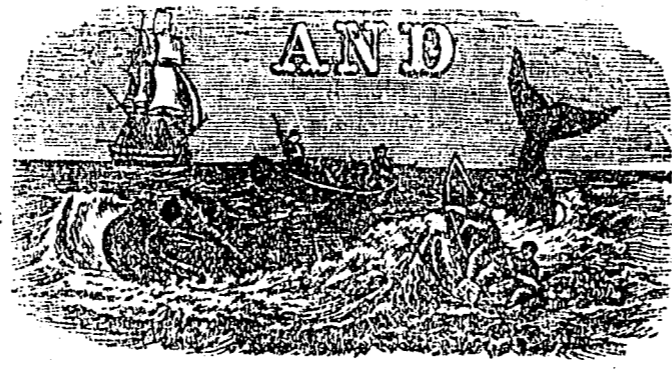


Whalers' Shipping List,

MERCHANTS,



TRANSCRIPT.

PUBLISHED EVERY TUESDAY MORNING BY

BENJAMIN LINDSEY,

NO. 40, NORTH SECOND STREET, NEW BEDFORD, MASS.

TERMS—\$300 per annum, or \$1.50 in advance. Single copies six cents

ADVERTISEMENTS inserted conspicuously at the customary rates. The SHIPPING LIST has an extensive circulation in the principal cities and towns in New England, rendering it a valuable medium for advertising.

A COMPLETE LIST OF AMERICAN WHALING SHIPS, with the latest reports from each, as contained in this paper.

VOL. XIII.

NEW-BEDFORD, JULY 31, 1855.

NO. 22.

AGENTS.

Messrs. LEMUEL GODDARD, FINCH & Co., of London, OIL AND COMMISSION MERCHANTS are our Foreign Agents, for the transaction of all business connected with the Shipping List, and will receive and forward subscriptions for the same.

Ch. BERRY WAERTFORD, Esq., merchant, at Bay of Islands, and Messrs. BAIN, PIRROE & Co., Auckland, N. Z., are agents for the Shipping List in the South Pacific and will transact any business in connection with it. Masters and officers of whale ships and others wishing the Shipping List sent to them in the Pacific, can have it forwarded by Overland British Mail to the care of either of the firm who will attend to its delivery, or forward it as directed.

NEW BEDFORD BANKS.

DISCOUNT DAYS OFFICERS, & c. OPEN AT 9 A. M., AND CLOSE AT 1 P. M. Bedford Commercial Bank.—President, Edward Mott Robbins; Cashier, Thomas B. White.—Discount days, Monday and Thursday. Merchants Bank.—President, Charles R. Tucker; Cashier, Jas. B. Congdon.—Discount days, Tuesday and Friday. Marine Bank.—President, Joseph Grinnell; Cashier, John P. Barker.—Discount days, Tuesday and Friday. Mechanics Bank.—President, Thomas Mandell; Cashier, Joseph Congdon.—Discount days, Wednesday and Saturday. Fairhaven Bank.—(In Fairhaven.)—President, E. Sawin; Cashier, Rouben Nye.—Discount days, Monday and Thursday, at 11 A.

WEEKLY ALMANAC.

JULY	Sun rises	Sun sets	Moon rises	High Water
1 TUESDAY	4 51	7 21	9 28	8 51
2 WEDNESDAY	4 52	7 19	9 53	8 35
3 THURSDAY	4 53	7 18	10 16	8 21
4 FRIDAY	4 55	7 16	10 41	8 9
5 SATURDAY	4 58	7 15	11 6	11 52
6 SUNDAY	4 57	7 11	11 37	13 39
7 MONDAY	4 53	7 13	morn	1 29

LIST OF WHALERS IN PORT, NEW BEDFORD.

NAME	MASTERS	DESTINATION	TO SAIL
Ship Alice Mandell	J. S. Deini	Ind & Pac	Aug 15
Alexander	J. Wacker	Indian	Aug 15
Benj. Tucker	C. H. Gifford	N Pacific	Sept 1
Callan	Howland	N Pacific	
Canada			
Canton	S E Cook	Indian Ocean	Aug 10
Champion	N P Gray	Pacific	Oct
Cleone	J E Simmons	N Pacific	Aug 1
Congaree	Eldridge	Pacific	Aug 1
Cowper	A Dean	Pacific	August
Desdemona	T H Smith	Pacific	Nov 1
Draper	Sanford	N Pacific	Aug 1
Elizabeth	Obad Pierce	Pacific	Oct 11
Falcon	S H Norton	S Pacific	Aug 10
Frs Henretta	F D Drew	N Pacific	Sept 1
George Washington			
Good Return	Wing	N Pacific	Oct
Herald, 2nd	Stocum	Indian Ocean	Aug 12
Hibernia, 2nd			
Katusoff	A Wing	Pacific	Oct
Mary & Martha			
Marengo	Skinner	Indian	Oct 15
Margaret Scott	J A Howland	Indian	July 5
Mercury	W C Hayden	Pacific	Aug
Messenger	Jenny	Atl & Indian	July 28
Milo			
Minerva, 2nd			
Mount Vernon	Nye	N Pacific	Sept
Natchez	Hollows	Pacific	Aug 15
Navy	Dani D. Wood	N Pacific	Aug 1
Newark	J. L. Smith	Pacific	
Olympia	Ryan Jr	N Pacific	Aug 20
Parachute	A. J. Cory	Pacific	July
Plover	C M Skiff	Pacific	Aug 20
President		Atl & Pacific	Aug 15
Rodman	E Babcock	N Pacific	Aug 10
Roscoe	Coffin	Pacific	Aug 1
South America	Walker	Pacific	Nov 1
Warren	Wilcox		
Wm Hamilton			
Zephyr			
Bark Baltic	Brownson	N Pacific	Oct 15
Byron	Wn E Tower	Pacific	Aug 15
Cherokee	Smith	Pac & Indian	Nov 1
E Corning	Botch	Pacific	Aug 1
Eugenia	Wm Cottle	Pacific	Sept
Globe	Tripp	Atlantic Ocean	July
Isabel			
John Dawson			
Kathleen	Allen	Atl & Indian	July 28
Marmad	G. B. Howes	Pacific	July
Millinoket	C A M Taber	Pacific	
Montgomery	W B Chapman	Pacific	Aug 15
Rajah			
Sappho	Alex Seabury	Pacific	Aug 15
Sarah Sheaf	H O Loper	Pacific	Sept 1
Virginia	The Peakes	Pacific	Aug 15
Vigilant			
Whitlow	Wm Watson	Indian	Aug 15
Brig Leonidas			

FAIRHAVEN

Ship Columbus			
Clifford Wayne	W H Swain	Pacific	Nov 1
General Scott			
Joseph Maxwell			
N Light	E A Chappell	Pac & Japan	Oct 5
Bark Gen Scott	Clough	Ind Ocean	Sept 1
Winthrop	Akin	Pacific	July 1
Volga	W H Crowell	Ind Ocean	Aug 20
Zone	M. Fish	Pacific	Sept 1

IMPORTATIONS IN 1855.

[Table of Importations, showing the date of arrival, and the amount of Oils and Whalebone brought by each—corrected by the gaugers' and weighers' returns as soon as received.]

DATE	NAME AND PORT.	BLA	SP.	BLA	WH.	LB	BONE.
January.							
2	Globe, New Bedford	250		650			
7	D Franklin, Westport	248		650			
28	Alabama, Nantucket	1795					
	Total	2293		650			
	Same time last year	3472		8980			
February.							
17	Kathleen, N Bedford	491		892		6,000	
	Total	491		892		6,000	
	Same time last year	2294		10307		37,600	
March.							
5	Almira, Edgartown	100		2253		28,000	
7	D Franklin, Westport	407		22			
17	Messenger NB.	890					
18	James Allen, do	1561					
18	do on freight			383		3,600	
18	Sophia, Thornton do	30		2270		31,600	
21	Minerva Smyth, do	1047		1348		13,000	
22	Montezuma, do	600					
24	Baltic, do	107		1654		11,000	
24	Herald, do	1387		6,000			
31	Cloura, do	92		241		4,600	
	Total	5063		9568		101,800	
	Same time last year	4457		52535		1,602,732	
April.							
7	Pacific, N Bedford	2095		20,500			
6	Good Return do	2825		22,800			
7	Navy, do	151		1400		5,600	
8	do on freight	64		696		34,000	
8	Roscoe do	1505					
8	Canada do			1200		8,000	
7	do on freight			1386			
9	Jas Loper Nant	86		40			
9	do on freight	15		1519		15,000	
7	Mechanic Newport	22		1159			
7	Sea Warren	54		4781		19,200	
1	Ind Chief N London	1		2303		23,800	
6	Isaac Hicks do	2		2,000		14,500	
10	Congress 2d N Bed	2165		19,000		16,200	
10	Mercury do	1822		19,000		18,100	
10	do on freight	3,000				3,000	
10	Allice Mandell do	85		1729		4,900	
11	Mary & Martha do	75		1133		10,500	
11	do on freight			775			
11	Golconda do	1085				12,100	
14	No Light F Haven	36		900		28,100	
16	Zoe ew London	82		1,000		1,000	
9	Newark - tington	1380		15,000		20,000	
8	S H Waterman do	2640		18,000		21,300	
18	Hibernia 2d N B	2		1511		53,700	
10	Alexander do	1946		2359		17,100	
21	Olympia do	38		628		3,400	
22	Sarah do	1384		173			
22	do on freight	40		1218		15,000	
22	South America do	1090		28,500		28,500	
22	do on freight	2572		37,500		37,500	
22	Virginia do	206		1898		19,300	
22	do on freight			697		10,800	
19	Vesper New London	23		1146			
24	Natchez N Bedford	3		1975		28,300	
24	do on freight	251		2621		15,600	
24	Marengo do			781		37,400	
24	do on freight			11579		23,500	
24	Nautilus do	93		1942		92,100	
24	do on freight			872		19	
27	Draper do	215		1104		16,100	
27	Mechies Own do	102		3305		168,900	
28	Frs Henritta do			470		1,700	
28	do on freight			1878		9,000	
29	India do			1294		84,700	
24	Sarah Sheaf do			1056		6,100	
27	Cherokee do			1108		14,900	
27	Rajah do			740		600	
26	Sea Queen do	1088					
27	Tropic Bird do	89		66			
25	Winthrop F Haven	852		73			
27	do on freight			70		3,000	
27	Warren H Hole	43		1830		12,000	
20	North America Nf.	16		749		170,000	
20	do on freight	61		800		12,500	
29	Millinoket Warren	36		1380		20,100	
19	Nile Greenport	16		2305		14,100	
26	N P Tallmadge C Spring	1435		14,000		14,000	
27	Columbia Sag Harbor	1409		14,000		14,000	
From Jan 1 to date		10,155		85,422		1,551,600	
Same time last year		11,160		75,580		1,595,900	
May.							
4	Minerva 2nd N Bedford	1		1093		10,400	
4	Mount Vernon do	11		1756		20,300	
4	do on freight	75		490		51,700	
3	Katusoff do			1412		2,000	
3	do on freight			601		47,100	
6	Margaret Scott do			182		3,500	
6	do on freight			105		104,700	
6	Cwpper do			3217		20,200	

6	Congree do	1176		7			
do on freight		422		612		31,600	
3	John Coggeshall FH			2401		17,300	
6	Zone do			95		956	
do on freight				59		763	
13	*E Nickerson Prov'twn			63		400	
13	*Nor Wester Boston			639		5665	
7	Jos Maxwell F Haven	1212					
13	*Emerald Sag Harbor	55		2500		13,000	
15	*Pioneer Greenport	250		500			
8	*Cavaller Stonington			1100		16,600	
24	Rodman N Bedford	102		1163		11,500	
do on freight				1167			
27	Callao do	60		2789		33,700	
28	Callao do	94		2605		26,100	
28	Copia do			552		9,000	
do on freight				120			
23	President Nantucket	281		59			
24	*W P Dolliver do	30		270			
19	Dover New London			1212		16,000	
do on freight							

MERCHANTS' TRANSCRIPT.

NEW BEDFORD

TUESDAY MORNING, JULY 31, 1855.

EXTRA COPIES.

Person wishing a large number of extra copies of the Shipping List, to take to sea, or otherwise, must give notice at the office previous to the day of publication.

The COUNTING ROOM OF THE SHIPPING LIST is in the Exchange News Room Building, corner of North Second and William streets.

IMPORTS

Of Sperm and Whale Oil and Whalebone into the United States, for the week ending July 30, 1855.

	bbls sp.	bbls wh.	lb bone
New Bedford.			
Ship Zephyr.	900		
do on freight.	600		
Bark Isabella.	225	1300	7,000
do on freight.	546		600
Nantucket.			
Sch. Hamilton.		50	
Total.	2271	1350	7,600
Previously.	49128	107265	2,635,600
From Jan 1 to date	51899	168,005	2,643,200
Same time last year	52271	300,284	3,378,465

NEW BEDFORD MARKET.

MONDAY, July 30.—During the past week the market has been entirely quiet. We have no transactions to report either in Oils or Whalebone.

MARKETS.

NEW YORK, July 28.—FLOUR.—The market for State and Western Flour has sustained a further decline of 1 1/2 on the common, and 25 @ 50 cents on the medium and better grades, since Tuesday. There has also been some speculative inquiry for future delivery, and the sales in this way, that have transpired are 1000 bbls. common State for September, 1000 for October, and 5000 for November delivery, all at \$7. The sales aggregate 21,000 bbls. for the three days, including the time sales above noticed, the market closing firm for common and irregular for the better grades. Canada Flour has continued dull, and to effect sales, a further decline of 75 cents has been submitted to. The common qualities, liable to sour soon, could be bought at the close at \$8 and thereabouts, but this price is not a fair criterion of the market—sales 2200 bbls., the market closing flat. We quote:

State, common brands	7 02 1/2 @ 7 03 1/2
State, straight brands	7 75 @ 7 81 1/2
State, favorite brands	8 37 1/2 @ 8 43 1/2
State, extra brands	7 57 1/2 @ 8 12 1/2
Western, mixed	8 — @ 8 25
Michigan & Indiana, straight do	8 25 @ 8 37 1/2
Michigan, fancy brands	8 37 1/2 @ 8 50
Ohio, common to good brands	8 — @ 8 25
Ohio, fancy brands	8 25 @ 8 50
Ohio, extra brands	8 75 @ 11 50
Michigan and Indiana, extra do.	8 75 @ 9 75
Genesee, fancy brands	8 25 @ 8 50
Genesee, extra brands	10 25 @ 12 —
Canada	8 25 @ 10 —

Southern Flour has declined 50 @ 75 cents; mainly on the low and medium grades, with a limited demand at the reduction—sales 2000 bbls., the market closing heavily at \$8.50 @ \$9.50 for mixed to straight brands, \$9.50 @ \$9.87 1/2 for favorite, and \$10 @ \$11 for fancy and extra.

OILS.—Whale is held firmly, but is very quiet; 150 bbls. sold at 71 @ 72 cents. Crude Sperm is dull, and offered at lower rates. The account from England continue favorable for Linseed, and prices have again advanced, with sales of 75,000 gallons English at 90 @ 92 1/2 cents, chiefly 90 @ 91, including 15,000 for September delivery, 92 1/2, cash, seller's option; 5000 do., from store, 93, time and interest; and 3000 do. bottled, 98, cash—the price for American and English, from store, is now 92 @ 93 cents, and 2 cents more for bbls. 500 pkgs. Olive sold at \$3.37 1/2 @ \$3.50 for quarts, and \$4.44 @ \$4.50, 4 mos., for two dozen quarts.

PROVISIONS.—The market for Mess Pork opened firmer on Wednesday, but, with only a limited demand, the improvement was lost before the close. The receipts are moderate, and there is little or no desire to force sales. The transactions include 2200 bbls. at \$19.68 1/2 @ \$19.75 for new Mess, \$19.25 for old do., \$16.68 1/2 @ \$16.75 for Prime, and \$16.75 @ \$17.50 for Western Prime Mess. Pork and Beef, there has been rather more inquiry, and, with high receipts and a small stock, the market retains its buoyancy; sales 1500 bbls. at our quoted rates. Prime Mess Beef is in fair request, but with a light demand, the market droops; several hundred tons have recently been shipped from first hands; sales 150 tons, common Western at \$22.50. Beef Hams continue dull, the sales having been confined to 200 bbls. ordinary Western at \$16—the range is \$15 @ \$19.

WHALEBONE.—Is very firm, and prices are well supported. Sales 25,000 lb. Ochotsk, part for export, at 47 cents, cash.—[N. Y. Ship. List.

BOSTON, July 28.—CANDLES.—Sperm Candles are firm with further sales at 31 @ 32c 4/4 lb., 4 and 6 mos. Adamantine have been in fair demand at 21 @ 26c 1/2 lb., 6 mos, and to quality. Moulds are quite firm and have met with a good demand at 14 1/2 @ 15c, cash, and 15 @ 16c, 4 mos, for the large and small sizes.

OILS.—Linseed Oil has been in fair demand and prices have improved. Sales of 4,000 gals. American at 87 @ 88c gal, cash. Lard Oil remains quite steady. Sales of extra Western at 85 @ 90c, No 1 at 78 @ 80c, and common at 58 @ 65c gal. In Olive Oil nothing of

any consequence has been done. Fish Oils have been in fair demand at \$20 @ \$21 1/2 bbl. Sperm and Whale Oils are in steady demand at our quoted rates.—[Boston Ship. List.

IMPORTATIONS.—Bark Isabella, at this port 28th, has on freight, 151 bbls sperm Oil from ship Cornelius Howland, to Edward W. Howland, New Bedford; 59 do do from ship Cambria, to James B. Wood & Co, do; 252 do do from ship George Washington, to Stephen C. Gibbs, Wareham; 84 do do, and 576 lbs bone from ship Henry, to E. W. Perry, Nantucket.

Ship Zephyr, of and for this port, (at Newport, 28th,) from Talcahuano, has on freight 425 bbls sperm oil from ship Sharon, to Gibbs & Jenney, Fairhaven; 100 do do from ship Roscius, to William Penn Howland, New Bedford; 75 do do from bark Dominga, to Weston Howland, do.

LAUNCHED.—The new packet ship DEFENDER, of about 1400 tons burthen, was launched at East Boston, from the ship yard of Donald McKay, Esq, on Saturday last. She is owned by Messrs. D. S. Kendall and C. H. P. Plympton, of Boston. Her length is 200 feet, breadth 38 feet 6 inches, and depth 24 feet. She is of fine model. For a figure head she has a finely carved statue of Daniel Webster.

NOTICE TO MARINERS.

A Light House has been erected on the outer end of the Portland Breakwater. The structure is of wood, and the plan octagonal. The centre of the light is 23 feet above the Breakwater, and 25 feet above ordinary high water. The illuminating apparatus is Fresnel Lens, of the sixth order. The light is fixed, red; and should be visible in ordinary state of atmosphere 10 1/2 statute miles, or 9 1/2 nautical miles. The color of the Light House is white. Bearings from the Light House:—Buoy on Spring Point Ledge, S. E. by E. distant 1/2 mile; Buoy off Breakwater, N. by E. distant 300 yards. The Light will be lighted for the first time at sunset, August 1, 1855, and will be kept burning every night thereafter, from sunset to sunrise.

CAPE ELIZABETH LIGHT.—Official notice is given, that on the 1st of August next, the revolving light on Cape Elizabeth, Maine, will not be shown, and that on the tower of the fixed Light, will be shown on that night, and on every night thereafter, a fixed light varied by flashes. The illuminating apparatus is a Fresnel lens of the third order.

WHALING ALONG SHORE.—A crew of Portuguese whalers, says the Monterey Sentinel, captured on the 16th inst., a calf whale. In fighting with an old fish on the same day, one of the men had a leg broken and one of the boats was stove in. We always maintained the opinion that Monterey is one of the best points in the Pacific, for establishing a whaling depot, and for the manufacture of the oil and the various products of the animal. Our bay is open, safe and deep; well protected from storm, and easy of entrance with all winds. Supplies and provisions can now be laid in at very moderate rates—water and wood are both to be had at reasonable charges. Besides the whale of different species found in the vicinity of our coast, the sealion, elephant seal, fur, otter, and several other valuable animals of marine hunting, are common. What it now wants with us is capitalists and men used to the business, who are only to be had in New Bedford and Nantucket.

SHIPWRECKS.—The schooner Excel, from Kauai, says the Polynesian, reports the bark New World, one hundred and four days from Sidney, bound for San Francisco, as in a leaky condition—having tried several days to beat up to Honolulu without success. She had a large number of passengers, some ten or fifteen of whom left her and landed on the island of Niuhau, whence they went in canoes to Kauai, and arrived at this port Sunday last, in the Excel. She was leaking too badly to proceed to San Francisco; and unless she soon makes a port, much suffering must ensue, as all on board were much exhausted by pumping. The U. S. sloop Decatur sailed on the 1st June, to render assistance to the above named vessel.

LAHAINA.—The Polynesian of June 2nd, says:—On the 24th May, the last whaleship left Lahaina, and our correspondent says it was exceeding dull in consequence.

There have been at that port this season, 71 whalers, 1 merchant ship and 2 merchant schooners. For the next four months but little improvement is expected.

We regret to record the wreck of a new and beautiful French whaler, at the southwest point of this island, known as Barber's Point. The vessel was the "Marquis de Turenne," just out from Havre, and bound to the fishing ground. The vessel struck in the night, and could not be got off. No lives were lost. The cargo was landed and the vessel dismantled by the crew. The whole has been sold at auction bringing from \$7000 to \$8000 for the benefit of the underwriters. The vessel made a re-

markably quick passage from France, in less than one hundred days.—[Honolulu. Friend May 4.

The Honolulu New Era and Argus says:—We are informed by Capt. D. P. Penhallow, of Honolulu, that about 3 miles westward of Koloa, Kauai, and about 1 1/2 miles from the nearest shore lies a large and dangerous rock, with about 5 feet of water on it.

THE MAINE LIQUOR LAW ON THE SANDWICH ISLANDS.—Viewing as we do, says the Polynesian, the whole traffic in spirituous liquors to be used as a beverage as an unmitigated evil, productive only of misery and crime, we shall be glad when our treaty obligations allow us to enact the "prohibitory law" in this Kingdom; we hope the public will never rest satisfied until we follow, in this respect, the noble example of those States that have exhibited self-denial and self-control enough to banish from their midst an enemy which tyrannizes over its miserable victims, against the dictates of reason, and subjects them to a degradation below which it is impossible for humanity to sink.

THE PEOPLE OF JAPAN.—Captain Adams, of the U. S. Navy, who recently returned with the Japanese treaty found the Japanese officials extremely courteous and friendly, and the people social and communicative. Their former distrust and jealousy seemed greatly diminished. There was some difficulty in procuring the signature of the Emperor to the treaty, as it was the custom for the supreme council to act in his stead. But the difficulty was overcome, and the treaty with the United States is the first that has ever received the signature of a Japanese Emperor. The privileges of trade secured are more liberal and advantageous than have been secured by any other nation that has obtained access to this isolate people.

The Japanese officials made many inquiries after Commodore Perry, to who they sent messages of remembrance. The circular railroad and locomotive he took out had been put up in Yedo, and the Japanese could now manage them very well, the locomotive making its trips every day. They had also the life-boat in the water, with a special crew detailed for her. The magnetic telegraph, however, was rather too difficult for them, and they had not succeeded in getting it to work properly.

During the visit of Commodore Perry's squadron they took measurements of the storeship Southampton, and they had a vessel of the same model and dimensions nearly ready for launching. The old Japanese law restricting the size and model of their junks has recently been abrogated, and the Government is now ambitious to possess a naval squadron similar to ours. From this fact it will be seen how rapid is the growth of new ideas in this secluded nation, and what vast changes must necessarily result from their further intercourse with Americans.

The only American article they objected to the introduction of was religion. They preferred their own, and the Commissioners returned to Captain Adams a bundle of religious books and tracts, which one of the American chaplains had distributed among the people, requesting him to take them back to America. They remonstrated at this attempt to proselyte the Japanese, as in violation of the principles of the treaty and contrary to the Japanese law.

MURDER AT SEA.—Baltimore, July 27.—By the bark Lapwing, which arrived this morning from Rio Janeiro, we learn that Capt. Frazer, of the clipper ship Sea Witch, was murdered at sea on board that vessel, on the night of the 5th of June while the first mate had charge of the deck. His skull was beaten in by three distinct blows, evidently from a marine spike which was afterwards found in the mate's room. Dr. Brodsky the surgeon of the ship, who suspected the mate, insisted on having the vessel taken into Rio. The latter refused at first, but was finally overawed by the doctor, who accused him of the murder, and threatened to shoot him if he hesitated longer. On arrival at Rio, the American Consul, after an examination of the affair, ordered the arrest of the mate. Before being taken ashore he made an unsuccessful attempt at suicide. Messrs. Maxwell, Wright & Co., have charge of the ship, and have appointed Capt. Long to the command. The body of Capt. Frazer is to be sent home in the ship Union about leaving for New York. The mate's name is Sylvanus M. Spencer.

THE USES OF IRON.—A SHOT TOWER AND THE MINT.—The uses of iron are every day extending. Iron ships, iron houses, iron pavements, are now among the ordinary affairs of the time. A contract has just been made with Messrs. Bottom, Tiffany & Co., of Trenton, to erect an iron shot tower in the city of New York. It will be a very imposing structure, and extend to an altitude of 240 feet. This will be the first tower of the kind, and of iron, in the United States. The same enterprising manufacturers, Bottom, Tiffany & Co., have also contracted to introduce iron into the Mint of Philadelphia, at almost every point where wood is now used. The objects are two-fold—safety and durability. The extent to which iron is now employed for various purposes, is almost incredible. It enters into the ornamental and graceful, as well as the massive and substantial. Iron for pavements is rapid-

ly superseding all other materials, and in the course of a few years, it is highly probable that every leading avenue in Philadelphia, will be floored with this description of pavement. In some instances, it has already taken the place of bricks for sidewalks. Boston and New York have adopted iron pavements to a considerable extent, and with great advantages.

MEMORANDA.

At Zanzibar, April 6th, bark Marcella, Morton, NB, 200 bbls. sperm oil on board, about ready to sail on a cruise. The M. got ashore March 11th, 5 P. M., on a reef extending from the Island of Hoy to Wivi, both islands near the south point of Zanzibar, on which there is but 1 1/2 fathoms at low water, although the charts are marked 8 fathoms. Capt. Morton reached Zanzibar at 11 P. M., 11th, and gave information of the disaster to his vessel, when the Consul immediately dispatched boats with anchors, hawsers, and extra men to render assistance, and on the 14th, after taking out provisions, casks, &c, she was got off, taken to town, hauled on the beach, surveyed, and pronounced seaworthy, having received but trifling damage while on the reef. Her expenses amounted to about \$1000, to pay which the captain sold oil. The Consul advises that vessels bound to Zanzibar should, after passing the south point, keep to the westward of all the small Islands, and then there is no danger.

A letter from Capt Hicks, of bark United States, of Westport, reports her at Zanzibar April 3d, with 580 bbls of sperm and 25 do blkfish oil.

A letter from on board of ship Arctic, of Fairhaven, received in this city, reports her at Guam March 7th, with 450 bbls sperm oil.—Had taken 50 bbls on the passage from New Zealand.

A letter from Capt Whelden, of ship James Maury, of this port, reports her at Talcahuano June 4th, with 1800 bbls whale oil on board, to sail same day for home.

Sailed from Havana 18th inst, sch Carthagena, Wilson, for this port.

Ar. at Callao June 16th ult. ship Sea Nymph (of this port); Harding, San Francisco, May 8.

Ar. at Callao June 24th, ship Tropic, (of this port) Smith, Sidney, N. S. W.

Cleared at Honolulu May 31st, ship Dromo, Middleton, with oil and bone on freight, for this port.

Spoken—June 13th, ship James Edward, (of this port) Barker, 53 days from Chinch Islands.

July 6th, lat 9 08 N, lon 37 24, ship Viking, (of this port) Winsor, from Boston, June 16th, for San Francisco.

Schooner Hamilton, Swain, of and for Nantucket, with 50 bbls blkfish oil went ashore in a thick fog, on west end of Nashawina, night of 24th inst, where she remained until afternoon of 25th, when she was got off, and proceeded, after starting water, and throwing overboard try works. The vessel was not injured.

Bark Anadir, of this port, at San Francisco June 29th, from New York, was four days going round Cape Horn, had strong northerly winds for 10 days after passing the Cape; crossed the Equator May 27th, in lon 105, and had light northerly winds from lat 12 N, and the last 6 days had strong northerly winds.

—The bark Kilby, Small, from New York for Quebec, anchored in Nantasket Roads on the 23d, in consequence of trouble on board.—The mate, Mr. William Thompson, of New York, while ordering some coffee in the galley, off Cape Cod, was struck with an axe by the cook three times, on the left temple, shoulder and arm. He was taken to Boston and placed in the hospital, his condition being very critical. A steamer was sent down to take off the cook, who had been placed in irons.

THE NAVAL APPRENTICE SHIP.—The United States ship-of-war Preble, with the Naval School of Annapolis, Md., is now on a cruise off our coast. She has reached Eastport, Me., and is to touch at the principal towns on the coast. She will arrive at Boston in two or three weeks.

DISCHARGE OF SEAMEN.—Attorney General Cushing has decided: 1. Masters of American vessels cannot lawfully discharge seamen in foreign ports without invention of the consul. 2. It does not help the matter to allege that the seamen consent, or have misconducted themselves, or are not Americans—of all that the consul is to judge.

PILOT LAW.—The Boston Advertiser says, that the appointment of the Pilot Commissioners, under the Pilot Law of the last session, and their proceedings, are void, because they were appointed before the first of July, while the law went into effect on that day.—The opinion of the Supreme Court in the case of the Superior Court for Suffolk sustains this view, if the Advertiser is right in its facts.

CREW LIST OF VESSELS SAILED.

Ship Congress 2nd, of New Bedford, Capt. Henry W. Bartlett, sailed from this port July 24th, 1855, for the Atlantic Ocean. The following persons compose her crew:—

Henry B. Gardner, of Greenport, mate; David Smith, of New London, 2nd mate; Alonzo Gowdy, of Winsor, Conn, 3d mate; John Martin, of —; James Murphy, Sag Harbor; Antone Paine, and Henry T. Devoll, New Bedford, boatsteerers; John C. Gifford, of Palmouth, cooper; Eugene Delmar, Brookline; Edward Rollins, Baltimore, Md; John Groomes, Frankfurt; Frederick W. Poser, Rochester; William Welden, Poughkeepsie; William Green, Wareham; Redmond Dunn, Patterson; Mark Boothly, Buxton; William H. Young, Franklin; Henry Furbrick, Hallowell; Andrew J. Kempton, do; John E. Terry, Farmington; William Ginning, Rochester; Isaac Allen, Swansey; Charles Taylor, Augusta; Henry Shield, Wareham; Jeremiah Benson, Tremont; Domingo Lobo; Domingo Bent, and Antone Rose, residences unknown, seamen.

Bark Pacific, of New Bedford, Capt. John W. Sherman, sailed from this port July 24th, 1855, for the Indian and Pacific Oceans. The following persons compose her crew:—

John B. Hood, of Somerset, mate; David B. Edwards, of New Bedford, 2nd mate; John G. Dexter, of Rochester, Mass, 3d mate; Clark Allen, of Westport, 4th mate; Arthur H. Hammond, Rochester; Wesley E. Holt; Franklin, N. H.; Walter S. Church, Rochester, Mass; and John Johnston, Fishkill, N. Y. boatsteerers; Samuel J. Carr, of New Bedford, cooper; David Roberts, Troy, N. Y.; Job C. Lawrence, Nantucket; William B. Whitecar Jr, Philadelphia; N. Kinsman, Royston, Vt; Sylvanus B. Keen, Boston; Albert H. Bassett, Dartmouth; William P. Howland, New Bedford; William B. Wood, do; John A. Cunningham, do; Duncan Douglass, Milwaukie, Wis; William H. Miller, Canaan, Pa; Theodore Jerome, Cooksackie; John Miller, Geneva; William C. Baylies, do; Charles Beron, do; John Sunderland, Exeter, R. I.; Joseph Riley, Patterson, N. J.; G. Miller, and Levi Dexter, residences unknown, seamen.

Bark Henry Tubor, of New Bedford, Capt. Prince W. Ewer, sailed from this port July 24th, 1855, for the Pacific Ocean. The following persons compose her crew:—

James Pitman, of Nantucket, mate; Chas. Floyd, of Boston, 2nd mate; Andrew B. Hyer, of Dartmouth, 3d mate; Thomas S. Frisbie, of New Haven, 4th mate and boatsteerer; Jas. Pierce, Syracuse; Josiah Lerch, Roston, and Alvin Bourne, Providence, boatsteers; C. Mc Intyre, cooper; George Williams, Chester; Joseph W. Rowland, Lewistown; James H. Thorne, Poughkeepsie; John Moren, Newton; John A. Romaine, Tiverton, R. I.; Thomas A. Barlow, Mattawan; John Joel, New Haven; John Hagerty, Philadelphia; John A. Smith, Townsend; John W. Mason, Boston; Edwin O. Aldis, Glover; Charles W. Steele, Wellfleet; James W. Jones, Harverdegrass; Thomas Domaille; Joseph Nash; Manuel Rodriques; Foster Seamers; Jack Kanaker, and Frank Antone, residences unknown, seamen.

Ship Nautilus, of New Bedford, Capt. Chas. C. Swain, sailed from this port July 24th, 1855 for the Pacific Ocean. The following persons compose her crew:—

Charles H. Alley, of Nantucket, 1st mate Andrew J. Sandsbury, of do, 2nd mate; Jas. Macy, of do, 3d mate; Joseph Kirk, of Philadelphia, boatsteerer and carpenter; William K. Akin, of New Bedford; Barney Kennedy, of New York, and Augustus Enos, —, boatsteerers; Adam Hoffman, Donaldsonville, cooper; Henry A. Cleveland, Mansfield; John Palmer, Nantucket; Charles Cragen, Boston; Charles R. Smith, Bridgeport; Henry E. Dayton, Northampton; Adam K. Klerck, Pomfret; Cornelius Robinson, Sag Harbor; William Wisker, Mansfield; William M. King, Fairfield; Henry Simmons, Oakland; John H. Ross, Chesburg; Pardon Almy, New Bedford; Collins D. Thomas, Newborough; Geo. Howell, Geneva; John A. Lang; Francis Ferrara; Joseph Olivaria; John Crose, and Manuel Gomas, residences unknown, seamen.

COL. WALKER'S EXPEDITION.—The Washington correspondent of the N. Y. Journal of Commerce states that he has private information to the effect that Col. Walker really met with considerable success in his conflict at Nicaragua. Mr. Wheeler, the American Minister, who was the last man on board the steamer San Juan, received intelligence that the government troops were flying before Walker.

LETTER BAGS.

AT THE EXCHANGE NEWS ROOM.
Ship MESSENGER, J. Jenney, Atlantic and Indian Oceans, July 20th.

Ship FALCON, S. C. Nordb, Indian Pacific, Aug 10th.
Bark KATHLEEN, Allen, Atlantic and Indian, July 28



CHOLERA. A CERTAIN Cure for this Disease, may be found in the use of Perry Davis's Vegetable PAIN KILLER.

Dubuque, Iowa, May 5, 1855. GENTLEMEN: I feel under obligations to you for the benefit I have received from your invaluable Pain Killer. We have had some cholera here on the Mississippi this early in the season...

I. H. BARTLETT & SONS, PURCHASERS OF OILS, WHALEBONE, CANDLES & C. ON COMMISSION NEW BEDFORD, Mass.

NEW THEORY IN NAVIGATION. A practical Navigator, Coast Surveyor and Coast Pilot, thus speaks of Capt. Thoms new Navigator: "Laying aside much unimportant, useless matter contained in Bowditch's Navigator..."

FOR SALE. The ship NILE as she now lies at Greenport wharf, 43 tons burthen, sails well, and is every way well calculated for a whaler.

FOR SALE. The whaling ship N. P. TALLMADGE, of Coldspring, with her whaling gear, of about 350 tons, and will stow 3000 barrels of oil, having two decks and well calculated for the whaling business.

FOR HONOLULU, S. I. The ship WASHINGTON ALLSTON will be despatched from Boston for the above port in July, or sooner if sufficient freight offers.

FOR SALE. Brig PIONEER, of Greenport, with or without her whaling gear, 235 tons, will carry 1700 bbls oil. Built by U.S. Government in the most substantial manner...

CHAINS! CHAINS!! THE subscribers have on hand and offer for sale at their Shop, corner of Hamilton and Orange streets CHAINS of various sizes, to cut any length required to suit purchasers. FLUKE AND FIN CHAINS, MARTINGALE STAYS, TILLER CHAINS, TOPSAIL SHEETS, TIES, &c., fitted to order.

MISCELLANEOUS.

J. H. SALISBURY & CO. MERCHANT TAILORS, - AND DEALERS IN - Broadcloths, Cassimeres and Vestings, READY MADE CLOTHING, AND FURNISHING GOODS.

OCEAN HOUSE, EDGARTOWN.

FAMILIES who intend spending the summer season at a Watering Place, can find none more conducive to health than Edgartown. The subscriber having leased the largest and most commodious Hotel on the Island assures families who may visit his hotel that every effort will be made to render their sojourn pleasant and comfortable.

NEW BATHING HOUSE, AND NEW Hair Dressing and Shaving Rooms.

CHARLES E. BENNETT would respectfully inform the public that he has for their benefit fitted up at a great expense what seemed to be so much needed in the city, a nice Bathing Room, under the Parker House, which he is happy to announce will now be open for Visitors.

Dr. Philip S. Leaming's VEGETABLE PURIFYING SYRUP, FOR THE BLOOD.

DESIGNED for the cure of Scrofula, Cancers, White Swellings, Fever Sores, Piles, Gankers, Salt Rheum, Erysipelas, Ring Worms, Nervous or Sick Headache, Dyspepsia, Liver Complaint, Chronic and Acute Inflammation of the Eyes, Enlargement of the Gland of the Neck, Rheumatism, Biles, Sores, Mercurial Affections, and all diseases arising from an impure state of the blood.

L. B. HAAS, MANUFACTURER AND DEALER IN ALL KINDS OF HAVANA, YARA AND PRINCIPE SEGARS: CHEWING AND SMOKING TOBACCO, -WHOLESALE AND RETAIL-

SEGUINE & JOHNSON, DEALERS IN PROVISIONS, No. 43 WATER STREET, NEW YORK. EXTRA, MESS AND MESS BEEF, MESS, L. PRIME, and BUMP PORK, HAMS, LARD and TALLOW. Constantly on hand for sale in lots, to suit purchasers; -particular attention, to selection of provisions for long voyages.

SHIP STORES, AND PRESERVED MEATS.

NYE & THATCHER, NO. 93, UNION ST. NEW BEDFORD. CONSTANTLY ON HAND, a choice selection of SHIP STORES AND FAMILY GROCERIES. Also, only agents in New Bedford for LEWIS'S PRESERVED MEATS.

RAIL ROAD BONDS. BONDS of some successful Rail Roads, for sale on favorable terms, by EDWARD L. BAKER, my 9-11.

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BUNKER, CALOTT & CO, GENERAL COMMISSION MERCHANTS SHIP CHANDLERS AND DEALERS IN PRODUCE, CLAY STREET WHARF, NEW EAST STREET, San Francisco, Cal.

H. S. BUNKER, late Auditor of the San Francisco Custom House OLIVER S. CALOTT, late master of whaleship Homok.

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WHALERS can now be supplied with creels Provisions, Vegetables, and Whaling Gear at San Francisco on as reasonable terms and at as low rates as from any port in the Pacific. The exemption from the Port charges and Consuls fees of Foreign Ports renders this a desirable place to recruit at. Oil can always be shipped from here to the Atlantic States at low rates of freight. Whalemans' Bills cashed at Par.

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Constantly on hand, every variety of BLOCKS, LIGNUMVITE AND ASH DEAD-EYES, BUNGS, PLUGS, TRENAIL WEDGES, &c. &c. JOSEPH TABER. THOMAS R. TABER

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HOWLAND & LEONARD, OIL AND CANDLE MANUFACTURERS. Factory No 123 Ray Street, OFFICE No 23 COMMERCIAL WHARF, NEW BEDFORD, Mass. feb 6-11

BURGESS & SMITH, MANUFACTURERS AND DEALERS IN Oils, Candles and Soaps, FACTORY 148 RAY STREET. NEW BEDFORD, MASS. Sperm Oil, Sperm Candles, Oil Soaps, Whale " Adamantine " Scouring " Curries " Tallow " Bar

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WINTER & SPRING SPERM OIL, BLENDED SOLAR OIL, (WINTER & SPRING) EXTRA WHITE BLENDANT OIL, WINTER & SPRING WHALE OIL (BLCH'D.) STRAINED N. W. COAST & POLAR WHALE OIL, STRAITS, BARK, AND TANNERS OIL, MACHINERY & GREASING OIL, SPERM & ADAMANTINE CANDLES.

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TERRY & STODDARD. MANUFACTURERS OF WHALE OIL! FAIRHAVEN, MASS. feb 1-1 y.

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DEAN & DRIGGS, MERRILL'S WHARF, NEW BEDFORD. SHIP SMITHS, -AND MANUFACTURERS OF- WHALING CRAFT OF ALL DESCRIPTIONS. Also constantly on hand, a large assortment of TOGGLE AND JOINT IRONS, of Superior Quality.

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DEALERS IN ANCHORS, CHAIN CABLES, FLUKE AND FIN CHAINS, TILLER CHAINS, TOPSAIL SHEETS AND TIES, fitted to order on reasonable terms.

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THE NEW BEDFORD CORDAGE CO. ARE PREPARED to furnish at short notice GANGS OF RIGGING. Of all sizes, and of the best manufacture. Also MANILLA AND HEMP WHALE LINES

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IMPORTERS OF BEST LIVERPOOL CHAINS, ANCHORS AND BUNTING. Dealers in every description of HEMP and SHIP CHANDLERY.

JOHN COLE'S STANDARD COTTON, SAIL DUCK AND TWINE.

H. C. BEACH & CO., No. 71 West, New York. Sole agents for the sale of the above Duck and Twine, can furnish all the numbers from No 0 to No. 10, of both clipper or soft, and coating or hard Duck. Also, 5, 6, 7, 8 and 9 fold sail Twine. The above Duck is manufactured at the Passaic Mill in Paterson, New Jersey, is woven double shot, is of standard weight, and warranted superior to all other American Ducks.

MUNTZ'S GENUINE ENGLISH YELLOW SHEATHING METAL.

CONSIGNED BY THE MANUFACTURER 240 CASES, VIZ: 10 cases 16 oz. Manufactured at the French Works, near Birmingham England by George Frederick Muntz, the inventor and original patentee of the English Yellow Sheathing Metal, as certified by the advertisements of competent persons in this country; approved and preferred in Great Britain and through out Europe. For sale by FULLERTON & RAYMOND, 147 MILK STREET, BOSTON. Appointed sole Agents for the sale of this Metal in the United States.

ENGLISH SHEATHING COPPER AND YELLOW METAL.

From the Celebrated Manufactory of Messrs WILLIAMS, POSTER & Co. warranted equal to any in the market. A full assortment of the various sizes, constantly on hand and for sale by LAWRENCE GRINNELL, Rotch's Square.

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CONTINUE to manufacture every description of ship castings, embracing Try Pots, Cuhouses, Hawser and Deck Pipe, Flue Doors, Try Works, Knees, &c., all of which will be furnished at the lowest market prices - also Cooper's Rivets of superior quality.

TRY POTS. THE subscribers are making Try Pots of superior metal and finish, and confidently offer them as equal to any in the market and at less price.

ENGLISH TRY POTS. ELEVEN 200 gallons Oval pattern; Eight 160 " " " One 140 " " " One 180 " " Round pattern Three 120 " " " For sale by W. G. E. FOPE, Rotch Square.

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Table with columns: VESSELS' NAMES, TON, MASTERS, AGENTS, SAILED, BOUND, LAST REPORT, OIL. Contains shipping data for vessels like New Bedford, Abigail, and others.

Table with columns: VESSELS' NAMES, TON, MASTERS, AGENTS, SAILED, BOUND, LAST REPORT, OIL. Contains shipping data for vessels like New Bedford, Jereh Swift, and others.

WHALEMEN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT.

Table with columns: VESSELS' NAMES, TON, MASTERS, AGENTS, SAILED, BOUND, LAST REPORT, OIL. Includes entries for NEW BEDFORD, FAHLEAVEN, DARTMOUTH, WESTPORT PT., and WARRIORS.

Table with columns: VESSELS' NAMES, TON, MASTERS, AGENTS, SAILED, BOUND, LAST REPORT, OIL. Includes entries for NANTUCKET, EDGARTOWN, HOLMES' HOLE, FALMOUTH, WAREHAM, SANDWICH, PROVINCETOWN, ORLEANS, BEVERLY, LYNN, SALEM, and FALL RIVER.