed 5000 codfish at C.H. Kelley's Wharf. The Mc Phee had been out fishing for about a week.

DANIEL SIMMONS

Valentine Doane, Sr. of Harwich Port owned a sizable mackerel fleet. The Schooner Daniel Simmons was a busy member of that fleet. The vessels, which operated from Doane's Wharf in Harwich Port, were in and out quite regularly.

The records for the Daniel Simmons contain evidence of many sailings and a lot of fish! However, the reports are for the most part brief and lacking in detail. Reviewing those records reveal that the Simmons typically return to Harwich port with between 100 and 350 barrels of mackerel. For example, on August 24, 1880, the following item was circulated: "Captain Obed D. Nickerson, of the Schooner Daniel Simmons, is high line from V. Doane's Wharf, Harwich Port, having arrived Friday with 300 barrels of fine looking mackerel, making a total of 1100 barrels he has landed thus far this season. Obed is a "Centre" boy, this being only his second year as Master".

From 1872 to 1880, the Simmons had at least five Masters: a Captain Taylor-1872; a Captain Eldridge-1875; a Captain Ellis-1877; a Captain Taylor (again)-1878; and Captain Obed D. Nickerson-1880. (It is the exception when Captains' first names are mentioned)!

The Simmons' trips were not always without incident. On May 16, 1872, it was reported that, while passing a vessel connected with the Harwich/Dennis weir, the Simmons made contact with one of her boats, completely demolishing it. Fortunately, all of the crew were saved.

On May 13, 1881, the Daniel Simmons is the center of attraction in a detailed article on the "Southern Mackerel Fleet". Apparently, the Simmons went into Philadelphia, where She sold her catch of mackerel at \$9.00/barrel. "The fish found ready sale and in twenty-four hours after arrival, they had received their money for the fish, refitted and sailed again". The Boston Journal considered the figures low and believed that they would have brought more money in New York. One of the peculiarities of the fish trade was that Philadelphia always took the first lots of new salted mackerel. (Note that this item is dated in May of 1881). One writer pointed out that Philadelphia is the principal market for mackerel, and even if they are landed in New York, most of the mackerel are shipped to Philadelphia by rail. (September 26, 1881 was the date of the last report of the Simmons. Further research is required.)

DANIEL WEBSTER

April 18, 1872: Captain Nathaniel Kendrick, Master of the Schooner Daniel Webster, has resigned his command and will remain at home for a rest before returning to sea.

DAUNTLESS

The East Harwich Club held a boat race on September 24, 1878 in Pleasant Bay with a fine Southwest wind. Once again, the Dauntless, owned by Ambrose Miles of Chatham, built by Charles Jenkins of Harwich, won the silver cup. As usual, the Dauntless lead the fleet in this race, under the able command of Captain Nathaniel A. Robbins.

About a year later, on August 12, 1879, Dauntless was the first prize winner once again. Captain Robbins sailed the Dauntless with thorough seamanship, and, with a perfect knowledge of the management of a boat. He cannot be excelled on Cape Cod!

**DAUNTLESS
(CON'T)**

The final report on the Dauntless is dated September 21, 1880: "The regatta at Harwich Port last Wednesday was a success. Nine boats were entered which sailed over the course about six miles to windward and back. Boat Dauntless, built by Charles Jenkins, took first prize of \$10.00; the Smuggler took 2nd prize of \$6.00; Lone Star-3rd prize of \$4.00; the Webfoot-4th prize of \$3.00; and Echo-5th prize of \$2.00."

DAVID CROCKETT

On November 19, 1878, a notice appeared listing the vessels that made up the Pleasant Bay Fishing Fleet. The names of each Captain were also included. Among the vessels named was the David Crockett. In one place Her Master is listed as Captain D. Crowell; in another place the Master is shown to be Captain Z. Crowell. Further research will be needed to clarify this matter.

DAVID HOWES

On June 21, 1872 the Schooner David Howes arrived at South Harwich with 550 quintals of codfish. (A quintal is equal to 200 pounds). The name of the Commanding Officer was not mentioned.

DAVID K. AIKEN

The Schooner David K. Aiken was built in Nyack, New York in 1882. Her length was 66.5 feet, with a beam of 22.8 feet and a draft of 4.6 feet. Her tonnage was registered at 51.23 tons.

The Aiken arrived in Harwich Port on July 2, 1884, with a cargo of salt from New York. She sailed the following day on the return trip to New York.

In June of 1896, the Schooner brought a load of coal to Harwich Port, and in August, She off-loaded another cargo of coal for W.B. Kelley Company in Harwich Port.

The Aiken was still involved in bringing coal, etc., to W.B. Kelley in 1897. A report in June, and again, in October confirms these arrivals at Harwich Port.

DAVID SHERMAN

A report was circulated on June 21, 1881, listing the vessel arrivals at Harwich Port for the past week. A total of fourteen Schooners were mentioned. The Schooner David Sherman was one of the fourteen and a Captain Chase was in command at the time of arrival. Finally, the report stated that the Sherman off-loaded a total of 70 barrels of mackerel.

DECATUR S. MILLER

Captain J.F. Clark, of Harwich Port, formerly of the Steamship Decatur S. Miller, had his license revoked on the occasion of a collision between the Miller and the Lawrence. The Captain's application for a new license was referred to Washington. He has been informed that a new license can not be issued until the revoked license expires, on October 14th. The item was dated March 17, 1885.

DEFIANCE

Notice was issue on January 25, 1887 that Captain John Kenderick, a native of East Harwich, had passed away on January 16th. He was the brother of the late Thomas Kenderick, long-time Selectman of Harwich. Captain Kenderick's last visit to Harwich was 13 years ago.

DEFIANCE
(CONT)

The youngest of nine children, Captain Kenderick was born on November 4, 1818. The last vessel he commanded was the Defiance, said to be one of the largest merchant sailing vessels of the time. He retired from the sea in 1858 and purchased the William G. Beach Coal Business in Wallingford, Connecticut.

DELIA HODGKISS

The first report of the Schooner Delia Hodgkiss appeared on June 10, 1875. She had arrived at Harwich Port on the 8th inst., under the command of a Captain Phillips, carrying 60 barrels of mackerel. A similar report, dated August 5, 1875, announced the arrival of the Delia Hodgkiss with 80 barrels of mackerel. Again, "Captain Phillips" is mentioned but without reference to a first name. With no less than eight (8), fully identified, Captain Phillipses in Harwich, the record remains silent as to which "Phillips" was the Master of the Delia Hodgkiss.

The following is the remainder of the Schooner's chronology:

June 4, 1878: The Schooner Delia Hodgkiss arrived at Harwich Port on May 31st., from mackereling.

June 11, 1878: The Schooner Delia Hodgkiss, and several other Schooners, sailed on June 3rd for mackerel.

July 9, 1878: The Delia Hodgkiss arrived at Harwich Port, on July 2, from mackereling.

July 23, 1878: The Schooner Delia Hodgkiss arrived at Harwich Port on July 19th with a very small catch. She reported that some mackerel were seen off Block Island, but, they will not take the hook.

DEWEY

Evidently, strong winds on September 4, 1899, forced a change in plans for a group of local business men. Their annual excursion to Monomoy had been planned for that date. Two vessels had been chartered for the occasion: the Lone and the Dewey.

Captain Nathan Bearse of the Lone decided to remain near shore and found good fishing grounds for his passengers off Deep Hole in South Harwich. They caught scup to their hearts' content until the group returned home at about 2 pm. Captain Phillip Nickerson, in charge of the Dewey, decided to sail to Morris Island to gather beach plums. At about 5 pm, with a double reef, the Dewey returned to Deep Hole. All were excited and had a fine time.

DIADEM

The Schooner Diadem is mentioned in four reports, in a three month period, in 1872:

May 2, 1872: The Schooner Diadem set sail, this date, with a Captain Garrison in command.

May 9, 1872: The Schooner Diadem set sail, this date, with a Captain Garrison in command.

June 13, 1872: With Captain Garrison in command, the Diadem arrived in Harwich Port with 80 barrels of mackerel.

July 4, 1872: Captain Garrison, and, the Diadem, arrived in Harwich Port with 100 barrels of mackerel. So ends the record of the Schooner Diadem to this point-in-time.

DICTATOR

Dictator was, through the years, a mackerel Schooner, out of Harwich. She was owned by Captain Valentine Doane of Harwich Port. The record shows a number of Harwich men, who at one point or another, had command of the Dictator.

From 1872 through 1876, Captain Doane was in charge. In 1877, She was commanded by a Captain Chase, and also, a Captain Nickerson. For 1887, a Captain Barnes was the Skipper.

From 1879 through 1881, Captain Alvin Cahoon was in command of the Schooner Dictator. In 1882, Captain Cahoon died aboard ship of a heart attack. He was succeeded by a Captain Pierce.

Before his death, Captain Cahoon had lost a seine boat and a seine from the Schooner Dictator. Both had been brought into Boston by another vessel. As the report states, "...the present Captain of the Dictator recovered them by paying \$75.00".

From 1872 through 1883, there were numerous reports regarding the sailings and arrivals of the Dictator. In virtually every instance, Harwich Port was Her port-of-call. Even though prices were better at Philadelphia, those in charge chose to off-load at Harwich Port.

The last report of the Dictator, as of this writing, was dated October 23, 1883. Captain Pierce reported the loss of a seine boat, "...coming across the Bay", after mackerel fishing off Chatham.

DIMMOCK

July 13, 1897: Captain Joseph G. Baker of Harwich Port is Master of the Steamer Dimmock. Mrs. Baker left Monday morning to join the Captain on his next trip.

DOLPHIN

A report, dated July 18, 1893, indicates that Captain Edwin L. Chase of North Harwich has gone to Lambert's Cove to take charge of the Schooner Dolphin. The Dolphin is engaged in the lobster business.

DORA BELL

June 2, 1885: "Martin L. Chase's boat, the Dora Bell, has been thoroughly repaired and carried to the shore".

DORADO

In 1872, Captain Samuel Nickerson was in charge of the Schooner Dorado. It appears that most of Dorado's fishing trips were to the Banks for codfish.

In May of 1873, Captain Nickerson took ill on a trip to the Banks. Never the less, he was able to stay with the Dorado, and by the time of the Dorado's return, the Captain had regained his health. The Schooner arrived with 200 quintals of cod, which were sold at \$5.62 per quintal. (As explained earlier, a quintal is equal to approximately 200 pounds).

Captain Seth Eldridge of East Harwich took command of the Schooner Dorado, later, in 1873. A heavy gale, in September of 1874, drove the Dorado into Liverpool, Nova Scotia for cover and repairs. She lost Her main boom, main gaff, the foresail, and did damage to all of Her dories. Despite the storm and the damage, the Dorado brought in 800 quintals of codfish on this trip!

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DORADO
(CONT)

The last available report of the Dorado is dated in September of 1875. She arrived with 600 quintals of codfish. On this trip, the Schooner's Master was a Captain Doane. Just which one of the several "Captain Doanes" of Harwich this might have been has yet to be determined.

DREADNAUGHT

On September 17, 1878, the Schooner Dreadnaught, from New York, arrived with a cargo of corn for Baker & Eldridge.

E.B. CHURCH

February 24, 1885: Captain Ensign Rogers, of Harwich Port, left home Thursday morning for Boston to take charge of the Schooner E.B. Church.

E.E. SIMPSON

In a reprint from a Pensacola paper, the following account appeared on Tuesday, February 12, 1878: "The new iron steamer, E.E. Simpson arrived last Wednesday from Philadelphia, having made the voyage of 1800 miles in 8 running days"! After laying out the particulars about the Steamer, the account reads: "Captain Isaac Rogers is Master and John J. Bowes, Chief Engineer. We congratulate Captain Rogers on being in command of so fine a boat, though he is worthy of one even better, for no more competent Master or upright gentleman ever stood at the helm on Florida waters".

E.J. MUNSELL

June 24, 1897: The Schooner E.J. Munsell, out of Bangor, Maine, with Captain Smith in command, arrived at South Harwich on the 16th inst., with a cargo of barrels and lumber.

E.L. SAMPSON

September 6, 1882: Captain Reuben T. Allen, of Harwich Port, is to take command of the three masted Schooner E.L. Sampson.

E.M. HIGGINS

July 9, 1878: The Schooner E.M. Higgins arrived July 2, from mackereling.

E. M. STORY

The Etta M. Story is sometimes referred to as the "Etta M. Storey", sometimes, the "E.M. Story". She was a fishing schooner of 55.63 tons.

First mentioned of her is dated May 7, 1874, as she was being fitted out for mackereling. In June of 1875, she arrived (Harwich Port) with 40 barrels of mackerel; in July of that year, the Etta M. Story off-loaded 90 barrels!

In May of 1877, the Story was at Newport, R.I. being readied to fish that area. In November, she was caught in a gale along with the Schooner Lettie Linwood, another Harwich vessel. The Linwood parted her chain and collided with the Etta M. Story. The Linwood suffered much damage: her bowsprit, jibboom and everything attached were carried away. On the other hand, the Etta M. Story was able to get clear and came ashore, sustaining little damage.

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**E.M. STORY
(CONT)**

In March of 1878, the Story was purchased by Capt. Ahira Kelley of Fairhaven to be used in the fishing business under the command of Capt. David M. Kelley. No further record of the Etta M. Story was available at the time of this writing.

E.W.S. HIGGINS

November 19, 1878: The E.W.S. Higgins, of East Harwich, commanded by Captain Uriah Rogers, is a member of the Pleasant Bay Fishing Fleet.

EAGLE

A notice, dated April 16, 1874, contained the news that the Schooner Eagle, of New Bedford, had been sold to Captain Prince A. Atkins, of Harwich, and, other parties. Eagle was officially rated at 113.02 tons. On January 21, 1875, the official announcement from the Custom House confirmed that the Schooner Eagle lately from New Bedford, now hails from Harwich. At this point, the record becomes silent with regard to Eagle. It is anticipated that further research will bring more of Her career into light.

ECHO

The "vessel", Echo, is mention on September 21, 1880 as the fifth place prize winner-\$2.00-at the Harwich Port Regatta, "last Wednesday". Nothing is heard of the Echo again, until July 15, 1890, just shy of ten years later. This time, Echo finished 3rd in the July 7th Regatta at Pleasant Bay.

EDITH COULY

Captain Christopher C. Eldredge, of East Harwich, held command of the fishing Schooner Edith Couly, when the announcement was made that he would have to leave his ship and return home for the season. The reason for the Captain's departure was a problem with one of his legs.

EDNA

November 9, 1887: Mr. Nathan Smalley of Harwich Port is building a 22ft. catboat for Mr. Albert Nickerson, formerly of East Harwich, now of Providence. The boat will be used for racing purposes, and, will be named for Mr. Nickerson's daughter, Edna.

July 30, 1889: Captain A.E. Nickerson, of East Harwich, arrived from Providence, RI, in his "boat", Edna. Mr. Herbert E. Tanner of Providence is with him.

August 6, 1889: "Master Carroll Nickerson, of East Harwich, is on his way to Providence with his brother's boat, Edna. Quite a voyage for him, alone!"

EDWARD KIDDER

It was announced, on January 15, 1874, that the records of the District of Barnstable, for 1873, show that the Schooner Edward Kidder, lately from Boston, now hails from Harwich. The Kidder is registered at 369.26 tons.

(The phase of research, of which the Schooner Edward Kidder is a part, covers the period from 1872 to 1900. To date, the above report is the only one to surface).

EDWIN H. KINGMAN

The Edwin H. Kingman was launched on February 26, 1874 at the yard of Goss and Sawyer, at Bath, Maine. She was billed as, "a bark of superior model and finish". She registers 1112 tons and is owned by those who had commissioned her building, Captain Isaac M. Bearse of West Harwich, and "others". Just about a year after the launching, on April 22, 1875, the report circulated that the Kingman had encountered bad weather en route to Liverpool from Howland's Island. She was carrying a load of guano. Dismasted and leaking, the Kingman was lost at sea.

The Captain and the entire crew was rescued by a British ship and landed at Liverpool. The report indicated that the Kingman carried insurance in the amount of \$75,000. Finally, the report had an editorial type of ending: "Captain Bearse is one of the most enterprising and wide awake West Harwich Shipmasters!"

EFFIE T. KEMP

"Captain Fred Clark touched at Harwich Port with the Effie T. Kemp. He left three of his crew, Herbert Hulse, Fred Lawrence and William Clark at Vineyard Haven, sick. He had about 100 barrels of mackerel on board. He shipped a few more men before leaving".

Captain Clark, a local seaman, spent just two days in Harwich Port before sailing again. This matter made the news on August 23, 1887.

ELECTRIC LIGHT

Captain Ernest Anderson, of South Harwich, was in command of the Schooner Electric Light in 1889. The Schooner was owned by Doane and Crowell Co. of Boston. A telegram was received by Doane and Crowell from Captain Anderson, indicating that he and the crew arrived safely at St. Vincent, Cape Verde Islands. The Electric Light had burned at sea and been abandoned. This news was dated March 12, 1889.

ELIZA A. PARKER

On June 21, 1881, the announcement was made that the Schooner Eliza A. Parker, under the command of a Captain Ellis, had arrived at Harwich Port within the past week. The Parker had been mackereling.

ELIZA ANN

The Schooner Eliza Ann was commanded by Captain Elisha Mayo, Jr. of Harwich. While the Captain made his home in Harwich, it appears that the home port of the Eliza Ann was in New York. In the first report, She arrived in Harwich on September 22, 1877, en route from Lynn to Philadelphia. Next, on October 25, 1877, She stopped in Harwich bound for Groveland. She had made the round trip from Harwich to Perth Amboy in five days and twelve hours.

1877 season ended in December when the Eliza Ann was hauled up and Captain Mayo returned to Harwich for the winter. By May of 1878, She was back in the water and fitted-out for cod fishing. On a trip to Philadelphia from Boston, in September of that year, the Eliza Ann put in at Harwich. In May, 1879, The Eliza Ann arrived in Harwich from St. John, en route to Baltimore.

In 1880, Captain Mayo stayed at home in Harwich, while his vessel completed an early voyage. In April, he joined the Eliza Ann in New York. In June, She sailed from New York bound for Augusta, via the Kennebec River. Not only did She stop in Harwich en route to Augusta but stopped again on the return trip. Later, in November of 1880, the last report of the Eliza Ann notes her stay in Harwich on a return trip to New York.

ELIZABETH M. SMITH

April 3, 1883: The "vessel" Elizabeth M. Smith, with a Captain Nickerson in command, arrived at Harwich Port on March 31, 1883, from Portland.

ELLA BUCK

The "vessel" Ella Buck, from Woods "Holl", arrived at South Harwich on October 5, 1879.

ELLA POWELL

October 18, 1887: The Schooner Ella Powell arrived at Harwich Port on October 15th, with a load of coal for H. Kelley & Co. The Schooner was under the command of a Captain Montgomery.

ELLEN R. BAKER

On Tuesday, April 2, 1896, the Schooner Ellen R. Baker arrived with corn for Baker and Eldridge.

ELVIRA J. FRENCH

The Elvira J. French was a four-masted schooner that was launched at the shipyard of William Adams and Son, East Boothbay, Maine, on August 26, 1890. She had a (?) beam and the length of her keel was 179 feet. She weighed 902 tons net. She was the largest ship that had been built in East Boothbay for 40 years and the first four-master ever built there. The first Master of the Elvira J. French was Captain Benjamin Kendrick, who had overseen her construction at the Adams shipyard

One of the owners of the French was Theophilus B. Baker of Harwich Port. Better known as "T.B.", Captain Baker attended Pine Grove Seminary from 1847 to 1852. The Elvira J. French was christened by Kate Florence Baker, the Captain's daughter, for whom his earlier vessel, the Kate Florence, had been named.

In addition to her beauty, the French could boast of her speed. In March of 1891, She sailed New York to Brunswick, Georgia, a distance of about 725 miles, in just four days. In 1895, She ran by Point Judith, Rhode Island, only 31 hours after leaving Philadelphia.

In June of 1894, Captain Baker commanded his own vessel on a trip to Philadelphia. By 1896, Captain Lewis B. Doane, of Harwich Port, had become skipper of the Elvira J. French.

In 1897, with Captain Josiah Newcomb in command, the French ran into a storm in the Atlantic, shortly after leaving Gibraltar. She sprang a leak, and then, ran out of coal to fuel her steam pumps. The crew turned to hand pumps to keep her afloat, and fortunately, She was able to make port safely at Gloucester.

Captain Sears Linwood Moore of East Harwich, popularly referred to as "S. Linwood", assumed command in 1899. The record shows him to be Master as the Elvira J. French sails from Philadelphia to Boston that year.

In 1901, the French encountered a severe storm on her way from Mobile to New York. She lay in a crippled condition at the Delaware Breakwater. However, she was repaired and returned to service. Finally, the Elvira J. French met her end on September 15, 1904, a victim of the "Portland Gale". She foundered at sea, seven of her crew perished and only two were saved.

EMILY BELLE

The research, to date, on the Schooner Emily Belle, has yielded eleven (11) separate reports on Her "comings" and "goings", with respect to the Town of Harwich. In nine (9) of the reports, the Skipper is listed as a "Captain" Kelley. In one report, no Captain is mentioned, and, in another, a Captain Dennis is in command. The reports end, abruptly, in September of 1880.

The Schooner's chronology spans a period of five (5) years and is as follows:

June 11, 1875: The Schooner Emily Belle arrived on the 11th inst., at Harwich Port from New York, with a cargo of corn. Captain Kelley was in command. The Belle sailed on the 14th for Dennis.

August 27, 1878: A report, this date, relates the fact that when the Schooner Emily Belle sailed from Harwich Port for New York, on the 24th, She was under the command of Captain Dennis.

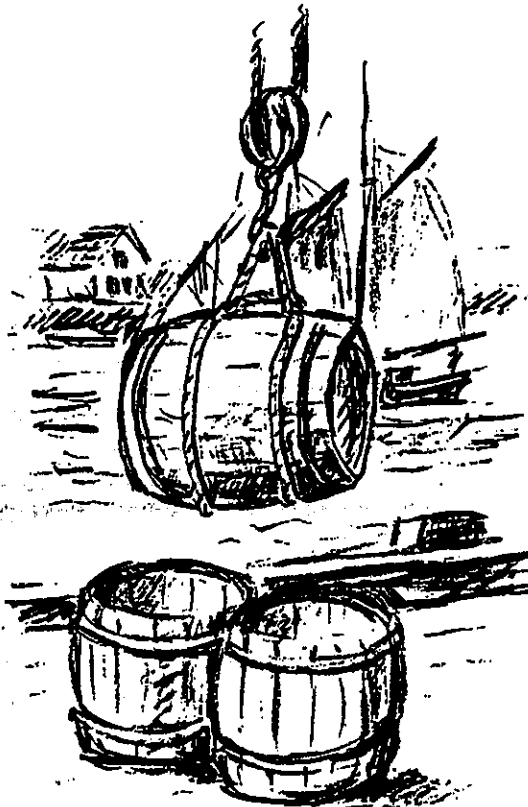
July 1, 1879: The Schooner Emily Belle arrived at South Harwich on June 26th with a cargo of corn. Captain Kelley was in command.

July 29, 1879: The Emily Belle, with Captain Kelley in charge, departed South Harwich on the 22nd inst.

The remaining seven (7) reports, all have an 1880 date. In March, the Schooner sailed from South Harwich, bound for New York. She returned on May 7th with a cargo of corn. By mid-May, the Emily Belle was bound for New Haven for mackereling. In mid-June, She was back in Harwich with another cargo of corn. There was a similar report on July 13, 1880: "...arrived at South Harwich, Thursday, from New York with corn". One of the 1880 reports, spoke of the Schooner, as the "Emilie Belle". (Frequent spelling variations are the rule, during this era).

July 20, 1880: The Schooner Emily Belle sailed Saturday for New York from South Harwich with a cargo of mackerel.

September 28, 1880: The Emily Belle, Captain Kelley in command, arrived in South Harwich, Wednesday, with a cargo of corn.



EMILY STAPLES

In October of 1887, a report was circulated that the Schooner Emily Staples, under a Captain Knowlton had arrived at Harwich Port on the 19th inst. with over 100 tons of coal for H. Kelley and Co.

EMMA

An April 1, 1879 announcement showed that the Schooner Emma, under the command of a Captain Mecarta, had arrived at Harwich Port, "all fit for mackerel fishing". (This research has revealed the following seamen's names with a Harwich connection: Captain George E. Mecarter, Captain George B. Mecarter, and, Captain Orin Mecarta. The Harwich VITAL RECORDS show the family name-"Mecarta"-with a "George V." and, an "Orin S.". While it is tempting to draw conclusions, positive identification of the Emma's Master must await further research).

EMMA F. CHASE

The Schooner Emma F. Chase is described as belonging to the South Harwich Company, "Kendrick and Bearer". This Company, which was associated with the Deep Hole Wharf, was comprised of Captain Alonzo Kendrick and Captain George Bearer. From time to time, other Captains are mentioned in connection with the Emma F. Chase, as her chronology shows:

October 16, 1873: Arrived at South Harwich with 850 quintals (1 quintal = 200 lbs.), Captain Heman Chase in command;

November 21, 1877: The Emma F. Chase will winter in Chatham;

April 1879: The Emma F. Chase will fish for mackerel. Captain George Bearer commands;

August 24, 1880: Captain Alonzo Kendrick of the Schooner Emma F. Chase arrived home from the Banks with a full fare, this being his second trip this season;

June 17, 1881: Captain Kendrick arrived at Gloucester a few days ago with 1000 quintals of cod. He sold 500 quintals in Gloucester and brought the rest home to South Harwich;

September 6, 1881: The Emma F. Chase arrived at South Harwich last week with 1200 quintals of codfish for Caleb Small. In two trips (so far) this season, Captain Alonzo Kendrick has brought in a total of 2200 quintals of cod;

August 23, 1882: The Emma F. Chase, under Captain Alonzo Kendrick, arrived with 1300 quintals of codfish;

July 24, 1883: The Schooner Emma F. Chase arrived from the Banks having wet all her salt and with some fish on deck. It was reported that Captain Sylvester Kendrick's vessel is nearly full;

April 22, 1884: Eugene Ellis and G.C. Doane are crew members on the Emma F. Chase;

July 29, 1884: Arrived from the Banks with 1200 quintals of "fish";

August 12, 1884: Captain George Bearer to command the Emma F. Chase for mackereling;

October 11, 1887: The Emma F. Chase has arrived from Bank Quereau;

April 10, 1888: The Schooners Emma F. Chase and Florine F. Nickerson, belonging to Kendrick and Bearer, which have been laying off Deep Hole Wharf a few days, have sailed for Boston, from which place they will leave for a trip to the Banks. May good luck follow them!!

EMPIRE

The first word about the Ship Empire appears in an account dated December 29, 1885. At that time, Captain Thomas L. Snow, of West Harwich, Master of the Empire, was enjoying the holidays at home. While this was not unusual in itself, the Captain's arrival home was! A letter or telegram had been promised by the Captain just as soon as the Empire put into Boston on return from Japan. An earlier than planned arrival, allowed Captain Snow to deliver the news of his return, in person. A most fitting beginning to the holidays

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EMPIRE
(CONT)

There is a report of Captain Snow and the Empire being towed to Boston from New York, in January of 1886. This does not necessarily mean that the Empire had encountered a problem, it may have been the wiser way to get to Boston, January weather being what it is going around the Cape to Boston.

On February 26, 1889, there is news of the safe arrival of the Empire at Shanghai. The arrival was 248 days out of New York!

The last report, up to this point, was dated November 11, 1890. The Empire was bound for Australia from New York, and some other unidentified vessel reported contact with the Ship on September 13th. Further work is needed to clarify the rest of the Empire's career, as well as Captain Snow's.

ENOS B. PHILLIPS

Available reports regarding the Schooner Enos B. Phillips cover the period from 1877 to 1887. A chronology of those reports, follows:

December 25, 1877: Captain Matthew Baker of the Schooner Enos B. Phillips is coming home to Harwich; Captain Rueben T. Allen, also of Harwich, takes command of his vessel.

January 22, 1878: In a heavy gale, the Schooner Enos B. Phillips, on a passage from Boston to Savannah, with loss of foremast, foresail, jib and rigging, and, other damage, put into Norfolk for repairs. She is in command of Captain Rueben T. Allen, who temporarily fills in for Captain Matthew Baker, who left home for Norfolk.

February 12, 1878: Captain Matthew Baker arrived home in Harwich Port from Norfolk having repaired his vessel Enos B. Phillips, which sailed for Savannah, GA.

April 2, 1878: Captain Matthew Baker left home on Friday to take charge of his vessel, E.B. Phillips.

August 13, 1878: The Schooner Enos B. Phillips arrived on August 8th at Harwich Port. Captain Matthew Baker was in command. The Schooner, bound for Washington, DC from the Kennebec, cleared Harwich Port on the 10th inst.

April 29, 1879: Captain Matthew Baker is at home for a short time having been to the West Indies for five months.

January 6, 1880: Captain Matthew Baker, of Harwich Port, is at home for awhile. Captain Jesse Megathlin, of this place, has gone South in charge of the Enos B. Phillips.

May 18, 1880: The Schooner Enos B. Phillips, with Captain Matthew Baker in command, arrived at Harwich Port from Boston.

January 18, 1881: Captain Matthew Baker has arrived home. His vessel, the E.B. Phillips is hauled up at Boston for awhile.

February 22, 1881: Captain Matthew Baker has started his vessel, which is now loading at Woods Hole for Norfolk.

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ENOS B. PHILLIPS
(CONT)

May 31, 1882: Death of Loring F. Eldridge, Mate, Schooner Enos B. Phillips: Mr. Eldridge was knocked overboard while reefing the spanker. He had been in Captain Baker's employ for a long time. He left a wife and children.

May 5, and June 16, 1885: The Schooner Enos B. Phillips made brief lay-over stops, these dates.

August 11, 1885: Captain Darius Allen has "gone a trip" on the Schooner Enos B. Phillips.

June 8, 1886: Mrs. Baker sailed with Captain Baker for Baltimore. They would return to Harwich Port on July 2nd.

March 22, 1887: The Schooner Enos B. Phillips is ashore at Jersey Beach.

May 31, 1887: After several weeks of looking after the repairs of his vessel, Captain Baker came home on May 28. The next day, the Phillips was ashore again at Martha's Vineyard. She was floated off and proceeded to Boston. (This is the last report of the Schooner Enos B. Phillips).

ENOS BRIGGS

The news, of February 5, 1874, was particularly unpleasant for many residents of Harwich Port. Captain Elisha Mayo, Jr., of that village, was Master of the Schooner Enos Briggs, owned by Valentine Doane, Jr., also from the Port, but now living in Portsmouth, New Hampshire. En route to Boston from Baltimore, just two miles south of Chincoteague, Virginia, the Briggs went on to Shank Shoals. She was able to get off but was taking in so much water that the crew was obliged to beach her, where she went to pieces. Fortunately, Captain Mayo and all the crew were taken off, safely.

Another item of the same date announced that Captain Elisha Mayo, Jr., of the "late" Schooner Enos Briggs was now at home.

EPES TARR

On June 7, 1881, it was reported that the Schooner Epes Tarr had arrived "this past week" at Harwich Port. Under the command of Captain Bert Cahoon, the Epes Tarr had on board a total of 320 barrels of fish upon arrival.

About one year later, the only other available report report-July 26, 1882-indicates that the Epes Tarr, and Captain Cahoon went into Boston with 500 barrels of mackerel!

ESTELLE

In a report circulated on August 21, 1900, Mr. James M. Rogers, a Harwich man, was identified as the cook aboard the Schooner Estelle. In one 2 and 1/2 month period in 1900, the Estelle off-loaded a total of 1800 barrels of porgies at Promised Land, LI.

ETTA

In the July 4, 1890 Regatta on Pleasant Bay, the Etta finished second in the race of 2nd Class Boats. The Etta was under the command of Captain Eddie Eldridge of North Chatham.

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EUGENIE

On May 21, 1895, it was announced that the Schooner Eugenie arrived, last week, from Calais, Maine, with a load of lumber for W.B. Kelley.

EVA LINDELL

It was reported on March 20, 1888, that the Harwich Schooner Eva Lindell had been driven ashore but escaped any damage.

EXILE

July 15, 1893: With their wives with them, J.F. and S.N. Small were caught in a squall aboard the Yacht Exile. When the squall struck, the Exile was about ten miles off Race Point. They used oil on the water during the worst of the storm and kept the wind behind them. They were able, finally, to get into Provincetown Harbor.

F.A. SERVER

Word was circulated on November 11, 1884, of the near disaster that befell Captain Robert Spaulding of the Schooner F.A. Server. Captain Spaulding, of Harwich Centre, was in command of the Server on a voyage from Baltimore to Aspinwall with a load of coal. The Schooner encountered a gale off the Bahama Islands. After twenty-four hours of battling the storm, the Server got safely into port at Harbor Island.

F.L. WEBB

In a report dated March 3, 1880, it was learned that the Schooner W.L. Webb, with a Captain Taylor in command, had arrived at Harwich Port on the 21st, inst.

F.M. SMITH

With a Captain Snow in command, the Schooner Frank M. Smith arrived at Harwich Port from Gloucester on March 23, 1880, bound for South makereling.

FAIRFIELD

According to a report dated August 9, 1877, the Schooner Fairfield, with Captain George Taylor of Harwich in command, cleared New York on Saturday, 4th inst., for a trip to Philadelphia. In November, that year, the Fairfield stopped at Harwich Port, en route from Rockport to New York.

The last report of the Fairfield, on August 27, 1878, notes Her arrival at Harwich Port from Vinal Haven bound for New York. Captain Taylor was in command.

FALL RIVER

On January 3, and again, on March 21, 1899, reports circulated about the visits to his family in Harwich Center, by Captain Alfred K. Taylor, who was Master of the Barge, Fall River.

FAMOUS

In the July 7th Regatta (1890), on Pleasant Bay, "Famous" finished seventh in a class of seven boats.

FANNY BURNS

According to an announcement on May 8, 1873, the Schooner Fanny Burns, out of Harwich, arrived on the Banks in very bad weather. By June 12th, She was back in South Harwich with 600 quintals of fish, no doubt, cod. The Burns was under the command of Captain Elisha Doane, a Harwich Sea Captain.

On October 11, 1877, the Burns and Captain Doane were at New Bedford to haul up for the winter. In less than a month, word was circulated that the Harwich Schooner "Fannie Byrnes", 66 tons, had been purchased by Captain John E. Luce and others. The new owners will fit her for an Atlantic Ocean whaling voyage.

FANNY C. BOWEN

June 20, 1899: "Captain Whitman Chase of West Harwich, formerly of the Schooner Fanny C. Bowen, will have command of the new five-masted Schooner Mary W. Bowen. Captain Luther Chase of West Harwich, Master of the Taunton Schooner William L. Walker has accepted the position of Master of the Schooner Fanny C. Bowen."

FILLMORE

Official announcement was made on January 15, 1874, that the Schooner Fillmore, formerly of Harwich, had withdrawn from the District of Barnstable. The 50.24 ton Schooner was sold to parties at Boston for \$1100.

FISH HAWK

Fish Hawk was a Schooner of 52 tons register. She was built in 1853 at Essex. Research has revealed that the Schooner was an active member of the Harwich fishing fleet from 1872 to 1883. The following chronology supports the research:

May 16, 1872: The Schooner Fish Hawk, under a Captain Chase, arrived at Harwich Port from Nantucket Shoals on Saturday last. She off-loaded 1700 codfish and by Tuesday, was on Her way back to the fishing grounds.

September 20, 1877: The Schooner Fish hawk set sail for mackereling.

April 16, 1878: Under a Captain Robbins, the Schooner Fish Hawk sailed from Harwich Port for cod fishing.

August 13, 1879: Again, with Captain Robbins in charge, the Schooner Fish Hawk arrived at Harwich Port with codfish for Valentine Doane.

April 22, 1879: In the heavy gale of the past week, the Schooner Fish Hawk, which was being readied for South mackereling, parted her chain and dragged Her other anchor until She was able to get under way. She went on into Hyannis.

May 20, 1879: It was reported, this date, that the Fish Hawk, again, in command of Captain Chase, cleared Harwich Port on May 14th for cod fishing.

May 27, 1879: Notice circulated that Captain Chase and the Fish Hawk had returned to Harwich Port; by June 3rd, the Schooner was headed out again.

(Three more notices appear in 1879, similar to the above, with Captain Chase still in command).

FISH HAWK (CONT)

June 15, 1880: It was announced that the Fish Hawk had arrived in Harwich Port from Chatham "to fit" for fishing. (Apparently, She had wintered-over at Chatham). The Schooner was now under the command of a Captain Clark. She sailed for Block Island a few days later.

August 23, 1881: Word circulated that the Fish Hawk was, once again, at Harwich Port. On this occasion, the report shows that the Schooner had arrived from New York with salt for Valentine Doane. And, once again, Captain Chase was at the helm.

May 8, 1883: In the final report on the Fish Hawk, it was noted that the vessel had been sold to Captain R.N. Dolly of Pawtucket, who will command her in the freighting business.

FLASH

The boat fishermen have located fish at Block Island. A report of August 13, 1889 carried that news, and, the news that Captain Alfred started fishing last Wednesday in his new boat, Flash.

FLEETWING

Research shows that the name "Fleetwing" has some prominence in the Maritime History of Harwich. On March 4, 1884, the British Brig, Fleetwing, being piloted by Captain Isaiah Cahoon of Harwich, parted her chains off South Harwich and went ashore near Harding Beach. The crew was rescued but the vessel was a total loss.

Some years later, in the obituary of Captain Uriel Doane of West Harwich, the name "Fleetwing" appears once again. This time, "Fleetwing" refers to a command that Captain Doane held in his earlier days as a Sea Captain. While word of this vessel is very limited, it seems unlikely that the relationship of the two "Fleetwings" is anything more than the coincidence of the name and its connection with Harwich Seamen!

FLIGHT

On December 9, 1875, there was an announcement that Captain Charles M. Holmes of East Harwich had purchased the Yacht, Flight, from George L. Thacher of Hyannis. Captain Holmes, with his son-in-law, Daniel Latham, also of East Harwich, plans to use Flight for fishing.

FLORENCE A.

News was circulated on September 10, 1895, that the Schooner, Florence A., was unloading lumber for W.B. Kelley at Harwich Port.

FLORENCE NORWELL

November 10, 1891: The Schooner Florence Norwell, with a Captain Nickerson in command sank off Pollock Rip during the October Gale. Reports have circulated that the Norwell was in the company of the Schooner Hattie Crowell on the Evening of October 22nd. Both were lost.

FLORIDA

On February 24, 1891, it was learned that the Schooner Florida had gone ashore on Handkerchief Shoal during the previous week. Later, the Florida had drifted onto the bar "off this place", Saturday night. On Sunday, the Tug, Leader, took the Schooner in tow and removed it to New Bedford, with Her cargo of lumber still on board. Captain William Tuttle and his crew from the Monomoy Life Saving Station helped in the rescue in a hard gale.

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FLORINE F. NICKERSON

The Florine F. Nickerson was one of the many mackerel Schooners, which sailed out of Harwich in the 1870's and 1880's. Owned by the Kendrick and Bearse Company of South Harwich. She sailed under a number of Captains: a Captain Nickerson, a Captain Cahoon, Captain N.S. Eldridge and Captain Watson N. Small, all of South Harwich.

FLYING DRAGON

January 18, 1881: "Harwich Center--The feather was tossed to Captain Alvin Cahoon, Jr. of the ice boat, Flying Dragon, as winner of the race at Long Pond, Saturday afternoon".

FOAM

August 13, 1895: "Harwich Port--Mr. Abbott S. Rogers of Boston entertained a party of his cousins from Harwich Center on board his Yacht, Foam, off Harwich Port, last Friday".

FOUR BROTHERS

The record shows four reports about the Harwich Sloop, Four Brothers, between 1891 and 1895. Here is Her chronology:

November 2, 1891: Captain Allen Crabe, of the Sloop Four Brothers, has arrived home from a fishing trip.

June 25, 1895: Captain Allen Crabe returned from a trip in his boat, Four Brothers. In four days, they caught seven barrels of mackerel.

October 22, 1895: Captain Allen Crabe has been in port repairing the main boom broken in the gale, last week.

November 11, 1895: Captain Allen Crabe and son, Will, have pulled up their fishing boat for the winter.

FOXHALL

On January 17, 1888, it was reported that Captain A.P. Doane was Master of the Steamer Foxhall. Owned by the Costa Rica and Honduras Line, the Foxhall carried fruit from Puerto Limon, Costa Rica to New Orleans. Captain Doane stated that the Foxhall: "--is as tight and staunch as the day She was launched"!

FRANCES G. DAVIS

It was reported on January 16, 1873, that the Harwich Schooner, Frances G. Davis, had arrived in New York from Ponce, Puerto Rico. She had been seven days north of Hatteras with NE and NW gales. The Schooner lost her foreboom and foresail. The Davis was in command of a Captain Doane. No further identification of the Captain has been made to this point in time.

FRANK C. PETTIS

A report, dated October 5, 1880, notes that the Schooner Frank C. Pettis was taking mackerel at the wharf in Harwich Port, bound for Mobile.

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FRANK LUCAS

The Harwich Schooner, Frank Lucas, under the command of Captain James O. Hulse was bound for Roatan, Honduras from Mobile, with lumber. The Schooner was wrecked off Central America on April 28, 1877, according to a report dated May 24, 1877. While the crew was saved but the vessel and cargo were a total loss. The Frank Lucas was 50 tons, built at Philadelphia in 1858.

FRANK RICH

✓ March 1, 1898: Captain Maurice Eldridge of Harwich Port, who is Master of the Schooner Frank Rich, is to make his first trip to the Banks in command of the Rich.

FRANK W. HOWE

On July 24, 1894, a report circulated that Captain Ernest Anderson called on W.F. Sears, last week. Captain Anderson's vessel, the Frank W. Howes, lay at West Harwich during the visit.

FREDDIE WALTERS

According to the report of November 25, 1875, Captain Robert Spaulding, one of Harwich's young and successful Sea Captains, was at home for a short visit. He sailed on Tuesday, November 23rd in his Schooner Freddie Walters from New York bound for St. Domingo.

FROLIC

On October 1, 1889, it was announced that Erastus F. Baker of Harwich Port was at home after four months aboard the Yacht, Frolic. Mr. Baker serves as the Steward on the Yacht. Frolic is owned by Arthur Fuller of Boston. She displaces 26 tons, is Schooner-rigged and belongs to the South Boston Yacht Club.

FUTURE

It was reported on December 15, 1885, that the Steamer Future, bound for Florida out of Boston, stopped at Harwich Port on 12 inst., to take on coal and water.



GATE CITY

Silman Chase, Jr., of East Harwich, Quarter Master of the Steamer Gate City, arrived home in early April of 1885, after an absence of several months. The next report of the Gate City and Mr. Chase is dated October 9, 1888. He is still employed aboard the Gate city, and was enjoying a brief stay at home in East Harwich.

GENERAL FAIRCHILD

The General Fairchild was a barque. This meant that she was a three-masted vessel with foremast and mainmast square-rigged and her mizzenmast, fore-and-aft rigged.

There is no record that the General Fairchild ever came to Harwich. However, she roamed the world under the command of Captains from West Harwich.

In 1876, in command of Captain David Kelley, she made the voyage from Key West to Charleston. In 1878, for a voyage to Cardiff, Edwin F. Taylor, Jr., West Harwich, was promoted to Chief Mate, and, became her Captain in 1881. On April 19th, that year, the Fairchild left New York for San Francisco. Captain Taylor enjoyed good weather, generally, for his first experience as Master. As would be expected, the exception to good weather was off Cape Horn, where the weather was severe. Meanwhile, Captain Kelley enjoyed some time at his West Harwich home and later joined the General Fairchild in San Francisco, having traveled there by land.

The owners of the Fairchild were listed as Briggs and Cushing. In March of 1882, Captain Taylor married the owner's daughter, Annie Briggs.

Arriving in Liverpool in February 1882, the Fairchild began loading immediately for the return trip to this country. In March, she sailed for Wilmington, California.

The Fairchild returned to England, and, in February 1882, still under Captain Taylor's command, she leaves Leith, Scotland, bound once again for San Francisco. By October of that year, Captain Jeremiah G. Park had assumed command of the General Fairchild, traveling from Portland, Oregon to Cork, Ireland. Captain Park, a native son of Maine, was a resident of West Harwich for many years.

The final item regarding the General Fairchild appears in 1897. Back under the command of Captain Edwin F. Taylor, Jr., she embarked on yet another voyage from New York to San Francisco.

GENERAL GRANT

According to the report of June 7, 1881, Captain Nathan E. Nickerson of Harwich has command of the Schooner General Grant, out of Boothbay, Maine. The report goes on to say that on May 29th, the Grant arrived at Boothbay with 700 quintals of codfish. (1 quintal = 200 lbs. + or-). She off-loaded her catch, immediately, and sailed again on a second trip.

By 1883, the General Grant was under the command of Captain John W. Nickerson of East Harwich. A report, dated June 26, 1883, indicated that Captain Nickerson had given up the Schooner, and, "...left her in Boothbay, Maine, where she belongs".

GENERAL LYON

On December 1, 1874, it was reported that the General Lyon was for sale. Interested parties were directed to Captain Ivory B. Kelley, Harwich Center, or, Captain Coleman Kelley, Harwich Port. The same notice ran again on January 7, 1875. Later, on May 2, 1877, Captain Ivory Kellèy was listed as the Master of the General Lyon, as the Schooner sailed for the fishing grounds.

In 1878, with Captain Abner R. Woodhouse in command, the Schooner General Lyon made no less than ten departures/returns to Harwich Port. At each return to T.B. Baker's Wharf between 170 and 280 barrels of mackerel were unloaded. The Schooner would be in port no more than two or three days before beginning another trip to the fishing grounds. The Lyon was hauled-up for the winter on October 23, 1878.

On March 27, 1879, the General Lyon arrived, at Harwich Port, from New Bedford fit for another season of mackereling. She sailed south on April 8, 1879 with Captain Kelley in command. The Schooner would do fourteen trips from Harwich Port in 1879. She would off-load over one thousand barrels of mackerel between April and early November, when she was hauled for the season.

Captain Isaiah Cahoon brought the General Lyon into Harwich Port on March 24, 1880 to begin the season. As in other years, the Lyon sailed in and out of Harwich Port until May 1st, when the following report appeared:

"T.B. Baker's Schooner General Lyon, under Captain Isaiah Cahoon arrived in Harwich Port, Saturday, with the loss of a seine boat. He had been cruising five weeks without seeing a sign of mackerel, feeling discouraged. Spoke to a Bark last Thursday, which reported mackerel fifteen miles out. Found plenty of mackerel off Barnagat, W. by N., forty-five miles out. The General Lyon had taken fifteen barrels when a blow came on and interrupted the catch and carried away the seine boat, so returned home."

October 26, 1880, "A cry of fire ran through the village of Harwich Port"! It was discovered that: "The General Lyon, lying off back the bar, was on fire in her cabin. W.B. Kelley and the owner, T.B. Baker, with the assistance of Lewis B. Doane, E.H. Taylor, John T. Allen, J.L. Clark, J.D. Allen and Joshua Burgess took a boat and started for the burning ship. Her cabin, quarter deck, and mainsail all burned. The crew lost all their clothing and everything connected to the voyage. Captain Baker's loss is \$3000, insured for \$1000. Captain Isaiah Kelley was Master of the ill-fated vessel. She was twenty years old and had taken one thousand one hundred barrels of mackerel this season."

This would be the final report of the General Lyon.

GEORGE A. PIERCE

The Schooner George A. Pierce, under the command of a Captain Kelley, operated out of Harwich Port from 1879 to 1892. Once again, the use of the last name only has prevented a positive identification of Captain Kelley.

While most frequently reported as a mackerel Schooner, the Pierce had a record as a "Coaster". She brought lumber from Maine to Harwich Port for H. Kelley & Co. She carried coal for Caleb Small and made trips to Philadelphia with mackerel for T.B. Baker. All of this, was in addition to her own fishing catches, which She off-loaded at Harwich Port.

While the details of the Pierce's history are slim, it is of note that continuous reports appear over a period of 13 years. There is little doubt that the Schooner, and Her Captain, kept a busy schedule.

GEORGE H. BERNARD

On December 7, 1880, it was reported that Captain Henry C. Berry had taken command of the 1200 ton Schooner Ice King for a voyage to the West Indies. It has been only three months since the Captain sold his interest in the Schooner George H. Bernard and decided to abandon the sea. Captain Berry is not a man who likes idleness.

GEORGE H. DAVENPORT

The report of August 30, 1892, announced the arrival at Harwich Port of the Schooner George H. Davenport, last week, from Calais, Maine, with lumber for H. Kelley and Co.

GEORGE L. TREADWELL

It was reported, on November 25, 1875, that Captain George Taylor of Harwich had left Town for New York to take control of the Schooner George L. Treadwell. The next and final report of the Treadwell, August 9, 1877, indicates that the Schooner is bottom-up near Burmuda after capsizing in a gale. The Schooner was formerly owned by Captain George Taylor.

GEORGE SHIPPARD

It was announced on February 1, 1881, that Captain Ensign Rogers of Harwich Port left Town on Tuesday for Boston to take command of the Schooner George Shippard.

GEORGE WASHINGTON

The news of May 27, 1884, included the announcement that the Schooner George Washington had arrived on the 20th inst., with a Captain Cahoon in command.

GERTIE LEWIS

According to a report dated April 19, 1882, Emerson N. Chase, of Harwich and a seaman on the Schooner Gertie Lewis, at Portland, was taken ill and was not able to join the Schooner.

On May 11, 1884, the Gertie Lewis, with Captain William Barnes in command, arrived in Harwich Port with 120 barrels of mackerel. The record shows that Captain Barnes and the Lewis made two additional arrivals in May of 1884: one on the 20th, and again, on the 30th.

GLIDE

On July 10, 1900, news circulated that Captain James F. Chase of North Harwich was visiting home. The Captain is in charge of the Tug, Glide.

GODDESS

April 16, 1874: The Schooner Goddess of Providence, rated at 143.89 tons, has been sold to Captain George F. Kelley of Harwich, and others. Hereafter, She will hail from Harwich.

January 21, 1875: Official word was circulated, this date, that the Schooner Goddess, recently, of Providence, now, recorded at the Custom House as being from Harwich. She is rated at 458.89 tons.

May 24, 1877: It was reported, this date, that Captain Kelley and the Schooner Goddess had arrived at New York on May 15th.

August 23, 1877: The Schooner Goddess, Captain George Kelley, in command, loaded with rough granite and leaking badly, was run ashore at Nauset, Orleans, to keep from sinking. Stripped of sails and rigging, She was sold at public auction, as She lies, heeled off and mast cut. Part insured for \$1000 in Harwich Ins. Co., and, \$800 in Union Ins. Co. The Schooner Goddess was 143 tons.

(The obvious discrepancy in regard to the Goddess's tonnage has yet to be positively resolved. As a three-masted Schooner, known well in granite shipping, one would suspect that the larger number, 458.89 tons, will prevail).

March 8, 1898: The obituary of Captain George F. Kelley appeared on this date. Among other credits, it was mentioned that the Captain had commanded the Schooner Goddess for 17 or 18 years. (While not yet certain, this latter fact would suggest that Captain Kelley had been in command of the Goddess for some years prior to his purchase of the vessel in 1874).

1880 begins much as might be expected. The Gov. Goodwin seems to have had fair success for so early in the season. She stops at Harwich Port on her way to Portsmouth with 112 barrels of mackerel. While by no means a record, 112 barrels must have been welcomed on a "mid-May" trip.

1880 proves to be most interesting in tracing the career of the Gov. Goodwin. Regular reports are found through October. Then, they end! On October 5, 1880, it is reported that the Goodwin is in Harwich Port with 130 barrels of mackerel. For now that is all that can be reported. Further word on the Gov. Goodwin is anxiously awaited!

GOLDEN EAGLE

The obituary of Caleb R. Kelley was printed on August 1, 1893. Captain Kelley spent many years at sea and engaged the commands of several different vessels. One of his commands was Golden Eagle. To date, there is no further word concerning the Golden Eagle.

GOLDEN HYNE

A March 25th report, 1884, puts the Golden Hyne into New York with 100 barrels of mackerel. Captain George Chase of Harwich is in command.

GOLDSMITH MAID

The Schooner Goldsmith Maid, with a Captain Warren in command, arrived at Harwich Port on April 20, 1879. The Schooner lost a seine boat in the recent gale some 25 miles Southwest of Montague. Captain Valentine Doane of Harwich supplied Captain Warren with a boat and the Goldsmith Maid sailed for the South on the same day. About a year later, March 30, 1880, it is learned that the Goldsmith Maid left Harwich Port, headed South and mackereling.

GOV. GOODWIN

Research indicates that as of January 8, 1878, the Gov. Goodwin was one of at least seven vessels owned by Valentine Doane, Jr. Along with the others, the Goodwin had been laid up for the winter. On April 21, 1879, she headed "south", mackerel fishing. Traditionally, "heading south" meant that the vessel would be fishing in the area of Block Island, R.I. Arriving back at Harwich Port on May 8th, the Gov. Goodwin is bound for Portsmouth, N.H. with 420 barrels of mackerel!

GOV. GOODWIN
(CONT)

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GRANGER

✓ The obituary of Uriel Doane appeared on January 26, 1897. A resident of West Harwich, Captain Doane had sailed as a boy and continued through his adult life as a seafaring man having retired 12 years ago. One of his many commands was the Schooner Granger, owned by A. Sewell & Co., of Bath, Maine.

GRANT

On May 8, 1901, it was reported that: "Myron D. Ashley of West Harwich has gone as engineer on the Barge, Grant, running between Fall River and Philadelphia, and, between Fall River and New York.

GREY EAGLE

The report dated August 28, 1882, is memorable for what it fails to say!!

The Bark "Spotless", under Captain Charles Myrick of Brewster, and, the Bark "Grey Eagle", under Captain Judah Berry of West Harwich, left the Harbor at Rio de Janeiro, Brazil, on June 14, 1883. They were side-by-side leaving the Harbor on what was to be a well-planned ocean race to Baltimore.

For the first three days out, both vessels stood to the eastward, under all their canvas. In light winds, Grey Eagle had the advantage, in heavy breezes, Spotless crept ahead.

After the third day, June 17th, the vessels parted and were not in each other's company again until July 13th.

The best day's run went to Spotless, when She covered 280 miles in one 24 hour period. In one five day period, Grey Eagle covered 1183 miles!!

At this point, the report suggests that several bets had been made in Rio on the results of the race.

As this marks the end of the report, the reader is left with the perplexing question: "WHO WON THE RACE??"



GROENDOLYN

On September 24, 1895, Captain Zebina Chase of East Harwich was reported to have arrived home from Bar Harbor with the Yacht Groendolyn.

GUARDIAN

A reprint of an item from the Boothbay Register appeared on July 1, 1879. The Schooner Kate McClintock had made contact with the British Ship Guardian, which was bound for Boothbay. At 1123 tons, the arrival of such a vessel was not an every day occurrence at Boothbay. The Guardian was carrying 300 tons of salt for S. Nickerson and Sons of Boothbay, formerly of South Harwich.

GULF STREAM

According to the report of July 19, 1877, Gustavus V. Crowell, Esq., of West Harwich, was Chief Mate of the Steamship Gulf Stream, of the New York and Charleston Line. Mr. Crowell was in West Harwich on a visit.

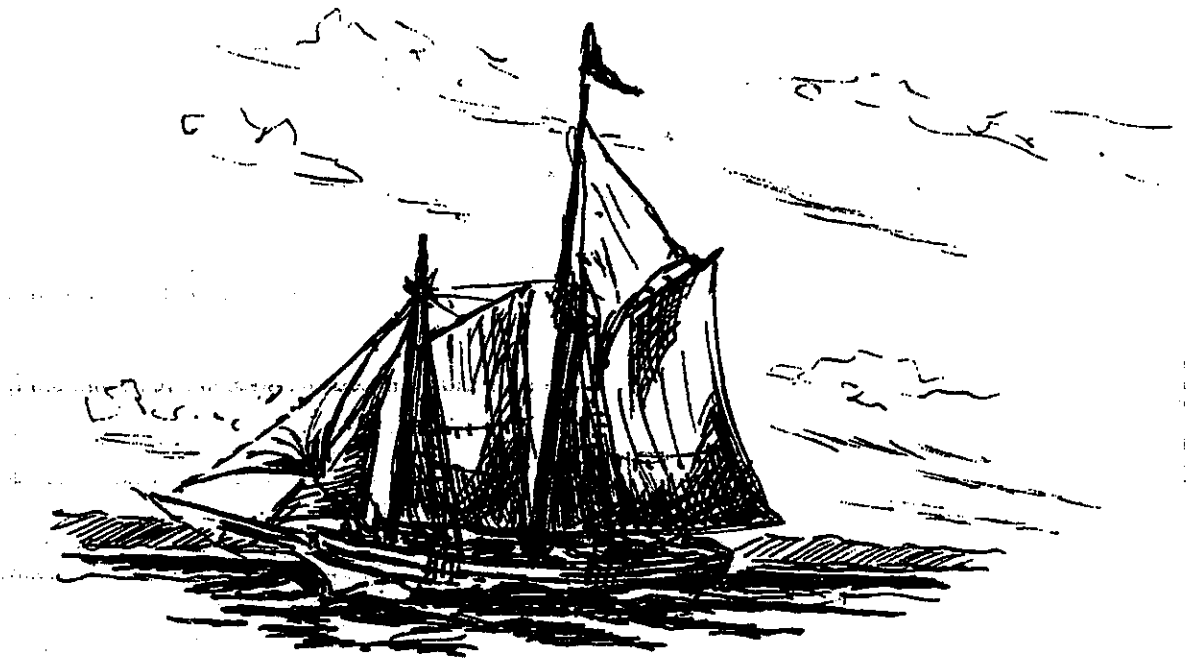
GYPSIE GIRL

In May of 1880, the Gypsie Girl, Captained by Edward Doane, met with extraordinary good fortune on a trip out of Swampscott.

First, they came upon a dead whale on the surface, just out from Provincetown. They towed the whale into Provincetown Harbor and sold it for \$100.

Next, they saw an abandoned Schooner, beached on the Cape Cod shore. They unloaded 100 barrels of lime, floated the Schooner and sold both the lime and the Schooner.

Finally, The crew of the Gypsy Girl, with Captain Doane's leadership, took 55 barrels of mackerel which sold for 3 1/2 cents per fish!



H.B. HUNTINGTON

May 10, 1881: "Willian Crapo has been shipping off a lot of wreck stuff of the Schooner H.B. Huntington.

H.M. CLARK

On May 10, 1877, news was circulated about the new Schooner Henry M. Clark, commanded by Captain Alvin Cahoon, Jr., of Harwich. The Schooner will cruise for mackerel during the season and then enter the fruit carrying trade. The record verifies that the Clark fished during the 1877 season. There was no further word of entering the fruit carrying trade.

The final notice, regarding the Schooner Henry M. Clark, is dated July 23, 1878, and relates the fact that the Clark had caught 80 barrels of mackerel, as of the 12th inst.

H.F. DIMMOCK

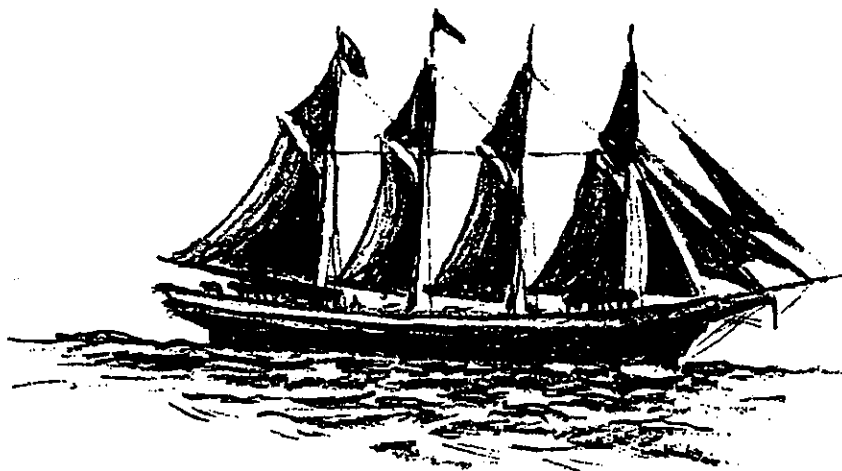
Captain Joseph G. Baker, of Harwich Port, is employed by the Metropolitan Line of Steamers, according to the report of November 15, 1898. He has served as Master of the H.F. Dimmock in the period 1897/1898. He has been transferred and will now command the Steamer H.M. Whitney.

H.M. Whitney

In November, 1898, Captain Joseph G. Baker, of Harwich Port, was transferred from the Steamer H.F. Dimmock to the Steamer H.M. Whitney.

H.S. ROWE

Obed E. Nickerson, Jr. has command of the Schooner H.S. Rowe, of Portland, for the 1882 season.



HA HA

It was reported on May 7, 1889, that Mr. Edwin Jenkins had launched two cat-rigged boats, one for Mr. Alfred Bassett to be used for fishing, and the other, a pleasure boat for Mr. Walter La Bau, named Ha Ha. The report stated: "This is probably the most nicely finished boat in the Bay".

In the 4th of July Regatta (1890), at Pleasant Bay, Ha Ha, under Captain Joseph H. Nickerson, came in first in the race of the second class boats.

In August of 1895, the yacht Ha Ha arrived here from Beverly. A fishing party from Harwich Center celebrated Labor Day (September 10, 1895) on the fishing grounds and at Monomoy. The party chartered the yacht Ha Ha, commanded by Captain Joseph Robbins. The weather was good, as was the fishing. A fine dinner was served at the Monomoy Life Saving Station.

A report circulated on August 17, 1897, that Mr. H.H. Murphy of Harwich Center, accompanied by Mr. Fred Magathlin, Fred Doane and Mr. Joseph Silva took a few days' outing. Starting on Tuesday aboard the Ha Ha with Captain Joseph Robbins in command, they sailed to Nantucket, Hyannis and Martha's Vineyard. They returned to Harwich on Thursday.

About a week later, Philip Nickerson, A.S. Doane, Harry Cahoon and Benjamin Handren made a cat-boat trip to Nantucket in the Ha Ha, Captain Robbins in charge. The trip over was made in 3 1/2 hours. On the way back, they "captured" a couple of bluefish.

As the annual Labor Day fishing party sailed out of Harwich Port on September 8, 1897, forty people were on two yachts: the Laura, under Captain Amos O. Eldredge, and, the Ha Ha, under Captain Joseph Robbins. The fishing grounds were reached at 9 am and an hour was spent pulling scup, tautog, bass, etc. They sailed to Monomoy Point, where dinner of chowder and "fixings" was served at the Life Saving Station, under the direction of the Steward, Charles Kelley and crew.

The final report of the yacht Ha Ha is dated March 3, 1900, and states that Ha Ha, owned by the "late" Captain Joseph Robbins had been sold to Captain Washington Robbins of Cotuit.

HADIE

Gustavus C. Crowell, Captain of the Steamer, Hadie, in 1881, sent a pamphlet issued by his steamship company to the Harwich Independent. It featured winter resorts in Bermuda and the Westward Islands.

HANNAH D.

There is very little information available about the Schooner Hannah D. Between 1872 and 1874, only four reports appear. The Hannah D. hailed from Harwich and was rated at 59.21 tons.

In mid-1872, notice appeared to the fact that a lien had been placed on the vessel, which forced the Hannah D. to remain in port. A second notice, on October 24, 1872, indicated that the lien had been lifted and She left for New York.

It was reported on September 26, 1873, that the Hannah D. went ashore on the Northeast point of Squirrel Island on a trip from Bangor to Salem. At the time, She was carrying a cargo of wood.

The final entry is dated April 23, 1874. It was announced that the Hannah D. had been sold to A.R. Nickerson and others of Boothbay for \$2400.

HANNIAL

Albert Bartlett of South Harwich secured a position as the cook on the Steam Yacht Hannial in July of 1889. The Hannial was owned by the proprietors of a sugar refinery.

HARRIET RYAN

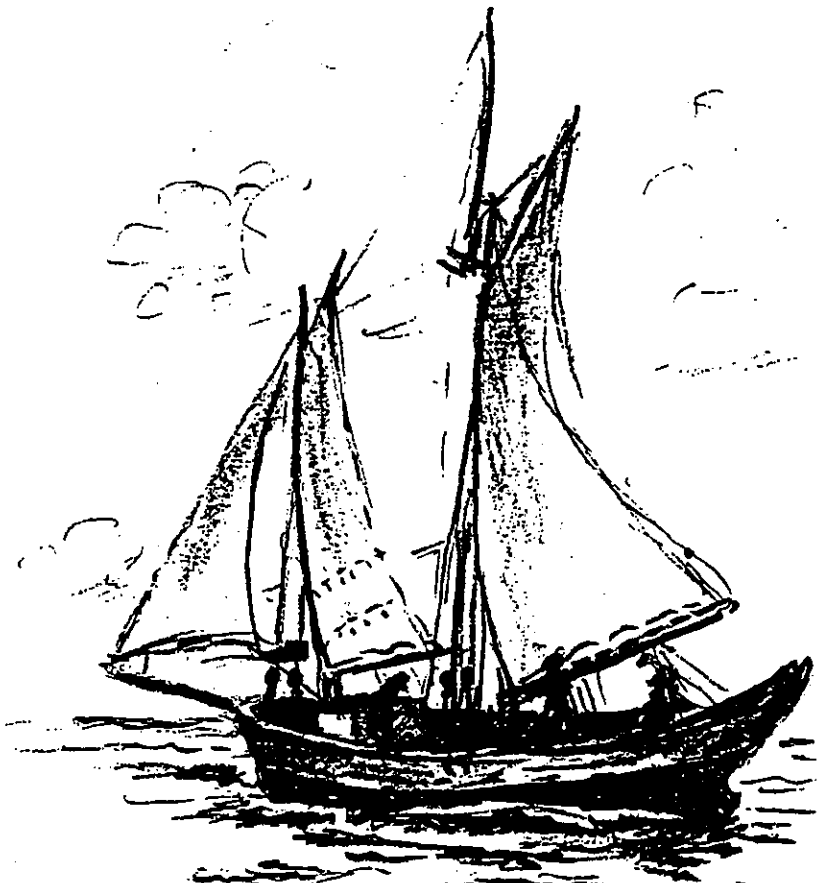
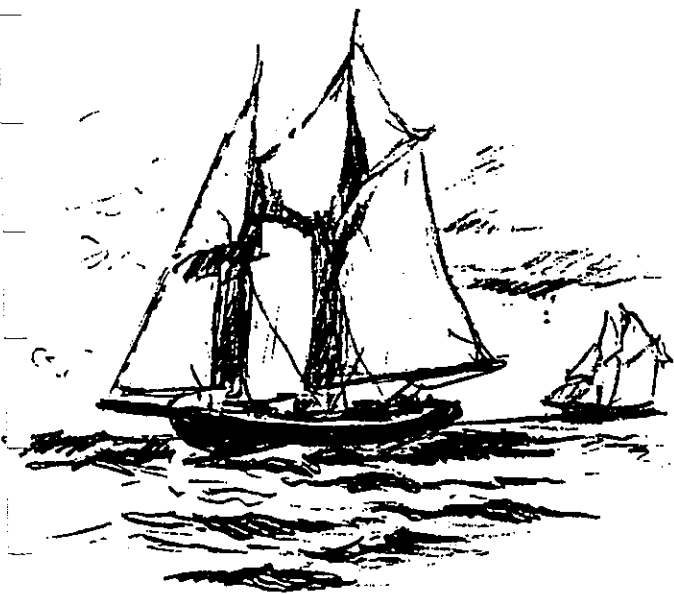
The Schooner Harriet Ryan, under a Captain Robbins of Harwich, sailed from Harwich for New York, passing through Hell Gate, on May 10, 1877.

HARRY MESSER

Captain Jarius H. Allen left home to take charge of the Schooner Harry Messer on August 21, 1900.

HATTIE

The Hattie, out of East Harwich, was commanded by Captain Ed. Ellis, and, was part of the Pleasant Bay Fishing Fleet in 1878.



Pinky Schooner
1850

HATTIE & LOTTIE

On July 29, August 12 and August 29, 1884, reports appeared regarding the new fishing vessel, Hattie and Lottie. At 96.38 tons net, the Schooner was built to be employed in the seining business under the command of Captain Albert Cahoon of Harwich Centre. She was built at Essex by Moses Adams and moved to Gloucester to be rigged. From August 1884 to March of 1893, not a single report has been uncovered, to date.

March 21, 1893: Captain Obed Nickerson of Harwich Center left on March 18th to take command of the Hattie and Lottie to go "fresh" fishing.

March 16, 1893: Again with Captain Nickerson in command, the Hattie and Lottie arrived at Harwich Port on the 15th.

November 21, 1893: Captain Nickerson is home for the winter. The Captain "always gets there". His vessel stocked \$10,000 since July (1893). (In "maritime" parlance, the word "stocked" means to profit or to earn)

April 17, 1894: The Schooner Hattie and Lottie arrived from Gloucester on April 15th. Captain Obed E. Nickerson, Jr. reported that the bell-buoy at Pollock Rip had gone from its mooring. He described conditions as the roughest he has seen in 29 years of following the sea.

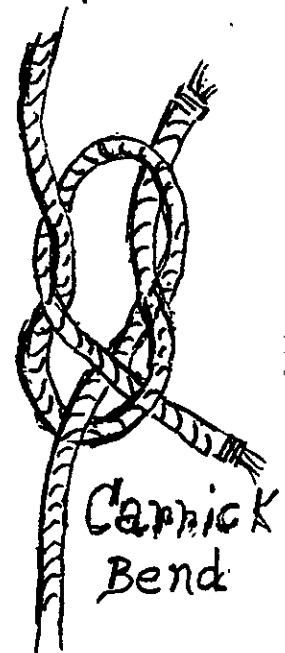
June 12, 1894: Captain Obed E. Nickerson, Jr., of the Schooner Hattie and Lottie, reported a catch of 100 barrels of large mackerel.

The 1895 season began in mid-May and ended in the first week of November, when the Schooner was hauled up at Gloucester for the winter. Nothing unusual was reported for the year.

May 5, 1896: Captain Obed E. Nickerson, Jr., and "crew" left to ready the Hattie and Lottie for the mackerel season.

July 23, 1896: Captain Nickerson reports a catch of 902 barrels of mackerel landed at Gloucester. Sold at \$14 a barrel, there was a net stock of \$2508.06, and each crew member received \$72.92.

The 1897 season began in mid-April. William Crowell and Alex Chase, of East Harwich, served as crew members, as did Robert Chase of West Harwich. In June of 1897, Captain J.B. Edwards, of Dennis, was mentioned as the owner of the Schooner. The haul-up notice of the Schooner in November, 1897 was the last report, uncovered to date.



HATTIE BAKER

The Schooner Hattie Baker, 345 tons, was sold in may 1889 by J. Baker and Company, and others, to Doane and Company of Boston. The Baker was built in 1864, and, under the new owners, she would hail from Harwich, under the command of captain Baxter D. Kelley, Jr., a 1/4 owner.

In December of 1889, the Schooner went ashore on Bryantine Shoals in a heavy fog and was a total loss. The seven man crew took to their boats and landed at the Sea Haven Life Saving Station, after a perilous trip, which included capsizes. The Baker was insured for \$1000.

HATTIE F. POTTER

The Schooner Hattie F. Potter was at Providence in February of 1885, when Thomas B. Ellis of West Harwich join on as the steward.

HATTIE M. CROWELL

On March 26, 1889, word circulated that Captain Benjamin R. Chase, Theodore Ellis and Ahira Chase had gone to Hyannis to join the Schooner Hattie M. Crowell for a trip to Richmond.

Fear was expressed for the safety of the Hattie M. Crowell and her crew, following the great gale of October 22, 1891. The Crowell, under Captain Benjamin R. Chase, was en route to New York from Long Cove, Maine, with a cargo of paving stones. Captain Chase had a wife and four children living in West Harwich. The Mate, Harvey Phillips was from Harwich Port, and the cook, a man by the name of Nickerson, was also from Harwich.

On November 17, 1891, worst fears were confirmed, with the news that the Hattie M. Crowell had been lost. Captain Chase had drowned, but the crew had been picked up by a British Steamer and brought to Liverpool. The dispatch from London was from Harvey Phillips, who had survived.

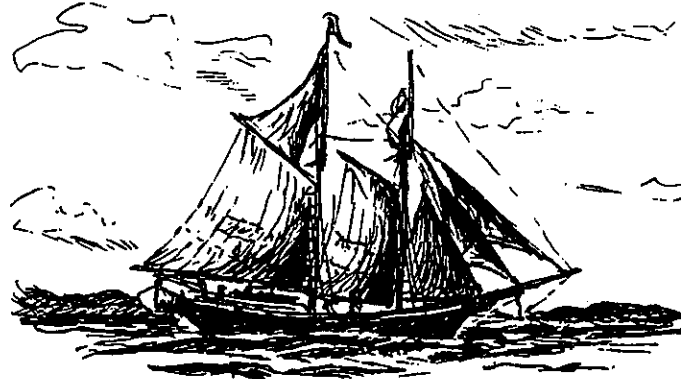
HATTIE M. HAWES

In 1879, Roger Hawes was the Captain of the Schooner Hattie M. Hawes. The Schooner carried an "all-Cape Cod" crew.

In May, that year, on a trip to Baracoa, two members of the crew died of yellow fever. They were the Chief Mate, Emery W. Baker of West Harwich and the Second Mate, Louis Eldridge of South Harwich

Emery was the son of Captain Alexander Baker, also of West Harwich. At the time of his death, Emery was 25 years of age. Louis Eldridge, dead at age 19 years, was the son of Captain Elisha Eldridge.

In 1880, the Hattie M. Hawes stopped at Harwich en route to Bath from Philadelphia with a load of coal. At Bath, She took on a cargo of ice for the return to Philadelphia. Johnnie M. Kelley and Charles Ellis, local boys, shipped on in their first sea voyage.



HATTIE N. GOVE

The Schooner Hattie N. Gove, of Harwich Port, under Captain Baxter D. Kelley, Jr., ran ashore on Falmouth Flats, on the night of November 3, 1887. She was pulled off without apparent damage by the U. S. Revenue Cutter Gallatin and towed to Vineyard Haven.

A dispatch, on January 17, 1888, from Savannah, reported that the Schooner Hattie N. Gove, with Captain B.D. Kelley, Jr., in command, had struck a shoal off Port Royal Bar. The Schooner and cargo were a total loss. Captain Watson N. Small served as Mate. The Schooner carried a cargo of guano.

HAVERFORD

December 3, 1895: Captain Alfred K. Taylor of Harwich Center left last week for Boston to take command of the Barge Haverford in the employ of the Staples Coal Co.

January 26, 1897: Captain A.K. Taylor, of the Barge Haverford, spent Sunday at home with his family.

September 21, 1897: Lewis P. Taylor left yesterday to join his father, Captain A.K. Taylor, aboard the Barge Haverford.

December 14, 1897: Captain A.K. Taylor and son, Lewis, are at home in Harwich Center while their Barge, Haverford, is unloading in Boston.

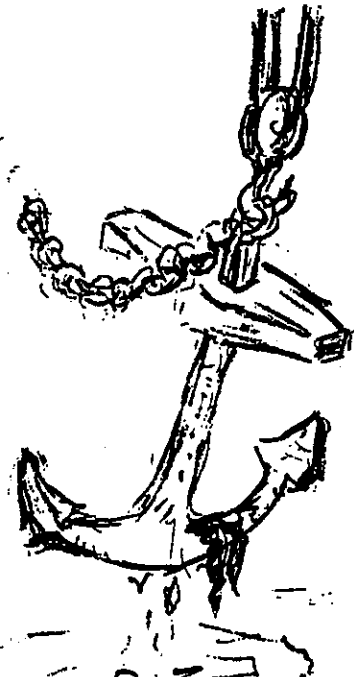
(While the terminal date for this research is 1900-1901, the above is the last available report of the Haverford).

HAZELTON

An official noticed was circulated on January 15, 1874, from the District of Barnstable, that the Schooner Hazelton, 172.42 tons, and formerly of Fall River, moved into said District in 1873, and now hails from Harwich.

The Hazelton spent the winter of 1875 at Providence, RI. Three years later, in 1878, the Hazelton was under the command of a Captain Rogers, first name unknown. In March, 1878, word was released that the Hazelton, then at Newport, had been chartered to load ice at Boothbay for Philadelphia. The charter price was \$1.25 per ton.

No further information about the Schooner Hazelton has surfaced at the time of this writing.



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HELEN A.

The Helen A. was a 27 foot catboat built by Flavius Nickerson. He sold it to James Chase of Dennisport to be used for fishing. On Her maiden voyage, in June of 1887, She capsized on the way to Edgartown.

HELEN A. HOLMES

The Brigantine, Helen A. Holmes, arrived at Boston, in January of 1877 after a 90 day passage from Smyrna. Captain Clement Eldredge, Her Commander, expected to sail the Holmes back to Smyrna from New York after a short lay over.

HELEN MARR

Captain William Tuttle of Harwich and his crew from the Monomoy Life Saving Station rescued the crew of the Schooner Helen Marr, which was ashore on Pollock Rip, in November of 1897.

HELEN M. CROSBY

In a report dated October 23, 1883, the plight of the Schooner Helen M. Crosby is vividly described. Captain Orick Higgins of Harwich was in command, when a sudden squall came out of the Northeast, as the Crosby and some 200 other vessels were fishing in Cape Cod Bay. Captain Higgins lost eight members of his crew, three of whom were Harwich men. Captain Ivory Kelley of Harwich Centre, aged 50 years was identified as one of the Harwich men to perish.

HELEN MIRANDA

On September 27, 1877, a report was circulated that the Helen Miranda had gone fishing.

HELEN S. BARNES

The Schooner Helen Barnes discharged lumber in South Harwich, in June of 1892, for Sears Brothers.

HENRY M. MILTON

The Henry M. Milton arrived at Harwich Port on May 26, 1879, to take on bait, and sailed, again, on May 29th to go cod fishing.

HENRY C. NICKERSON

A report dated May 10, 1877, indicates that the Schooner Henry Nickerson has sailed south for mackerel, under a Captain Wixon.

By January 22, 1878, Captain Wellington Bearse is in command of the Nickerson, as She capsizes in route from Kingston, Jamaica. Though the Schooner righted Herself immediately, avoiding a total loss of the vessel, the same cannot be said for the cargo of oranges, which shifted and were smashed. The Schooner will be repaired, but, Captain Henry Nickerson of West Harwich, the sole owner, will stand the loss of the cargo, with but little insurance to help.

On April 27, 1880, an interesting account was printed. The Schooner Henry Nickerson, under Captain Henry H. Chase, has arrived at Providence with a cargo of bananas. "Captain C.H. Kelley, the owner, has been absent during the week selling the cargo". The rest of the crew was reported to be at home in Harwich: Edward Rounds, Horace B. Humphrey and Edward Edwards.

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HENRY NORWELL

December 25, 1873: The Henry Norwell was launched on the 20th inst., from the D.O. Blaisdell yard at Bath, Maine. She was a 534 ton, three-masted Barkentine owned by Doane and Crowell, and others of Boston. She came immediately under the command of Captain Stephen Burgess of Harwich.

May 6, 1874: The Norwell sailed from Richmond, Maine bound for Baltimore. Captain Burgess was accompanied by his wife and family.

August 30, 1877: Captain Stephen Burgess arrived in Boston from Archangel, having an "unusual" (sic.) passage. First Mate Jarius H. Allen, also of Harwich, arrived home seriously ill with typhoid fever.

March 19, 1878: The Bark Henry Norwell, Captain Burgess in command, arrived at New York from Triest. Mrs. Burgess left Harwich to join her husband in the City. Mr. Jarius H. Allen has also left Harwich to rejoin the Norwell as Mate. He had been in Harwich Port for a visit after his last Voyage.

March 26, 1878: On its recent return trip from Triest, a passage of 60 days, the Bark Henry Norwell brought with Her, the Captain and Crew of the Bark Jimino of Amherst, Nova Scotia, which had been abandoned at sea. It was the third Canadian Crew which Captain Burgess had rescued.

April 9, 1878: Captain Burgess made the run from New York to Bath in 46 hours. She sailed again on the 8th, with a cargo of ice, for Mobile. Mrs. Burgess, who had been in Boston, at the time, returned home with her son, Frank, who had the measles.

July 2, 1878: The Bark, Henry Norwell, now in Providence under Captain Stephen Burgess, has been chartered to go to City Point, VA to load for Genoa, with a cargo of tobacco. The Bark is now being coppered.

May 20, 1879: Captain Burgess arrived home from Mobile. His vessel is loading cotton for Liverpool

January 6, 1880: Captain Burgess is at home while his vessel is discharging at Woods Hole.

April 13, 1880: Captain Burgess arrived home Saturday, after making passage from Pensacola to Boston in 12 days.

August 31, 1880: Captain Jarius H. Allen left on the 23rd, for Portsmouth, to join his Barque Henry Norwell.

March 15, 1882: The Bark Henry Norwell, Captain Jarius H. Allen commanding, arrived at Brunswick, Georgia, 9 days out of Portland, Maine. Three days before arriving at Brunswick, Captain Allen fractured his left leg below the knee.

July 1, 1884: Captain Jarius H. Allen, of the Bark Henry Norwell, is at home in Harwich Port.

January 8, 1889: The Bark Henry Norwell, owned by Shepard, Norwell & Co. of Boston, was sold to parties in Belfast, Maine. From 1873 to 1880, the Norwell was under the command of Captain Stephen Burgess. In 1880, Captain Burgess took command of the Barkentine John Shepard.

HENRY SUTTON

Captain S. Linwood Moore, of East Harwich, left on December 30, 1897, to take command of the three-masted Schooner Henry Sutton, in Boston. In May of 1898, Captain S. Linwood Moore was relieved of his command by a Captain Clifford.

HERALD

In 1895, Captain Joseph G. Baker, of Harwich Port, was in command of the Steam Tug Herald. As often as possible, the Captain would stop over to visit his family.

HERCULES

It was announced in July of 1878, that captain James Berry of West Harwich had gone to England to take command of the Ship Hercules. In a later report, September of 1880, it is learned that Captain Berry and the Hercules had arrived at Bristol, England, 17 days out of Boston.

HERO

The Hero, out of East Harwich, commanded by Captain Theodore Ellis, was part of the Pleasant Bay Fishing Fleet, in 1878. In 1885, Hero was bought by Captain Ensign Rogers from Captain T. B. Baker, of Harwich Port.

HETTIE

Captain Collins Clark skippered the Hero, a member of the Pleasant Bay Fishing Fleet, in 1878.

HILADEE

The Yacht, Hiladee, skippered by S.N. Small, of South Harwich, took the prize in the 12 mile race, with a time of 1 hour, 33 minutes and 49 seconds.

The race was sponsored by the Lynn Yacht Club and was held off Nahant.

HORATIO

The Horatio, a Brig, owned by Horatio Underwood of Harwich Center, was confiscated by the Venezuelan Government in 1840 for carrying one item not listed on its manifest. In 1865, the vessel was returned to the owner after payment of \$15,000 to the Venezuelan Government.

HORATIO BABSON

The Horatio Babson, a market fishing Schooner, out of Harwich Port, collided with the Glenwood, of Gloucester. The Glenwood was at anchor at the time. The collision occurred at 7 pm, February 20, 1876, three miles northeast of Highland Light. Fortunately, both crews were saved.

The Horatio Babson was broken up by the surf and fragments were scattered along the beach. However, a considerable portion of the sails and rigging were saved. The hull was sold for \$60!!

HORATIO BAKER

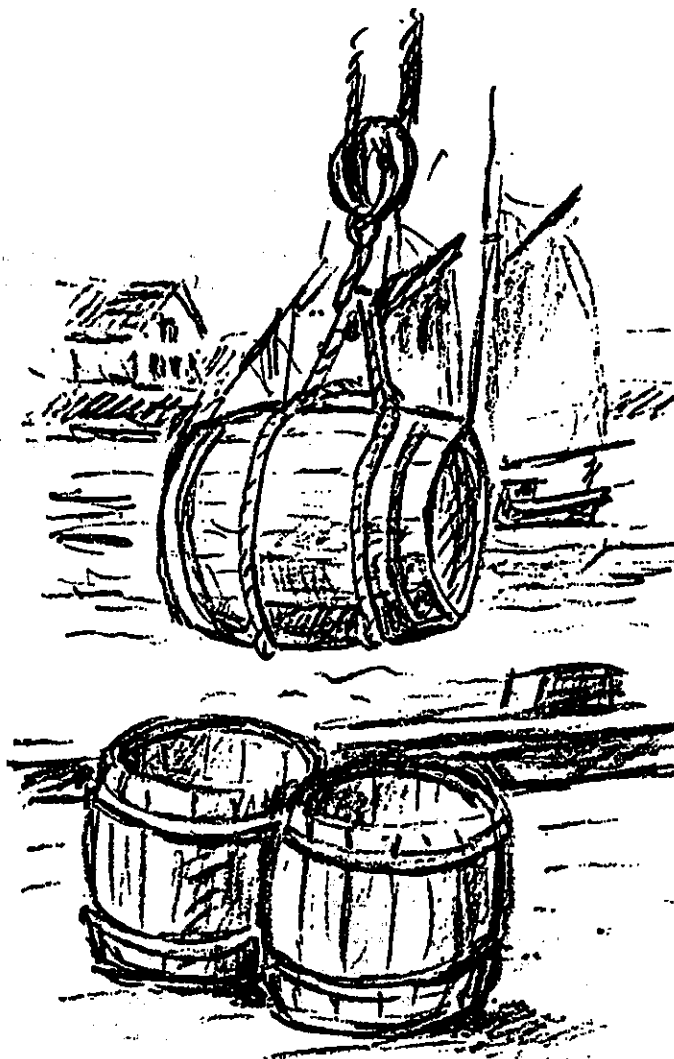
In October of 1890, it was reported that the Schooner Horatio Baker, under Captain Fred Crowell, made the passage from Portland, Maine to York Spit in the Chesapeake Bay, in 46 Hours!!

HORATIO SPRAGUE

In June of 1874, there was a report that the Bark Horatio Sprague had taken 53 to sail from New Castle, New Zealand to Hóng Kong. Bound for San Francisco, She was under the command of Captain S.K. Small, of Harwich.

HURON BRADY

The Barque Huron Brady, under the command of Captain Cyrus C. Kelley, of Harwich Center, plied the waters between Providence, New York and Jersey City for many years in the coastal trade. Captain Kelley died in October of 1901 of Bright's Disease. He was a life-long mariner.



I. J. CLARK

On June 10, 1884, the Schooner I.J. Clark, Captain Orick Higgins in command, was listed as one of the Harwich vessels that had returned from mackereling.

I. T. CAMPBELL

The Schooner Isaac T. Campbell was new in November 1879. With Captain James Snow in command, She was on Her way to Baltimore from Boston and will stock about \$2600 on the first voyage.

On December 21, 1886, the report circulated that considerable anxiety had been relieved when Captain Elisha Mayo, of the Schooner Isaac T. Campbell, was heard from. The report indicated that the Captain and his vessel had left Philadelphia for Baltimore, and from there, the Campbell will return to Boston.

In October, 1897, it was announced that the Schooner had been purchased from J. Baker & Co., and Captain Jonathan Matthews by John S. Emery & Co., of Boston.

IDA L. HULL

On December 15, 1885, a report indicated that Captain Elisha Mayo had gone to sea in command of the Schooner Ida L. Hull. About seven months later, a second and similar notice shows that Captain Mayo has, once again, gone to sea in command of the Schooner Ida L. Hull.

IMPERIAL

The Ship Imperial left Philadelphia in April, 1894, under the command of Captain Isaac Bearse, of West Harwich. She was bound for Cuba, and then, Europe. Frank S. Doane was the First Officer of the Imperial. In November of 1898, Captain Bearse's obituary drew attention to his traits other than those connected with his role as a Sea Captain. He was described as honest, full of energy and congeniality. He had a commanding presence and refined bearing.

INDIAN

From 1890 until 1900, Captain Phineas A. Nickerson commanded the Steamer Indian. At 1700 tons, the Steamer was 246' long, had a beam of 37' and a draught of 26'. She sailed between Boston and Philadelphia.

In May of 1899, Captain Nickerson was presented a clock by the underwriters of the Boston and Philadelphia Steamship Company as recognition of his efficient management and skillful seamanship in navigating the vessel through the dangerous shoals of Vineyard Sound during the fearful hurricane of November 26 and 27, 1898. Captain Nickerson brought the Steamer into Philadelphia with remarkably slight damage. In December, 1900, Captain Nickerson handed over the command of the Indian to another Harwich Man, Captain Stillman Snow.

IONE

Ione was supposed to be used, in conjunction with the Dewey, on the 4th of September, 1899, to take the businessmen of Harwich on their annual excursion to Harding's Beach. Due to the strong winds, they went their separate ways and stayed in shore near home.

Ione, with Captain Nathan Bearse, took ten of the men to fish off Deep Hole, where an abundance of scup were found. After fishing to their hearts' content, the party returned home at about 2:00 PM.

IRIS

According to the announcement of February 2, 1877, Captain Freeman Long, of Harwich, commenced running between New York and Harwich Port, that week, in the Packet Schooner Iris.

Between February 1877 and July 1878, there were seven entries recording the arrivals of the Iris at Harwich Port, with corn for Messrs. Baker and Eldridge. Also recorded were a few mackerel trips for the Iris.

Captain Freeman Long delivered the Iris to Boston, in July of 1878, where She was sold to parties at that place, with terms private.

ISAAC H. TILLYER

The Isaac H. Tillyer, which had been stranded about 200 yards off shore, was used by Captain Darius Weekes and the crew of the Cuttyhunk Life Saving Station, to give an exhibition, in September of 1890.

They shot a line over the Schooner, hauled a breeches buoy off to the wreck, and, landed three people.

ISAAC SOMES

The Isaac Somes was a mackerel schooner. She was a member of T.B. Baker's fleet based in Harwich Port, and spent most of her time fishing near Block Island and other East Coast locations. Despite this emphasis on mackereling for most of her career, the Isaac Somes was chartered by J.Q.A. Cobb in 1872 to be employed in the oyster trade (probably during the winter season).

References to the Isaac Somes cover the period from 1872 to 1886. During that time, She caught thousands of fish, filled hundreds of barrels with them and sailed in and out of Harwich Port many, many times! Earlier in 1872, the Isaac Somes returned from one of her many trips to Georges Bank with 240 barrels of mackerel, "large size, fine quality, taken with seine".

Her fishing trips usually lasted a week or two resulting in catches ranging from 40 to 300 barrels of fish described in one report as "extra large and fat" from Block Island. On one 15 day trip early in her career, reported on May 8, 1873, the Somes arrived home with 25,000 fresh mackerel and 80 barrels of salted mackerel. It was noted for this trip that She "stocked" \$4,000.

The fishing season usually started in April or May and ended in November when the vessels were laid up for the winter at New Bedford or Fairhaven. On April 9, 1878, the Isaac Somes sailed "south for mackerel". She returned to Harwich Port with 205 barrels for her owner T.B. Baker. This was the first arrival of the '78 season and the first mackerel ever landed in April at Harwich!

1879 was a particularly busy year for the Isaac Somes with at least two trips each month from April 15 to November 7. Many of these trips resulted in catches of over 200 barrels of fish.

The Somes was not without the normal problems encountered in the industry. In 1877, She returned with the loss of one of her seine boats. It was recovered by other parties and taken to Nantucket. Her owner T.B. Baker went to Nantucket with his sailboat to pick up the seine boat for which he paid a salvage fee of \$50 and towed the same back to Harwich Port!

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**ISAAC SOMES
(CONT.)**

In July of 1880, the Somes arrived home with a sprung mast and immediately left for New Bedford for a new one. Probably the most harrowing experience for the Isaac Somes was the gale of April 14, 1881, 45 miles northeast of Cape Henry. The gale blew for at least 36 hours. The Somes lost both jibs, a seine boat and some bulwarks. A dory was stove in. Captain Alfred K. Taylor said that it was the heaviest gale he had ever encountered at sea and expected shipping losses to be severe in that area. (He also reported that the mackerel were very scarce).

During the early part of her career, the Isaac Somes was captained by three Taylors: Alfred K., E.H. and William P. In 1884 and 1885, a Captain Eldridge and a Captain Nickerson are reported to be in command at various times. The complete identities of these men were still undetermined at the time of this writing.

The final report of the Isaac Somes is dated December 7, 1886. Along with five other T.B. Baker-owned vessels, she was hauled up for the winter. Hopefully, further research will reveal the history of the rest of her career.

ISLAND CITY

The story of the Harwich Schooner, Island City, begins with the sighting of a sea Serpent. While fishing off Nauset Light, at around 2 pm, October 22, 1875, Captain Edward B. Allen noticed an object in the distance that kept appearing and disappearing. At first, the Captain thought it was a boat but later he decided it must be a sea serpent. The Schooner's Log for October 22, 1875 shows that a sea serpent had been seen off Nauset Light.

From 1875 to 1897, the Island City had no less than six Captains: Edward B. Allen, twice; Abisha Doane; Amos Kelley; Edwin Studley; Leonard Studley; and, Elias Chase.

In February, 1876, the Island City had a narrow escape. She went ashore off Harwich Port, in a storm. The crew and those on shore thought the vessel would be a total loss. Fortunately, she survived and had many more productive fishing years.

The Island City belonged to the Harwich mackerel fleet, along with the other Schooners Albert Steele, Nettie Moore and Little Lizzie. Records show that the Island City made frequent trips to New York to deliver fish. From May of 1877 to September of that year, She made four trips to New York. En route, the Schooner often went through the dangerous waters of the Hellgate.

On Her last trip for 1877, in September, the Island City left Harwich Port, bound for New York. She first sailed to Beverly and upon entering the harbor, Captain Allen misjudged his location and ran into a bridge, breaking the Schooner's martingale.

In April, 1878, Captain Abisha Doane took charge of the Schooner Island City for several trips to and from New York. Later that year, Captain Allen was again in charge of the Schooner.

The vessel continued to fish for mackerel, however, for the first time, the records show that in 1879, the Island City carried other cargo. In August, that year, it was reported that the Schooner had arrived in Harwich Port, with a load of salt.

By March of 1879, Amos Kelley had taken over as Captain of the Island City. Following needed repairs, the Schooner was chartered by several parties to carry oysters from Virginia to Providence. Later, that year, Captain Allen was again in charge, and mackerel trips resumed until December 16, 1879, when the Schooner was hauled up for the winter.

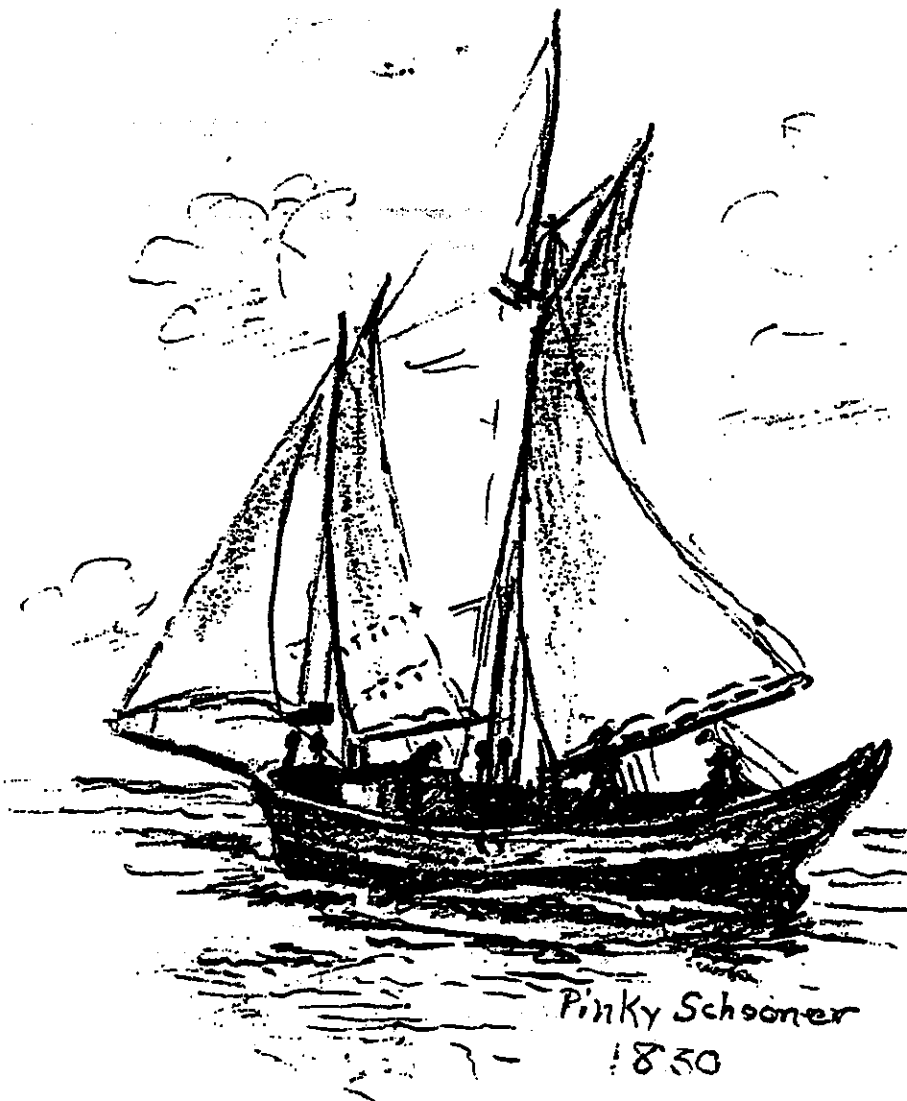
ISLAND CITY
(CONT.)

The records of March, 1880, indicate that Captain J.A. Freeman of Wellfleet chartered the Island City, for several months, to transport oysters from Virginia to Newburyport. In February of 1881, Captain Allen announced that the portion of the Island City owned by Leonard Robbins had been sold for \$900 to unnamed parties.

Edwin Studley of North Harwich took command of the Island City in 1893. He was responsible for converting Her to a Coastal Trading Vessel. In July of 1893, on his first trip, Captain Studley sailed to Bangor, Maine, to pick up a load of lumber.

In April, 1895, once again, the Island City had a new commander, Captain Leonard Studley, of North Harwich. The Captain was 76 years old, at the time, but, "—makes as quick a trip as any of the younger men".

The last report of the Island City is dated April 21, 1897, and states: "Captain Elias Chase sailed the Schooner from East Dennis on the first trip of the season".



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J. CHESTER WOOD

On July 3, 1894, it was reported that the Schooner J. Chester Wood was discharging a cargo of lumber at Harwich Port for Watson B. Kelley, Esq.

J. FRANK SEAVEY

In February of 1891, Captain Gustavus Kelley sailed from New Bedford in his new vessel, the J. Frank Seavey. On October 2, 1893, it was learned that the Seavey had parted Her anchor chain in a gale at the mouth of the Mississippi. Having washed ashore, She was three miles in land from water of sufficient depth to float Her. A \$10,000 offer to salvage Her and bring Her to New Orleans was made with the condition of no pay if unsuccessful. Apparently, they were able to free the Seavey because in January of 1895, Captain Kelley arrived at Bass River, with the Seavey, and spent a day at home!!

J.G.Griffin

The J.G. Griffin arrived at Harwich Port on June 13, 1875 from New York. After laying over for two days, the Griffin cleared Harwich Port, bound for Provincetown.

J.G. HAMBLIN

The records show that the schooner J.G. Hamblin made regular trips between Boston and Harwich from April of 1875 and August of 1881. For this reason, She was known as a "Packet Schooner", and probably carried people as well as cargo. The trips, back and forth, were quite fast, perhaps, less than two days, each way. On at least two occasions, the records show that She went out and came back within the week, e.g., left on Monday, returned on Friday. There are numerous notations of the Hamblin arriving at and sailing from Harwich on the same day.

In the early reports, between 1875 and 1878, Her Captain's last name was listed as "Eldridge", sometimes, "Eldredge". Also, the first name was never given, which might have led to a positive identification of the Captain, in those years.

Later, from 1878 on, Her Skipper was a "Nickerson", and on one occasion, it specified that it was Captain George Nickerson, who probably held command through 1881.

She is variously listed as homeporting in Boston, Harwich and South Harwich. This comes as no surprise considering the number of trips She made between these ports. The record also shows that the Hamblin made at least one trip to New York, in 1878.

The Schooner carried a wide variety of cargo: salt was brought in for T.B. Baker of Harwich Port; corn was delivered to Baker and Eldridge. There was also indication that the J.G. Hamblin carried mackerel in 1879. It was unlikely that the Schooner was involved in the catching of the mackerel, but rather, was used to bring the fish to market in Boston.

The J.G. Hamblin's life seems to have been quite routine. There are no reports of rough weather or bad storms. However, there was a report in August of 1879, that the Hamblin, while lying at Commercial Wharf in South Harwich, parted Her lines and drifted into the Wharf of Levi Eldridge. Considerable damage was done both to the Wharf and the Schooner. The Hamblin was forced to sail elsewhere, probably New Bedford, for repairs.

There is no information about the size or capacity of the Hamblin. There was no word as to who built Her, or, where. Given the number of trips back and forth to Boston, over the years, the J.G. Hamblin had an active and productive life.

J.H. BUTTRICK

The John H. Buttrick was a three-masted schooner designed by the noted yacht designer, Edward Burgess. She was built at Newburyport, MA in 1891 by George E. Currier for Gardner B. Reynolds. A centerboarder, the Buttrick was 148' long, had a beam of 35', 13' depth and a tonnage of 597.

On July 10, 1894, Captain Nehemiah B. Kelley of Harwich Port went to Boston to join the Buttrick in which he now had ownership of the Captain's Interest. A well-known Harwich Captain, he had previously commanded the Albert T. Stearns, and, the B.B. Church, which had also been built by George Currier.

Early in her career, the Buttrick made a name for herself and Capt. Kelley for her speed on the water and her crew's speed in loading/unloading. Reprinted in the Independent, April 9, 1895, was an article from the Galveston Daily News entitled, "Buttrick Smashes Records". In an eight week period-January 31 to March 27, 1895-the Buttrick sailed back and forth between Galveston and Pensacola carrying coal. Sailing some 3800 miles, her average trip was 3 days/7 hours. On one trip, the average was 2 days/3 hours!

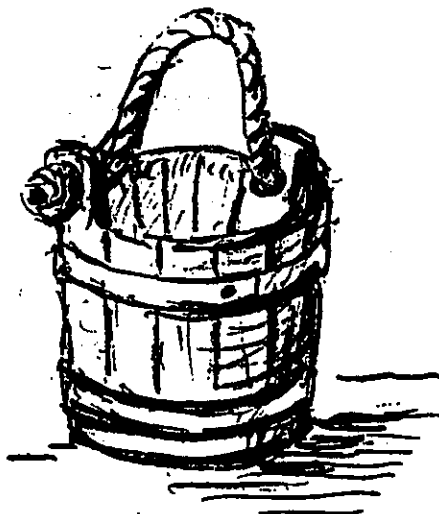
It was noted that in all these trips she only tacked once, and, removed gaff topsails, once. Her cargoes averaged 850 tons and her average load/discharge time was 14 1/2 hours. Having been washed clean, the Buttrick left Galveston for Sabine Pass to load lumber for New York. The paper reported that she "looked as pretty as a pleasure yacht".

The record shows that the John H. Buttrick stopped at Harwich Port on July 2, 1895 and again, September 20, 1898, between trips to southern waters including Martinique, Cardenas and Havana.

An article on October 1, 1895, quoting the "Washington Evening News" refers to the Buttrick as sailing "out of the harbor as gracefully as a small sailboat". Apparently, Capt. Kelley was unable to get a tug, so he cut loose of his own accord and sailed for Kennebec, Maine. In the news item, the Harbor Master said that in seventeen years he had never seen a schooner the capacity of the Buttrick sail out of the Harbor. (Unfortunately, no evidence appears in the item to positively identify to which Harbor reference is being made!)

On December 10, 1898, the Buttrick came ashore on the Piquet Rocks, near Nassau, Bahamas, resulting in repairs costing \$3000. Again on January 2, 1900, she was reported ashore on Little beach near Sandy Hook, NY. This time she was able to get off with assistance from the Life Saving Service.

This is the last reference to the John H. Buttrick uncovered to this date. Captain Kelley and his family moved to Boston to live in 1901. They continued to use their Harwich Port house-which is still standing-as a summer residence.



J.H. DEWOLF

In January 1879, Captain Ensign Rogers, Master of the Schooner J.H. DeWolf, and, Benjamin Doane, Second Mate, were at home for a visit, while their vessel was in Boston, discharging cargo from Savannah and Charleston. Later that year, the DeWolf stopped at Harwich Port, en route to Round Pond, Maine from Georgetown. She was then ordered to Newport.

J.J. LITTLE

The Schooner J.J. Little, out of Calais, Maine, arrived in Harwich Port in January of 1897 carrying lumber for W.B. Kelley.

J.K. BAKER

The J.K. Baker, whose owners were listed as residents of Harwich, was sold in 1873 to parties from Thomaston, Maine. Her tonnage was 53.83.

J. LINDSAY

In November, 1875, Captain William Tuttle of Harwich Port, and Captain of the Monomoy Life Saving Station, bravely rescued the crew of the J. Lindsay, which was ashore on Shovelful Shoal.

The Boston press spoke in the highest terms of the bravery of Captain Tuttle.

J.M. PLUMMER

The J.M. Plummer, a fishing Schooner, arrived at Harwich Port on May 15, 1884, under the command of a Captain Clark, with 100 barrels of mackerel. About two years later, on March 23, 1886, the Plummer stopped at Harwich Port, bound from Portland to go fishing. She cleared Harwich Port later that day.

J. MANCHESTER HAYNES

The J. Manchester Haynes, a three-masted Schooner of 756 tons, was launched at Waldoboro, Maine, on August 11, 1885. Owned by J. Baker, & Co., and others, including Jonathan Matthews of Harwich, who was also Her first Master.

In September of 1897, after having commanded the Isaac T. Campbell for several years, Captain Matthews again assumed command of the Haynes.

J.P. WHERRIN

The Sloop J.P. Wherrin of Harwich Port was purchased in March of 1877 by Lawrence McCabe of Mystic, Connecticut.

J.T. WEAVER

The Schooner J.T. Weaver, Captain T.B. Baker in command, sailed from Winterport, Maine, on December 21, 1876, bound for Harwich. The Schooner was wrecked at Grand Cayman Island, early in 1878. Captain Baker arrived back in Harwich on February 19, 1878.

J.W. ALLEN

In April, 1874, the J.W. Allen, out of Harwich Port, and skippered by a Captain Allen, lost its jib boom en route to Boston from Philadelphia.

JACOB M. HASKELL

Present research has yielded eight (8) reports concerning the Schooner Jacob W. Haskell. Those reports have created the following chronology:

September 9, 1884: Harwich Port--Willie L. Kelley has gone on a trip to New York in the Schooner Jacob M. Haskell.

January 6, 1885: Captain R.T. Allen, and, the Jacob M. Haskell arrived at Pensacola on December 28, 1884, having made passage in twenty days.

December 1, 1891: Captain Lewis B. Doane of Harwich Port has command of the Schooner Jacob M. Haskell. The Schooner called at Harwich Port last Wednesday and Captain Doane was able to eat Thanksgiving dinner with his family.

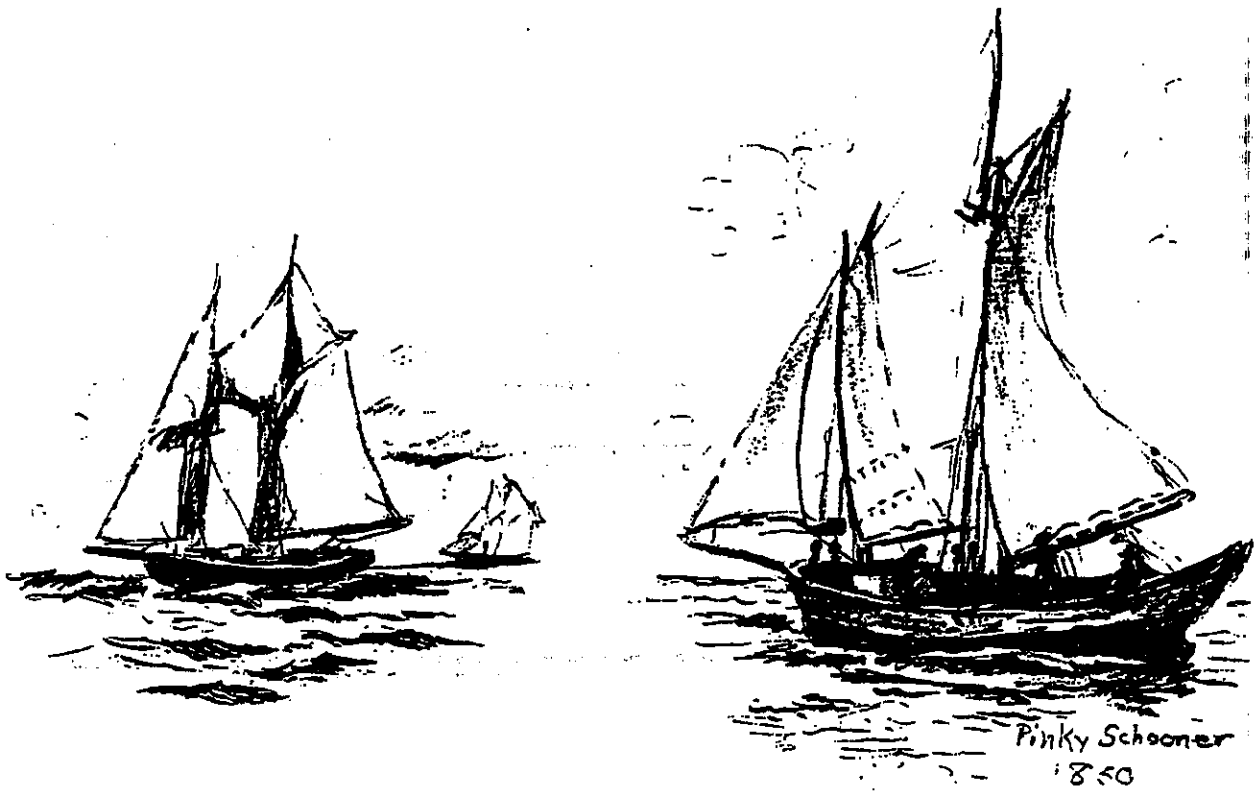
November 29, 1892: The Schooner Jacob M. Haskell, on a trip West from Bath, Maine, called at Harwich Port, last Friday. Captain Lewis B. Doane, of the Port, was in command.

May 29, 1893: Captain Lewis B. Doane of Harwich Port has taken command of the three-masted Schooner Jacob M. Haskell for a trip to Maine and then, South.

March 27, 1894: The "Boston" Schooner, Jacob M. Haskell, with Captain Lewis B. Doane in charge, arrived at New York last week from Sagua with a cargo of sugar, consigned to Perkins and Welsh. The Haskell made the run in only seven days.

April 17, 1894: The Schooner Jacob M. Haskell, Captain Lewis B. Doane in charge, encountered the gale off Cape Cod Saturday Night. The next morning the Schooner sprang a leak and the crew had to pump to keep the vessel free of water. Later, on Sunday, Her mainsail was blown away and a yawl boat was torn from the davits. She made safe harbor at the Isles of Shoals. Following the storm, Captain Doane located the yawl boat at Orleans and shipped it back to Boston.

September 18, 1894: Captain Lewis B. Doane of the Schooner Jacob M. Haskell, is at home from a "southern trip". (This is the final report of the Haskell to this point in the research).



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JACOB REED

The three-masted schooner, Jacob Reed, was built by Howard Hanscom at the Hanscom Shipyard, Fairhaven Connecticut for Thomas A. Nickerson of Harwich Port, Massachusetts at a cost of \$35,000. Construction of the vessel was superintended by John Doyle. The schooner was launched on September 12, 1882.

The Jacob Reed's frame was made of Connecticut white oak. Her keel was 141 feet long. The Reed was fit to carry 900 tons of coal and 250,000 feet of lumber. It was rigged with a Providence windlass, three Russell's pumps, two anchors, one weighing 2,033 lbs., the other 2,530 lbs. The cabin was 26' by 22' with a dining room, five state rooms furnished in white pipe gilt, a pantry and a bathroom.

The schooner was named for a Philadelphia tailor whose sons owned 1/16 of the vessel. In Connecticut, the owner who furnishes the vessel with the gilt ornamental work and bunting may have the privilege of naming her. Captain Nickerson owned 10/16 of the Jacob Reed with the remainder held by parties in Boston, New York, New Haven and Providence.

Captain Thomas A. Nickerson attended the Pine Grove Seminary (now Brooks Academy Museum) from 1852 to 1864. Prior to taking command of the Jacob Reed, he commanded the schooner Addie Doane and the barkentine Laura R. Burnham. Over the years, Captain Nickerson shared the command of the Jacob Reed with his brother, Captain Hiram L. Nickerson, with Captain Jarius Allen, Captain Lewis B. Doane, Captain Benjamin C. Kendrick and Captain Ensign Rogers, all of Harwich. Other Harwich seamen, who were at different times members of the crew were: Ambrose and Bert, sons of Captain Thomas A. Nickerson, Freeman Small, and, Albert Bartlett, who was the steward.

In January of 1889, while carrying a cargo of coal, the Jacob Reed was run into by the steamer Richmond causing the loss of the Reed's bowsprit and head gear. The Richmond towed the Jacob Reed to New York and later, on to New Bedford. While in tow, the vessels encountered a squall off Gay Head and took refuge in Tarpaulin Cove. The Reed suffered further damage. She lost her jib-boom and the head of her foremast. A new spar, weighing seven tons, was obtained from East Boston. It was the largest and heaviest spar ever stepped at New Bedford.

In September 1891, between six and seven on a Wednesday, seven miles off Highland Light, Cape Cod, the Jacob Reed was in collision with the four-masted schooner, Charles A. Campbell, of Newport News, Virginia. The report reads as follows: "The collision occurred while the Jacob Reed was close-hauled on the wind during a light N.W. breeze, as she could not quickly answer her helm, she was forced across the Charles A. Campbell's bow. The Jacob Reed lost her bowsprit, jib-boom and all her head gear".

The Jacob Reed enjoyed a reputation for "speed on the water". Four months after her launch, the Reed made the passage from Philadelphia to Galveston in twelve days. In February of 1886, the schooner made a trip from Newport news to Providence in 48 hours and three trips between Providence and Baltimore in 29 days, the fastest on record!

In January 1888, the Jacob Reed left Providence on Friday at 2 p.m., arriving at Norfolk, VA on Monday at 1:30 a.m. She sailed again on Wednesday at 5:30 p.m., arriving off Wickford, in Narragansett Bay at 11:30 a.m.-making the trip in less than seven days.

Finally, on October 14, 1891, she arrived at Brunswick, GA, "In ballast from Boston in four days which broke all previous records"

JAMES

The Schooner James arrived in Harwich Port on May 6, 1893 with a load of coal for H. Kelley and Company.

JAMES D. OGDEN

Darius M. Nickerson of East Harwich left in September, 1885, to join the Schooner, James D. Ogden, in Fall River. The Ogden then sailed for Newport News, Virginia.

The Schooner foundered in a hurricane off Cape Henry in early 1897. The crew of nine men was rescued by the Schooner Rob Roy. The master of the Ogden, Captain Eugene M. Nickerson, sustained a broken leg in the ship wreck.

JAMES DRURY

On July 17, 1883, it was announced that Captain Reuben T. Allen is to take command of the Schooner James Drury on Her arrival in Boston.

JAMES FORD

Captain Benjamin Kendrick of Harwich Port sailed two voyages to Baltimore in the Schooner James Ford.

JAMES HOYT

In early February, 1893, Captain Theodore Ellis of West Harwich went to Boston to take command of the three-masted Schooner James Hoyt. He proceeded to Norfolk, Virginia. Later, the Schooner parted her chain during a gale near the Bass River. She drifted ashore at South Harwich near the mouth of Red River. She was driven so far ashore that she came to rest in the shade of a pine tree. Ice encircled the James Hoyt and extended as far as a mile off shore. Chatham wreckers began the work to float Her for \$350.

JAMES M. BAYLESS

On January 20, 1891, it was reported that a Captain Whipple, of the Schooner James M. Bayless, had sold his one-quarter interest in the Schooner to Captain B.K. Chase of West Harwich.

JAMES M. FREEMAN

The James M. Freeman was a 97 ton Schooner whose home port was variously listed as Harwich and New York. She was under the command of Captain James H. Eldridge during the 1870's and 1880's.

On August 6, 1872, while on a run from New York to Warren, RI, with a cargo of 5000 bushels of corn, and, while in the charge of a Warren Pilot, the Freeman ran aground. She filled with water and apparently ruined Her cargo. Having been insured at Providence, the Schooner was towed to Bristol to be sold for the benefit of the underwriters. The repairs, which cost \$1200, required that the Freeman be hauled up on the marine railway. She was relaunched on September 5, 1872, and returned to New York.

In February 1873, the James M. Freeman was sold to Captain James H. Eldridge of West Harwich for \$2625. The record is not clear as to Her activities for the rest of 1873. However, She did winter-over at Providence.

**JAMES M. FREEMAN
(CONT.)**

After a period of several years, the Schooner is once again heard of on August 25, 1879, as She arrived at South Harwich with a load of salt. A similar report, on October 20, 1879, puts the Schooner at South Harwich with a cargo of salt. Finally, the last available report, dated April 9, 1881, shows the James H. Freeman to be off-loading a cargo of salt and barrels.

JAMES PARKER, SR.

The Schooner James Parker, Sr., which displaced 106 tons, was engaged in the coasting business between 1877 and 1879. Her home port was Harwich Port and her Captain was Alfred S. Kelley. In 1877, the Schooner brought lumber from Bangor, Maine, for H. Kelley and Company of Harwich Port.

In March of 1878, it was reported that Captain Kelley had left for Norwich, Connecticut to "start" his vessel, James Parker, Sr., which had been layed up, there, for the winter. In June, that year, the Parker made passage from Bangor to Harwich Port in 35 hours with Her cargo of lumber. She returned to Bangor in just 36 hours.

The James Parker continued her busy schedule, for 1878, until October, when She was hauled up for the winter. Within a month came the last report of the James Parker, Sr., with the announcement that She had been sold to Captain Thomas Crapo, who intended to keep the Schooner in the coasting business.

JAMES POOLE

In April, 1882, Captain J.S. Doane, of East Harwich, left to take command of the Jame Poole at Boothbay, Maine. In 1883, Wallace Maker of Harwich joined the Poole in Nova Scotia.

JEANNIE LIPPETT

Captain Henry H. Chase of the Jeannie Lippett came home to West Harwich on at least three occasions, in the 1880's, while his vessel was in Boston.

JENNIE CUSHMAN

In August, 1874, Ida M. Smalley, of South Harwich, left that village aboard the Bark Jennie Cushman, to travel to Lisbon, Portugal.

JENNIE FREEMAN

While on Nantucket Shoals on the 6th of February, 1885, Miss Jennie Freeman was knocked overboard by the foreboom, in a jibe. W.J. McNaught, the Mate, jumped into the water and managed to keep her head up until a boat from the vessel picked them up. She was the third person whom McNaught had saved from drowning, in less than a year.

The vessel was none other than the Schooner Jennie Freeman, which had been named for the near-drowning victim. To add to all of that, the master of the vessel was Miss Freeman's brother, Captain Freeman, whose full name has yet to be determined!!

JENNIE HOWARD

The Schooner Jennie Howard sailed from Harwich in July of 1890, bound for Bangor, Maine to load wood for Sears Brothers. The Schooner was under the command of a Captain Hutchinson.

In August of 1891, the Howard arrived at Harwich with hay and lumber for Sears Brothers.

JOE

The Schooner Joe, sailing from Maine, discharged a cargo of lumber for the yard of Watson B. Kelley, at Harwich Port, in October, 1899.

JOE HOOKER

Harwich Port was a very active location in the late 1880's. Vessels were coming and going all the time and one of the largest fleets operating here was the mackerel fleet. These vessels were mostly Schooners. Unlike the Grand Banks Schooners, which stayed out for months at a time, the "mackerelers" were in and out of port regularly.

The Schooner Joe Hooker was such a vessel. She was one of several vessels owned by Captain Valentine Doane, Sr. An early reference to the Hooker, on May 9, 1872, bemoans the fact that the harbor is nearly empty and "the fishing fleet has been greatly diminished the past two weeks. Indeed the departures have been so frequent that few vessels remain to be seen". The report continues by indicating that eight more vessels are ready to sail that day, the Joe Hooker among them. She was under the command of a "Captain Kelley", whose full identity is not yet certain.

Arrivals of the Hooker in 1872 are noted on a monthly basis with catches ranging from 90 to 240 barrels. The next report, dated in early May of 1875, credits the Hooker with landing 200 barrels. She was then commanded by a Captain Taylor.

There are numerous references to the sailings and arrivals of the Joe Hooker over the next several years. As has been stated earlier, in many instances, only the last name of the Captain has been used: Captain Cahoon was in charge in 1878; in 1879, Captain Cash; in 1880, a Captain Rogers; and, in 1881, a Captain Taylor returns to command the Hooker. Since the record shows numerous Captains of these surnames, positive identification has not yet been achieved. Hopefully, further research will clarify this matter.

There was an interesting news item circulated on May 27, 1879. Apparently, an article reprinted from the Cape Ann paper, referred to the misconduct of the Captain of the Joe Hooker. It turned out that there were two "Joe Hookers", one from Harwich Port, the other from Gloucester. Some people supposed that it was the Joe Hooker from Harwich Port. The Independent indignantly stated: "The supposition is entirely wrong, the Gloucester vessel being a cod-fisherman and the Harwich vessel, a mackerelman, carrying no bait".

The Hooker sailed well into 1881. On one occasion, She was one of 13 vessels to arrive at Harwich Port in the same week. However, on October 11, 1881, her previous good luck changed as She ran on to the rocks near Straight Wharf in Nantucket and was badly damaged. She met her final demise in 1886, when She was reported a total wreck at Isaac Harbor, Nova Scotia.

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JOEL COOK

The news of February 28, 1899 included the announcement that N.T. Small of South Harwich was in Boston City Hospital with a compound fracture of an ankle. The accident occurred aboard the coal Barge Joel Cook. While taking the Barge through the bridges, the Captain caught his foot in a rope.

JOHN M. FISK

The Schooner John M. Fisk was an active member of the Harwich mackerel fleet. Most of the records of the Schooner are from 1879. However, a report in 1885 indicates that She arrived at Harwich Port with 200 barrels of mackerel.

The eleven (11) reports of 1879 are routine in nature. They mark the coming and going of the Fisk on her mackerel trips of that year. In each case, She sailed from and arrived back, at Harwich Port. She was always under the command of a Captain Taylor (no first name/initials), and, there is evidence that the Schooner John M. Fisk had a strong connection with Provincetown, as well as, with Harwich Port. While not confirmed, it seems likely that the Fisk was hauled up for the winter at Provincetown, and returned to Harwich port for the fishing season.

The report of June 22, 1880 is of particular interest. All other reports describe the Schooner's activities in mackereling. The 1880 report speaks of the Fisk's return from Georges Bank, "clean". Since the Bank was know primarily for cod fishing, it might be concluded that the Fisk's venture into cod fishing was less than noteworthy!!

JOHN H. PERRY

On August 1, 1893, the obituary of Caleb R. Kelley drew a good deal of attention. Captain Kelley was one of Harwich's best known Sea Captains. As a young man, he had commanded a number of commercial Schooners. The John H. Perry was one of those Schooners. Other information about the Schooner is as follows:

On May 4, 1880, it was announced that Captain Patrick Kelley, of Harwich Center, had joined his vessel, the John H. Perry, for the coasting season.

According to the report of June 14, 1881, Captain Patrick Kelley was very ill aboard his vessel, the John H. Perry, at anchor, at Delaware Breakwater.

The final report, dated June 10, 1884, explains that Captain Patrick Kelley had sailed from Harwich Port on that date, bound, first, for New Bedford. From there, the Perry sailed to Philadelphia. Captain Kelley's wife accompanied the Captain.

JOHN ATWOOD

In November, 1874, Captain Alvin Cahoon, Jr., of Harwich, was reported to have landed 2100 barrels of mackerel, since May, at Provincetown. He was reported to be the year's champion mackerel catcher. The following year, 1875, the Atwood picked up where She had left off: on June 30h, the Atwood arrived at Harwich with 160 barrels of mackerel.

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JOHN B. MORRIS

The Schooner John B. Morris stopped at Harwich Port, Saturday, October 20, 1891, with a load of lumber from Calais, Maine, for H. Kelley & Co.

JOHN E. SANFORD

Captain John S. Handren of the Schooner John E. Sanford arrived home from Hyannis. Captain George Wixon is to take the Schooner "around" to Boston, as reported, January 11, 1887.

JOHN FARNUM

On March 5, 1874, word was circulated that the Schooner John Farnum of Harwich, formerly owned by Captain Henry H. Chase, had been sold to "eastern parties", on "private terms". In January, 1875, the Farnum was owned by Caleb K. Allen, and, hailed from Harwich.

JOHN M. BALL

The Schooner John M. Ball, with Captain Isaiah Cahoon in command, arrived in Harwich from Bay Chaleur, August 20, 1878.

JOHN MILLER

In April, 1878, after a short visit at home, Captain Henry Walker went to Philadelphia to take command of the new Steamer, John Miller, which was scheduled to operate between Philadelphia, Key West and the Cedar Keys. Captain Walker took his family on the voyage. John Burgess also went as a member of the crew.

JOHN PROCTOR

On December 18, 1877, Captain Elbridge G. Doane, Jr. was at home for a few days before leaving for the winter on the three-masted Schooner John Proctor. Early in the following Spring, Captain Doane's obituary was announced: "The Schooner arrived at Gloucester from Cadiz last Thursday morning with the body of her Captain, who died on the passage, May 22, 1878, of consumption. His remains were brought home on Friday and the funeral was held at Pilgrim Church, Sunday".

According to a report on October 1, 1878, the Schooner John Proctor, en route from Gardiner (ME) to Baltimore stopped at Harwich Port on September 28th. In command was a Captain Allen. On February 4, 1879, word was circulated that all was not well aboard the John Proctor. However details were unclear. Apparently, the Captain was Edwin F. Allen of Harwich Port, and, his brother, (first name not shown), was the second mate. A cable, signed by "Allen", arrived at Harwich from St. Thomas, W.I., on February 3rd, indicating that the "officers" were lost. While the vessel had been overdue, for some time, and fears were running high nothing definite could be obtained as to the cause.

The next report of the John Proctor, only increased the mystery surrounding the Schooner. May 27, 1879: Captain R.T. Allen of Harwich Port left home yesterday for the Schooner John Proctor, in Boston. R.T Allen was actually Rueben T. Allen, the father of Edwin F. Allen, about whom not a word was reported.

Finally, on December 23, 1879, it was announced that a funeral service and commemoration of Captain Edwin F. Allen would be held on Sunday next in the church at Harwich Port. The report goes on to say that Captain Allen had been lost overboard, of the Schooner John Proctor, on January 3, 1879.

JOHN ROSENFELD

A report dated June 24, 1884, describes the launching of the Ship John Rosenfeld on June 21st, from the yard of A. Sewell & Co., Bath, Maine. To that date, the Rosenfeld was the largest vessel to be built in Maine. She registered 2374 and estimated to carry 3600 tons. She had a 250 foot keel; 44 foot beam; and, a 28 1/2 foot depth of hold. Her cabins and staterooms are splendidly fitted out, and the ship had every modern convenience, throughout. Captain James G. Park of West Harwich, who is part owner of the Rosenfeld, will be in command. The Captain is well known on the Cape, and deservedly, popular in sea-going circles.

Another report, on July 1, 1884, refers to the launching as a "novel sight". Because of earlier failures to get her launched, the Rosenfeld, finally, went into the water for the first time, at night! She proceeded to Baltimore to load for San Francisco. Captain Park's Family joined him on the Rosenfeld's maiden voyage.

On January 13, 1885, word circulated that the John Rosenfeld, Captain and Park family had arrived at San Francisco, "—after an unusually long passage". On November 17th, same year, bound for San Francisco from Liverpool, in a squall off Point Reges, the Rosenfeld lost Her fore and main yards.

While the terminal point of this research is 1900/1901, no other reports of the Rosenfeld were found after 1885.

JOHN SHEPARD

Regular reports about the Bark John Shepard appeared from October of 1876 to August 1881.

According to the report of October 26, 1876, on the night before the John Shepard was to set sail for England, Captain Freeman Burgess entertained friends and family, on board the vessel, with a sumptuous meal. The John Shepard was described as one of the best Barks that sailed out of Boston, while Captain Burgess, of Harwich, enjoyed the confidence of the owners and is one of the most successful Cape Cod Captains.

The chronological history of the John Shepard is as follows:

September 27, 1877: The Bark John Shepard, bound for the United Kingdom, was hailed by another vessel returning from England on September 16, inst., with orders for Captain Burgess;

November 28, 1877: The Bark John Shepard left Liverpool for Galveston on November 18th. The Shepard had to put into Milford, UK, damaged and leaking, no doubt, the result of encountering a gale;

December 8, 1877: With repairs completed, the Shepard left Milford on December 3, 1877, bound for Galveston;

January 22, 1878: Mrs. Freeman Burgess left Harwich on Friday to join her husband on the Bark John Shepard at Galveston;

June 25, 1878: The Bark John Shepard sailed June 20 from Shediac, NB for Bristol, England;

July 2, 1878: En route to Bristol, the Shepard stopped at Harwich for a brief visit;

March 25, 1879: Captain Freeman Burgess left home last week to join his vessel, the John Shepard, now in New York;

JOHN SHEPARD
CONT.)

April 8, 1879: Captain Burgess has arrived home in Harwich Port. His vessel, the John Shepard has gone to the West Indies;

February 10, 1880: Captain Burgess received a cable dispatch from the Captain of the John Shepard at Singapore, dated February 5th, stating that he would sail for New York, on that date;

June 29, 1880: Captain Freeman Burgess has gone to New York to meet his Bark, the John Shepard, which has just arrived from Singapore;

August 3, 1880: Captain Freeman Burgess paid a visit home last week and left Saturday for New York. Captain Burgess takes command of the Barque John Shepard;

September 28, 1880: The Bark John Shepard, Captain Burgess in command, arrived at Bordeaux, France, on the 18th;

January 11, 1881: Captain Freeman Burgess of the Bark John Shepard arrived in Harwich, last week, from Mobile. He reported a very rough and cold passage;

February 15, 1881: The Bark John Shepard arrived at Mobile last week, 17 days out of Boston;

August 2, 1881: The Bark John Shepard, Stephen Burgess in command, arrived at Harve, France on July 14th.

(No further reports have been uncovered regarding the Shepard, to this point in time).

JOHN SOMES

The fishing Schooner John Somes arrived in Harwich Port on October 5, 1879 with 60 barrels of mackerel, and, seine in need of repair. She sailed again on October 8th, Captain Taylor in command. On May 29, 1883, the final word regarding the Somes announced Her "late" arrival from the fishing fleet. On this occasion, She is in the charge of a Captain Miles.

JOHNS KING

Captain Edward Robbins went to Boston on December 30, 1884, to join the Steamer Johns King, as quarter-master. The Steamer ran between Baltimore and Boston.

JONATHAN BOURNE

In December, 1889, Captain H.C. Berry, of West Harwich, purchased the four-masted Schooner Jonathan Bourne from Fitz Bros., of Boston for \$35,000. Her net register was 673 tons and recently had hailed from Newport. She was to continue in the freighting business with Captain Osmyn Berry, of West Harwich in command. The Bourne took Boston as Her homeport and worked South.

In August of 1890, Captain H.C. Berry assumed command of the Schooner, while Captain Osmyn enjoyed the comforts of his new home.

Captain Isaiah Kelley commanded the Bourne on trips South in May and December of 1891. When Captain Kelley suffered from malaria following the December trip, Captain H.C. Berry went to New York to look after the vessel until Captain Osmyn was ready to take the Schooner South. Following a change in plans, Captain J.F. Studley of West Dennis, took command for that voyage.

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**JONATHAN BOURNE
(CON'T)**

In March of 1892, Captain Osmyrn Berry was back in West Harwich after several months in New York looking into the affairs of the Jonathan Bourne. By February of 1893, She was under charter to load lumber at Mobile for New York and Boston. Captain Berry returned to West Harwich in March, that year, after a six months trip South. He encountered gales during that period that broke the spinnakerboom, smashed a boat, damaged davits and shifted cargo. All of this happened off Hatteras.

In November of 1894, the Bourne encountered more bad weather in a trip from Philadelphia to Fall river. Fortunately, the only damage was the loss of Her spanker top mast. By December the Schooner was back in Philadelphia loading coal for New Bedford at \$.85 per ton.

In August of 1895, while in Baltimore, ready to sail, the Jonathan Bourne had difficulty getting crew. A new law prohibited payment of advance money and boarding house keepers refused to accommodate sailors unless the money was forthcoming. Under Captain Osmyrn's direction, the Schooner laid up early in September, that year, at Allyn's Point, CT.

On March 17, 1896, it was reported that it was a foregone conclusion that the sunken vessel, off Chatham, was the Jonathan Bourne. A slight hope would exist for a few days longer, but, the crew undoubtedly went down with the vessel.

JORDON

Captain George F. Crowell left his home in South Harwich on March 8, 1884, to go to Boston, to take command of the three-masted Schooner Jordon. James W. Cahoon accompanied him and will serve as cook.

JOSE

Jose was a rowboat launched on the Herring River in 1882, amid festivities. She apparently enjoyed a good reputation, locally, for in 1885 when a Mr. Miller purchased a new rowboat for the pleasure of his family on the River, there was the immediate suggestion of competition between these two fine little boats. There was even the conjecture that there might be "generous" and "spirited" races between them to compare with the competition, recently at Newport, between the Priscilla and the Puritan, America's Cup rivals. Mr. Miller's new boat was named, "Rebe".

JOSEPH L. BRAGDON

Captain Benjamin Chase went to Boston on March 20, 1884 to take charge of the Schooner Joseph L. Bragdon.

JOSEPH STORY

The Schooner Joseph Story of Gloucester, commanded by a Captain Eldridge, parted Her chain and came inside the bar at South Harwich and filled with water. She had 175 barrels of mackerel on board.

JOSEPHINE

In February 1898, Captain Simon G. Chase, formerly of the Standard Oil Company's steel towboat, Atlas, announced that he had accepted the position of Master of Mr. P.A.B. Whitney's Steam Yacht, Josephine, at a salary of \$4,000 a year.

JOSHUA BAKER

Captain Joseph Kelley was Master of the Schooner Joshua Baker, of East Harwich. Harry Young served as Second Mate. On April 6, 1891, while en route to Boston with a cargo of salt, the Schooner was wrecked at Fortune Island. The crew will leave Fortune Island, for home, on April 15th, by Steamer for New York.

JULIA

A report, dated May 3, 1881, indicated that Captain John B. Pierce of South Harwich would serve as Mate on the Yacht Julia for the coming summer.

JULIA A. BROWN

The large and splendid three-masted Barque Julia A. Brown was launched at East Boston on November 27, 1873. She was built under the inspection of Captain Edgar Paine, agent for the American Lloyds Company. She is classed "A1" for eleven years. Her model has been called superior by most competent judges and was built of the best materials by Messrs. Campbell and Brooks. The length of keel is 135 feet; breadth of beam is 34 feet; depth of hold is 9 feet; and, depth of decks is 6 feet. She is owned by Messrs. Kilham, Land & Co., Nathaniel Brown; P.A. Nickerson and others. She is under the command of Captain Joshua Nickerson of Harwich Port.

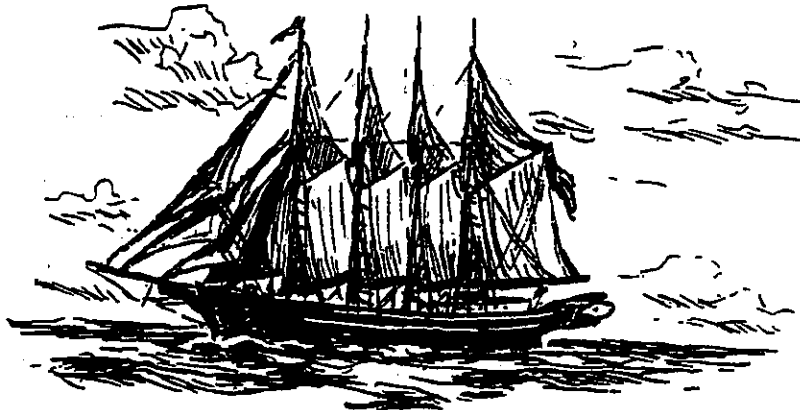
The report of January 22, 1874, describes a quick passage for the new Barque between Boston and Charleston Bar of just five days. As the report states, "...with Captain Nickerson in command, She was deeply laden".

The next report, on April 13, 1880, announced the arrival of the Brown at New York after an absence of three years. Further, the report states that Captain Dennis Nickerson, who has been in charge over those three years will be replaced by Captain Joshua Nickerson for the Brown's next voyage.

By March of 1882, Captain Dennis S. Nickerson is back in command. After stopping at Harwich Port on the 8th, inst., the Julia A. Brown went on to Boston.

The report of January 19, 1886, is ominous, to say the least. The Barque Julia A. Brown, with Captain Dennis Nickerson in command, cleared Perth Amboy, NJ, January 6th, for Boston. She probably ran aground on Handkerchief Shoals. Wreckage washed ashore at Chatham and at Harwich Port.

The final report about the Barque is dated February 2, 1886, and, states very simply that a search party cruising "...the Bay" has been unsuccessful in locating the Julia A. Brown.



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KATAHDIN

The following chronology relates the connection of the Steamship Katahdin to the Town of Harwich, through 1901:

October 31, 1900: B.W. Rogers, of Harwich, serves as steward on the Steamer Katahdin. He recently visited his home for a few days.

April 24, 1901: Captain and Mrs. Fred W. Nickerson, of East Harwich, had the pleasure, this past week, of entertaining their nephew and niece, Captain and Mrs. George O. Pierce, and, two children. The Pierce Family resides in East Boston. Captain Pierce was a Harwich boy and his many friends always give him a hearty welcome to his old home. The Captain went to Providence on Friday morning to join his Steamship, The Katahdin, bound for Newport News. His family will return home later.

May 15, 1901: Mr. Fred M. Lawrence, of Harwich Port is enjoying a sea trip with his cousin, Captain George O. Pierce of the S.S. Katahdin.

October 2, 1901: "Captain Lewis B. Doane, of Harwich Port, left home late Monday to take charge of the Steamer Kathardin (sp). We wish him success in his new boat".

KATE FLORENCE

Built in Bath, Maine, the Kate Florence was launched in April of 1879 to the witness of a large number of spectators. The Schooner was built for Theophilus B. Baker of Harwich Port. Captain Baker was the owner of the Wharf at the end of what is now Bank Street. He also owned several other vessels and the Kate Florence joined them in mackerel fishing.

Captain Cyrus C. Kelley, of Harwich Centre, would command the Kate Florence for the first ten years after Her launching. From the outset, She was a busy vessel. In 1879, from April to December, the record shows that the Kate Florence averaged better than two fishing trips a month, a demanding schedule for a new Schooner.

On December 21st of 1879, The Kate Florence was in Savannah, with Her owner, Captain Baker on board. He would write in a letter to the Harwich Independent describing the Schooner as, "all a man can expect in rough or smooth weather. Weather warm and fine and crew about deck, bare-footed". Immediate plans included sailing along the Florida Coast, and then, fishing those waters for the winter months. The report stated that Captain Kelley was in command, and in addition to Captain Baker, Mr. Rinaldo Eldridge, Esquire, to quote, "goes out as a guest of Captain Baker. These gentlemen will rusticate amid the orange groves of Florida during the winter months and we hope they will return to us with the opening of spring in good health and spirits"!

For the voyage to Florida in December of 1879, I.F. Allen was First Officer. The Kate Florence was manned by a crew of 13 able seamen: 7 of Harwich Port; 5 of Chatham; and, 1 from Connecticut. B. Hendred of Harwich Centre, the famous caterer, was in charge of the victualing department, which was sufficient guarantee that the company would be provided for. The report ends with: "Every success to the Kate Florence and her noble company, say we"!

As mentioned, Captain Cyrus C. Kelley was in charge of the Kate Florence for the first ten years that She sailed in the mackerel fleet. The record leaves little doubt of the success enjoyed by the Schooner. Her sailings and arrivals at Harwich Port yielded anywhere from 40 barrels to 700 barrels! The 700 barrels were landed after a three-week trip off Block Island. The success of the Kate Florence is reflected in a report dated October, 1880: " The Kate Florence, Captain Kelley, has landed 1900 barrels of mackerel in nine weeks on T.B. Baker's Wharf, Harwich Port. Who can beat this"!!

KATE FLORENCE (CONT)

While Captain Kelley was usually in command, the record shows other Captains and a few charters over the years. In the winter of 1880, Captain Isaiah Cahoon commanded the Florence on an oystering trip. In addition, Captain Cahoon made several trips to New York transporting oysters and grain from Norfolk. At that point, Captain Cahoon and his wife return to their home in Harwich Port for a rest. In the Captain's younger days, he was a student at the Pine Grove Seminary, having studied under Sidney Brooks in 1856.

In the winter of 1881, Captain T.B. Baker returned home from New York, where he had arranged the charter of the Kate Florence for a voyage to Maricaibo, Venezuela. Captain George Taylor of Harwich was in command for this voyage.

In the winter of 1883, when all the other fishing vessels were cleaned out and hauled up, the Kate Florence was under another charter. This time, the Schooner went to the Cape Verde Islands from New Bedford under the command of Captain Abner R. Woodhouse of Harwich Port. It was recorded to have been a rough passage, lasting over four months. Captain Woodhouse, another former student at Pine Grove Seminary, died at the age of 85 in 1934.

The Kate Florence was sold to D.L. Blackwood of Barbados, West Indies in October 1889, to make room for T.B. Baker's new four-masted schooner.

KATE HASTINGS

The obituary of Captain Cyrus Hall appeared on February 20, 1900. Among the vessels, with which he was connected, was the Brig Kate Hastings. The vessel had been built for Captain Hall and he sailed Her for many years in the China Trade.

KATE McCLINTOCK

It was reported on July 1, 1879 that the vessel Kate Mc Clintock had talked to the Ship Guardian, off Boothbay. The Guardian was rated at 1123 tons, out of Liverpool, with 300 tons of salt for S. Nickerson & Sons, of Boothbay, formerly of South Harwich.

KATE SCRANTON

According to the announcement of March 19, 1889, Captain James H. Eldridge has sold his Schooner Kate Scranton to Captain Leander Kelley of Dennisport.



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KENILWORTH

Beginning on September 9, 1890, accounts of the doings of the Ship Kenilworth and Her able Master, Captain James Gorham Baker of West Harwich, became a fixture of Harwich news. Here, then, is a chronology of those doings:

September 9, 1890: (Reprint from the San Francisco, "Commercial News"). The Ship Kenilworth was one of the Clyde Clippers of San Francisco. Following a fire, while under the British flag, the Ship was purchased and rebuilt by local (American) parties. Under the command of Captain James G. Baker, the Kenilworth set a new record for passage between 'Frisco and Liverpool, 100 days.

September 30, 1890: Mrs. J.G. Baker and Daughter Kate arrived at West Harwich after a long absence. Captain Baker followed within the week.

November 18, 1890: (Reprint from the New York Herald-11/7/90). "A mammoth steel Ship—the largest sailing vessel afloat, in her class," wrote the Herald. Owned by Arthur Sewall & Co., Bath, Maine, She had four masts. She was 301 feet at the keel, and, 330 overall. Her beam measured 44' 6". The hold was 24'. She was registered at 2243 tons with a carrying capacity of 3450 tons.

March 20, 1894: The Ship Kenilworth, Captain J.G. Baker in command, sailed from Hong Kong for New York, February 7th.

December 18, 1894: Captain and Mrs. E.F. Taylor of Harwich were royally entertained by Captain J.G. Baker aboard the Ship Kenilworth during the previous week at San Francisco. The happiness of this unexpected meeting of neighbors is better to be imagined than described.

December 18, 1894: The Kenilworth made a "smart" passage from New York to San Francisco in 116 days.

January 15, 1895: The Ship Kenilworth, now at San Francisco, will load sugar in Honolulu for New York.

April 9, 1895: Captain J.G. Baker and the Kenilworth left Honolulu March 5th for New York. The Ship had on board 4,300 tons of sugar, one of the largest cargoes that ever left that port.

June 11, 1895: Kenilworth had a safe arrival at New York. Mrs. Baker and Daughter have joined Captain Baker.

June 11, 1895: (Reprint from "Boston Journal"). In editorial fashion, the Journal describes the "assorted cargo" of sea yarns, that Captain Baker unloaded from his recent trip from Honolulu to New York. Included were the following: the Kenilworth sailed up on a "shoal" of porpoises, which lifted Her keel out of the water; earlier they had come upon a decapitated whale, the size of an over-turned vessel; and, if that were not enough, Captain Baker reported that a whale of the sperm species was sited off Barnegat. Conservative estimate placed the whale in the 100' class!

July 2, 1895: Captain Baker's 90 and 1/2 day voyage from Honolulu, in command of the Ship Kenilworth, stands second only to the record held by the Sovereign Of The Seas of 83 and 1/2 days.

July 9, 1895: After a short visit at home, Captain James G. Baker returns to the Kenilworth in New York for charter to San Francisco. The entire Baker Family accompanied the Captain.

January 28, 1896: The San Francisco Shipping List referred to Captain James G. Baker as a "---a thorough American Commander---a Yankee"!

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**KENILWORTH
(CONT)**

April 7, 1896: With the probability that the Kenilworth left Honolulu on the 1st, Captain Baker should be at home in July.

July 14, 1896: (Reprint from the Boston Journal—July 9th). The Kenilworth and the Henry Villard sailed together for 23 days from the Sandwich Islands.

September 22, 1896: (Reprint from the New York Marine Journal—September 19). The Journal reported that the mild-mannered, Captain Baker had doubled Cape Horn twenty times, more or less, and would soon tackle the Cape again.

November 10, 1896: Captain Baker has returned to the Kenilworth in New York for a trip to San Francisco.

December 8, 1896: The Kenilworth has been chartered to load sugar at Honolulu for Delaware Breakwater.

December 12, 1896: Glad tidings were received last week that Captain Baker and the Kenilworth had arrived in San Francisco.

May 11, 1897: (Reprint from the Honolulu Star). The Ship Kenilworth, commanded by Captain James G. Baker made a smart passage from San Francisco to Honolulu in 16 days, beating all of the sugar fleet.

September 8, 1897: Following a short visit at home, Captain J.G. Baker has returned to New York to look after repairs to his Ship Kenilworth.

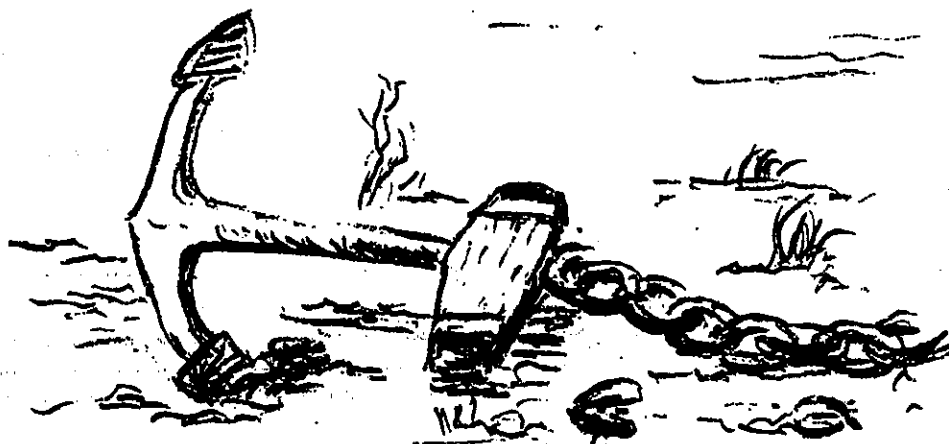
October 12, 1897: Captain Baker and his Family start Monday for New York and the Ship Kenilworth, which is loading for another voyage.

July 26, August 2, and August 9, 1898: (a composite report). Bound for New York from Honolulu with a cargo of sugar, the Kenilworth caught fire and Captain Baker along with the Mate and Cabin Boy were killed and buried at sea.

October 11, 1898: Funeral services for Captain James Gorham Baker were held on the 9th in West Harwich. He was held in high regard by his crew from whom he had won love and respect.

KIOTA

It was announced on October 28, 1878, that 1/2 interest in the Bark Kiota was sold at auction at the office of H. Kelley & Company, Harwich Port, to Captain Albert D. Long.



L.A. PLUMMER

On February 21, 1888, it was reported that Captain Ezra Howes and his son William had gone to Boston to join the Schooner L.A. Plummer.

L.W. HINE

On a voyage from Harwich Port to New York, November 24, 1885, the Schooner L.W. Hine was in a collision, forcing Her to stop at Vineyard Haven. While her jibboom was not carried away, She did have a broken centerboard.

LACKAWANNA

As reported on May 1, 1901, Mr. J.C. Chase of West Harwich is sailing as Steward of the Steamer Lackawanna.

LAURA

The following is the chronology of the Laura, to date:

July 1895: Captain Amos Eldridge took a party from Wychmere to Nantucket over night.

September 1895: A fishing party from Harwich Center celebrated Labor Day by chartering the Yacht Ha Ha, with Captain Joseph Robbins in command, and, the Laura, Captain Amos O. Eldridge in command. The weather and fishing were good and the Monomoy Life Saving Station served up a fine dinner.

September 1897: Early on a Monday morning at the beginning of September, the annual Labor Day fishing party sailed out of Harwich Port. Forty people went on two Yachts, the Laura, Captain Amos O. Eldridge, and, the Ha Ha, Captain Joseph Robbins. After an hour of pulling in scup, tautog, bass, etc., they sailed on to Monomoy Point, where the crew of the Life Saving Station, under the Steward, Charles Kelley, served a dinner of chowder and "fixins".

LAURA D.

On August 28, 1883, it was reported that the Schooner Laura D., with Captain Josiah Thacher in charge, had sailed on the previous Thursday. Captain Thacher's family were aboard.

LAURA A. BURNHAM

The Bark Laura A. Burnham was built by Captain Caleb Nickerson of Harwich in 1873. He made several trips in the Bark. On one voyage, the vessel ran aground at Galveston, Texas.

In 1880, Captain Samuel Phillips had command of the Burnham. On February 3, 1880, Captain Phillips and his wife arrived home in Harwich having left the Laura Burnham in San Francisco.

LAVROCK

On August 15, 1899, the Steam Yacht Lavrock arrived at Chatham from Brooklyn, N.Y., with the Matheson Family on board. The Yacht was bound for Harwich Port to visit Mrs. May Mc Mullen, Mr. Matheson's Aunt. Dense fog forced the Yacht into Chatham.

LEADER

It was reported on September 19, 1895, that Captain W.S. Doane of the towboat Leader had spent a three-week vacation in his old home in Harwich.

LELIA LINWOOD

Between May 7, 1874 and August 23, 1882, there were eight reports of the arrival at South Harwich of the Schooner Lelia Linwood, member of the Deep Hole Fishing Fleet. In each case, the Schooner was commanded by a Captain Bearse; in each case, the Linwood off loaded large quantities of mackerel, averaging 283 barrels per arrival. The final report was dated August 23, 1882. Future research should yield a more complete picture of the Linwood's career.

LEOLINE

News circulated on May 5, 1891 that Carl Chase, 35, son of Captain and Mrs. Van Buren Chase had been lost overboard the vessel Leoline. Mr. Chase and Charles Kelley had left this place for New York aboard the Leoline. When Mr. Kelley awoke from sleep, he found that Mr. Chase was missing.

LETTIE LINWOOD

The chronology of the Schooner Lettie Linwood is as follows:

February 5, 1874: The Schooner Lettie Linwood, hailing from Harwich, is now at Providence.

October 1, 1874: The Lettie Linwood arrived at South Harwich with 300 barrels of mackerel.

April 26, 1877: The Lettie Linwood is in New Bedford to fit for fishing.

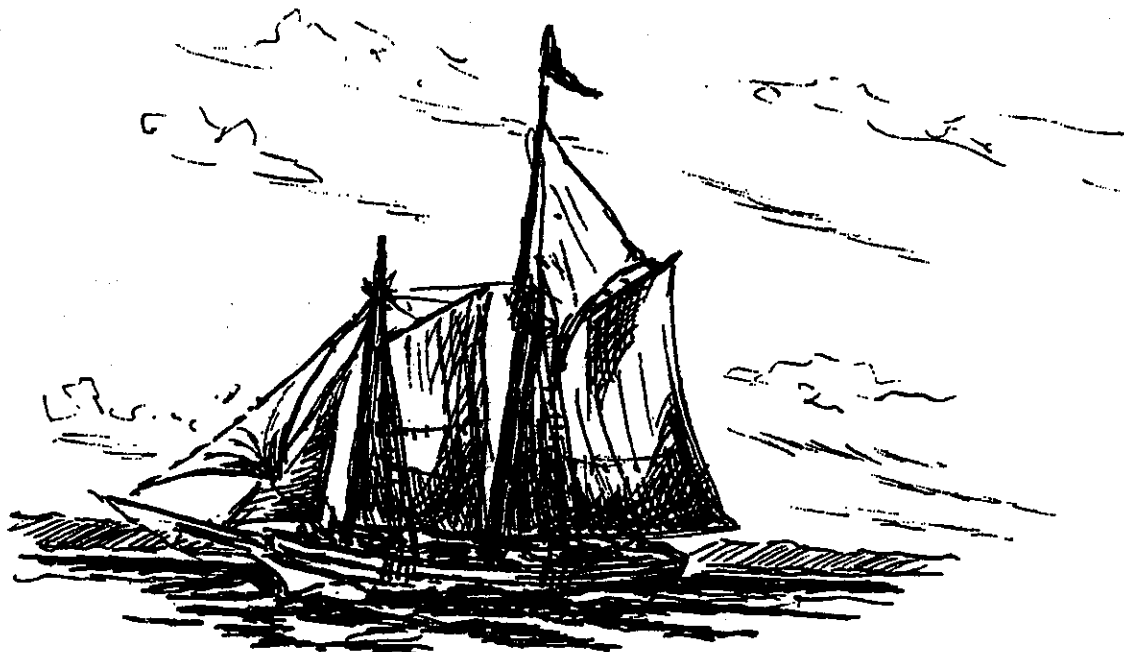
November 8, 1877: The Schooner Lettie Linwood parted her chain coming in contact with the Schooner Etta M. Story, carrying away the latter's bow-sprit, jibboom and everything attached.

July 1, 1879: The Lettie Linwood under Captain Chase arrived at South Harwich with 1700 codfish.

March 30, 1880: The Lettie Linwood sailed from Chatham, under Captain Cahoon, to fit for mackerel.

June 19 and June 28, 1881: The Lettie Linwood off-loaded 260 barrels of mackerel on the 19th and 320 barrels on the 28th. Captain Eldridge was in charge of both arrivals at Harwich Port.

May 24, 1882: (Final report). Captain Eldridge and the Linwood arrived at South Harwich, with 216 barrels of mackerel.



LIGHT OF HOME

It was announced on January 8, 1878, that the schooner Light of Home, owned by Valentine Doane, Jr., is laid up for the winter in Harwich Port.

LILLIAN

Captain Charles E. Smalley, of South Harwich, was the Pilot of the Yacht Lillian, in 1900. She regularly took passengers from Nantucket to Wauwinnet. Shore dinners were served on board.

LILLIAN M. ALLEN

Built in Bath, Maine, in 1889, the Schooner Lillian was reported to be the finest built in Bath. Her first Captain was John E. Robbins. She Carried a crew of eight men, and, was registered at 106 tons. In May of 1889, the Allen was ready for mackereling.

LILLIE B. FERNALD

In June of 1874, the Lillie B. Fernald brought in 275 barrels of mackerel to Canso, Newfoundland.

LILLIE ERNESTINE

On November 19, 1878, it was announced that on the 14th inst., the Lillie Ernestine had arrived from New York, with corn for Messers. Baker and Eldridge. Captain Freeman Long, of Harwich, was in command. It was noted that this had been the first trip for Captain Long in his new Schooner. After off-loading the corn, the Lillie Ernestine was reloaded with mackerel for a return trip to New York.

By December 17, 1878, the Schooner was back at Harwich Port with another load of corn for Baker and Eldridge. At this point, Captain Long decided that it was time to haul up for the season; on December 24, 1878 word is circulated that the Lillie Ernestine was at New Bedford for the winter.

1879 would be a busy year for the Lillie Ernestine. She arrived on March 13th with corn for Baker and Eldridge; arrived April 5th-corn for Baker and Eldridge; Arrived May 27th with salt for T.B. Baker; arrived June 10th, again, corn for Baker and Eldridge.

The announcement of June 9, 1879, marks a change for the Lillie Ernestine. Captain Long has taken the Lillie Ernestine mackerel fishing. However, according to the news on July 1st, the Schooner is back in Harwich Port with more salt for T.B. Baker. July 17th, August 10th, October 1st, November 17th and December 12th were also arrival dates for the Lillie Ernestine, and, each time, She carried corn for Baker and Eldridge!!

Research shows that 1880 was much the same as 1879, for the Schooner Lillie Ernestine. With Captain Long still very much in command, the Schooner brought loads of corn to Baker and Eldridge in February, April, May, July, August, October and late November. Somehow, in 1880, the Ernestine was able to fit in the following trips: New York to Harwich Port with a cargo of salt in May; in late June, She arrived with salt for T.B. Baker; in early August, another "salt" trip for T.B. Baker. If that were not enough, the record shows that Captain T.B. Baker, Jr. and Master Abner Nickerson sailed the Ernestine to New Haven in mid-July. Finally, the Lillie Ernestine was hauled up for the winter in late November, after what certainly was a busy year. She would spend the winter at Fairhaven.

1881 began without particular note, however, after a routine "corn" run in April, a major change took place. On May 17th, announcement is made that the Schooner Lillie Ernestine had been sold for \$3,000 to "Nantucket parties", and will serve as a packet, running between Nantucket and New Bedford.

Of Captain Freeman Long, the report said: "Captain Long retires from a sea faring life after a long and successful career, and by his industry and prudence, he has laid up sufficient 'competence' to enable him to live in ease the remainder of his days on shore. So thrives another Cape Cod man. Good for you"!!

LITTLE ADA

In May, 1881, it was reported that the Little Ada was at her mooring.

LITTLE BRAVE

It was reported in November of 1878, that the Little Brave, with Captain W.S. Rogers in command, was a member of the Pleasant Bay Fishing Fleet.

LITTLE LIZZIE

In early April of 1874, the Schooner Little Lizzie, of Harwich, commanded by a Captain Nickerson, was fitting out for a trip to the Banks and the beginning of the fishing season.

A report dated August 3, 1876 is the next word of the Little Lizzie. She had been struck by lightning off Cape Elizabeth and lost her foremast. In May of the following year, 1877, Little Lizzie was at Newport en route South for mackerel.

The first of two reports, in 1878, is dated April 23rd, and tells of the arrival of the Little Lizzie at Harwich Port, to fit out for cod fishing. (As was the case so frequently, only the last names of the Captains were mentioned). A Captain Doane was now in charge of the Schooner. On August 13, 1878, the Little Lizzie is at Harwich Port, off-loading codfish for Valentine Doane.

May 27, 1879 found the Little Lizzie, once again, at Harwich Port with a cargo of Codfish. By August 26th, same year, Little Lizzie is seeking repairs from damage experienced in a storm off Block Island. She lost Her mainsail, jib, and, Her seine-boat , as well. A report on September 2 indicated that the Schooner was fit once more and headed for the fishing grounds.

News circulated on October 5, 1880, that the Little Lizzie had returned to Harwich Port with 170 barrels of mackerel with a Captain Taylor in Command. Captain Thomas Kenney, according to the report of June 21, 1881, was getting ready to take the Little Lizzie to the Banks. She was reported back in Harwich Port on September 20, 1881 with 700 quintals of codfish in her hold. The final report on the Schooner Little Lizzie appeared on April 26, 1882, with a Captain Kelley in command. The Schooner was headed South for mackerel.



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LITTLE SADIE

Captain Abisha Doane, of Harwich, purchased Little Sadie from Chatham parties in 1884, to engage in boat fishing.

LITTLE WANDERER

The Little Wanderer, of South Harwich, sailed from Liberty Cove on January 3, 1880. She became stranded on Nickerson's Bar, having lost Her sails, riggings and spars. On January 8 th, salvagers forced off the Bar and got Her on the Pussy Willow Railway, claiming one half the value of the vessel, and, Her cargo of ice. She was later towed back to Liberty Cove by the Tug, Fannie.

LIZZIE

Lizzie arrived in Harwich Port on October 6, 1877.

LIZZIE A. HAMMOND

On July 19, 1878, the Schooner Lizzie A. Hammond arrived at Harwich Port, after a mackereling voyage. The crew reported that there were some mackerel but that they would not take the hook.

LIZZIE BAKER

In 1877, the Lizzie Baker was part of the fishing fleet of Valentine Doane, of Harwich Port, who dispatched her to the fishing grounds.

LIZZIE HENDERSON

A report dated May 18, 1880, related the fact that Captain G.P. Ellis arrived last week at Harwich Port from Tampa, FL, where he has been running the Steamers Chase and Lizzie Henderson from different ports in the Gulf.

LIZZIE MAUD

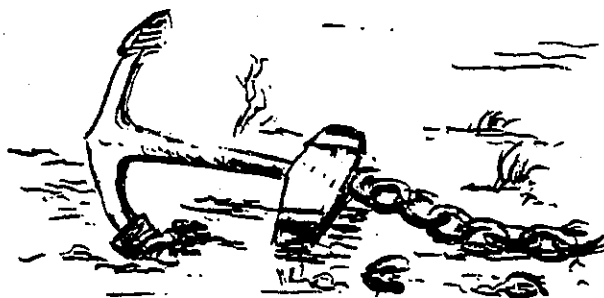
The Lizzie Maud arrived in Gloucester from Nova Scotia in June of 1894 with 250 barrels of salted mackerel. (While not specifically stated, the Lizzie Maud is assumed to be a Harwich Vessel, since the report included several others, so identified).

LIZZIE PHILLIPS

The fishing Schooner Lizzie Phillips parted Her mooring off Deep Hole, South Harwich, on September 30, 1889. She was completely wrecked on the Dennis Shore.

LIZZIE YOUNG

The record shows that the Schooner Lizzie Young stopped at Harwich on June 1, 1886, and again, on October 19, 1886. She was under the command of a Captain Shaw. On each occasion, the lay over was but one day. It is likely that the Schooner hailed from some other Port and used Harwich for just the lay-overs.



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LOLLY MONTEZ

The Schooner Lolly Montez set sail from Harwich Port in May of 1872 for fishing. She was back in Harwich in August with 160 barrels of mackerel.

In 1873, the Lolly Montez, aka, "Lola" Montez was lost at sea. Her tonnage was registered at 66.19 tons.

LONE STAR

Lone Star took 3rd prize in a regatta held at Harwich Port in July of 1880.

LONGFELLOW

It was reported in March of 1889, that Albert Bartlett of South Harwich had sailed as Steward of the Steamer Longfellow, running from Provincetown.

LONGWOOD

The Schooner Longwood, laying on the beach at Provincetown, was purchased by Captains Caleb and Sylvanus Rich, of East Harwich, in January of 1880, for the sum of \$2500. The Schooner will be used in the mackerel fishery.

LORING C. BALLARD

According to a report dated July 11, 1899, Captain S. Linwood Moore, of East Harwich had been called to Philadelphia to bring the Schooner Loring C. Ballard to Newburyport.

On May 29, 1900, it was learned that Captain Moore was at home; the Ballard was now in the command of Her former Master, a Captain Bearse, and that Captain George F. Crowell, of South Harwich, had gone to Boston to take command of the Ballard!!

LOTTIE K. FRENCH

On October 12, 1886, it was reported that the Schooner Lottie K. French, with a Captain Gould in charge, stopped at Harwich Port, to pick up a boat made by Charles Jenkins, for Capt. Gould.

LOUIS AND ROSIE

The Schooner, Louis and Rosie, whose home port was South Harwich, was owned by Stephen Nickerson and Sons. Her Captain was Samuel T. Nickerson. When She arrived at Boothbay in September of 1877, She had 365 barrels of mackerel on board--mostly large ones!

On March 30, 1880, a report indicates that in the company of several other Schooners, the Louis and Rosie sailed for the South for mackerel. What would be the last report of the year, it was announced on October 5, 1880, that Captain Samuel T. was at home, having off-loaded a total of 2200 barrels of mackerel, at Boothbay, in the last four months!

The research shows no less than five reports on the Louis and Rosie from April 19, 1881 to December 7, 1881. The reports through August are as those of previous years: good fishing! However, the report of December 7, 1881, was indeed different, as it announced that Captain Joshua A. Nickerson of East Harwich had gone to Boothbay to take charge of the Schooner Louis and Rosie for a "coasting voyage".

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**LOUIS & ROSIE
(CONT)**

The next report, August 2, 1882, finds Captain Samuel T. Nickerson bringing the Louis and Rosie into Boothbay with 360 barrels of mackerel. Tuesday, May 1, 1883 finds Captain Nickerson in New York with 200 barrels of fresh mackerel. On the 22nd of May, it is reported that Captain Nickerson was back into New York with 24,000 of the largest mackerel carried in for at least eight years. The Louis and Rosie had stocked \$12,000, for this trip alone!

The two reports found for 1884, continue to show that the Louis and Rosie was a successful fishing Schooner. However, a report on September 22, 1885, casts a slight shadow over the reputation of this fine Schooner: "John A. Eldridge, on board the Schooner Louis and Rosie, had \$74 stolen from him last week". There was no further word found on this matter.

Two reports in 1887, completes the record on the Louis and Rosie, to date. On March 27, 1887, Captain Samuel T. Nickerson and the Louis and Rosie arrived at Deep Hole, South Harwich, from Boothbay, headed South for mackerel. On July 30, 1887, The Schooner arrived at South Harwich with 120 barrels of mackerel with future prospects only "fair"!

LOUIS H. BRISTOL

✓ As reported on November 5, 1888, the Louis H. Bristol was the newest Barge of the New England Transport Co. She was 135 feet long with a beam of 31 feet. The Barge was built by New Haven parties for Captain Abner R. Woodhouse of Harwich Port, who was one of the Company's most outstanding Masters. She drew her name from an attorney, who was one of the stockholders.

LOUIS NICKERSON

According to the report on February 5, 1881, the Schooner Louis Nickerson sailed for the South on the previous day.

LOUISA

On February 1, 1881, word circulated that the Schooner Louisa, owned by D.P. Ryder, of North Harwich, had been sold to parties in East Dennis.

LOUISA FRANCIS

The Schooner Louisa Francis, with Captain William H. Kelley in charge, sailed between New Bedford and New York, on at least 25 occasions, in the last ten months and eleven days!!

LUCY CHURCH

Built at Bellville, New Jersey, the Schooner Lucy Church was at Providence, when She was purchased by Captain Freeman Ryder, Jr., in January of 1873. One year later, on January 15, 1874, it was officially announced that the Lucy Church had moved into the District of Barnstable, hailing from Harwich.

On January 22, 1874, one week after the official announcement of the Church's connection with Harwich, it was further announced that She had been sold to Taunton parties and would be commanded by Captain James Berry, "of that place". In February, She was reported to be back in Providence.

LUCY MAY

The Schooner, Lucy May, Captain Samuel T. (S.?) Freeman in command, arrived at Harwich Port on November 13, 1876, en route to Philadelphia from Newburyport. She made regular stops at Harwich through the years. Harwich was the home of Captain Freeman.

The next report of the Schooner Lucy May is dated December 25, 1877. Captain Samuel T. Freeman is at home and his vessel is hauled up at Cambridge, for the winter.

On March 26, 1878, notice was circulated that the Lucy May had cleared Harwich Port for Philadelphia on the 22nd inst. Captain Freeman brought the Lucy May back to Harwich Port on April 15th from Philadelphia. On the 17th, it is learned that the Schooner has left Harwich Port, once again. This time, She is bound for mackerel fishing.

In June 1878, the Lucy May arrived at Harwich Port on the 12th, bound for Philadelphia from St. Johns, N.B. (As Philadelphia was a major mackerel market, it can be assumed that such was the cargo being carried by the Lucy May). On Her return from Philadelphia, the Schooner stopped, briefly, at Harwich Port, then, sailed again, on July 11, 1878, for Haverhill. No mention is made regarding the purpose of this trip to Haverhill, nor of the cargo on board. The Lucy May was back in Harwich Port, on August 8, 1878. She was bound for Philadelphia from Newburyport

LUCY P. MILLER

The Steamer Lucy P. Miller, commanded by Captain John Miller of Harwich, arrived in New York, on September 7, 1889, from Bangor. The Captain reported that the Miller had collided with the Steamer Pilgrim, in Long Island Sound. Damage was considerable to the Lucy P. Miller. On the starboard side, the planking was "stove in" for a distance of 25 feet. On the port side, some of the knees were split.

LUCY R. DAY

On May 26, 1879, the Lucy R. Day arrived in Harwich Port, from cod fishing, under the command of a Captain Ellis. On June 13th and again, on August 23rd, that year, the Day arrived from mackereling, with a Captain Kelley in charge. On March 27, 1883, the Lucy R. Day was reported to have stopped at Harwich Port, en route from New York to Boston. On this occasion, there was no mention of the Captain in charge.

LULU

The Lulu was a three-masted Schooner. In January of 1886, She left Bull River, Georgia for Woods Hole, under the command of Captain Baxter D. Baker, Jr., of South Harwich. In October of that year, under a Captain Doane, Lulu arrived at Harwich Port on a Saturday and sailed the next day, Sunday.

In February, 1889, Captain Crowell Nickerson of Harwich Port assumed command of the Lulu. In October of 1890, severe weather struck the area and Captain Nickerson was able to get Lulu back to safe refuge in Harwich Port.

Finally, in March, 1893, Captain Nickerson was in command of the Lulu at Chesapeake Bay, where She had been condemned. He stripped Her of Her sails and rigging before abandoning Lulu.

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LULU E. WILBER

The Lulu E. Wilber, aka, "Lilie" E. Wilber, and, "Lula" E. Wilber was built in Gloucester. Her Sails were made by S.B. Kelley of Harwich Port. She made Her maiden voyage in April of 1885, under the command of Captain Charles W. Nickerson. The Wilber was a fishing Schooner, engaged in mackereling.

In 1893, A.K. Taylor, of Harwich Center, took command of the Schooner. About a year later, Captain Taylor reported that the Schooner Wilber had brought in 150 barrels of mackerel.

LUTHER S. CHASE

In March of 1873, the 23 and 1/4 ton Schooner Luther S. Chase was sold to Captain Caleb K. Allen of Harwich

LUZON

The Ship Luzon was a 1339 ton Clipper Ship, which sailed for many years under the command of Captain Jeremiah G. Park of West Harwich.

The following chronology gives a clear picture of a busy vessel commanded by an able Master:

October 1888: Captain Park and the Luzon arrived in New York from Cebu, Philippines, after a year's absence;

December 1888: Mrs. Park and family left West Harwich for New York to join Captain Park for a one year voyage to Hong Kong;

May 1889: The Luzon arrived in Hong Kong;

July 1889: At Cebu, Philippines, on the 15th of the month, aboard the Ship Luzon, a daughter, Emma Florence was born to Captain and Mrs. Park;

December 1889: The Luzon arrived at New York;

September 1890: Captain Park, now in Shanghai, has favored the Independent (Harwich) with copies of the Chinese papers printed in Chinese which is a rare curiosity;

March 1891: The Ship Luzon was chartered to move 50,000 cases of refined petroleum from New York to Shanghai. Captain J.G. Park in charge;

April 1891: Mr. Fred Williams, who spent five or six weeks at the residence of Capt. Park, went to New York to join the Ship Luzon for a one year trip to Shanghai;

April 1891: Capt. J.G. Park came from New York and will remain home for a year while his Ship makes a trip to Shanghai in command of a Captain Carver of Maine;

August 1892: The Ship Luzon, Captain J.G. Park in command, arrived at Shanghai after a quick trip of 114 days;

March 1893: The Luzon arrived in New York from Shanghai in what was a remarkably quick trip and would have been ten days earlier had it not been for a gale off Cape Hatteras, which carried away sails;

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LUZON
(CON'T)

April 1893: Captain Park was called to New York to supervise the loading of his ship for another one year voyage. His family, once again, accompanied him and they arrived in China 111 days out of New York;

March 1894: Captain Park and his Ship, Luzon sailed recently for a one year voyage to Haifong and other parts of China. In a related matter, it was learned that the Captain's brother, Isaac, of Searsport, Maine, has a gilded quarter board nailed to his barn. It is one of the boards from the Barque American Lloyds, which he commanded for 13 years. After the Barque was sold, it sank off Cape Cod and the board was found, later, near Cape Cod Light;

November 1894: Luzon sailed from Manila bound for New York;

February 1895: The Luzon and Captain Park arrived in New York. Mrs. Park and daughter left to meet the Captain in New York;

April 1895: Captain Park was summoned from home in West Harwich to New York to ready his Ship for another foreign voyage;

May 1895: The Ship Luzon, Captain Park commanding, sailed from New York to Port Elizabeth, Africa, then on to East London, and from there, to Colombo to load for New York, where they arrived in **March 1896**;

November 1896: The Luzon grounded on a bar near Shanghai, while in charge of a pilot. It was pulled off by a tug and towed to dry dock to be repaired. The Captain will be late arriving home;

May 1897: While still en route home from his last trip to Shanghai, Captain Park has accepted a charter back to Shanghai after unloading in New York;

May 1897: The Luzon is bound for New York from Honolulu on the return trip from Shanghai. The Luzon is now carrying 32,000 bags of sugar;

August 1897: After a visit home for but one month, Captain Park has gone, once more, on a voyage to Shanghai with a cargo of refined petroleum. Mrs. Park stayed with the Captain until the Ship sailed;

March 1898: The Luzon was saved from being destroyed by fire in the harbor at Shanghai. A sailor deliberately started the fire, while the rest of the crew was asleep and the Captain was ashore. The crew put out the fire and the guilty sailor was sentenced to two years at hard labor;

September 1898: The Luzon arrived back in New York from Shanghai, by way of Kahului, Hawaii. The passage from Kahului was a long one, 143 days. This gave a lot of anxiety for the safety of the Captain and his Ship. During the voyage, the Luzon, which was carrying a cargo of sugar, weathered four mighty tempests, losing only a little canvas. Also, during the voyage, the United States began and ended a war! Captain Park feared that his Ship would be captured by a Spanish vessel. The Luzon carried a crew of 22 men. In addition to encountering strong winds, snow, sleet, rain and hail, during and after rounding Cape Horn, the Luzon encountered a Spanish Steamer approaching at more than 14 knots. The Steamer left them alone. By this time, the war was over;

October 1898: The Luzon cleared New York bound for Shanghai;

April 1899: The Luzon arrived in Shanghai on or about the 20th;

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LUZON
(CONT)

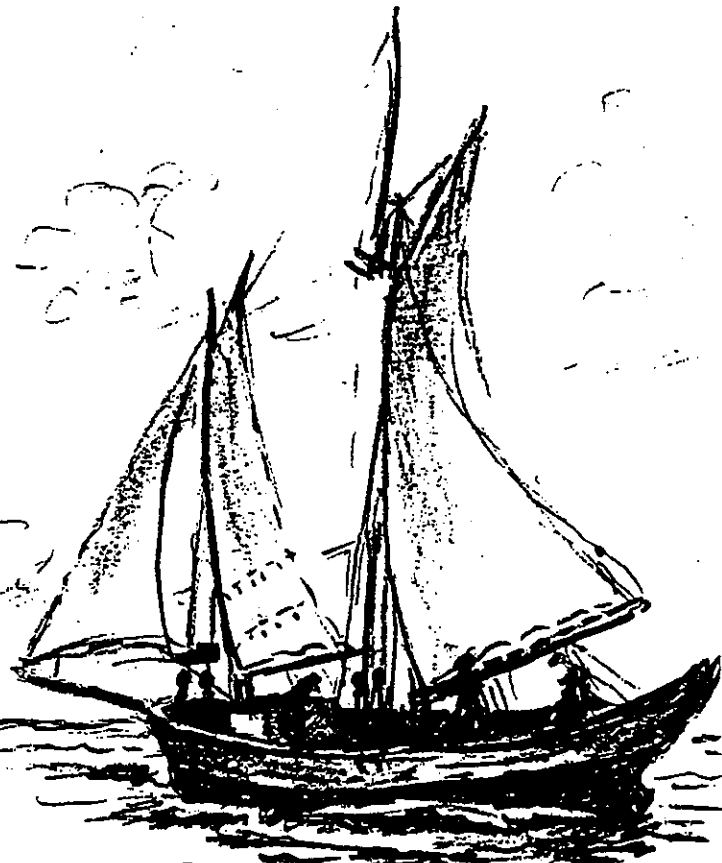
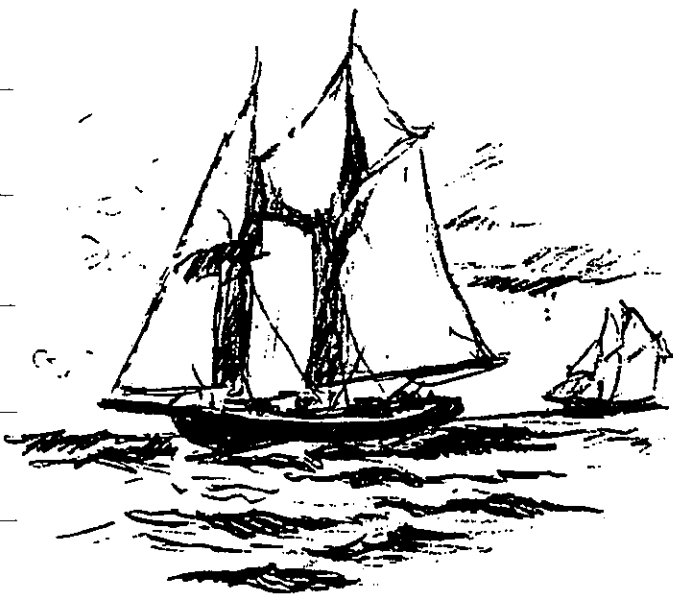
October 1899: Luzon returns to New York. Mrs. Park went to meet the Captain in New York;

December 1899: Captain Park left for New York to look after his Ship for a few days and he anticipates a trip to his old home in Searsport, Maine before returning to the Cape;

November 1890: The Luzon is discharging cargo at Philadelphia after another trip to the South Pacific of almost a year's duration;

December 1900: Luzon towed to Philadelphia to load for Australia:

December 1900: Upon his return home to West Harwich, Captain Park received a big reception, "commensurate with his physique"!!



Pinky Schooner
1850

M.E. HIGGINS

On October 11, 1877, it was announced that the Schooner M.E. Higgins, Captain Curtis Long in command, had arrived with 30 barrels of mackerel.

M.M. CHASE

The record, to date, on the Schooner M.M. Chase begins on March 20, 1883 and ends May 20, 1884:

March 20, 1883: The Schooner M.M. Chase, with Captain Joseph L. Clark, of Harwich, in command, left Portland on May 13th for South, mackereling, via Gloucester.

March 27, 1883: The M.M. Chase, of Portland, arrived at Harwich Port on March 3rd.

May 29, 1883: The Schooner M.M. Chase, under Captain Clark, was a late arrival at Harwich Port from the fishing fleet.

May 20, 1884: The M.M. Chase arrived at Harwich Port on the 15th inst., with 100 barrels of mackerel. Captain Taylor was in command. (No first name given for Captain Taylor).

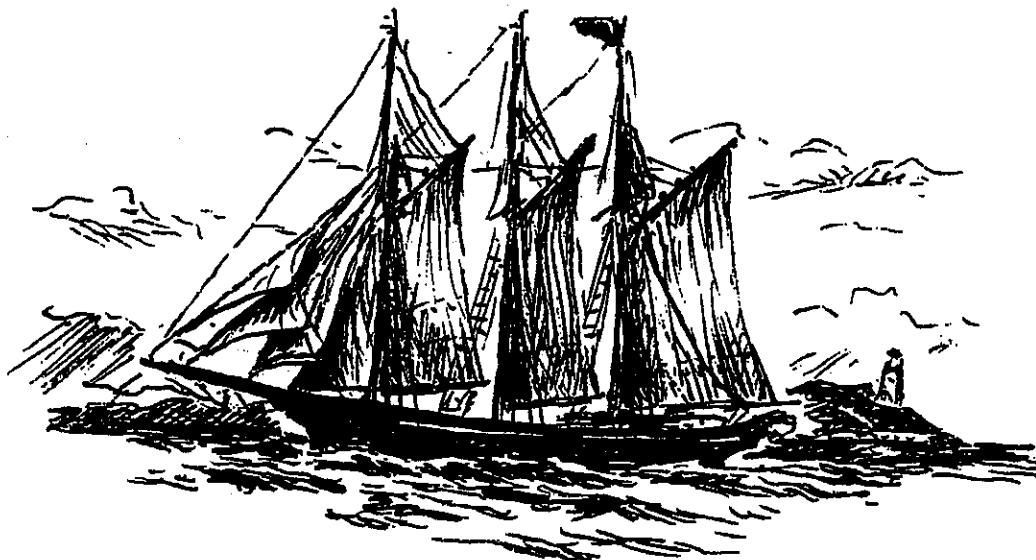
May 20, 1884: Seven Schooners cleared Harwich Port on May 19th, for mackereling. The M.M. Chase was reported to be among the seven. There was no indication as to the name of the Captain in charge.

M.R. SHEPARD

In late August, 1875, it was reported that the Schooner M.R. Shepard of Orleans, bound from Provincetown to New York, capsized in a squall on August 20, 1875, off Chatham. The crew was taken off the sunken vessel by the Schooner Thomas Watt and transferred to another fishing vessel and landed in Harwich.

M.W. BATES

It was announced on August 27, 1878, that the Schooner M.W. Bates had set sail for Boston.



MADGE AND MURIEL

On a bright and fair August 4, 1886, the Regatta was held in Pleasant Bay. S.H. Robbins had an excellent clambake at high noon. The thirteen boats, that entered the race, were ordered to the starting line at 2:00 pm. The Madge and Muriel soon took the lead and eventually won the race.

MAGGIE AND EMMA

On November 19, 1878, a list of the vessels of the Pleasant Bay Fishing Fleet was published. Among others, the Maggie and Emma was recorded, with J.H. Nickerson, as Captain.

MAGGIE ANDREWS

The three-masted Schooner, Maggie Andrews, was launched at Newburyport on April 9, 1884. She was rated at 1000 tons; Her keel length was 148 feet; Her beam, 35 feet 6 inches; and, the depth of Her hold, 16 feet. Captain Alexander F. Snow of West Harwich was placed in command of the new vessel.

The Schooner's record is silent until December 15, 1885, when a notice circulated that Captain Snow was at home. The Maggie Andrews was in Providence unloading. About two months later, on February 23, 1886, notice was given that Mr. John Wood, a recent visitor at Captain Judah Berry's in West Harwich, had left to join the Schooner Maggie Andrews at Boston. No indication was given of Mr. Wood's official connection with the Schooner.

The next news of the Andrews came on January 3, 1888. Captain F.R. Berry had returned home to West Harwich, "...after quite an extended pleasure trip in the Schooner Maggie Andrews". In February, a month later, a report indicated that Captain Snow would remain at home while his vessel made a trip south. A report dated March 20, 1888, not only identified Captain Isaac Peterson, as the present Skipper of the Maggie Andrews, but also relates the Captain's experience in a recent gale near Shinnecock Bay, Long Island, New York. After riding the storm for over 48 hours, Captain Peterson was able to continue his voyage, and, as the report states: "The Schooner Maggie Andrews, Captain Isaac Peterson of West Harwich in command, passed Block Island on the 15th, with flying jibboom, foretopmast and boat, gone!"

In May of 1889, Captain Snow and the Maggie Andrews were in Philadelphia, having arrived from Cuba on the 14th. On this trip, the Schooner encountered another gale in the "Straits of Florida". Though She shipped much water, no other problem was reported. Later, in August, 1889, it was reported that the Rev. C.A. Snow and his son Daniel had accepted Captain Snow's invitation to take a trip on the Maggie Andrews to Baltimore. They expect to be absent for about two weeks. Captain Snow closed out the year 1889, with a charter to load wood at New York for Buenos Aires. With Mrs. Snow on board for the trip, the Maggie Andrews cleared New York on or about November 1st and was reported at Buenos Aires on December 26, 1889.

Although, only one report has surfaced for 1890, it is a most positive one: "Captain A.F. Snow and the Schooner Maggie Andrews are in New York after one of the best passages of the season from Fernandia"! The report is dated December 9, 1890.

The single report for 1891 is dated October 27: "The three-masted Schooner Maggie Andrews, Captain A.F. Snow in command, bound from Savannah for Paysandu, Uruguay, is at Norfolk in distress, having lost a deck load of lumber and had sails torn and split and other damage done in the late storm, when near lat. 33, lon. 76".

MAGGIE ANDREWS
(CON'T)

The two reports for 1892 are routine, for the most part. On June 21st, it was announced that Captain Snow had gone to New York, "...to look after his vessel, the Maggie Andrews". On August 23 rd, Captain Snow and the Andrews are in Philadelphia having arrived from Trinidad, in ballast, in need of repairs, having sprung a leak.

The final report is dated October 24, 1893: "The Maggie Andrews was lumber-laden, bound from Darien, GA to Providence, when she was stranded 20 miles north of Cape Lookout, NC. The vessel and cargo are a total loss, but, the crew was saved"!!

MAGIC

The list of vessels in the Pleasant Bay Fishing Fleet, that appeared on November 19, 1878, included, Magic, Captain Alfred Cahoon in charge.

MAGNOLIA

On January 23, 1873, it was reported that the firm of Stephen Nickerson and Sons, of South Harwich, had purchased for the fishing business, the Schooner Magnolia. Captain Cyrus Eldridge of South Chatham was named Master of the Schooner.

It was officially announced on January 15, 1873, that the Magnolia had been moved into the District of Barnstable in 1873 from Salem, and now, hails from Harwich. The Schooner is registered at 63.92 tons.

On September 24, 1874, a report circulated that Captain Eldridge brought the Magnolia into South Harwich with 700 quintals of codfish on the 18th, inst. There was more—the Magnolia had encountered a very heavy storm on September 7th, on the Bank Querreau and was lucky to have survived. She lost dories, oil, etc., but escaped major damage.

About one year later, on September 10, 1875, there was word that Captain Eldridge had once again returned to South Harwich, after a cod-fishing trip. This time, he off-loaded 800 quintals of cod.

The next report is dated September 9, 1879, and, a Captain Doane is now in command. On August 18th, ult., the Magnolia fell victim to the great gale, of that date, off Cape Sable Island. Captain Doane and two crewmen were washed overboard. The crewmen perished, but, fortunately, Captain Doane became tangled in a rope which was hanging overboard. Though severely injured, he was brought back on board by the remaining crew. Captain Doane is now in port, under the care of a physician.

On October 16, 1883, it was confirmed that the Schooner Magnolia, with Captain Seth W. Eldridge now in command, had arrived from the Grand Banks on October 6th. The Schooner had been much overdue and thus, caused considerable anxiety. To add to the good news, Captain Eldridge had with him, no less than 1000 quintals of cod!

The final report of the Magnolia is dated January 6, 1885, and, is the most unusually of all! Captain Seth Eldridge had arrived home in Harwich Center after a brutal attack aboard the Magnolia. Captain Eldridge was in his berth at about 9:30 pm, recently, while the vessel was lying at Sargent's Wharf. Hearing a noise, he went on deck to find two of his crew, Edward Collins and John Maran, had returned to the vessel, drunk! In the exchange that took place, Collins hit the Captain with an oar, and, Maran sprang upon him and bit off the end of the Captain's nose. The two then took a boat and made good their escape to shore. Collins and Maran were subsequently found at a dance house and arrested!!

Seth Eldridge

MAMIE WEBSTER

Captain Jonathan Burgess of Harwich Port is to take command of the Schooner Mamie Webster, of Wellfleet, on April 27, 1886, for the coming season.

MANUEL LLAGUNA

The home port of the Manuel Llaguna was apparently, New York. However, the voyages of this full-rigged Ship received a lot of publicity in Harwich because She was commanded by Captain Clement V. Small of South Harwich.

In July of 1892, Captain Small was given command of the Llaguna. At the time, She was loading in New York for a trip to San Francisco. Mrs. Small and their son, Horace joined Captain Small on the voyage. They arrived in San Francisco 153 days out of New York.

In May of 1895, the Llaguna made another trip to San Francisco, described as an uneventful (sic) trip around Cape Horn. Later, She sailed to Hong Kong, arriving in April of 1896, after a passage of 158 days. Mrs. Small accompanied the Captain on this voyage.

In January of 1899, the Llaguna sailed to Japan. Horace returned to his studies at Harvard. Once again, Mrs. Small was aboard ship for the trip.

Another trip to Hong Kong commenced in May, 1899, arriving back in New York in February 1900. Captain Small reported that on the return trip, the Llaguna had passed a burning Schooner of some 1000 tons. Before the end of March, that year, the Smalls and the Llaguna were headed, once again, to Hong Kong. They arrived there in August.

There are a number of unanswered questions concerning the Manuel Llaguna: What cargo did She carry to the West Coast and to the Orient? What cargo did She carry back to New York on Her return trips? While one might speculate, further research is needed to complete this picture.

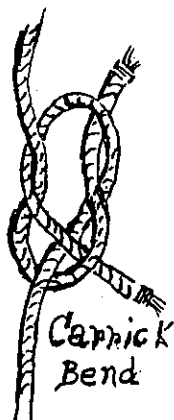
To date, the last word of the Llaguna is dated in the year 1900. The day of the Clipper Ship had passed and no doubt, like others of her kind, the Manuel Llaguna was replaced by a steam vessel. However, the history of this vessel is certainly a tribute to the seamanship of Captain Clement V. Small, one of the great Harwich mariners!

MARCIA BAILEY

The Marcia Bailey arrived the week of May 7, 1889, from Calais, Maine, with lumber for H.Kelley & Co., of Harwich Port.

MARGUERITE HASKING

It was noted on June 5, 1894, that the Schooner Marguerite Hasking, with a Captain Lewis in command, arrived in Boston from Nova Scotia, with 350 barrels of salt mackerel and 100 barrels of fresh mackerel. In the Spring, the fishermen make their fishing grounds to the south of Great South Shoal and the southern part of Georges Bank, instead of going all the way down to Hatteras.



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MARIA DAVIS

The Schooner, Maria Davis, was primarily engaged in delivering salt to Harwich from New York between 1875 and 1882. The salt was apparently used for preserving mackerel and cod brought to Harwich by fishermen. The salt was usually delivered to Levi Eldridge.

Skipped by a Captain Chase, The Davis also was involved in fishing. The record shows that in June of 1879, the Davis sailed for mackerel. In August of that year, She went into New York with Her catch. Upon her return to Harwich, She suffered damage while at the Wharf in South Harwich.

In December of 1879, having changed cargo, the Davis arrived at Harwich from New York with a load of corn for Bakers and Eldridge. The record shows that She transported corn in 1877, '78, '80 and '81. In December of 1881, Her cargo consisted of corn, oats and feed.

MARIA L. LEWIS

The Schooner Maria L. Lewis arrived at Newport on May 18, 1877. A Captain Chase of Harwich was at the helm.

MARIA LOUISA

The Schooner Maria Louisa of Harwich, weighing 94.67 tons, was sold in early 1874 to Freeman Sewell for \$3720.

MARTHA N. HALL

A quick trip!! The Schooner Martha N. Hall, Captain Roderick D. Baker of West Harwich in command, made the voyage from Boston to Baltimore and back, with 1100 tons of coal, from dock to dock, in the short time of 13 days. Beat that, you fast ones!!

MARY

The Schooner Mary of Harwich was homeward bound on September 10, 1825, when She was lost in a gale. The following Harwich men perished: Captain Ebenezer Taylor, age 28; David Clark, 35; Thomas Kelley, 20; Allen Eldridge, 22; Thomas Nickerson, 21; Joel Bassett, 24; John Telek, 18; Orin Small, 22; and, Neri Nickerson, 15. This report is dated September 22, 1891

MARY A. BROWN

In June 1897, Freeman H. Berry sold his Schooner Mary A. Brown, which he had sailed out of Fairhaven for a number of years. Captain Berry has returned home to Harwich for the summer.

MARY A. CLYDE

In the November 19, 1878 listing of the Pleasant Bay Fishing Fleet, the Mary A. Clyde, of East Harwich, is recorded, with Captain I.L. Kendrick in charge

MARY A. DRURY

According to a report on July 1, 1884, Captain Hiram L. Nickerson, of Harwich Port has taken charge of the Schooner Mary A. Drury. The Captain recently purchased an interest in the Schooner. Another report, four years later, on January 3, 1888, indicated that the Schooner was a total loss off Point Judith, below Newport. The crew left the Schooner and went to the Life Saving Station.

MARY B. TOWER

The Schooner Mary B. Tower arrived on September 29, 1872, at Harwich Port, after a fishing trip of four weeks. She off-loaded 380 barrels of mackerel.

A report, dated March 20, 1873, indicated that Captain Abner Cahoon of Harwich had left Town to take charge of the Schooner Mary B. Tower.

MARY D. LEACH

On June 25, 1878, it was announced that the Schooner Mary D. Leach had arrived at Harwich port from Bay Chaleur, with a Captain Snow in command. About one month later, there was a report from the "Bay", that the Schooner Leach had taken 180 barrels of mackerel.

MARY DOANE

The Mary Doane was owned by Captain Valentine Doane, Sr. of Harwich Port. While his mother and sister were both named "Mary", it is uncertain for whom the vessel was named.

The first report of the Mary Doane was in November, 1872. She was furnished with a new main mast and main topmast before proceeding to the West Indies to engage in the fruit trade. However, from 1873 to 1883, the record indicates that the Mary Doane was engaged in mackereling and made many trips to the Banks. While most of these trips were successful. July of 1878, She reported seeing many mackerel, "but they wouldn't take the hooks"!

The Mary Doane had her share of close calls with the weather and the sea. In June of 1874, she went aground at West Chop. Fortunately, She came off without damage. In April, 1881, the Mary Doane was caught in a gale 100 miles off Cape Henry. She lost her seine, her seine boat and her dory. Her bulwarks and headgear were carried away. Two sailors, James Baker and Isaiah Prince, were aloft for 30 minutes, while the vessel was riding under bare poles. Again, She rode out the storm. Though there were plenty of mackerel in the area, the Schooner was powerless to take them in the storm.

In the early years, Captain William Taylor was in charge, followed by: Captain Whitmore, 1877; Captain Kelley and Captain Nickerson, 1878; and Captain Chase in 1879. In May of 1883, the last report of the Mary Doane tells of her parting her chain in a gale. She dragged ashore near the mouth of the Herring River. Because she had but one anchor and 30 fathoms of chain, crew members aboard were unable to save her from being grounded.

MARY EVA

April 17, 1880: The Schooner Mary Eva arrived at Harwich Port, from Provincetown, on April 22nd, with a Captain Nickerson in command. She was headed south for mackereling.

May 18, 1880: The Schooner Mary Eva arrived at Harwich Port on Sunday, Captain Nickerson in charge.

May 25, 1880: Among the several vessels that sailed from Harwich Port during the past week was the Schooner Mary Eva.

July 13, 1880: The Schooner Mary Eva, under Captain Nickerson, arrived at Harwich Port on the 4th. She off-loaded 75 barrels of mackerel which had been taken near Block Island.

August 3, 1880: Mackerel fishermen arrived last week with good fares. They report plenty of mackerel. Captain Abner Woodhouse and the N.T. Campbell topped the list by off-loading 250 barrels, while the Mary Eva, Captain Nickerson in command, arrived, clean!

MARY STANDISH

On March 15, 1892, it was reported that Captain S. Linwood Moore of East Harwich had gone to Boston to take command of the Schooner Mary Standish. A few months later, on August 30, 1892, it was announced that Captain Moore had broken his leg aboard the Standish, when his leg got caught in the main sheet, while fishing off Chatham. He was taken to the hospital at Vineyard Haven.

MARY STEELE

On February 10, 1885, the news circulated that Captain Ezekiel Nickerson will command the Schooner Mary Steele of Wellfleet, during the next fishing season.

MARY W. BOWEN

It was announced on June 20, 1899, that Captain Whitman Chase will have command of the new three-masted Schooner Mary W. Bowen.

MASCOT

"Captain Seth Ellis of the Steam Launch, Mascot, has been here for several days". Such was the announcement on July 3, 1894. In addition, "She leaves for a fishing cruise this week".

On May 7, 1895, it was reported that the Mascot had sailed for Provincetown.

MASSACHUSETTS

On August 27, 1874, the following item appeared: "Captain Martin L. Eldridge, formerly of the Massachusetts School Ship, and for the past few years connected with a reformatory institution at Randal's Island, New York, has been spending a few days in Harwich. Captain Eldridge's father was a native of Harwich, as well as, his grandfather, who was a Revolutionary soldier."

MATTIE

The list of vessels making up the Pleasant Bay Fishing Fleet was published on November 19, 1878. The Mattie, with Captain W.J. Nickerson in command, appeared on the list.

MAUDE ANDREWS

The Maude Andrews was launched from the shop of William W. Chase at West Harwich in July of 1895. She was a Sloop with a length of 26 feet, a beam of 12 feet and a draught of 4 feet 3 inches. She was described as a nice, handsome boat in fine trim, ready to take out sailing parties "at short notice".

By June of 1901, the Maude Andrews was owned and commanded by Captain Martin L. Chase of West Harwich.

MAY QUEEN

Captain Judah Berry, of West Harwich, made a short stay at home during the last week of July, 1880, while waiting for his Barque May Queen to be repaired. He joined the vessel at Baltimore and will sail to Rio. Herbert Berry left home to join the same Barque.

MENUNCATUCK

The Schooner Menuncatuck was engaged for the most part in transporting coal from New York to Harwich Port for Henry Kelley & Company. The record shows continuous service in this activity from 1886 to 1895, but shows only one name in command in that ten year period, a Captain Ellis. Once again, the custom of not using the first name of a vessel's Captain creates a gap in the vessel's history.

It can be implied from the record that the Schooner was capable of speed on the water. In September of 1888, it was reported that the Menuncatuck had made the trip from Harwich Port to New York and return in six days, included the time spent in loading the coal in New York.

MERCURY

On October 16, 1901, it was reported that Captain Isaiah Kelley of the tug, Mercury, had been recently mentioned by the Marine Editor of the Boston Post. In addition to his regular work of towing coal barges to Boston from New York, Captain Kelley spends whatever extra time he has available bringing in the large Schooners that show up in the Bay en route to Boston.

MERTIE

Mertie was mentioned on three occasions in 1895:

April 28, 1885: N.F. Smalley has launched the boat which he recently built for A.F. Crowell, Esq., of Woods Hole. Her name is "Mertie";

May 19, 1885: (Harwich Port)-N.F. Smalley and J.H. Allen took "Mertie" to Woods Hole last Monday, and, returned by rail;

July 21, 1885: Willie Crowell and Ellis Fish, of Woods Hole, arrived here, Friday, in the boat Mertie.

MERTIE AND DELMAR

The fishing Schooner Mertie and Delmar made Her first trip under Captain Alonzo F. Cahoon in June 1881. When She returned to South Harwich from that trip, She brought back 320 barrels of mackerel. By September 6th, that year, She had landed 2200 barrels of mackerel at Levi Eldridge's Wharf, South Harwich.

A report, in July of 1882, credited the Mertie and Delmar with an off-loading of 390 barrels of mackerel at South Harwich. 1883 was a very good year for the Schooner. Her first trip was in March, while the other vessels were still fitting-out. The vessel stocked \$13, 550 for the 1883 season.

The next report of the Mertie and Delmar came in early May 1889. Captain N. Thomas Kendrick was now in command. The Schooner took 11,000 pollock in that May trip. In August, She put into Boothbay with 138 barrels of mackerel. Later in the month, the Mertie and Delmar arrived at South Harwich, after being out for five weeks. In that period, She stocked about \$20,000!! Unfortunately, Captain Kendrick took sick in October and was forced to leave the vessel.

Captain Kendrick's illness may have been a bad omen. In August of 1896, William P. Chase, of South Harwich, the cook on the Mertie and Delmar, scalded his foot so badly that he had to leave the Schooner and return to home.

Late in 1896. Captain Joseph C. Chase of West Harwich, then in command of the Schooner, injured his hand severely. He developed blood poisoning, which proved fatal. He was 55 years old, had served in the Civil War and was a member of the G.A.R..

MERTIS E. PERRY

It was reported on April 21, 1897, that Edward Doane, E.G. Jerauld and Everett Doane, of East Harwich, left Monday, to join the fishing Schooner Mertis E. Perry, in Boston. In July, of that year, the trio was back in East Harwich, to celebrate the 4th. Lyman Nickerson, a friend from the Mertis E. Perry, accompanied them. Finally, in November, word circulated that the men were once again back in Town, having hauled their Schooner for the winter.

MILLIE G. BOURNE

The four-masted, 1596 ton Schooner, Millie G. Bourne, commanded by Captain Sidney A. Ellis, was the largest Schooner of its time. It encountered a Southwest gale, in January of 1890, two days out of Boston. The Schooner was dimasted and set afire to sink. The Captain was absolved of all fault in the loss of the vessel.

MILLIE WASHBURN

In April, 1879, Captain Orick Higgins of Harwich took command of the Provincetown Schooner Millie Washburn, to engage in mackerel fishing.

Having arrived at Harwich Port from Provincetown on April 17, 1879, the Washburn cleared for the south for mackerel on April 21st. She was in the company of several other mackerel Schooners. From April through July, the Washburn arrived at and sailed from Harwich Port on four other occasions in 1879.

At the opening of the 1880 season, a Captain Long was in command of the Millie Washburn, She still hailed from Provincetown but used Harwich Port to lay over, etc. She arrived at the Port on April 24, 1880, en route south from Provincetown for Mackerel.

The last report of the Millie Washburn appeared on May 25, 1880, and indicated that when she had arrived at Harwich Port on the previous Saturday, She was carrying 175 barrels of mackerel for Provincetown. She was still under the command of Captain Long.

MISCHIEF

Mischief, with Captain B.B. Nickerson in command, was a member of the Pleasant Bay Fishing Fleet in 1878.

MOLLIE PHILLIPS

The Schooner Mollie Phillips, with a Captain Bryant in command, arrived October 22, 1891, from Calais, Maine, with a load of lumber for H. Kelley & Company, of Harwich Port. It was the 13th cargo of lumber and coal received that year by that Company. On May 5, 1892, it was reported that the Phillips was once again in the Port with lumber!

MOLLIE PORTER

Captain Joshua A. Nickerson commanded the Schooner Mollie Porter from Boothbay to New York and back in November of 1883. He then returned here for the winter. The following Spring (1884), he left Harwich, for Boothbay, to ready the Porter for Bank fishing. Other Harwich men in the crew were: Samuel Walker-Mate, Eben T. Eldridge, Watson Small and Adin Small.

MOLLY SWASH

The Molly Swash was a member of the Pleasant Bay Fishing Fleet. She was under the command of Captain Thomas K. Nickerson of East Harwich.

In October of 1875, She picked up a bottle, ten miles out of Chatham. The message-probably, a hoax-said: "August 13, 12 o'clock, come down to Boothbay, I am drowning".

In May, 1879, the Molly Swash was swamped in the breakers at Chatham Bar. Captain Thomas Nickerson was rescued by Captain Warren J. Nickerson, and his son, Albert E. Captain Thomas Nickerson's son-in-law, Emerson Chase, was able to swim to Albert Nickerson's vessel.

The Molly Swash sank. The next day, the "boat fishermen", of the Bay, raised the vessel and towed it to the landing. To date, no further word of the Molly Swash has been uncovered.

MONITOR

On August 9, 1878, the report circulated that the Schooner Monitor, Captain Luther Chase in command, had arrived with 417 barrels of mackerel.

In a report dated April 27, 1880, it was learned that Captain Chase had gone to New York to join his vessel, the Monitor, for the first fishing trip of the new season.

MONOMOY

A report dated September 4, 1894 aroused much attention. It began by quoting two familiar sayings "...two Captains will sink a ship", and, "...two cooks will spoil the broth". It seems that the Small brothers of South Harwich, Captain L.N., and, Captain J.F., hosted a reception aboard their Yacht Monomoy on the previous weekend. The forty (40) dinner guests described the meal as sumptuous. Following the dinner, the guests were treated to a delightful sail on the Sound.

Late in the year of 1894, the Small brothers and crew left South Harwich in the Monomoy for a few months to cruise the southern waters. Here is their chronology:

January 8, 1895: The Yacht Monomoy arrived at Jacksonville, Florida, last Wednesday.

March 26, 1895: The Monomoy arrived at Key West and expects to start on Her return trip, soon.

April 9, 1895: The Yacht Monomoy is now in Havana, Cuba for a week or two.

July 2, 1895: Captain Small and crew left Cuba as planned. At last accounts, the Yacht was at North Port, Connecticut. The Captain expects to dock at South Harwich, the middle of the week.

July 7, 1895: (Tuesday). The Monomoy arrived at Wychmere, Wednesday Evening after a ten Months cruise of southern waters and Cuba.

July 30, 1895: An unfortunate event happened while the Monomoy was anchored at Salt Water Pond. The cabin was entered and articles totaling more than \$100 were stolen. This incident caused Captain Small great concern. The Yacht had visited many places this year and nothing was ever disturbed until he arrived at his home port. Because of the theft, Captain Small hastened his departure from Harwich.

August 6, 1895: This was the final report of the Monomoy. Captain Small and party visited Boston and spent the day anchored off Long Island. They reported it as an exceptionally pleasant trip.

MONTAZUMA

The Schooner Montazuma (sic) came ashore in November, 1886, at Deep Hole, South Harwich, with a consignment of lumber for Kelley and Eldridge. Chatham parties were contracted to discharge the balance of cargo.

Years ago, the Montazuma was one of Wellfleet's crack "Mahogany bait box" mackerel fishermen.

MORGAN

On March 15, 1882, the Morgan, under Captain Ensign Rogers, arrived at Harwich Port.

MOSES B. TOWER

On February 20, 1900, the obituary of Captain Cyrus Hall was published, containing many facts about his life at sea. In his earlier days, Captain Hall had the Bark Moses B. Tower built for his work with the Henry Hastings Company of Boston.

MOSES KNOWLTON

Captain A.K. Turpie of Harwich was placed in command of the Moses Knowlton in August of 1880. A fine Schooner from Baltimore, the Knowlton sailed to the West Indies on Captain Turpie's first trip in command.

MURIEL

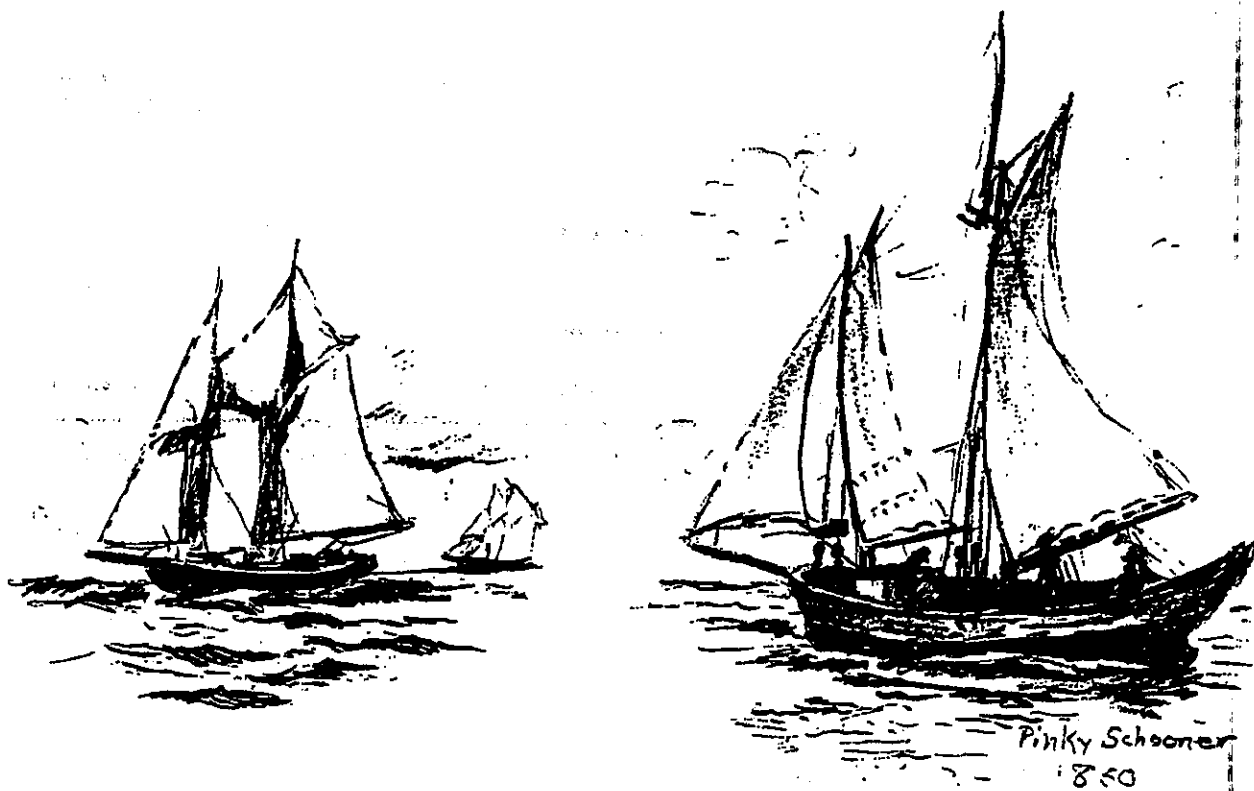
It was recorded on June 17, 1884, that Nathan F. Smalley had launched his new pleasure boat, Muriel. It was built mostly by himself from his own model, and, he did a fine job.

MYROVER

Captain Frederick M. Chase arrived with the Myrover on the 18th of December, 1887.

MYRTLE

A.F. Crowell's boat, Myrtle, took second prize in the 3rd class race at Beverly Yacht Club, off Monument Beach, on July 3, 1885.



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N.T. CAMPBELL

Research supports the contention that the Schooners N.T. Campbell, N.J. Campbell, Nettie T. Campbell and the Nellie T. Campbell are all one and the same! While most frequently referred to by the initials "N.T.", the Campbell's name of register appears to be, "Nellie T. Campbell". Owned by Captain T.B. Baker of Harwich Port, Her first Captain of record was Cyrus C. Kelley, in 1872.

From 1872 to 1878, there are several reports of landings made by the Campbell at Harwich Port. In July of 1878, Captain Kelley indicated that the fish were scarce, although he off-loaded 250 barrels of mackerel on the 30th of that month. He continued to bring in fish, that year, in August, September and October. In 1879, the Campbell sailed under Captain Abner R. Woodhouse with some success. In August, Captain Woodhouse brought in 340 barrels of mackerel.

In July of 1880, the Nellie T. Campbell brought back but 50 barrels of fish. Later, however, she returned with 250 barrels of "good quality fish". Her final catch of 1880 was off-loaded at New Haven.

An interesting report in October of 1885 tells the fact that the Campbell took 240 barrels of mackerel in one period of but 45 hours. The final report, to this point, is dated September 18, 1888, when the Schooner return to Harwich Port from Block Island with 16 barrels of fish!!

NATHANIEL CHASE

The Schooner Nathaniel Chase arrived at West Harwich on Saturday, June 12, 1880, in the company of the Schooners Willie Parkman and Charles Snow. They all sailed again on Monday. Later in the month, on the 29th, it was reported that J.L. Baker & Co. had received a letter from Captain Chase, of the Schooner Nathaniel Chase, at Block Island, stating that on Monday the 21st, they took 14 wash barrels of large mackerel and indications were that plenty of fish were in the area. Less than a month later, another report, dated July 13, put Captain Horatio Chase in command of the Nathaniel Chase, with a recent catch of 80 barrels of "nice" mackerel off Block Island.

NATHANIEL P. DOANE

On February 12, 1889, word from Boston indicated that Nathaniel P. Doane and others, of the Lewis Wharf Towboat Company, were the owners of a new Tug, called the "Nathaniel P. Doane". The Tug measured 94' in length; had a beam of 20' and drew 10'. It arrived on Friday from Philadelphia, having been built at Milford, Delaware, by David Lamb. Reportedly, the Tug cost \$21,000. She will engage in general towing and already has had a fair start in Vineyard Sound.

NELLIE

Captain Walter S. Doane of the Steam Tug, Nellie, out of Boston, visited his father, E.G. Doane, Esq., early in January 1884. In 1898, Nellie was under the command of Captain Arthur E. Eldridge, at the time of the Captain's death on January 18th. In April of 1901, Edwin R. Doane has command of the Nellie.

Henry K Doane

NELSON HARVEY

In 1880, Captain William Kelley purchased the interest of the other owners in the Nelson Harvey. At the time, the Schooner was sailing out of New Bedford, and, was said to be worth \$2,900.

NEPTUNE

Charles Jenkins finished building the Neptune for Captain William Tuttle in July of 1884. She was a cat-rigged boat with a keel length of 26' and a beam of 10'.

Shortly after the completion of the yacht, Captain Tuttle took a party of twenty persons on the Neptune to the Life Saving Station at Monomoy, of which Captain Tuttle was in charge. It was reported that the yacht behaved most handsomely and was a credit to Mr. Jenkins, who had the reputation of being a skilled boat builder.

In the summer of 1885, Neptune, under Captain Tuttle, took second place in a regatta at Martha's Vineyard. Captain Tuttle won \$20!!

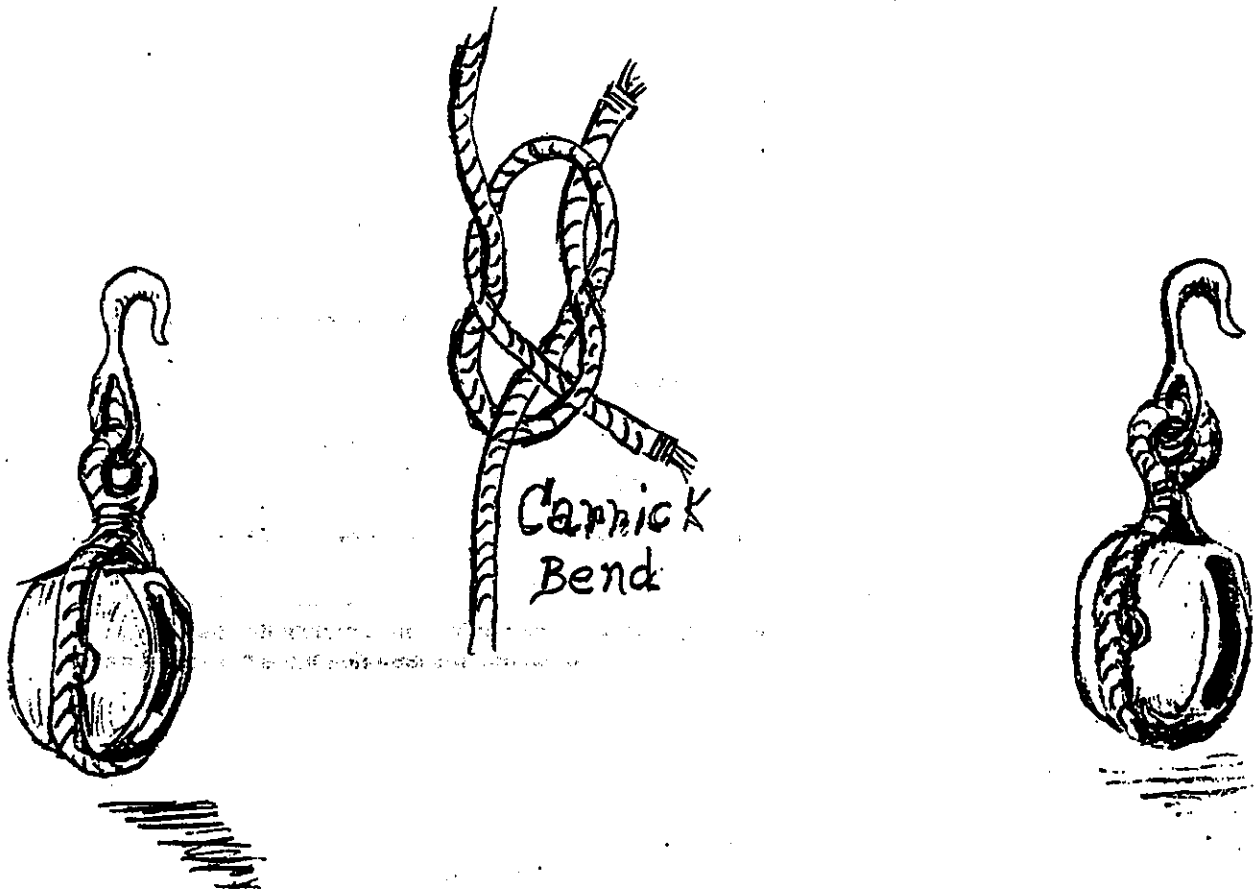
Later, in November of 1885, Neptune parted her mooring at Harwich Port in a gale and drifted onto J.P. Edwards Wharf at West Harwich. Some men on the Wharf hauled her up on the beach and She sustained little damage.

The final report of the Muriel, August, 1888, announced that Captain Tuttle had sailed the Neptune to Wood Island, Maine.

NESTOR

On September 6, 1882, an item appeared, which recounted the experience of Zebina H. Small, a Harwich man, in 1819. Mr. Small was Second Officer of the vessel, Nestor. While sailing between the Cape of Good Hope and the Straits of Sunda, he reported seeing a broad expanse of semi-transparent water of milky whiteness. It was reported to be a clear, starry night.

When some of the water was brought on board, it had the appearance of being filled with fire. Mr. Small conjectured that this was caused by an extensive collection of marine animals enveloped in a phosphorescent substance.



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NETTIE FRANKLIN

In 1901, William R. Chase, of South Harwich, served on the Schooner Nettie Franklin.

NETTIE M. ROGERS

The Nettie M. Rogers arrived in Harwich on September 21, 1878, en route to New York from Orleans.

NETTIE MOORE

The Nettie Moore was launched in 1876 in Essex. She displaced 155 tons, and was built to engage in mackerel fishing. Her principal owner was Captain Levi Eldridge, of South Chatham. The Nettie Moore was named for the daughter of a part owner of the vessel, Captain Sears L. Moore of East Harwich, who also served as Her first Commander. The Schooner was expected to be "high line". It was projected that She would become the leading vessel in the fishing fleet in regard to profit. In 1877, Her stock was \$12,000 and the prediction came true!

In April, 1878, the Nettie Moore arrived in New York with the year's first landing, some 25,000 mackerel. In June, She went to Chaleur Bay-between New Brunswick and the Gaspé Peninsula. By July, the Moore had landed 150 barrels of fish; by the 12th of that month, the total on board was up to 250 barrels. In August, She shipped home from Canada some 350 barrels of mackerel, and, on August 24, 1878, the Nettie Moore arrived at South Harwich with an additional 350 barrels. All in all, she had landed a total of 700 barrels--truly, high line!!

In June of 1879, the Schooner's fortune turned. Captain Moore and members of the crew, including E. Steadman Eldridge, came down with a fever from an unknown illness. The Captain was compelled to give up his command. Three years later, he had still not completely recovered from the mysterious disease. Captain Frank Cahoon, the husband of Nettie Moore, for whom the Schooner had been named, succeeded Captain Moore as Master.

Misfortune continued to plague the Nettie Moore. Early in 1880, the vessel ran ashore in Vineyard Sound and missed most of the fishing season. Finally, on May 3, 1881, while returning to Harwich with a sick crew member, She ran onto Sow and Pigs Ledge and "bilged". The crew took to the boats. The Nettie Moore was a total loss!

NEW BEDFORD

On September 20, 1877, word circulated that Captain Thomas Crapo, of Harwich, experienced a hard trans-Atlantic voyage, in command of the vessel New Bedford. The Captain had difficulty with his arm, but, by voyage-end, he had regained use thereof. Mrs. Crapo was aboard the New Bedford for this trip.

NEW LIGHT

The Bark, New Light, with Captain Alexander Snow in charge, was welcomed home to Harwich, in June 1881. By 1885, Freeman Berry was in command of the New Light. In February, 1886, the Bark left Baltimore bound to Rio, under the command of Captain Frank Doane.

NICKERSON

On April 29, 1873, two Harwich Schooners the Mary Doane and the Nickerson, spoke on the Grand Banks. The Nickerson was 3 days on the Banks and had 120 quintals of Codfish, despite bad weather.

NIGHTINGALE

On June 20, 1872, it was announced that Captain Jonathan Young, and others of Harwich Port, had purchased the Schooner Nightingale for \$5,000. Built in 1854, at Bristol, R.I., the Nightingale was 158 tons register. With Captain Young in command, the Schooner was to hail from Harwich. This was confirmed by the official announcement made by the District of Barnstable on January 15, 1874. However, that announcement placed the vessel in the 18.45 ton class. The obvious difference between the announcement of the sale and the District's has not yet been resolved. Little more is heard of the Nightingale until March 22, 1882, when it is learned that the vessel had been sold.

NONANTUM

The Ship Nonantum sailed from Galveston for Liverpool on May 4, 1880, with 3960 bales of cotton. This was the Ship's largest cargo to that date. It is considered a large cargo for any port. The Nonantum was under the command of a Captain Foster, and while not certain, the indication is that Captain Foster was a "Harwich Man".

NORMAN

The Steamship Norman was owned by the Fall River and Philadelphia Steamship Company. She ran between Providence and Philadelphia, and, for many years, she was commanded and manned by Harwich seamen.

From 1875 to 1883, Captain Pheneas Nickerson of Harwich Center was the Skipper of the Norman. He came home to Harwich, from time to time, and reports were circulated about these visits and that the Captain was hale and hearty. On one such trip, Captain Nickerson announced that he would soon take command of a new vessel.

In 1892, Captain Anthony S. Megathlin, of Harwich Port, took command of the Norman. On a trip from Fall River to Providence, on January 16, 1893, the Norman struck a sheet of snow-covered ice. The Norman strained, shook, trembled and finally, stopped. Captain Megathlin gave the orders to back the vessel and to then go forward. The Norman finally made it to Providence after the hardest fight of the winter, of any vessel, against the ice.

Another Harwich seaman, Henry S. Chase of East Harwich, served as First Officer of the Norman from 1893 to 1897.

In 1894, Captain Megathlin told of seeing 25 finback whales, at one time, on one of the Norman's trips, and, that the whales were unusually numerous that summer.

In September of 1897, it was reported that the Norman did not make her regular run due to a raging gale off the coast of New Jersey. Finally, in November of that year, Captain Anthony S. Megathlin, at age 66 years, resigned his command after 20 years in the employ of the Fall River and Philadelphia Line.

NOVELTY

In 1887, Seth Linwood Ellis, of Harwich Port, was First Mate on the fishing Steamer Novelty, commanded by a Captain Joyce. In November of that year, Mr. Ellis came home, while the vessel was hauled out for the winter. The season was a real success: 2540 barrels of mackerel worth, \$27,000. Novelty was "high line" for the fleet.

In 1889, the Steamer was sold to parties in Haiti and the name was changed to "Mercedes". She left New York on January 12th for Samano.

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O.D. WITHERELL

Captain Bearsey, of the Schooner O.D. Witherell, reported that on October 25, 1891, off South Shoal Lightship, he passed close to a sunken Schooner with three top masts out of the water. He felt that it might be the Schooner Hattie M. Crowell.

OBED BAXTER

On March 10, 1881, Edward K. Kelley, First Officer of the Obed Baxter, left, again, for another sea voyage.

OCEAN BRIDE

The Ocean Bride was taken from her winter quarters in the Spring of 1879 and took a cargo of fish, westward, to sell.

In June of 1880, She was reported to have arrived at South Harwich.

OCEAN GEM

On or about August 26, 1879, the vessel Ocean Gem, in the charge of a Captain Snow, went ashore on Seaconnet, and, was a total loss. The full identity of Captain Snow has yet to be determined, although, it is quite likely that he was a Harwich man.

OLIVE G. TOWER

On October 6, 1877, Captain Henry Sparrow arrived at Harwich Port, in command of the Schooner Olive G. Tower. On board, were 60 barrels of mackerel.

OLIVER CROMWELL

The Harwich Schooner Oliver Cromwell was purchased, in April of 1877, by a Captain Lynch of Narragansett for about \$1,050. A year later, Captain Benjamin Cahoon of Harwich bought the Cromwell to be used for fishing.

On June 12, 1879, it was reported that the Schooner Oliver Cromwell, now under Captain Albert Nickerson, had arrived in South Harwich from the Banks, after an absence of seven weeks.

OLYMPIA

The Schooner Olympia was named for Admiral Dewey's flagship. Launched in early 1900 at Gloucester, the Olympia was to be engaged in mackerel fishing. She was described as being as pretty and trim as a yacht. Her first Master was Captain Obed E. Nickerson of Harwich Center.

In April of 1900, the Olympia was off to the "Southern" fishing grounds. (Very often, "Southern" referred to the area around Block Island). In July of that year, Captain Nickerson put into Gloucester with 250 barrels of mackerel worth \$2500, and from which each man in the crew received \$58.

In July of 1900, Olympia returned to Harwich with 100 barrels of fish. After off-loading this catch, the Schooner headed to George's Bank, where, according to Captain Nickerson the fish "abound". Evidently, the Captain knew of what he spoke--in September, the Olympia left Harwich Port bound for Gloucester with 325 barrels of fish. The value of this catch was such that each man received \$75! (For the purpose of this research, 1900 is the terminal year. It is certain that the life of the Schooner Olympia goes beyond that point in time).

**ONWARD
(SCHOONER)**

October 7, 1879: With Captain Nathaniel T. Gorham in command, the Schooner Onward sailed from South Harwich for New York with a cargo of mackerel.

September 25, 1883: The Schooner Onward sailed last week for New York, under the command of Captain Nathan E. Nickerson. The Onward will return with a load of coal for Captain Alonzo Kendrick of South Harwich.

October 30, 1883: Captain Nathan E. Nickerson, of the Schooner Onward, left Thursday for New York with a load of mackerel.

April 29, 1884: The Schooner Onward arrived yesterday from Nantucket with Captain Abner Woodhouse in command. She is en route to Boothbay to load for captain T.B. Baker. (Other arrivals of the Onward, during 1884, are noted on June 8 and July 8).

June 16, 1885: "In the U.S. Court at Boston, last week, John Gonzalves, Master of Captain T.B. Baker's Schooner Onward, was convicted of carrying 13 more passengers than the law allows".

June 23, 1885: Captain T. B. Baker's Schooner Onward was sold at public auction at New Bedford. Captain Levi Eldredge of South Chatham took ownership with a bid of \$1000.

**ONWARD
(YACHT)**

In July of 1889, the Yacht Onward, of Providence was at Nathan Nickerson's for painting, in preparation for a trip to New York. Nathan's son, Abbott, of East Harwich, was the First Mate.

ORIID

Captain Charles Bassett, Master of the fishing Schooner Oriad, arrived on September 18, 1874 from the Grand banks with 300 quintals of cod.

ORIOLE

In April of 1885, Captain A. Everett Megathlin, of Harwich Port, took command of the Schooner Oriole. In June, he stopped here, heading West. His brother, George, sailed with the Captain, from Harwich Port. In August, suspicious evidence was reported regarding the vessel and one of Boston's latest murder mysteries.

OSPREY

The 51-ton Schooner, Osprey, was advertised for sale on January 9, 1873, by Caleb K. Allen of Harwich Port. She was built in Boothbay and was reported to be in fine shape, and ready for sea.

OSSIPIE

The Gloucester fishing Schooner, Ossipie, under a Captain Snow, sailed many times in and out of Harwich Port, in 1879. She fished for mackerel with good success.

OWEN BRADY

In April of 1895, while his Barge, the Owen Brady was discharging at Pawtucket, Captain Cyrus Kelley was at home in Harwich Center.

OXFORD

Thomas Baker of South Harwich was Captain of the Barge Oxford. During the latter half of 1899, he was at home several times. Once, he had to leave the Oxford in the charge of the Engineer, and came home, with Mrs. Baker, as he was suffering a severe attack of indigestion.

**P. E. SMALL
(PHOEBE AND EMMA SMALL)**

The Schooner, Phoebe and Emma Small, sometimes called the P.E. Small, was originally owned by Captain T.B. Baker. It was primarily a fishing schooner and was commanded from 1877 through 1883 by Captain George Mecarta, aka McCarter and Macarta. (It appears that the correct family name was "Mecarta").

The Small engaged in mackereling for many years. Her sailings and arrivals were regularly announced 1879, 1880 and 1881. Her catch ranged from 70 barrels to 315 barrels. In August of 1880, the Small arrived at Harwich Port, "clean"!

However, the P.E. Small had a persistent crew. In November of 1880, when the other vessels were laid up for the winter, the Small was still mackereling. She returned to Harwich Port with 125 barrels of mackerel.

The P.E. Small left Harwich Port in late November for New Bedford to lay up for the winter. She encountered storms and cold weather for which no one on board was prepared. They also failed to carry enough provisions. The Captain remarked that he had a "snowball" for Thanksgiving dinner!

In March of 1883, Captain E.H. Taylor purchased the vessel from Captain T.B. Baker. Not only did he assume ownership, but Captain Taylor also assumed charge of the Phoebe and Emma Small, at Boothbay. In two trips in 1884, Captain Taylor returned with 140, and, 160 barrels.

**P. J. WOODRUFF
(PHEBE J. WOODRUFF)**

Built in 1882 by Jacob Fuller of Booth Bay, Maine, the Phebe J. Woodruff was a three-masted, center-board schooner. She was owned by Captain Theophilus B. Baker of Harwich Port. Her specifications were: 140' keel; 35' beam; 13' depth of hold; 90' mainmast; 52' topmast; 62' spanker boom; and, 26' bowsprit. The sails were made by S.B. Kelley and Son of Harwich Port and contained 3500 yards of canvas. Charles Jenkins, also of Harwich Port, made two boats for the Woodruff, one at 21', the other 16'.

The P.J. Woodruff had many "modern" conveniences for both officers and crew. Several Harwich Seamen served on the Woodruff: Joseph E. Berry was first mate; second mate, Albert C. Wixon; and Luther K. Snow served as steward.

For her ten years of operation, the Phebe J. Woodruff went mackereling as well as making several trips carrying Coal, ice and other cargo from Maine to Florida. She did not always enjoy good fortune. The Woodruff was in several disasters in heavy gales, collisions and strandings on sand bars, which required frequent extensive and expensive repairs!

Over the years, Captain Baker shared command of the Phebe J. Woodruff with other Harwich Captains. Captain Elisha Mayo, who was part owner, served until 1885, when he sold his interest in the Woodruff. Next, Captain Benjamin Kendrick was in command, serving into 1889. For a brief time, in 1888, Captain Kendrick was relieved by Captain Crowell Nickerson, but returned to command in October of that year. Capt. Baker appears to have resumed command in July of 1889. Captain Will Watts commanded the Schooner from January, 1891, to November of 1892.

The news account of November 29, 1892 would be the final word about the Woodruff. Under Captain Will Watts, the Woodruff's demise is referred to, as the "Ship's Suicide". One of her own spars, in being carried away in a gale off New Jersey, pierced her hull causing her to sink. All aboard were rescued by the schooner Jennie S. Hall. Excluding her cargo of coal, the Phebe J. Woodruff was valued at \$22,000.

PACIFIC MAIL

In July of 1899, Captain Gustavus V. Crowell took a leave of absence from his Steamship, Pacific Mail. He came home to West Harwich, where he was warmly greeted by a host of friends, who had not seen the Captain, since his last visit, several years ago.

PALLADIUM

The reports of the Schooner Palladium cover the period from 1874 to 1897:

November 11, 1874: The Schooner Palladium will winter at Providence.

July 19, 1877: With a Captain Ryder of Harwich in command, the Schooner Palladium sailed from Newport, on the 11th, for the fishing grounds.

December 8, 1877: The Schooner Palladium will winter at Wareham.

July 1, 1879: Under the command of Captain Ryder, Palladium sailed from South Harwich, on June 24th.

May 3, 1881: The Schooner Palladium was reported to have sunk.

June 24, 1897: With Captain Ryder in charge, the Schooner Palladium off-loaded a cargo of lumber, from Bangor, for R.H. Small of South Harwich.

PALMA

It was reported on April 23, 1874, that the three-masted Schooner Palma, that wrecked on Sow & Pigs, is being repaired by Captain Zebrina Chase at new Bedford.

PARTHIAN

It was announced on September 6, 1887, that Phillip T. Nickerson, of Harwich Port, was now in command of the new Steamer Parthian. Captain Nickerson has worked for the Boston and Philadelphia Line for the last fifteen years.

PASTIME

According to the report of June 24, 1884, Miss White, the grammar school teacher, took a trip to the fishing grounds last Saturday with Captain Albert Bassett, of his new boat Pastime. Miss White proved herself to be quite adept with the line, as she caught 17 codfish, some of large size. Later, on August 30, 1884, Pastime won the race at Pleasant Bay by three minutes and 39 seconds. Edwin Jenkins of Harwich Port, the builder, is to be congratulated, as well as Captain Albert Bassett, the owner. Pastime was the only Harwich-built vessel in the race.

PEERLESS

Peerless was the second boat off in the Pleasant Bay Yacht Club races in July of 1880, but did not figure in the prizes for the first four winners. The prizes ranged from \$4 to \$1. In 1881, Captain Asa L. Rogers sold Peerless and purchased a new boat in Chatham.

PEREGRINE WHITE

In October, 1887, the Schooner Peregrine White picked up a grayish mass weighing 125 pounds off Cape Sable. A Boston chemist identified it as ambergris and it is worth \$59,800!! (Probably, not a Harwich vessel, but, an interesting item to the Editor, no doubt!)

PET

Nathan F. Smalley launched a new boat, named Pet, on September 10, 1889. He sold the boat to Wallace Smalley of Wareham on November 12, 1889.

PLANTER

The Schooner Planter, under the command of Captain Daniel Harding, hailed from South Harwich. On May 16, 1874, bound for New London, Planter stopped at New Bedford.

On May 8, 1878, Planter arrived at Harwich Port with a load of salt from New York. Two days later, Planter was headed South for mackerel. It is the only report of Her being used in fishing.

In July, 1879, Planter brought a load of lumber to South Harwich for R.H. Small. In October, 1879, en route from Boston to New York, She stopped, again, at South Harwich for a short visit. Reports in June, July and August of 1880, as well as in June of 1881, show Planter bringing lumber from Maine to South Harwich. In August of 1882, She off-loaded barrels and corn at South Harwich, and, in the last report, April 1883, she landed bailed hay for S. Small, Jr.

PLAYMATE

With no more detail, it was reported on May 5, 1885, that the "new" boat, PLaymate, promises to be a good sailor and that it "works" exceedingly well!!

PLEIADES

In the obituary of Captain Cyrus Hall, on February 20, 1900, it was mentioned that one of his early commands was the Ship Pleiades. Captain Hall was a Harwich native.

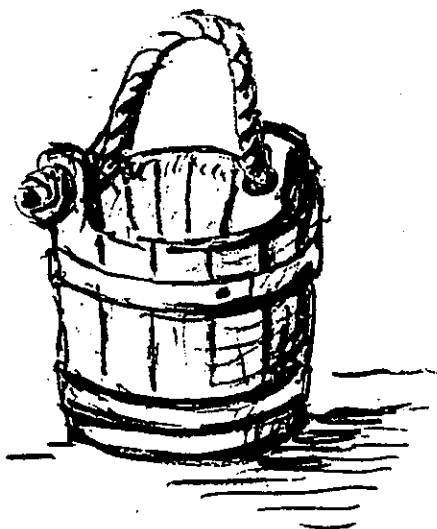
PRINCE LEBRO

The Schooner Prince Libro, a Captain Chase in command, sailed from Chatham, on April 9, 1880 to fit for the Banks.

Captain Herman Chase, of the Schooner Prince Le Boo, sailed from Boston to the Banks on May 10, 1881.

Arriving in South Harwich, the Schooner Prince Le Bous, with Captain Sylvester Kendrick in command, off-loaded about 1000 quintals of codfish, on August 23, 1882.

In the gale of February 27, 1887, the Prince Le Boo, anchored off Deep Hole, parted her chain and drifted down into Beach Island Channel.



QUICKSTEP

As of July 18, 1893, Captain Rueben R. Chase was in command of the Schooner Quickstep, out of New Bedford. It was also noted that the Captain had recently spent a few days, at home, in North Harwich, and, had returned to his vessel in New Bedford.

QUIVET

On June 22, 1880, the Schooner Quivet was at Boothbay in the charge of a Captain Nickerson, who reported that he had 75 barrels of mackerel, and, the prospects for fishing were fair.

By April 15, 1882, the Quivet was in the command of Captain Aruna Ellis, of South Harwich, who had gone to Portland to fit out the Quivet for mackerel fishing. Less than a month later, Captain Ellis brought the Schooner into South Harwich, with 40 barrels of mackerel.

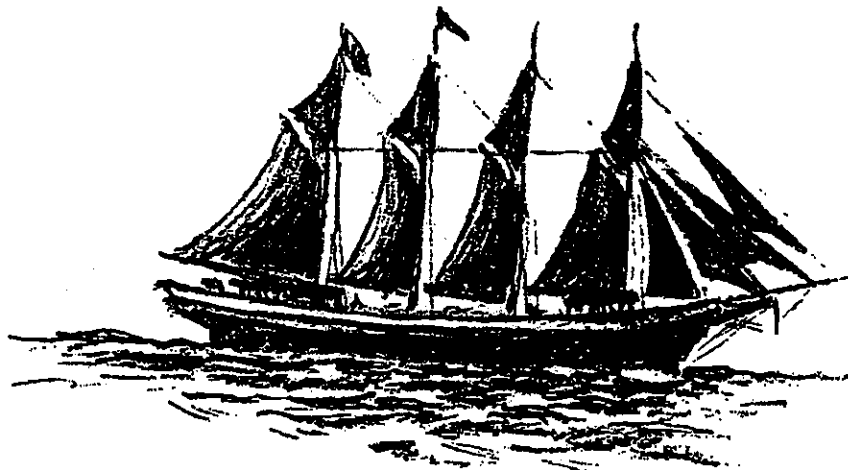
R.A. TOULANE

On July 21, 1891, it was reported that the Schooner R.A. Toulane had arrived at New London, CT, from Pascagoula, with a cargo of lumber. She was in the charge of a Captain Nickerson, and at Her arrival, the Toulane was leaking badly.

In March of 1899, under the command of Captain Eleazer K. Crowell, with George E. Mecarta, Steward, the Schooner encountered very rough weather en route to Vineyard Haven. Off Delaware, on March 19th, She experience a full-blown hurricane and scudded for two days, ending up near Nantucket. She was brought into Vineyard Haven by the Gay Head lifesavers.

R.D. RHODES

The following is the chronology of the Schooner R.D. Rhodes, as the research has revealed it, to date: March 25, 1884—Captain Clarendon Takes command of the fishing Schooner R.D. Rhodes; April 15, 1884—The Rhodes, with Captain Turpie in Command, arrived from Portland for South mackereling; June 8, 1884—Captain Turpie and the Schooner Rhodes arrived at Harwich Port from mackereling.



R.D. RICE

Noted for Her voyages to the Far East, The Clipper Ship R.D. Rice was for many years under the command of Captain Isaac M. Bearse of West Harwich. On many voyages, Mrs. Bearse would accompany the Captain. For example, it was reported in December of 1894, that the Rice had arrived safely in Japan. Notice of the Bearses' return from that voyage is circulated in July, 1895.

Upon her return to New York, in 1895, the R.D. Rice underwent needed repairs. In September, She departed Philadelphia for Japan, and, once again, Mrs. Bearse was on board. On this voyage, in March of 1896, the Rice stopped at Manila.

The announcement of Captain Bearse's death came on October 27, 1898. He had been known the world over. He had been primarily engaged in the California and East Indies trades. His other commands, besides the Rice, were the Centennial and the Imperial. At the time of his death, at age 64, he was Port Warden of Boston.

R.S. SPOFFORD

In January of 1895, the following reports appeared regarding the Schooner R.S. Spofford:

January 1, 1895: The Schooner R.S. Spofford was lost last week on the North Carolina Coast. The Steward, Sylvanus Chase of Harwich did not survive;

January 15, 1895: The family of Sylvanus Chase have the satisfaction of knowing that his body was recovered and he was given a proper burial;

January 22, 1895: Extensive report of the death of Sylvanus Chase indicates that being unable to hold on any longer, Mr. Chase went to sleep and froze to death.

RACINE

On June 19, 1880, Captain E.L. Gerauld of East Harwich, in command of the Schooner Racine of Portland, reported that he had 600 quintals of fish and had hopes of a full fare by August 1st. About four years later, a similar report was circulated on August 12, 1884, that Captain Ensign L. Gerauld had arrived from the Banks with a full load of fish.

RALPH M. HAYWARD

The three-masted Schooner, Ralph M. Hayward, was launched from the Goss and Sawyer yard at Bath, Maine on January 7, 1873. Her tonnage was 487 tons. Described as being of superior build and handling, She had an A1 rating for 9 years. She hailed from Harwich Port, as did her Captain, Lewis B. Doane. The Schooner Ralph M. Hayward was reregistered later, as a Barkentine.

A true world traveler, the Hayward arrived at Trieste, September, 1877. The Doane Family had accompanied the Captain on this voyage, which included a stop at Palermo, on the return trip.

Later, that year, in March, She sailed for Australia from Boston. By December of 1879, the Hayward was leaving Hong Kong for the return voyage to New York. While in Hong Kong, The Ralph M. Hayward was the subject of an article in the China Evening Mail.

A few months later, the Hayward loaded ice in Rockland, Maine for New York. Captain Ensign Rogers was in command. However, in February of 1881, Captain Lewis B. Doane was back at the helm for a voyage from Woods Hole to Pensacola, a trip that would take eleven days.

In August of 1881, She discharged cargo at New York. In September, in the final report to this time, the Ralph M. Hayward, en route to Boston from Georgetown, stopped at Harwich for a brief visit.

RAPIDAN

Captain Gustavus C. Crowell of West Harwich sailed from New York in mid October of 1878 in command of the Steamship Rapidan. Bound for Cuba, the Rapidan was to run between the Port of Havana and British Honduras, for the next six months under a special charter with a Spanish firm.

According to a report on April 29, 1879, Captain Crowell and the Rapidan arrived at New York from Manzanilla, Cuba on April 10th. Strong gales and stormy weather were experienced on the passage.

RATTLER

The report of September 20, 1877, described the fact that the Schooner Rattler of Deep Hole, South Harwich, with a Captain Chase in command, had gone aground on "Harwich Bar". The Schooner was carrying a cargo of Dry fish. She was taken to Baker and Ellis Wharf, Dennisport. Samuel S. Baker, Esq. controlled the insurance.

RAY

An item, dated October 12, 1896, stated that Captain David R. Chase was placed in charge of the Barge Ray, before he had reached his 21st birthday. He has been successful, and, complimented by the owner of the Barge. Captain Herman Chase, David's father, formerly commanded the Barge.

REAPER

It was announced on May 21, 1895, that Flavius Nickerson had just completed a 27' catboat which he sold to David C. Phillips of West Harwich. She was launched on the following Wednesday.

REBE

On August 11, 1885, it was learned that a Mr. Miller had recently purchased a fine little rowboat, Rebe, for the pleasure of his family, "on the River".

REBECCA

(aka)

REBECCA FLORENCE

The following chronology has been developed regarding the Schooner Rebecca aka Rebecca Florence:

September 14, 1880: Orick Downey, of Harwich sailed as Mate of the Schooner Rebecca, commanded by Captain Robert Spaulding, also of Harwich, from New York to the West Indies. Mr. Downey had recently been promoted to the rank of Mate.

February 8, 1881: The Schooner Rebecca Arrived at Martinique, on the 1st inst., after a 17 day passage from New York.

December 28, 1881: Friends of Mr. Orick Downey of Harwich Centre were pained to learn that he met with a serious accident on board the Schooner Rebecca Florence, of which he is Mate. He was going down through the hatchway when he fell, injuring his head and side. Taken ashore by the Captain, he was returned to his home where he is reported to be doing nicely.

REBECCA J. EVANS

In March of 1874, Captain Theophilus B. Baker and Captain E.H. Taylor purchased the Schooner Rebecca J. Evans for \$7200 from the Estate of Captain William Morgan of Newburyport. Built in 1870, the Evans was 78.29 tons burthen. Captain Taylor held command for many years.

From 1874 to 1886, the Rebecca J. Evans was primarily engaged in mackereling, and evidently, enjoyed a measure of success above the average of other Harwich vessels. She would often bring Her catch to market in Philadelphia, where prices were generally better.

In 1874, it was reported that the Evans had arrived in New York from "Cape Hayti" in ten days. It would appear that the reference was to Cape Haitien, Haiti, and if so, it was a very fast passage!

In 1875, there is another unclear report: the Rebecca J. Evans sailed for San Domingo and Baraco, in the West Indies. Apparently, the Schooner sailed to Baracoa, Cuba and Santo Domingo, Dominican Republic. The Evans returned to New York with a cargo of fruit.

In 1878, the Rebecca J. Evans was back to fishing and traveled to the Gulf of Canso in Nova Scotia. It was not unusual for Harwich vessels to fish in Canadian waters, yet, nothing has been found in this research that describes the attitude of the Canadian fishermen, at that time, regarding the presence of U.S. vessels.

The versatility of the Evans is shown in a November 1880 announcement confirming that She was loading oysters in Virginia. The report further states that the intended market for the oysters is Providence, R.I.

Apparently, Captain Taylor gave up fishing for some time. The next report, in that regard, circulates in mid 1887, when Captain Taylor returns to the command of the Rebecca J. Evans, "encouraged by the success of other fishermen".

It appears that this return to fishing was short-lived. The Schooner made two trips to the Cape Verde Islands: one in 1888 and the other in 1890. The 1890 trip is worthy of note, if only because the Evans went from New Bedford to the Islands and back in but 60 days, including a lay-over of 16 days at the Islands. Unfortunately, this voyage was marked by tragedy. A Captain Perote was in command and he met death in an accident involving the main sheet. The mate, Joaquin Fernandez, took command.

In 1891, the Rebecca J. Evans was returning from another trip to the Cape Verde Islands, when she lost Her rudder. She put into Barbados for repairs. Later that year, She was sold to Boston parties for the purpose of taking cargo to the Cape Verde islands. The final report of the Evans, resulting from this research, shows that She was sold again, in 1892, and placed under the Portuguese flag.

REBECCA M. ATWOOD

On December 24, 1873, it was reported that the Schooner Rebecca M. Atwood, of Harwich, under a Captain Walker, put into Newport, RI, leaking badly. The Schooner was en route to San Domingo from Boston, with an assorted cargo. Underwriters' agent determined the leakage to be 1500 strokes per hour. The crew was constantly busy just to keep her afloat.

An announcement on December 25th, indicated that the vessel had been sold to Captain William Herrick and others of Swan Island. Finally, on May 24, 1877, word was received that the Atwood had been abandoned at sea on April 18, 1877. The crew was safely rescued by a passing vessel.

RESCUE

The Schooner Rescue, of South Harwich, fished the Banks for cod from 1872 to 1882. Her first Skipper was Captain Levi Long. During the period, she made regular depaturures and arrivals.

In 1873, Captain Caleb Allen, of Harwich Port, took ownership. By 1880, Captain Leonard Clark had taken command, and, was at South Harwich with a full fare of fish.

In April and May of 1882, Rescue was held in port by bad weather, for several weeks. However, by August, the Schooner was back from the Banks with 900 quintals of cod, or, 198,000 pounds.

RICHARD LAW

On June 16, 1891, it was announced that the Schooner Richard Law of Calais, Maine, had arrived during the previous week with a load of lumber for H. Kelley & Co. The Schooner sank on the bar and the lumber was rafted ashore. Once raised, the Law sailed on to New Bedford.

RICHARD S.

It was reported on October 19, 1880, that Captain T.B. Baker had been fined \$200.00 by the U.S. Government for neglecting to set his lights on his passage over the flats to the anchorage of his Schooner Richard S.

RIVAL

On January 26, 1897, the obituary of Captain Uriel Doane, of West Harwich, contained the information that the Captain had taken command of the Rival, in 1863.

ROBERT G. DUNN

According to the report of September 18, 1883, Captain Reuben T. Allen, of Harwich Port, had taken command of the three-masted Schooner Robert G. Dunn.

ROBERT MYHAN (aka "MYHON", AND, "MAHON")

In a report, dated December 25, 1883, it was learned that the Schooner Robert Myhan, now at Pier 21, East River, had a trying time during her 14-day passage from Mayaquez. She had collided with an unnamed Schooner, laden with coal, suffering the loss of Her running rigging and starboard boat, and, the unshipping of the main boom. She was towed into New York; the other vessel sustained little damage. The Schooner was a "Harwich" vessel, with a Harwich "Man" usually in command, however, the name of the Captain at the time of the accident is not certain. At other times, a Captain Doane was mentioned, as was a Captain Eldridge. Captain Robert Spaulding was in charge when the Schooner visited the West Indies.

ROBERT PETTIS

The Harwich Schooner Robert Pettis foundered in Narragansett Bay, December 14, 1874. All aboard were from Harwich and lost their lives in the sinking of the Pettis. In addition to the Captain, Sidney Ellis, the following men were lost: Henry Cobb Hendren, George Andrews, James B. Ellis (Captain's nephew), and the cook, Ezra Smith.

RODMAN NICKERSON

On December 19, 1893, it was reported that Captain Crowell Nickerson, of Harwich Port, was in command of the three-masted Schooner Rodman Nickerson on a trip to Philadelphia.

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ROSIE NICKERSON

On April 5, 1881, a report stated that the Schooner Rosie Nickerson had sailed from Harwich Port, "yesterday", for the South and mackerel.

ROYAL BLUE

It was reported on June 12, 1900, that Albert E. Nickerson, of East Harwich, made a trip from Boston to West Falmouth, on the Yacht Royal Blue, with calls at Hull, Provincetown, Chatham, Hyannis and Woods Hole. The Yacht arrived at West Falmouth on June 5th.

RUTH ROBINSON

On April 30, 1895, it was made known that Harry D. Nickerson had gone as steward of the Schooner Ruth Robinson.

S.B. FRANKLIN

On October 27, 1891, it was learned that the Schooner S.B. Franklin, owned by Fernandus G. Kelley of Dennisport, and commanded by Captain Frederick Kelley of North Harwich, had gone ashore at Duxbury and went to pieces within an hour. The dead body of Captain Kelley was found on board, but no crew were found. They evidently took to the boats and perished. The Captain's sons, Frederick, Jr., and, James C. were lost. In addition, Captain Kelley left his wife, daughter and four brothers. Another brother, Ivory, had been lost in about the same place some years ago.

S.C. TYRON

According to the notice of April 7, 1891, the Harwich Schooner S.J. Tyron, now at New Bedford, has been chartered to load fish scraps at Promised Land for Mantura (sp.) Point, NJ, and, Philadelphia.

S.D. MILLER

On December 4, 1888, it was announced that H. Sherman Chase was Second Mate of the Schooner S.D. Miller.

S.F. DUPONT

It was reported on January 8, 1884, that Captain Adelbert F. Doane, of Harwich, is in charge of the Steamtug S.F. Dupont. Recently, while at anchor near the Rappahannock River, the Captain noticed a bright glow through the thick fog. After lowering a boat, and crew, they discovered the Schooner Susan Ellen, a Captain Raymond in command, burning from deck to rigging, with the crew still asleep. Captain Doane and his crew were successful in saving all aboard the Susan Ellen.

S.H. WALKER

The three-masted Schooner S.H. Walker was commanded by Captain Isaiah Kelley of Harwich Port, in 1886 according to a report dated July 6, 1886. The report described the Schooner as one of the finest looking vessels seen in this area, lately. The walker had arrived the previous day, from Georgetown, with 963 tons of coal for the Old Colony Railroad.

S.K. LANE

On August 30, 1882, the Schooner S.K. Lane, with a Captain Wing in command, arrived at Harwich Port from New York, with corn for T.R. Eldridge.

S.M. SMITH

On September 28, 1880, the S.M. Smith, with a Captain Snow in charge, arrived at Harwich Port, with 250 barrels of mackerel.

SADIE AND LILLIE

On May 14, 1889, the Schooner Sadie and Lillie, of Calais, Maine arrived with a load of lumber for H. Kelley & Co., of Harwich Port. On July 14, 1891, the Schooner made a return visit to Harwich Port, and, once again, off-loaded lumber for H. Kelley & Co.

SALLY B. MEGATHLIN

The Schooner Sally B. Megathlin was purchased by Captain Charles G. Kelley in December of 1881. She was formerly owned by Philadelphia parties. Captain Allen S. Megathlin, of Harwich Port, was placed in command.

The record indicates that the "Sally B." sailed regularly from Harwich Port to Boston, from Harwich Port to the New York area. What the record does not reveal is the nature of Her commerce. It seems unlikely that She was part of the fishing fleet, but, that is, as yet, unconfirmed.

The last report of the Sally B. Megathlin appeared in March of 1886. It noted that on a trip to Boston, Captain Megathlin took along his son, Jesse. In later days, "Captain" Jesse would have his own commands.

SAM L. WALLACE

In a report, dated October 19, 1886, it was learned that the Schooner Sam L. Wallace, with a Captain Kelley in command, arrived at Harwich Port on the previous Saturday and sailed the next day, Sunday.

SAMUEL C. HART

The obituary of Captain Caleb R. Kelley, of Harwich Port, appeared on August 1, 1893. Among his many maritime achievements, was listed the fact, that for a time, Captain Kelley had command of the Schooner Samuel C. Hart.

SAN MATEO

It was announced on January 15, 1889, that Captain Gustavus C. Crowell, of West Harwich, had command of the Ship San Mateo. She measured 347' in length, had a beam of 41', with a draught of 24'. Her rating was 247 tons. The notice stated that the San Mateo had arrived at San Francisco on December 30, 1888, and would be coming "home" via the Southern route.

SARA JANE

A notice, dated September 6, 1897, announced the arrival of the Schooner Sara Jane from Calais, Maine, with lumber for H. Kelley & Co, of Harwich Port.

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SARA P. HAINES

According to the report of June 17, 1879, the Schooner Sara P. Haines arrived at Harwich Port on June 10th from cod fishing, under the command of a Captain Anderson.

SARA P. HARRIS

On May 20, 1879, news circulated that the Schooner Sara P. Harris arrived at Harwich Port from cod fishing, under the command of a Captain Kelley.

SARAH W. HUNT

The report, of November 14, 1877, indicated that the Schooner Sarah W. Hunt had arrived at New York on the 5th inst., under the command of Captain Robert Spaulding.

SATURN

On November 24, 1896, it was learned that John N. Kelley, of West Harwich, mate of the Steamer Saturn, had made a "flying" trip home during the previous week. About a year later, on November 2, 1897, it was announced that Mr. Kelley had resigned his position on the Saturn and was on vacation, at home, for an indefinite length of time.

SAXON

According the report of January 6, 1880, Captain Stillman W. Snow, and Mrs. Snow, recently visited Captain Snow's father. The Captain has returned to his command of the Steamship Saxon.

SCHEMEL

The news of January 20, 1880, included the announcement that Captain Frank Snow had returned to his Barque Schemel in New York, from which, he and his family will sail for Africa.

SEA FLOWER

Captain Hinckley Lincoln of the Schooner Sea Flower has returned from a three-week trip to Bangor, Maine. Aboard for the voyage were Mr. and Mrs. F.M. Smith of Harwich Centre. Mrs. Smith is Captain Lincoln's Daughter.

SEA FOAM

The Schooner Sea Foam, commanded by a Captain Hammond, arrived at Harwich Port, on June 8, 1875, via Hyannis. She carried 100 barrels of mackerel. The schooner sailed, on June 11th, on another mackerel trip.

SICILLIAN

The Schooner Sicillian arrived at Boston from Messina on April 18, 1872. Daniel W. Percival, a member of the crew, and, a Harwich man, is at home for a vacation.

SMUGGLER

It was reported, on September 21, 1880, that Smuggler had taken 2nd prize of \$6.00 in the regatta at Harwich Port, on the previous Wednesday. Nine boats sailed the six-mile course.

SOLITAIRE

On March 22, 1887, it was announced that Captain Joseph L. Clark had left Harwich Port to take command of the Schooner Solitaire, in Portland, Maine. On June 3rd, that year, he stopped at Harwich Port. Later, on October 10, 1887, Captain Clark brought Solitaire back to Harwich Port from Block Island, and, off-loaded 250 barrels of mackerel.

SOPHRANIA

On May 18, 1880, it was reported that the Schooner Sophrania had arrived at Harwich Port from cod fishing on the previous Friday. A Captain Snow was in charge, at that time. Later, on June 15th, the arrival of the Schooner was noted as well as Her departure, on the same date, for another cod fishing trip.

SOUTH CAROLINA

News circulated, on June 10, 1875, that after an absence of 17 months, Augustus Crowell, 1st Officer of the Steamship South Carolina, was at home in West Harwich for a summer vacation

SPARTAN

In an announcement made on October 9, 1883, it was learned that the Steamship Spartan, commanded by Captain P.H. Nickerson, has made Her first trip, arriving in Boston on Wednesday, the 3rd.

On September 2, 1890, it was reported that Captain Stillman Snow, of Harwich, is in charge of the Steamer Spartan, and, has arrived from Philadelphia. The report adds that the Captain is a "prince of a good fellow", as well as one of the most skillful navigators, being a veteran in the Coastal Service.

SPOTLESS

The news circulated on March 2, 1880, that the Barque Spotless, under Captain Horatio Chapman, had made very quick time from Rio to Baltimore, in 30 days. She was now ready for the return trip to Rio.

ST. MARY

It was learned, on March 23, 1876, that the Barque St. Mary had arrived in New York from Pabellon de Pica after an absence of two years. Mr. Edwin F. Taylor, Jr., of West Harwich is Chief Mate of the Barque.

STATE OF INDIANA

The news of August 18, 1891, included word that a Captain Doane of the Steamer State of Indiana, and, William P. Nickerson, also of the Steamer, were at E.A. Barse's, during the previous week



STERLING

It does not appear that the Ship Sterling was a Harwich vessel. However, Her Captain, James G. Baker, was from West Harwich. Captain Baker held command from 1877 to at least 1881. The Sterling logged long voyages and many days at sea.

On March, 1877, a report circulated that the Sterling had arrived in New York on the 29th after a 22 day passage from Liverpool. The Captain's family, which had accompanied him on recent trips, had been away for a year and a day!

In August of 1877, a report surfaced that the Sterling had been lost at sea. Friends of the Bakers were greatly distressed, but equally relieved, when the report proved to be false.

In 1879, the Sterling made a safe passage to California. On this trip, Rufus Baker, son of the Captain, became Second Officer of the Ship. In February, 1881, it was reported that the Sterling had arrived safely in London. Mrs. Baker and the Bakers' son and daughter sailed with the Captain on this trip. In view of the earlier false report of the loss of the Sterling, anxiety had been expressed in Harwich for the safety of the Bakers and the Ship.

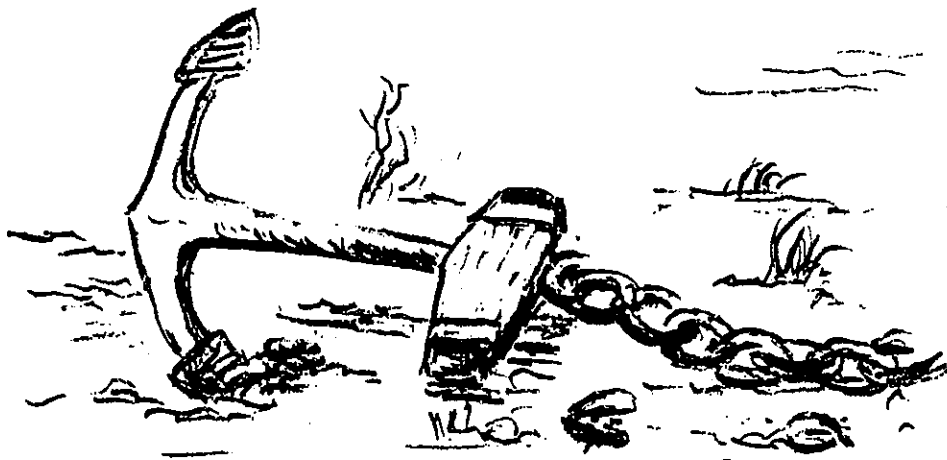
In March of 1881, the Sterling cleared London for Baltimore and eventually returned to New York in late March. The return to West Harwich was the first visit home in four years for Rufus. Captain Baker followed the family to West Harwich, in a few days. This is the last report on the Sterling, at the time of this writing.

STILLMAN B. ALLEN

According to the report of February 4, 1875, Captain Levi Taylor was in command of the 586 ton Barque Stillman B. Allen. On Her first voyage from Boston to Melbourne, She set a record of 90 days, port-to-port. In 1882, Henry M. Young, of East Harwich, made an 11 month voyage on the Allen and returned "looking hale and hearty".

STORE HOUSE

An announcement, dated May 27, 1879, indicated that Captain Alberto Ellis, of the vessel Store House, with the help of his brother, had caught about 1000 pounds of cod fish!!



STORM KING

On July 1, 1884, it was reported that Captain Ambrose N. Doane, of Harwich Port, Commander of the Steamtug Storm King had gone to Newfoundland to tow the Schooner W.H.Y. Hackett, which had been recently dismantled, back to Boston.

STOWELL SHERMAN

The Harwich Schooner Stowell Sherman sailed from Newport, on July 11, 1877, bound fishing.

SUNLIGHT

News circulated on November 11, 1887, that the Schooner Sunlight, under a Captain Megathlin, anchored off Bass River, in a heavy Southwest Gale. She parted her chains and had to be towed into Hyannis by the U.S. Steamer Verbena.

SUSAN FRANCIS

According to the report of August 18, 1891, the Schooner Susan Francis was, at South Harwich, discharging lumber and hay for Sears Bros.

SUSAN R. RAY

June 7, 1887 was the date of this interesting item: While off the Cape, recently, in 17 fathoms of water, Captain Robert Spaulding, of Harwich Centre, Commander of the Schooner Susan R. Ray, ran into a school of sharks, from three to eight feet. After proceeding for about an hour, the Schooner came into water that was "black" with mackerel. A single line, with three hooks, resulted in a catch of 180 fish!!

SUSIE

In the summer of 1889, Nathan F. Smalley, of Harwich, completed the building of the Yacht Susie. He then cruised along the Cape, accompanied by his wife, Bennie Phillips and R.B. Megathlin. The Susie stopped at Osterville on several occasions.

In the July 7, 1890 Regatta, at Pleasant Bay, Susie placed first with Captain B.B. Nickerson of East Harwich in command.

SUSIE N.

It was reported on July 13, 1880, that the Susie N. had won \$3 in the recent boat race on the West Shore of Pleasant Bay. Captain George Bassett was in command.

SYLVESTER L. WARD

On September 17, 1895, it was announced that Captain Henry K. Doane of the Boston Tow Boat Sylvester L. Ward, had gone on vacation. Later, on December 24, 1895, notice was given that the Tow Boat, with a Yacht in tow, had stopped at Harwich, en route to Boston from New York. It returned to Boston on Friday, leaving Captain Doane, here in Town, as well as Mrs. William Dunning of New York, who is visiting her mother for a few weeks.

T.B. BAKER

On December 10, 1889, a report circulated that while T.B. Baker of Harwich Port has owned many vessels over the years, the four-masted Schooner T.B. Baker is the first to be named for him.

T.B. BROWN

Captain Mark Fiefield Nickerson of South Harwich died on October 30, 1897. Among other vessels, he commanded the Schooner T.B. Brown. He was 76 years of age at the time of his death. He had gone to sea as a youth, making many trips to the Grand Banks. He had a successful mackerel fishing career for many years.

T.B. SMITH

During May and June of 1879, the Schooner T.B. Smith of Bangor recorded a number of sailings and arrivals at Harwich Port. The Schooner was mackereling under a Captain Greenlane.

T.J. CACHAN

On March 1, 1881, it was learned that Captain Anthony P. Doane of Harwich Port had left Town to take charge of the Steamer T.J. Cachan, at Cedar Keys, Florida. Henry E. Snow accompanied Captain Doane.

TALISMAN

The announcement of January 13, 1891, contained the news that Captain Nathaniel T. Small of South Harwich, sailed Saturday from Beverly en route to Florida, in command of the Steam Yacht Talisman. The Yacht will stay in Florida for the winter. Included in the 11 man crew was Alfred K. Small, Chief Engineer.

TALLAHASSEE

It was announced on October 1, 1895, that Captain Adelbert Doane, of Harwich Port, will act as Pilot for the Steamship Tallahassee, of the New England and Savannah Steamship Co. Tallahassee will sail to and from Block Island and up and down the Delaware River.

TANTRUM

The Yacht Tantrum took first prize of \$25 in the Marblehead Race on September 1, 1890. The Yacht is owned by J.F. Small.

TACUMSEH

A report, dated June 22, 1889, indicated that Captain Frank S. Doane of West Harwich, had taken command of the Schooner Tecumseh.

THOMAS ELLIS

From November 5, 1878, to October 12, 1880, five reports appeared dealing with the Schooner Thomas Ellis. In each instance, the Ellis was commanded by a Captain Kelley. On November 5, 1878, The Schooner brought corn to Messrs. Baker and Eldridge. Two mackerel runs were reported through 1879, and in March of 1879, a report indicated that the Schooner was readying for mackereling. Finally, on October 12, 1880, She arrived at Harwich Port with salt for Valentine Doane.

THOMAS LAWSON

Captain George F. Crowell, of South Harwich, was called to Boston by telegram to take command of the Schooner Thomas Lawson. News of Captain Crowell's appointment was circulated on December 19, 1899.

THOMAS MORGAN

According to word released on June 21, 1881, the Schooner Thomas Morgan, with Captain Ensign Rogers in charge, arrived at Harwich Port earlier in the week, from Philadelphia bound for Boston.

THOMAS P. BALL

On January 15, 1884, it was reported that Captain Heman B. Ryder, of the Schooner Thomas P. Ball, was in New York, loading for Charleston, SC. In December, 1884, Mrs. Ryder went to New York to meet Captain Ryder, who was arriving from the South.

On January 3, 1888, the Schooner was off-loaded at New York, and, immediately loaded for Savannah.

TITMOUSE

On April 13, 1880, it was announced that the Schooner Titmouse had sailed "this" week from the J.K. Baker Wharf in West Harwich on the first trip of the season.

UNDERWRITER

It was reported on November 19, 1895, that Captain Joseph G. Baker of Harwich Port had recently been put in charge of the large and powerful Steamtug Underwriter, out of Boston.

V.B. FISK

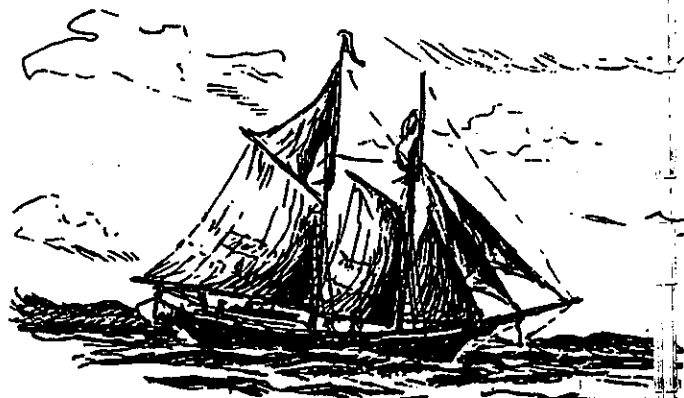
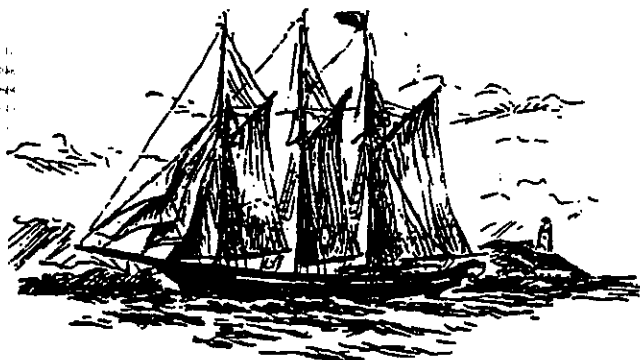
On February 17, 1880, it was reported that Captain Ensign Rogers has gone to join the Schooner V.B. Fisk.

VAILLE

On September 2, 1879, the Schooner Vaillle, from Bangor, arrived, under a Captain Hall, at South Harwich with a cargo of barrels.

VALLEY FORGE

January 20, 1880 brought the news that Captain Uriel Doane, Jr., of West Harwich, will leave Boston by Steamer for Europe to take command of the Ship Valley Forge, owned by Haines and Crowell of Boston. Captain Doane will take the Valley Forge to Hong Kong.



VELOCIPEDA

By 1877, Valentine Doane, Jr., of Harwich Port, was the owner of no less than six vessels, all engaged in the fishing industry. Velocipeda was one of the six. When first reported in 1872, She was under the command of a Captain Rogers. Further research will be required to clarify the identity of the several commanders of the Velocipeda. The frequent practice of using only the last name of the Captain creates an obvious problem.

Captain C.K. Turpie's first voyage in command of the Velocipeda occurred in early 1882. A Captain Snow took charge in 1883 and his tenure as Captain is unclear at this writing. On April 13, 1884, Velocipeda stopped at Harwich Port en route from Gloucester to the southern mackerel grounds. The most interesting fact about this report is that the Velocipeda sailed the same day, April 13, 1884! The final report, July 7, 1885, simply stated that the Velocipeda had cleared Harwich Port for Boston on July 6th.

VERBENA

The news of December 15, 1896, included word that Captain Alexander F. Snow, of the Steamer Verbena, was at home suffering from an injury caused by an accident last spring.

VERENA

According to the report of August 6, 1895, Varanus Nickerson has launched his pretty catboat, which he recently completed building. Messrs. Buffington and Morse of Fall River, the purchasers, report her to be a fine sailor. Mr. Nickerson is a "nice" boat builder, as well as a house builder.

VICTOR

On July 13, 1880, it was announced that even though She left the Race to pick up a capsized boat, the Victor took fifth place in the July 7th, 1890, Regatta, at Pleasant Bay.

VIM

In the news of June 3, 1875, it was reported that Captain Daniel W. Baker, of the Tug Vim, has been seriously ill, but, is rapidly recovering.

VIRGINIA

According to the news of November 8, 1881, Luther Snow has joined the Schooner Virginia, under a Captain Burgess. The Schooner plies the waters between New York and Boston.

VOLUNTEER (SCHOONER)

In April of 1893, Captain Seth L. Ellis, of Harwich Port, went to Gloucester to take command of the Schooner Volunteer. Later that year, in the August gale, Her sails were badly torn, and, She stopped over at Harwich Port.

VOLUNTEER (TUG BOAT)

In December of 1891, Mrs. Albert F. Church purchased the new Tug Volunteer for \$11, 000, to be used for business out of New Bedford Harbor. Captain Edwin R. Doane, of Harwich Port, formerly, the Captain of the Tug Nathaniel P. Doane, has command of the Volunteer. In April of 1895, Captain Edwin R. Doane retired and was replaced by Captain Doane Kelley.

W.B. DARLING

It was reported on September 28, 1880, that the Schooner W.B. Darling had arrived at Harwich Port, from Bangor, Maine, with a cargo of barrels for Captain T.B. Baker.

W.B. HERRICK

Captain George Wixon's vessel, the W.B. Herrick, broke Her chains in a gale on February 28, 1884, and went ashore on Harding's Beach, in Chatham. She was loaded with 900 tons of coal, 400 of which had been discharged. The Boston Towboat Company undertook the task of getting Her off the Beach. She appeared to have suffered little damage.

In 1890, the Schooner came under the command of Captain Jarius H. Allen, of Harwich.

W.F. MILLER

The Schooner W.F. Miller arrived at Harwich Port on September 18, 1887. She had a load of lumber for H. Kelley, & Co.

W.L. WALKER

On the 21st of March, 1882, the Schooner W.L. Walker arrived at Harwich Port from Baltimore, with a Captain Rogers in command.

In 1891, the Walker was under the command of Captain Luther Chase, of Harwich. She made the following trips between April and July, that year:

- *From Fall River to Philadelphia and return to Providence;
- *Providence to Philadelphia and return to Fall River;
- *Two trips: Fall River to Philadelphia and return
- *And, one trip: Fall River to Newport News and return.

WALTER F. PARKER

On November 20, 1888, news circulated that Captain Thomas A. Nickerson, Captain Hiram Nickerson, Captain Nehemiah B. Kelley, and others, had purchased 47/64ths of the 550 ton Schooner Walter F. Parker. She will sail under the command of Captain Hiram Nickerson.

WANDERER

The Schooner Wanderer, Captain Reuben Tripp in command, was an entrant in the annual Regatta at Centennial Hill on Pleasant Bay, according to a report on July 13, 1880. She received a prize of \$4 at the end of the race. There were 14 other boats in the Regatta. A good time was had by all!!!

In another report, March 20, 1888, it is learned that Wanderer did not fair as well. In a recent storm, She dragged Her anchor and ran into Baker's Wharf doing considerable damage to Herself and the Wharf. At the time of the accident, a Captain Chase was in command.

WATER WITCH

Captain Nathan T. Small, of the Yacht Water Witch, called at Harwich Port, on September 9, 1889. Aboard the Yacht was a party from Wood's Hole, Cottage City and Nantucket.

WATERLINE

On September 2, 1879, the news circulated that the Schooner Waterline, with Baxter D. Kelley, Jr., in command, made a trip from New Bedford to New York and back to Boston, with a load of coal, from Sunday to Sunday. That was a very quick trip!!

WATUSKA

It was reported, on November 20, 1888, that Albert M. Nickerson, of South Harwich, had sailed "south", to spend the winter in Tampa, Florida, aboard the Schooner Watuska. Captain Henry Walker, of South Harwich, is in charge of the Watuska.

WEBFOOT

An announcement was made on June 24, 1879, that Charles Jenkins had completed a boat for Captain Uriah Rogers, and that the boat was to be called, "Webfoot". She was described as "fine looking".

In September of 1880, Webfoot took 4th prize in the Regatta at Harwich Port. Fourth place prize money amounted to \$4.

WHITE CAP

According to the report of July 13, 1880, White Cap was the cup winner at the Regatta held at Pleasant Bay, "Sunday last". White Cap was under the command of Captain George W. Nickerson.

WHITE WING

Under the command of a Captain Wixon, the Sloop White Wing arrived at Harwich from Newark, NJ, on June 25, 1875.

WHITE WINGS

The annual Pleasant Bay Regatta was held on July 7, 1890. Several classes of boats were entered, but many boats had left for mackereling. White Wings came in fourth in the race.

WHITNEY

It was reported on October 9, 1900, that Captain Joseph G. Baker of Harwich Port had been promoted to Captain of the Steamer Whitney. Mrs. Baker and Son Walter have joined the Captain for a visit.

On December 5, 1900, we learned that Captain T.B. Baker traveled to New York with his nephew, Captain J.G. Baker aboard the Whitney. The Whitney's regular schedule will now allow Captain J.G. to spend more weekends with his family in Harwich Port.

WILBUR CURTIS

A report, dated November 19, 1878, contained the list of vessels that comprised the Pleasant Bay Fishing Fleet. The Wilbur Curtis, under Captain Edmund Long was included on that list.

WILD DUCK

The news, of July 17, 1894, contained a very interesting item regarding Captain Nathan T. Small of Harwich. Captain Small was stationed aboard the Steam Yacht Wild Duck at Nashon Island, near Woods Hole. Both the Yacht and the Island were owned by J. Malcolm Forbes of Boston.

An earlier report, in 1892, indicated that Charles Jenkins, of Harwich Port had constructed a life boat for the Wild Duck.

WILD ROSE

On May 26, 1879, the Schooner Wild Rose arrived at Harwich Port, to take on bait. She cleared Harwich Port, on May 29th, for the codfish grounds.

WILFRED KING

On August 5, 1880, the new sail boat Wilfred King was launched near Erastus Chase's store, with 75 spectators in attendance. The boat is owned by Captain Neri Chase and will be employed in taking out pleasure parties. She was built by William E. Chase.

WILLARD & WILSON

The Schooner Willard & Wilson arrived at Harwich Port, on September 18, 1887, with lumber for H. Kelley & Co.

WILLIAM A. MORRILL

The Harwich Schooner William A. Morrill loaded ice at Bath, Maine for East Greenwich, at \$2 per ton.

WILLIAM CHASE

In late May, 1883, the William Chase, under a Captain Somerset, arrived at Harwich Port, with a load of crockery.

WILLIAM DAISLEY

The Schooner, William Daisley, arrived at the port of Harwich, on August 15, 1875, with 50 barrels of fish.

WILLIAM G. LEWIS

The three-masted Schooner William G. Lewis was under the command of two Harwich Captains, in 1882: Captain Reuben T. Allen, and, a Captain Baxter. She was the first coal vessel, of a large coal fleet, in Vineyard Sound.

WILLIAM G. SHATTUCK

On December 28, 1876, the Schooner William G. Shattuck, of Boston, was reported to be lost at sea. Her Captain, C.C. Baker, of Harwich Center was taken off the Shattuck by a passing Ship, carried to Philadelphia, and, returned to Harwich on December 21st.

WILLIAM GREEN

In the Summer of 1890, Captain S.H. Doane, of the Schooner William Green, was a guest of Captain and Mrs. Roger S. Hawes.

WILLIAM MASON

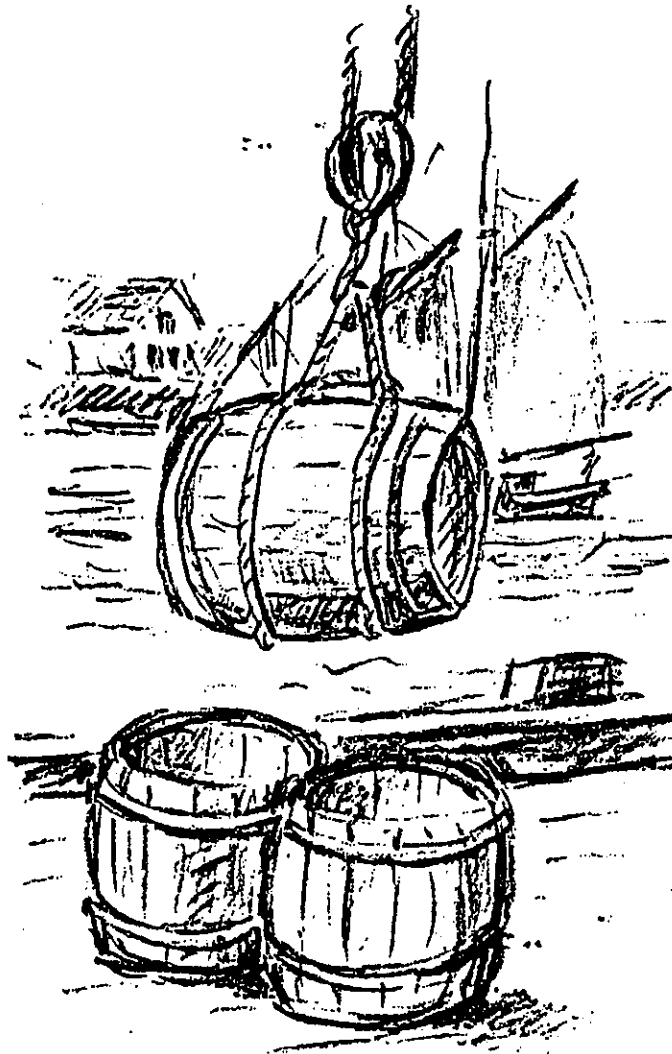
According to a report, dated June 5, 1901, Captain George F. Crowell of South Harwich was in command of the vessel William Mason of Boston.

WILLIAM O. SNOW

On October 4, 1883, the Schooner William O. Snow, with a Captain Kelley in command, arrived at Boston with a load of coal.

WILLIAM S. JORDAN

On March 9, 1897, Captain George F. Crowell, of South Harwich took charge of the three-masted Schooner William S. Jordan, at Salem. A January 31, 1899 report, put Captain Crowell, in Boston, in command of the Jordan.



WILLIAM STORIE

It was announced on October 1, 1895, that Captain Adelbert Doane has left the pleasure Steamer William Storie, to join the New England & Savannah Steamship Co., and, will pilot the Steamer Tallahassee.

WILLIAM THOMPSON

At 92 tons register, the Schooner William Thompson was a member of the local mackereling fleet for several years, as well as being engaged in the coasting trade. Her first Master of record was a Captain Kelley, (no further identification, at this writing), who off-loaded 100 barrels of mackerel, on or about, July 13, 1872. Later, in August, Captain Kelley would return to Harwich Port with 300 barrels!!

It was not unusual for vessels to change hands, and the Thompson was no exception. It was announced on September 9, 1872 that the William Thompson had been sold to "Portland parties", with Captain Littlejohn, of the Schooner Intrepid, to take command. When the Thompson arrived at Harwich Port on July 4, 1873, She had, on board, 230 barrels of mackerel, as well as Captain Phillips, Her new Master.

The Thompson again returned to Harwich Port on July 17, 1873. This time, with Captain Phillips still in command, She off-loaded a total of 210 barrels of mackerel. The 1873 season ended for the Schooner in December, when she was laid up for the winter at New Bedford.

On June 4, 1875, the Thompson stopped at Harwich Port with but 160 barrels of mackerel. She was now under the command of a Captain Taylor. In August, Captain Taylor brought the Thompson into Harwich Port, from another trip. This time was different: on board, there were 506 barrels of mackerel!

In 1878, Captain Anthony P. Doane, now in Command, the William Thompson went into the West Indies fruit trade. In January, 1878, She arrived in New York after an excellent passage. The cargo of fruit was most welcomed in the middle of winter.

After a brief visit at home, Captain Doane accepted a charter for a voyage to Jamaica. The Thompson cleared New York for Jamaica in early February, 1878. The next report, dated June 17, 1879, announced that Captain Doane had arrived home-Harwich Port-after an absence of nine months in the West Indies fruit trade.

Finally, on January 27, 1880, the news was circulated that the schooner William Thompson, 92 tons, of Harwich, had been sold at New York for \$2400!

WILLIE H.

In 1878, the Willie H., under Captain W.H. Doane, was a member of the Pleasant Bay Fishing Fleet, East Harwich.

WILLIE H. LORD

The Willie H. Lord was built at the shipyard of Colby and Lunt at Newburyport in 1874 for Messrs. Nickerson and Small of South Harwich. At the time of construction, the Schooner was said to be of 125 tons burthen, i.e., Her cargo capacity. (In 1875, the Harwich Independent listed her tonnage at 94.71).

Captain James W. Jerauld of East Harwich was Her Commander. The Captain also had an ownership interest in the Willie H. Lord. Rigged and fitted as a fisherman, the record shows that while She fished for mackerel; in 1877, nothing is said of Her success.

WILLIE H. LORD
(CONT)

The Willie H. Lord was referred to as the "Commodore's Vessel" at Deep Hole Wharf in South Harwich. The Lord had the reputation of being a fast sailor.

In 1879, the vessel was purchased by a Prince Manter and others. It was announced that Captain Josiah Morton would take command. It would be the last report of the Willie H. Lord uncovered to this date.

WILLIE IRVING

The Schooner, Willie Irving, whose home port was South Harwich, was engaged in mackerel fishing. On at least two occasions, the Irving went onto the beach in storms. In 1877, She parted Her chain and came ashore near Red River with bowsprit and jibboom gone. Again, on August 18, 1879, She parted Her moorings and drifted high upon the beach.

In a report dated July 7, 1879, it was learned that the Willie Irving had arrived at South Harwich with 90 barrels of mackerel. For the month of August of 1880, She off-loaded a total of 390 barrels of mackerel to Levi Eldridge.

The first mention of her skipper appeared in 1881, when it was announced that the Willie Irving had gone "mackereling" under a Captain Bearse (again, first name not given).

The last report of the Willie Irving was seen in October of 1881, when She brought another 90 barrel catch to South Harwich. Beyond that point in time the record, so far, is silent.

WILLIE PARKMAN

In 1880, the records show two arrivals of the Willie Parkman. She arrived at Harwich Port on June 12th with mackerel and departed the following Monday for more mackerel. By the 13th of July, the Parkman was at J.L. Baker's Wharf with 185 barrels of mackerel.

WILLOW

On October 4, 1883, the Willow arrived at New Bedford under the command of Captain Moses Chase.

WILNA

In April of 1886, the Ship Wilna sailed from New York for Shanghai, under the command of Captain E. F. Taylor, of Harwich. The trip was the fastest recorded to date, taking but 110 days. Mrs. Taylor was aboard for the record-breaking voyage.

WINNIPEG

The Ship Winnipeg, Captain H. C. Berry of West Harwich in command, arrived in Astoria, Oregon from Shanghai, in December of 1885.

WINONA JACKSON

In January of 1873, the Schooner Winona Jackson arrived with a load of lumber. She was full of water and leaking badly.

WORCESTER

The Steamer Worcester made regular trips from Boston to the Canadian Provinces in the 1890's. In April of 1894, the Steamer was caught in a devastating storm and had to be removed from service. During the period, in question, Captain Joseph G. Baker, of Harwich Port was in command of the Worcester.

WRINKLE

The report of July 20, 1897, indicated that S.N. Small, of Harwich, is the owner of the new Yacht Wrinkle. The Yacht recently took first prize in a race at Winthrop

WYANDOTTE

On October 16, 1888, Captain Joseph G. Baker of Harwich Port, took the Steamer belonging to Mr. Edwin Boggs, from Falmouth to Boston. He stopped at Harwich Port and took Wyandotte, into salt pond. Because of bad weather, Wyandotte layed over for a day and attracted considerable attention.

WYCHMERE

On July 10, 1894, it was reported that Captain Ensign Rogers, owner/commander of Wychmere had returned home to Harwich Port from a financially successful fishing trip. After celebrating the 4th, Wychmere, and, Captain Rogers, set off on another fishing trip in the company of Athlete, Captain Benjamin Doane in charge.

Later, on October 30, 1894, Captain Rogers is described as having been home briefly and then back out on another trip.

The final note: November 7, 1900--Captain Seth W. Eldridge sailed, recently, in charge of the Wychmere, on a fishing trip.

XENIA

On July 4, 1872, official notice was given that the Bark Xenia, 786.44 tons, has been added to the Barnstable District, and, hails from Harwich.

YOSEMITE

The schooner Yosemite displaced 71.86 tons. Owned originally by parties in Gloucester, she was purchased in January of 1874 by Captain Levi C. Long, and others, of South Harwich. The Yosemite was to be employed in fishing for cod under Captain Long's command.

The Yosemite was brought to Harwich in 1874. She was home-ported in Harwich as of January 1, 1875.

The records show that in one trip to the Banks, August 1875, the Yosemite returned to Harwich with no less than 1000 quintals of large codfish. A quintal equals 100 pounds, more or less!

The Yosemite was sold to D.L. Blackwood, of the Barbados, in march of 1878. She was taken to the Barbados to be fitted out as a whaler. No further word concerning the Yosemite is available at this point in the research on Harwich vessels.

YOUNG BROTHERS

The following chronology reflects the research to date on the history of the four-masted Schooner Young Brothers:

October 21, 1890: Now under construction at McDonald's and Brown's Yard in Belfast, Maine, the Schooner Young Brothers will have one of Sam Holt's boats for a Captain's gig. Her other boat comes from Charles Jenkins of Harwich Port, a noted builder. The Jenkins boat is described as 22 feet in length, with a center board, and, her workmanship and materials have attracted much attention. After launching, the Young Brothers will be commanded by Captain George Snow, "a Harwich Port boy", now of South Yarmouth.

June 27, 1893: With Captain Snow on vacation, the Schooner Young Brothers was under the command of Captain Abner D. Nickerson, who had served with Captain Snow as First Mate on several Voyages. Crowell Nickerson succeeded Captain Nickerson as First mate. The Schooner sailed on June 24th from the Kennebec with ice for Washington, D.C. and plans are to return with coal for a northern port.

October 31, 1900: Captain Jarius H. Allen assumed command of the Young Brothers.

January 30, 1901: Captain J.H. Allen took the Schooner Young Brothers into Cuba.

February 20, 1901: The Young Brothers, Captain Allen, made the passage from Sagua, Cuba to Fernandina, Florida, in 52 hours.

March 13, 1901: After a brief stay at home in Harwich Port, Captain Allen returned to the Schooner Young Brothers in Boston, for a trip south.

Z. SHERMAN

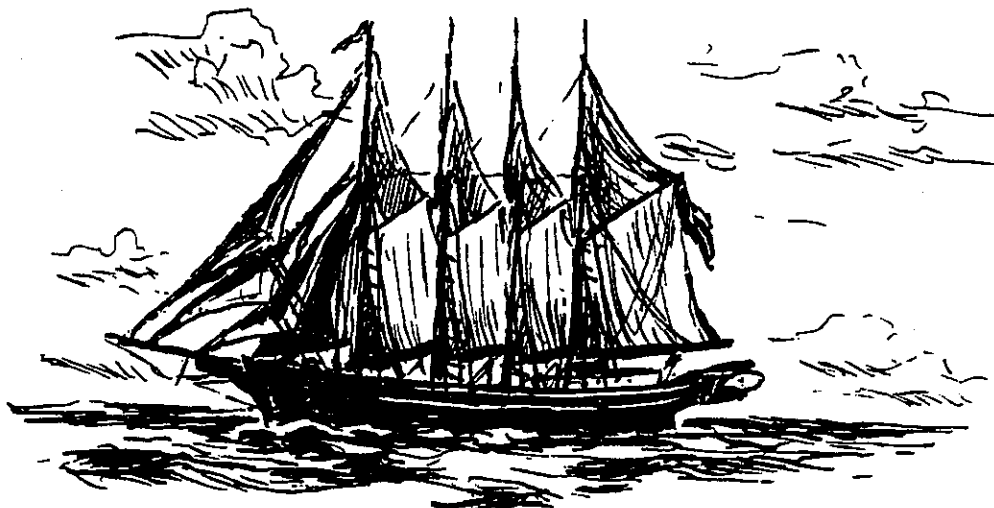
In a report, dated January 29, 1884, it was noted that Captain Ensign Rogers, of Harwich, was in command of the Schooner Z. Sherman, of Taunton.

ZEPHYR

The notice of June 28, 1884, explained that Captain Thomas Ellis, of the Zephyr, had picked up a small quantity of lumber off West Harwich. Proven owner may have the lumber by paying charges of said notice.

ZOE

According to the news of May 3, 1877, the Schooner Zoe, under a Captain Sears, of Harwich, arrived at New York, on April 24th.



INDEX OF HARWICH VESSELS

A. B. Jacobs	JLR	Britannia	JLR	Crest Of The Wave	JLR	Empire	JLR
A. D. Bache & Eager	JLR	Brothers	JLR	Cupid	JLR	Enos B. Phillips	EH
A. D. Scull	JLR	C. A. Sanford	GP	Cynosure	GP	Enos Briggs	JLR
A. L. Putnam	JLR	C. C. Cöcran	JLR	Cyrena	JLR	Epes Tarr	JLR
A. S. & R. Hammond	JLR	C. C. Davis	JLR	Cyrus Hall	JLR	Estelle	JLR
Abbie Frankford	JLR	C. E. Briggs	JLR	D. Ellis	JLR	Etta	JLR
Abel W. Parker	JLR	C. H. Kelley	JLR	D. L. Sturgis	JLR	Eugenie	JLR
Ada Herbert	JLR	C. H. Trichey	GP	D. W. Hammond	SAO	Eva Lindell	JLR
Addie Doane	SAO	C. R. Sampson	JLR	Dakota	JLR	Exile	JLR
Addison Center	JLR	C. W. Bentley	JLR	Daniel Marcy	EH	F. A. Sever	JLR
Adelia	JLR	C. W. Locke	SAO	Daniel McPhee	JLR	F. L. Webb	EH
Adelia Chase	SAO	C.W. Wilkins	JLR	Daniel Simmons	ROYT	F. M. Smith	GT
Agnes I. Grace	SAO	Cabot	JLR	Daniel Webster	JLR	Fairchild	JLR
Albert J. Stearns	SAO	Calcutta	JLR	Dauntless	GP	Fall River	JLR
Albert Steele	SAO	Calvin F. Baker	JLR	David Crockett	JLR	Famous	JLR
Albert W. Smith	JLR	Capt. Miller	JLR	David Howes	JLR	Fanny Burns	GT
Albus Cash	JLR	Carleton Belle	JLR	David K. Aiken	GT	Fanny C. Bowen	JLR
Alert	JLR	Carlos French	JLR	David Sherman	JLR	Fillmore	JLR
Alice	JLR	Carroll	JLR	Decatur S. Miller	JLR	Fishhawk	EH
Alice Holbrooke	SAO	Carthagen	JLR	Defiance	JLR	Flash	JLR
Alleghany	ROYT	Cawinna	JLR	Delia Hodgkiss	GP	Fleetwing (American)	JLR
Allen Green	JLR	Centennial	EH	Dewey	JLR	Fleetwing (English)	JLR
Allie Burnham	JLR	Cetation	JLR	Diadem	GP	Flight	JLR
Allinaca	JLR	Charles Carrol(!)	JLR	Dictator	GT	Florence A.	JLR
Almena	JLR	Charles E. Moody	JLR	Dimmock	JLR	Florence Norwell	JLR
Amanda	JLR	Charles L. Pearson	JLR	Dolphin	JLR	Florida	JLR
American Eagle	WR	Charles Mc Donald	SAO	Dora Bell	JLR	Florine F. Nickerson	SAO
Amy Wixon	JLR	Charles R. Washington	JLR	Dorado	GT	Flying Dragon	JLR
Andrew Nevinger	JLR	Charles Snow	JLR	Dreadnaught	JLR	Foam	JLR
Ann Eliza	SAO	Charles Sprague	SAO	E. B. Church	JLR	Four Brothers	LC
Ann Elizabeth	EH	Charles W. Church	SAO	E. E. Simpson	JLR	Foxhall	JLR
Anna M. Nash	SAO	Charleston	JLR	E. J. Munsell	JLR	Frances G. Davis	JLR
Annie Louise	SAO	Charlotte Brown	JLR	E. L. Sampson	JLR	Frank C. Pettis	JLR
Annie S. Conant	JLR	Charm	JLR	E. M. Higgins	JLR	Frank Lucas	JLR
Arbutus	JLR	Chas. L. Lovering	JLR	E. M. Story	GT	Frank Rich	JLR
Ardmore	JLR	Chase	JLR	E. W. S. Higgins	JLR	Frank W. Howe	JLR
Asa T. Stowell	SAO	Chatham	JLR	Eagle	JLR	Freddie Walters	JLR
Athlete	SAO	China	JLR	Echo	JLR	Frolic	JLR
Atlas	JLR	Chromo	JLR	Edith Couly	JLR	Future	JLR
Aurelia	JLR	City Of Brockton	JLR	Edna	JLR	Gate city	JLR
Avail	JLR	City Of Chicago	JLR	Edward Kidder	JLR	Gen. Fairchild	GT
Azelia	JLR	City Of Macon	JLR	Edwin H. Kingman	JLR	Gen. Grant	JLR
B. B. Church	EH	City Of Panama	EH	Effie T. Kemp	JLR	Gen. Lyons	KR
B. F. Poole	JLR	City Of Paris	JLR	Electric Light	JLR	Geo. A. Pierce	SAO
Belmont	JLR	Clara Belle	JLR	Eliza A. Parker	JLR	Geo. H. Bernard	JLR
Ben Perley Poore	SAO	Clara Dinsmore	JLR	Eliza Ann	GT	Geo. H. Davenport	JLR
Benj. Courtney	GP	Clytie	JLR	Elizabeth M. Smith	JLR	Geo. L. Treadwell	JLR
Bertha D. Nickerson	SAO	Colin C. Baker	JLR	Ella Buck	JLR	Geo. Washington	JLR
Bertha V.	JLR	Collins Howes, Jr.	JLR	Ella Powell	JLR	George Shippard	JLR
Bessie & Essie	JLR	Connecticut	JLR	Ellen R. Baker	JLR	Gertie Lewis	EH
Betsey Bobbit (Babbitt)	JLR	Conquest	JLR	Elvira J. French	GT	Glide	JLR
Bill Stowe	JLR	Constitution	GT	Emily Bell	EH	Goddess	EH
Blackbird	JLR	Continental	JLR	Emily Staples	JLR	Golden Eagle	JLR
Blackstone	JLR	Cora Louise	JLR	Emma	JLR	Golden Hyne	JLR
Boxer	JLR	Coronet	JLR	Emma Chase	EH	Goldsmith Maid	JLR

Gov. Goodwin	EH	Isaac H. Tillyer	ROYT	Julia	EH	Luzon	EH
Granger	JLR	Isaac Somes	ROYT	Julia A. Brown	EH	M. E. Higgins	LC
Grant	JLR	Island City	SAO	Katahdin	LC	M. M. Chase	LC
Grey Eagle	JLR	J. Chester Wood	ROYT	Kate Florence	LC	M. R. Shepard	GP
Groendolyn	JLR	J. Frank Seavey	ROYT	Kate Hastings	JLR	M. W. Bales	GP
Guardian	JLR	J. G. Griffin	GT	Kate McClintock	WR	Madge & Muriel	GP
Gulf Stream	JLR	J. G. Hamblin	ROYT	Kate Scranton	WR	Maggie & Emma	GP
Gypsie Girl	GT	J. H. Buttrick	ROYT	Kenilworth	LC	Maggie Andrews	GT
H. B. Huntington	GT	J. H. DeWolf	ROYT	Kiota	WR	Magic	GP
H. F. Dimmock	WR	J. J. Little	GT	L. A. Plummer	WR	Magnolia	GP
H. M. Clark	EH	J. K. Baker	GT	L. W. Hine	ROYT	Marnie Webster	GP
H. M. Whitney	ROYT	J. Lindsey	GT	Lackawanna	WR	Manuel Liaguna	GT
H. S. Rowe	GT	J. M. Plummer (John)	ROYT	Laura	GP	Marcia Bailey	GP
Ha Ha	SAO	J. Manchester Haynes	GT	Laura D.	WR	Marguerite Hasking	GP
Hadie	GT	J. P. Wherrin	GT	Laura A. Burnham	GP	Maria L. Davis	GT
Hannah D.	SAO	J. T. Weaver	EH	Lavrock	SAO	Maria L. Lewis	GP
Hannial	GT	J. W. Allen	GT	Leader	SAO	Maria Louisa	GP
Harriet Ryan	EH	Jacob Haskell	GT	Lelia Linwood	KR	Martha N. Hall	GP
Harry Hesser	EH	Jacob Reed	KR	Leoline	SAO	Mary	GP
Hattie	GT	James	GT	Lettie Linwood	EH	Mary A. Brown	GP
Hattie & Lottie	EH	James B. Ogden	ROYT	Light Of Home	GP	Mary A. Clyde	GP
Hattie Baker	GT	James Drury	ROYT	Lillian	GT	Mary A. Drury	GP
Hattie F Potter	GT	James Ford	ROYT	Lillian M. Allen	GT	Mary B. Tower	GP
Hattie M. Crowell	GT	James H. Hoyt	ROYT	Lillie B. Fernald	GT	Mary D. Leach	GP
Hattie M. Howes	WR	James M. Bayles	GT	Lillie Ernestine	GT	Mary Doane	GT
Hattie N. Gove	EH	James Freeman	ROYT	Little Ada	GT	Mary Eva	EH
Haverford	SAO	James Parker, Sr.	GT	Little Brave	GT	Mary Standish	GP
Hazelton	SAO	James Poole	ROYT	Little Lizzie	GT	Mary Steele	GP
Helen A.	GT	Jeannie Lippett	ROYT	Little Sadie	GT	Mary W. Bowen	GP
Helen A. Holmes	GT	Jennie Cushman	GT	Little Wanderer	GT	Mascot	GP
Helen Marr	GT	Jennie Freeman	ROYT	Lizzie	ROYT	Massachusetts	GP
Helen M. Crosby	WR	Jennie Howard	ROYT	Lizzie A. Hammond	GT	Mattie	GP
Helen Miranda	ROYT	Joe	GT	Lizzie Baker	GT	Maude Andrews	GT
Helen S. Barnes	GT	Joe Hooker	ROYT	Lizzie Henderson	JLR	May Queen	LC
Henry M. Milton	GT	Joel Cook	GT	Lizzie Maud	GT	Menuncatuck	GT
Henry Nickerson	EH	John M. Fisk	ROYT	Lizzie Phillips	GT	Mercury	LC
Henry Norwell	EH	John A. (H.) Perry	GT	Lizzie Young	WR	Mertie	LC
Henry Sulton	GT	John Atwood	GT	Lolly Montez	GP	Mertie & Delmar	GT
Herald	WR	John B. Morris	SAO	Lone Star	WR	Mertis E. Perry	LC
Hercules	WR	John B. Sanford	EH	Longfellow	WR	Millie G. Boume	ROYT
Hero	GT	John Famum	EH	Longwood	WR	Millie Washburn	GT
Hettie	GT	John M. Ball	ROYT	Lorin C. Ballard	WR	Mischief	ROYT
Hiladee	GT	John Miller	ROYT	Lottie K. French	WR	Mollie Phillips	ROYT
Horatio	GT	John Proctor	GP	Louis & Rosie	GT	Mollie Porter	ROYT
Horatio Babson	GT	John Rosenfeld	WR	Louis H. Bristol	WR	Mollie Swash	GT
Horatio L. Baker	GT	John Sheppard	GT	Louis Nickerson	EH	Monitor	WR
Horatio Sprague	GT	John Somes	ROYT	Louisa	EH	Monomoy	SAO
Huron Brady	GT	Johns King	ROYT	Louisa Francis	EH	Montazuma	LC
I. J. Clark	GT	Jonathan Boume	LC	Lucy Church	GT	Morgan	JLR
I. T. Campbell	ROYT	Jordan	ROYT	Lucy May	GT	Moses B. Tower	LC
Ida L. Hull	GT	Jose	ROYT	Lucy P. Miller	SAO	Moses Knowlton	LC
Imperial	GT	Joseph L. Bragdon	ROYT	Lucy R. Day	EH	Muriel	GP
Indian	KR	Joseph Story	ROYT	Lulu	GT	Myrover	GP
Ione	RPYT	Josephine	ROYT	Lulu E. Wilber	GT	Myrtle	GP
Iris	LC	Joshua Baker	EH	Luther S. Chase	ROYT	N. T. Campbell	GT

Nathaniel Chase	GP	Ray	KR	Susan R. Ray	KR	William O. Snow	WR
Nathaniel P. Doane	GP	Reaper	KR	Susie	KR	William S. Jordan	WR
Nellie	EH	Rebe	KR	Susie N.	KR	William Storie	WR
Nelson Harvey	GT	Rebecca	KR	Sylvester L. Ward	KR	William Thompson	EH
Neptune	GT	Rebecca Florence	KR	T. B. Baker	KR	Willie H.	WR
Nestor	GT	Rebecca J. Evans	GT	T. B. Brown	KR	Willie H. Lord	GT
Nettie Franklin	GT	Rebecca M. Atwood	KR	T. B. Smith	KR	Willie Irving	GT
Nettie M. Rogers	GT	Rescue	GT	T. J. Cachan	KR	Willie Parkman	SAC
Nettie Moore	GT	Richard Law	KR	Talisman	KR	Willow	WR
New Bedford	GT	Richard S.	KR	Tallahassee	KR	Wilna	RO
New Light	GT	Rival	KR	Tantrum	KR	Winnipeg	RO
Nickerson	ROYT	Robert G. Dunn	KR	Tecumseh	KR	Winona Jackson	ROYT
Nightingale	ROYT	Robert Myhon (Myhan)	KR	Thomas Ellis	KR	Worcester	SAO
Nonantum	ROYT	Robert Pettis	KR	Thomas Lawson	KR	Wrinkle	EH
Norman	GT	Rodman R. Nickerson	KR	Thomas Morgan	KR	Wyandotte	EH
Novelty	ROYT	Rosie Nickerson	KR	Thomas P. Ball	KR	Wychmere	EH
O. D. Witherell	GP	Royal Blue	KR	Titmouse	KR	Xenia	KR
Obed Baxter	ROYT	Ruth Robinson	KR	Underwriter	KR	Yosemite	GT
Ocean Bride	ROYT	S. B. Franklin	KR	V. B. Fisk	KR	Young Brothers	EH
Ocean Gem	SAO	S. C. Tyron	KR	Vaile	KR	Z. Sherman	KR
Olive G. Tower	GP	S. D. Miller	KR	Valley Forge	KR	Zephyr	KR
Oliver Cromwell	SAO	S. F. Dupont	KR	Velocipede	GT	Zoe	KR
Olympia	GT	S. H. Walker	KR	Verbena	KR		
Onward (Schooner)	EH	S. K. Lane	KR	Verena	KR		
Onward (pleasure yach)	GP	S. M. Smith	KR	Victor	KR		
Oriad	GP	Sadie & Lillie	LR	Vim	KR		
Oriole	GP	Sallie B. Megathlin	GT	Virginia	KR		
Ospray	ROYT	Sam Wallace	KR	Volunteer (schooner)	KR		
Ossipee	ROYT	Samuel C. Hart	KR	Volunteer (tug)	KR		
Owen Brady	ROYT	San Mateo	KR	W. B. Darling	ROYT		
Oxford	ROYT	Sarah Jane	KR	W. B. Herrick (William)	ROYT		
P. & E. Small	GP	Sarah P. Haines	KR	W. F. Miller	ROYT		
P. J. Woodruff (Phoeb)	EH	Sarah P. Harris	KR	W. L. Walker	WR		
Pacific Mail	ROYT	Sarah W. Hunt	KR	Walter F. Parker	ROYT		
Palladium	WR	Saturn	KR	Wanderer	EH		
Palma	WR	Saxon	KR	Water Witch	EH		
Parthean	WR	Schemei	KR	Waterline	WR		
Pastime	JLR	Sea Flower	KR	Watuska	WR		
Peerless	ROYT	Sea Foam	KR	Webfoot	EH		
Peregrine White	ROYT	Sicillian	KR	White Cap	JLR		
Pet	ROYT	Smuggler	KR	White Wing	EH		
Planter	GT	Solitaire	KR	White Wings	EH		
Playmate	ROYT	Sophrania	KR	Whitney	EH		
Pleiades	ROYT	South Carolina	KR	Wilbur Curtis	ROYT		
Prince Libro	EH	Spartan	KR	Wild Duck	ROYT		
Quickstep	EH	Spotless	KR	Wild Rose	WR		
Quivet	EH	St. Mary	KR	Wilfred King	ROYT		
R. A. Toulane (Rebecc)	KR	State Of Indiana	KR	Willard & Wilson	ROYT		
R. D. Rhodes	KR	Sterling	GT	William A. Morrill	WR		
R. D. Rice	GT	Stillman B. Allen	KR	William Chase	ROYT		
R. S. Spofford	KR	Store House	KR	William Daisley	ROYT		
Racine	KR	Storm King	KR	William G. Lewis	ROYT		
Ralph M. Hayward	GT	Stowell Sherman	KR	William G. Shattuck	WR		
Rapidan	KR	Sunlight	KR	William Green	SAO		
Rattler	KR	Susan Francis	KR	William Mason	WR		