

Journal of History of Martha's Vineyard and the Elizabeth Islands

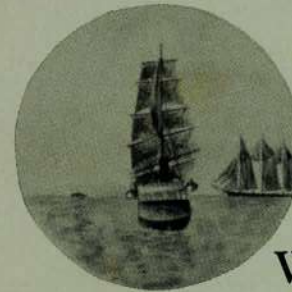


# THE DUKES COUNTY INTELLIGENCER

VOL.29, NO.4

MAY 1988

---



## Final Voyage of the *Bark Bow Head*

by JAMES M. FULTON

## Whaleman Burrige of the *Bow Head* Tells His Story

by JOHN W. BURRIDGE

## Stereoscopic Whaling: Charles H. Shute & Son

by ALVIN J. GOLDWYN

*Capt. and Mrs. James A. Tilton of Chilmark*

News of the Society

Bits & Pieces

*Sketch courtesy Old Dartmouth Historical Society (Charles F. Batchelder Collection)*

---

#### MEMBERSHIP DUES

|                       |        |
|-----------------------|--------|
| Individual            | \$20.  |
| Family                | \$35.  |
| Sustaining            | \$50.  |
| Patron                | \$75.  |
| Business/Professional | \$100. |
| Life Membership       | \$500. |

Members receive the *Intelligencer* four times a year.

#### WINTER HOURS

1 p.m. to 4 p.m.  
Wednesday through Friday  
10 a.m. to 4 p.m.  
Saturday

#### SUMMER HOURS

(June 15 to Sept. 15)  
10 a.m. to 4:30 p.m.  
Tuesday through  
Saturday

#### *Where there's a Will, there's a Way . . .*

to help preserve and publish  
Dukes County history.

When drafting your will, won't  
you please remember to include  
the Dukes County Historical  
Society among your bequests.

# THE DUKES COUNTY INTELLIGENCER

Vol.29, No.4

©1988 D.C.H.S.

May 1988

Stereoscopic Whaling: 139

Charles H. Shute & Son

by Alvin J. Goldwyn

Final Voyage of the Bark *Bow Head* 152

by James M. Fulton

Capt. and Mrs. James A. Tilton of Chilmark 170

Whaleman Burr ridge of the Steam Bark 172

*Bow Head Tells His Story*

by John W. Burr ridge

Driftwood Highboy 175

by Marian R. Halperin

News of the Society 177

Bits & Pieces 180

Editor: Arthur R. Railton

Editor Emeritus: Gale Huntington

*The Dukes County Intelligencer* is published quarterly by the Dukes County Historical Society, Inc., Cooke and School Streets, Edgartown, MA, 02539. Subscription is through membership in the Society. Back issues are available at cover price.

Manuscripts and other material for publication should be sent to the Editor, *The Dukes County Intelligencer*, Box 827, Edgartown, MA, 02539.

Articles in *The Intelligencer* do not necessarily represent the opinions of the Society or its officers.

ISSN 0418-1379



## DUKES COUNTY HISTORICAL SOCIETY

S. Bailey Norton, Jr., *President*  
John A. Howland, *Vice President*  
Catherine Chamberlain, *Secretary*  
Keith Urmy, *Treasurer*  
COUNCIL

William Honey, Natalie Huntington, Edward W. Vincent, Jr., 1988; Lane Lovell, Donald G. Mayhew, Richard L. Burt, 1989; Elmer Athearn, Anthony J. Bongiorno, Eleanor Olsen, Frederick Williams, 1990.  
Arthur R. Railton, *President Emeritus*

### ADVISORY COUNCIL

Edith Bliss John Montgomery  
Gale Huntington

Marian R. Halperin, *Director*  
Pamela Gardner, *Membership Secretary*  
Alvin J. Goldwyn, *Librarian/Archivist*  
Catherine Merwin Mayhew, *Genealogist*  
Dorothea R. Looney, *Registrar*

The Dukes County Historical Society was founded in 1922 to preserve the history of Dukes County for the public benefit. It is a nonprofit institution, supported by membership dues, contributions and bequests, which are tax deductible. Its annual meeting is held in August in Edgartown.

The Society maintains the Thomas Cooke House, the Francis Foster Museum and the Gale Huntington Library of History on its grounds at the corner of School and Cooke Streets in Edgartown.

Acquired by the Society in 1935, the Thomas Cooke House, circa 1765, is a museum of Island history. Guided tours of its twelve rooms are conducted during summer. A nominal fee is charged to non-members.

The Francis Foster Museum and Huntington Library are open to the public year round. The Museum has an exhibition of the Vineyard's maritime heritage. The Library is open to researchers and contains logs, journals, genealogies and other Island documents, plus many volumes of history.

Also open all year are the Gay Head Lighthouse exhibit with its 1854 Fresnel lens and the Carriage Shed containing various old boats and wagons, including an 1854 hand pumper fire engine.



## Stereoscopic Whaling: Charles H. Shute & Son

by ALVIN J. GOLDWYN

OUR earliest records of the Vineyard photographers, "Charles H. Shute & Son," are in the 1850 Census, which lists Charles, age 32, as a "trader" in Edgartown. He, his wife, his daughter and his son, Richard, were all born on Nantucket, coming here some time in the 1840s. Their Vineyard connection is not clear, although one of Charles's grandmothers appears to have come from Martha's Vineyard. At the time of the census, the family was living in rented quarters in the home of Francis C. Smith on Main Street. The house is today's Point Way Inn.

Charles established himself as a successful storekeeper, although the records indicate that on Nantucket he had been a carpenter. In Edgartown, he was the purveyor of just about everything, if the advertisements in the *Gazettes* of the period can be believed. His first ads appeared in 1854, announcing that in his furniture rooms on Main Street, goods were as cheap as in New Bedford. Other advertisements that year offered for sale such unrelated items as toys, canaries, yeast powder, wash tubs, wallpaper and picture frames. One of his ads was headlined "Feathers! Feathers! Feathers!" Another listed "Bed ticking, Curled Hair — a good article." Some years later, Charles was advertising his services as "Auction & Commission Merchant, 23 Main Street."

The Civil War began in 1862 and Richard, then 17, joined the Union Army. He was given a medical discharge early in 1863, for unknown reasons. Where he learned the art of photography is not known (he was a drummer in the army), but in April 1863 he set up business as an ambrotypist

ALVIN J. GOLDWYN is the Librarian/Archivist of the Society.



in a studio above his father's furniture store on Main Street. Apparently business wasn't very good because in December 1865 Richard and Charles M. Vincent, another Civil War soldier who had just been discharged at the end of the war, got together to buy an artist's gallery in New London, Conn., where, according to the *Gazette*, "they soon intend to migrate for the purpose of carrying on the photographer's business."<sup>1</sup>

But New London didn't turn out to be all they had expected and they soon gave up the project, Charles going to New Bedford to work on the newspaper there and Richard returning to Edgartown to reestablish his photographic enterprise, this time in partnership with his father as Charles H. Shute & Son, Photographers.

Soon, he advanced from ambrotypes and daguerreotypes to glass plates and paper prints. Stereoscopic views were becoming the rage and in October 1867, the *Gazette* reported that "Charles H. Shute & Son have been for a year past engaged in taking stereoscopic views of the town and the Camp Ground. They have lately taken some fine views of Holmes Hole." Every middle-class parlor in those days had a stereoscopic viewer and a collection of views which presented in vivid three dimension scenes ranging from the destruction of Richmond to comic studio shots of domestic quarrels. The Shutes soon were almost exclusively in the photographic business (they did keep selling jewelry and similar sundries).<sup>2</sup>

It was in March 1868 that they came up with their most unusual series of stereoscopic photographs. The *Gazette* was filled with praise for the new series, entitled "Stereoscopic Views of A Whaling Voyage, the most correct representations of the Whale Fishery ever offered to the

<sup>1</sup> For more about this period in Richard's life see Stanley Murphy's article in the *Intelligencer*, February 1987. For more about Charles M. Vincent, who later became owner and editor of the *Vineyard Gazette*, see *Intelligencer*, November 1984.

<sup>2</sup> Richard, much later, went into the insurance business, which was what he was doing at the time of his death.



Cornetist Richard Shute, top right, in front of Edgartown Town Hall in 1902.

public." The editor of the *Gazette*, Richard's former partner in the New London venture, wrote:

WHALING VIEWS: We call the attention of our readers to the advertisement of C.H.Shute & Son, in our paper today. That these views are correct representations is attested by those who have followed the business for years. Mr. Shute has displayed great ingenuity and perserverance in getting up these pictures, and we believe will realize something handsome from the venture. A rare chance is offered to live agents to sell these pictures. They are secured from infringement by a copyright.

The 1868 series consists of twelve stereoscopic views of scenes at sea during a whaling voyage.<sup>3</sup> Actually, the photographs are of a tabletop model, a diorama, in which

<sup>3</sup> Some of the whaling views are in our Archives, along with a viewer, if readers want to take a look. A modified version of the diorama was displayed at the 1876 Centennial Exhibition in Philadelphia by Shute.



the twelve scenes were created by moving the "actors" and "scenery" about to fit the action. The entire diorama was made by Charles H. Shute, using a common pocket knife. The vessel is six feet long, "framed and planked up the same as a Ship of 800 tons would be, and has every Rope, Block and Sail that is used on a Whale Ship. She is, in fact, A Full Rigged Ship, and represents the Whale Fishery perfectly" (so Mr. Shute wrote on a promotional piece for the display). Everything except the ship moves from one scene to the next, including the scavenging birds, to tell the story of the capture, killing and processing of the sperm whale. It is a remarkable bit of craftsmanship, both in model making and in photography.

In *The World of Stereographs*, William C. Darrah singles the Shute series out for praise: "So life-like are the whaling ship, fisherman [sic], pursuit boats and whale, that the photographs might easily be mistaken for actual scenes at sea." Darrah uses Shute picture Number 2, "Chasing Whales," to illustrate his remarks on table-top photography.<sup>4</sup>

The series attracted international attention according to the *Gazette* of April 17, 1868:

STEREOSCOPIC VIEWS: Those artists, Charles H. Shute & Son, are immortalizing their names by their stereoscopic views of a whaling voyage. An order has lately been received by them from Havre, France. The power of printer's ink is thus exemplified, for they advertise.<sup>5</sup>

The Shutes had a major setback in May 1872 when a fire, which is believed to have started in their darkroom, destroyed their building and those on either side shortly after midnight. It also badly damaged the Corner House, owned by Mrs. Joseph Wilbur. The buildings involved were all on the right side of Main Street immediately below South Water Street. The *Gazette* described the scene dramatically:

The scene was awfully grand, as the flames leaped through

<sup>4</sup> William C. Darrah, *The World of Stereographs*, pub. by author, Gettysburg, Pa. 1977.

<sup>5</sup> Good news travelled fast, even then. The first ad for the series appeared March 6th, only five weeks before the story about the order from France. Some Vineyarder mariner must have carried the *Gazette* with him to Le Havre.



Richard G. Shute, businessman, poses for a portrait in Boston, c. 1920.

the roofs of these two buildings [Shute's and Monroe's stores], shooting up into the air like fiery tongued demons. The engine was soon on hand and with the harbor for a cistern soon commenced to do effective service in preventing the spread of the fire.<sup>6</sup>

Men, women and children worked with unwonted energy in bringing water in pails, the roofs of the buildings all around, which from time to time caught fire, being immediately quenched by this means.

The Shutes were the heaviest losers; their store and stock, valued at \$5000, were entirely destroyed and not insured. Included in the loss were several thousand glass plates, including those of the whaling voyage. They quickly

<sup>6</sup> The engine was the Button handpumper, now owned by the Society and, thanks to the Edgartown firemen, still pumping water each Fourth of July Parade.



purchased an old building which had originally housed the *Gazette* and had it moved onto the burned-out site. Photographer Richard immediately went to work replacing the destroyed negatives:

R.G.Shute has been busily engaged in the past few days in taking new stereoscopic views of various portions of our village, and will soon have a full supply of local pictures. Richard has now gone to the Camp Ground and will stock up with new views as soon as possible. We are glad to see enterprise that fire cannot kill.<sup>7</sup>

Somehow, Richard also was able either to replace the glass plates of the Whaling Voyage series, or to find an extra set elsewhere. Today, in the Society Archives, there is a plain wooden box fitted out to hold just twelve glass plates. Inside the unlabeled box are the twelve stereoscopic negatives making up the series entitled "A Whaling Voyage." New prints have been made from the plates and are reproduced on the following pages. As originally sold by the Shutes, only the title appeared on each card; the descriptive material included here has been added.

Charles H. Shute, the father, died suddenly in 1877 in a rear room of his store on Main Street, Edgartown, clutching a bottle of nitrate of silver, a photographic chemical. He was 59 years old and, the *Gazette* obituary stated, "a man of deep research in the scriptures . . . ready to answer the summons." Richard G. Shute, the son, died at his home on Cottage Street, Edgartown, in 1923. The *Gazette* obituary mentioned the Shutes' long involvement in photography and stated that "their series of stereoscopic views, illustrating a whaling voyage were sent by thousands to all parts of the country and even to foreign lands."<sup>8</sup>

When the whaling series was first published in 1868 the whaling industry had passed its peak. The decade before, from 1850 to 1860, had been the big one, but by 1868 the decline was underway. Barely surviving the loss of tonnage

<sup>7</sup> *Vineyard Gazette*, May 31, 1872. In the summer, the Shutes had a branch store near the Campground. Much of their business came from the Camp Meeting crowds.

<sup>8</sup> *Vineyard Gazette*, May 17, 1923.

and income that resulted from the Civil War, the industry was fatally damaged by the loss of the Arctic fleet in 1871. These disasters destroyed both the capital and the energy necessary to fight the increasing popularity of petroleum and natural gas. It was, in any case, a lost cause.

So the appearance of "Stereoscopic Views of A Whaling Voyage, by Charles H. Shute & Son" in 1868 was more than a salute to whaling. It was a memorial.

#### Acknowledgements

The author thanks Virginia M. Adams of the New Bedford Whaling Museum for her help in the early stages of this research. Thanks are due also to Mitch Eagan for the prints he made from the original glass plates.

## Stereoscopic Views OF **A Whaling Voyage,** By Charles H. Shute & Son, Edgartown, Mass.

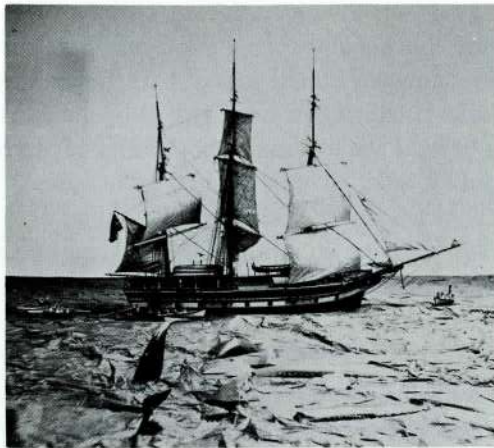
1. School of Whales.
2. Chasing Whales.
3. Striking.
4. Fast.
5. Stoven Boat.
6. Flurry or Dying.
7. Hooking on to Whale, for "Cutting in."
8. Raising a Piece.
9. Blanket Piece.
10. Taking in the Junk.
11. Bailing the Case.
12. Boiling out the Whale.

These Views are the most correct representations of the Whale Fishery ever offered to the public.

Entered according to Act of Congress, in the year 1868, by Chas. H. Shute, in the Clerk's office of the District of Massachusetts.

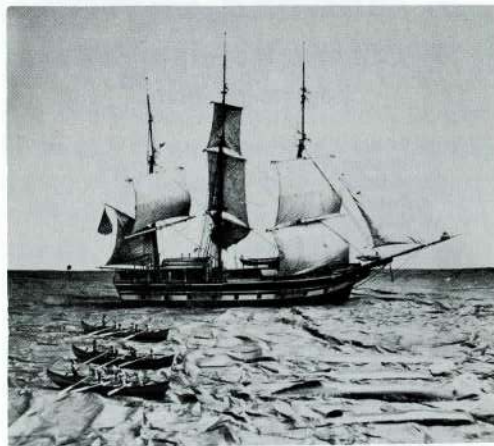
*An advertising flyer by the Shutes, 1868. The views are shown, not stereoscopically, of course, on the following pages.*

## A Whaling Voyage



### School of Whales.

Three boats have been lowered; two whales, left, are "lobtailing," slapping the water with their tails. The ship, with some sail up, will try to stay close to the action.



### Chasing Whales.

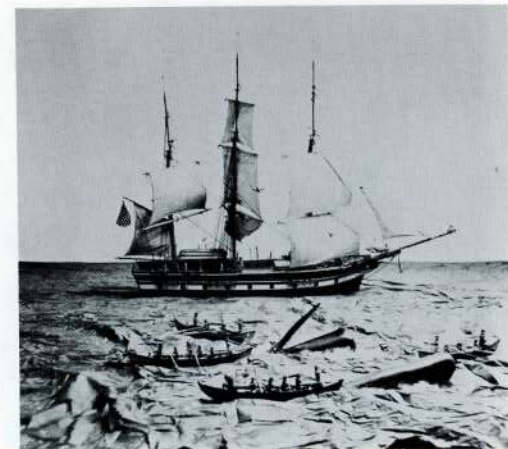
The three boats approach the sperm whales; five men are each pulling an oar, the sixth man is the boatsteerer and harpooner, one of the ship's officers usually. When the boat is close enough to the whale, the boatsteerer moves to the bow and prepares to harpoon the animal. One of the oarsmen takes over the steering oar.

## A Whaling Voyage



### Striking.

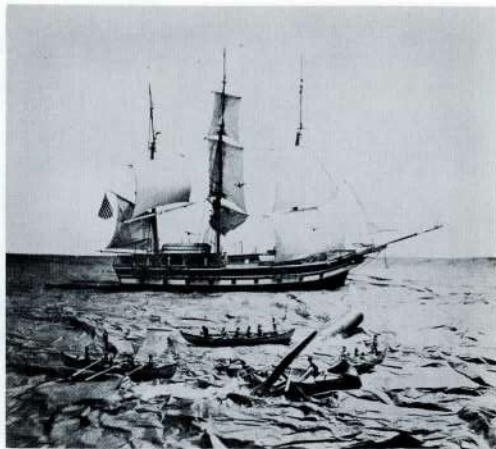
The harpooner in the center boat has struck his whale twice and is trying to kill him with a lance. The boat in the foreground has sunk one harpoon and is moving in to add a second. A fourth whaleboat has been launched and joins the others.



### Fast.

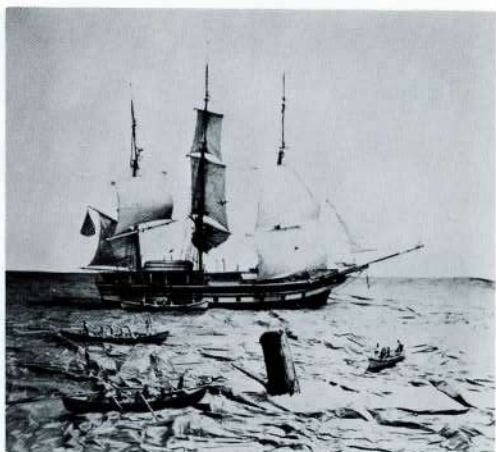
Three boats move in on the stricken sperm whale, which has rolled on its back mortally injured. They must make sure their lines are securely attached to the whale. The harpooner in the fourth boat is attempting to kill his whale.





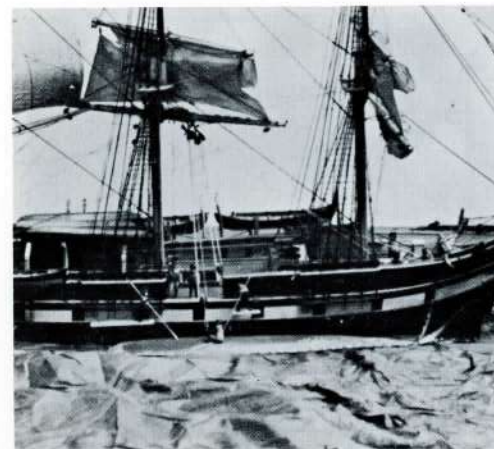
**Stoven Boat**

The injured whale in foreground has attacked, capsizing the whaleboat in its jaws. Two other boats row to the aid of the men who have been tossed into the water.



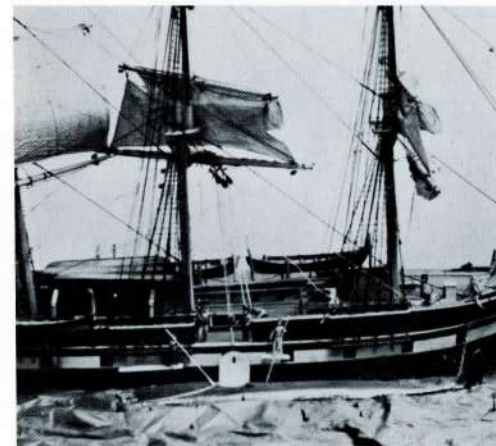
**Flurry or Dying.**

The dying whale is in its last throes. Shortly, it will "fin out" and float with its dorsal fin out of the water, dead. The damaged whaleboat has gone back to the ship. One of its crew seems to be missing. The second whale seems to have "sounded," or submerged.



**Hooking on to Whale, for "Cutting In."**

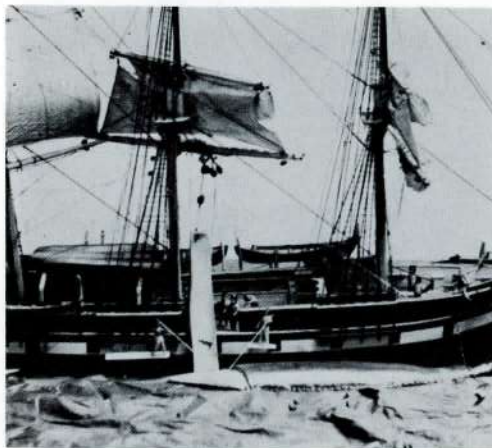
The dead whale is towed to the ship, secured by a chain around its tail. The cutters, standing on platforms, begin working on the blubber. This being a sperm whale, the procedure is different from that with other species. Some sail has been furled so the vessel lies dead in the water.



**Raising a Piece.**

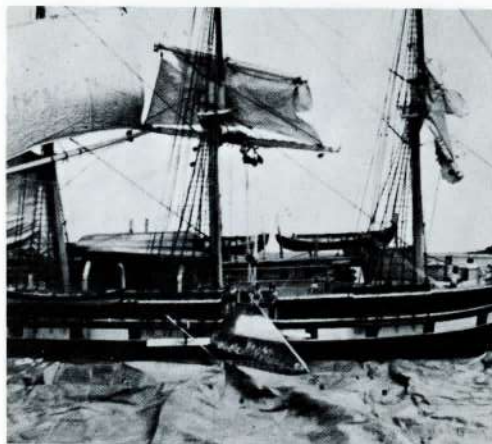
The strip of blubber, the "blanket piece," is hoisted as it is cut from the carcass in a process called "scarfing." The head, extremely valuable in a sperm whale, has been cut off and is visible floating alongside the stern. Sharks, attracted by blood and scraps of blubber, gather around the dead whale and many fins can be seen.





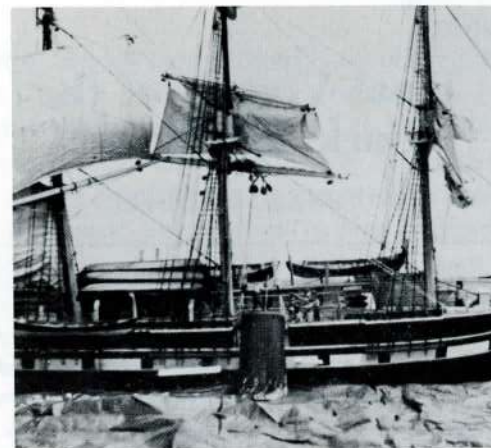
### Blanket Piece.

As the cutting and hoisting continue, more sharks gather. When the blanket piece reaches the block, it is cut off and lowered into the blubber room, below deck. There it is divided into "horse pieces" about six inches wide, which will be boiled to extract the oil. A new blanket piece is started.



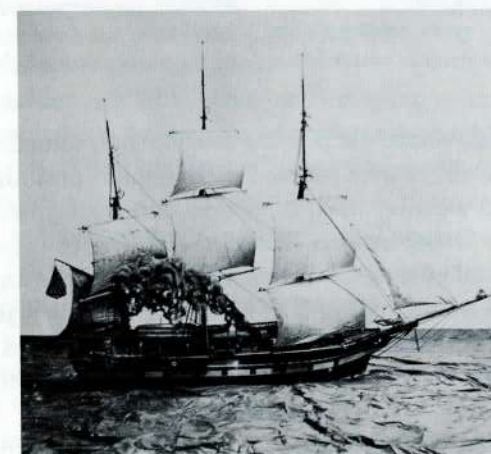
### Taking in the Junk.

Despite its name, the junk, here being hoisted out of the water, is one of the most valuable parts of the sperm whale. It is part of the head, just under the case, and from it comes spermaceti, a spongy, oily, fatty substance which is used in the manufacture of fine candles and various ointments.



### Bailing the Case.

The case, a chamber inside the head, contains the finest sperm oil, so pure it can be used without refining. The oil is being ladled out of the cavity by a whaler standing atop the head. Sometimes a single whale provides several barrels of sperm oil.



### Boiling out the Whale.

Blubber and oil removed, the carcass is cut loose and, no longer buoyant, sinks to the bottom. Now the dirty work begins. A fire has been started under the tryworks and the horse pieces, chunks of blubber, are heated in the huge pots, boiling out the oil. The chunks of fried blubber, most of the oil released, are called cracklings, which are then used to fuel the fire, emitting a black, greasy and dirty smoke. The oil, after 48 hours of cooling on deck, is poured into barrels.



## Final Voyage of the Bark Bow Head

by JAMES M. FULTON

We have many logs and journals of whaling voyages in our Archives. They describe years of whaling and hundreds of incidents, some exciting, most of them routine. Pages and pages are tedious reading, indeed boring, unless you imagine the environment in which they were written: the master's cabin or the first mate's quarters on a slow, bulky vessel, with primitive accommodations and years away from home.

But sprinkled in many of the logs are nuggets of adventure, usually described tersely and matter-of-factly.

With this article we are beginning what we hope will be a series in which James

Fulton extracts those adventurous nuggets for all of us to enjoy. The voyage he has selected for this first article is an unusual voyage, rich with unusual events. The vessel is a steam whaler, the bark Bow Head; the year is 1908, very late in the history of whaling.

Berthed in San Francisco, as Arctic whalers were by 1908, the Bow Head had been making short voyages, usually one a year, since 1898. This was typical of Arctic whaling. Short though this voyage was (from March 17 to November 14, 1908), it was jammed with adventure and Mr. Fulton has distilled those events out for us. He has omitted, for the most part, routine entries.

ALL whalers kept a log or a journal, sometimes both. Daily entries covered such items as position, course, wind and weather and, of course, whales sighted, missed or killed. Other entries included sighting of other vessels and unusual events. Of course, the nature of the log depends upon the man keeping it. The *Bow Head* log was kept by Thomas F. Mulligan, First Officer. He kept a good log, gave it a human touch and provides us with an insight into the life-style aboard an Arctic whaler.

An example of the more usual style of logs is that of the

JAMES M. FULTON and his wife, of Mink Meadows, Vineyard Haven, began their Vineyard connection in 1958 as summer residents and became full-time Islanders when he retired as vice president and general counsel of Merck & Co. in Rahway, N. J. He is a founder and impresario of the Island's most informal men's organization, the First and Third Club, a luncheon club of 100 members with no ritual, no program, no speakers, no protocol, which keeps all its records in an old peanut butter jar.

ship *Triton*. She left New Bedford November 18, 1834, under Captain Obed S. Carr, who kept a terse, uninformative log. Her owner was I. Howland, Jr., & Co. She sailed via Cape Horn to the Pacific, hunting whales in the southeast Pacific, off the coast of South America, pretty much back and forth along the equator. She returned to New Bedford three and a half years later, April 8, 1838, with 1447 barrels of sperm oil and 40 barrels of whale oil.

In all those months, the only unusual events described in the Captain's log were these:

On Thursday, August 20, 1835, the Captain recorded that while taking on bananas and coconuts in northwest South America, four men deserted by swimming ashore. The following day, three of them returned; one drowned while swimming back. The Captain wrote: "Poor fellow. He has gone to his long home."

Saturday, September 5, 1835: "Put Uriah Shaw in the rigging and gave him 10 lashes for stealing and other offenses."

Tuesday, January 26, 1838: "Andrew Gifford fell from the foretopsail yard and killed himself outright. Poor fellow. I hope he has gone to Heaven."

In its golden era, which was just beginning when the *Triton* log was written, whaling offered ambitious young men a real opportunity. They left their villages and farms to go whaling, dreaming of some day being masters of their own vessels.

Two such young men, George Fred Tilton and James A. Tilton, both of Chilmark, had that dream come true. By coincidence, both sailed as masters of the steam whaler *Bow Head*.<sup>1</sup> Captain James was her master on the 1908 voyage described in the log excerpted here. It was to be her final whaling voyage and the log, unlike that of the *Triton*, is filled with unusual happenings.

But the voyage was not profitable. By 1908, petroleum

<sup>1</sup> The bowhead is a Arctic whale highly prized during the years of bone whaling because of the quantity of its baleen. It has an unusual shape with the head making up one third of its length and from its upper jaw hangs long, flexible whalebone. The species was almost made extinct during the bone whaling years. The whaling steamer *Bow Head* was the second with that name, the first having been sunk by ice in 1884 after only three voyages. We have chosen to write the name as two words, the spelling used in the log.



had taken over from whale oil and whalers depended on the sale of whale bone. They would kill the whale, remove the head and discard the rest of the huge mammal. It was a wanton act of destruction. With the development of spring steel, the price of bone started to decline and when the *Bow Head* returned with 6000 pounds of bone, it was below \$4 a pound. The year before, with Captain George Fred Tilton as master, *Bow Head* had brought back 13,000 pounds of bone and the price was above \$5. a pound. Earlier voyages had netted over \$100,000 for less than a year's voyage.

Captain George Fred, who owned one-third of the *Bow Head* at the time, said he lost \$18,500 on the 1908 voyage and that encouraged him to get out of the whaling business:

The whaling industry was dead. As the ship wasn't good for anything else I sold my interest in her to a moving picture concern and come home. The movie people towed the ship outside and tried to sink her with a cutter's guns, but finding that she was too solid they beached her and set her on fire. So ended the *Bow Head*, one of the staunchest whalers that ever went into the Arctic.<sup>2</sup>

While the 1908 voyage of the *Bow Head* was not profitable, it was unusual in that its many untoward events are described in its log kept by First Officer Mulligan. Her master, as we have said, was Capt. James A. Tilton of Chilmark, one of the pioneers in Arctic whaling. She sailed from San Francisco March 17, 1908, and returned to San Francisco November 14 of the same year. Many problems developed aboard the steam bark during those eight months, starting on Day One.

Tues., March 17. Took the anchor at 11:45 a.m. and steamed out. Abreast of Fort Point at 12:40 p.m. Run into a strong WSW wind which hauled NNW, strong with heavy swell. Ship

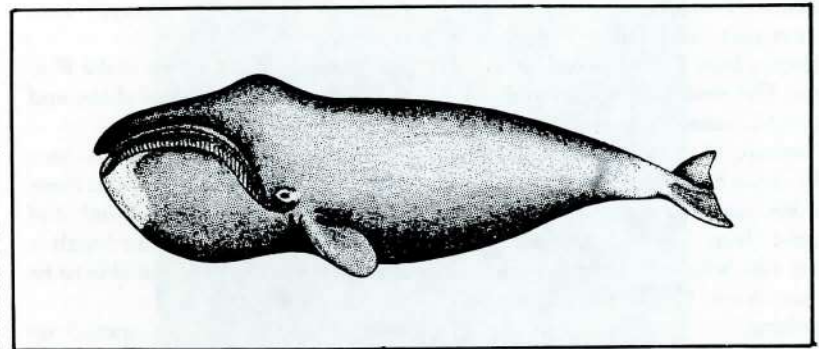
leaking quite bad. At midnight under steam and sail.

Wed., March 18. Pumping by hand pumps. A number of men sick and unable to be on duty.

<sup>2</sup> George Fred Tilton, "Cap'n George Fred," D.C.H.S., 1969, pp.261-62. Actually, Capt. George Fred was wrong. He did not command the 1908 voyage, as our log proves. It was James A. Tilton. There is much confusion about this

matter. The *Bow Head's* owner was Capt. John A. Cook and he never mentions George Fred as her master, only James A. Tilton, for both voyages. (see *Pursuing the Whale*, John A. Cook, Houghton Mifflin, Boston 1926, p.332ff.)

From Follow the Whale, Ivan T. Sanderson.



A bowhead seems all head; friendly, easy to catch, it came near to extinction.

Thurs., March 19. The men getting much better. The steward very sick with alcoholism. The engine broke down at 8:30 p.m. Put the steward in irons and put a man to watch him.

Fri., March 20. The steward very sick.

Sat. March 21. The Steward Frank Clark died about 2:30 a.m., and was buried in the sea at 9:00 a.m.

Mon., March 23. The rudder band came off and wheel ropes parted.

Tues., March 24. The ship leaking quite badly.

Thurs., April 2. The ship leaking badly and the pumps choking with coal.

Sat., April 4. The ship not leaking as bad in good weather. Felix Montplaisier was caught in the cabin stealing. Put him under punishment, keeping him on deck. The men also complained about him.

Sun., April 5. Antone Conception and John Smith and E.W.Curtis laid up sick.

Tues., April 7. The wheel ropes parted. Put in new ones. The back ropes forward parted. Set it up again.

Thurs. April 9. Had to punish Felix Montplaisier. He would not turn out to

stand watch.

Wed., April 15. Anchored at Unalaska at 4:30 p.m. Ship not leaking much in still water.

For the next five days, the bark was in Unalaska fitting out for the voyage to the north. She fitted out the cutting stage, installed a sixth davit, put up the crow's nest and filled her tanks with water which took a while. Flanagan wrote: "it runs very slow."

Mon., April 20. Got the anchor and steamed out in the a.m. Caught a large lot of fish to salt down. . . . Picked out the boats' crews. The ship now swinging six boats. Wilson laid up with cold.

After leaving Unalaska, the *Bow Head* worked her way slowly north for two weeks, her progress being interrupted regularly by heavy ice. Once, the engine broke down. The crew was kept busy scraping the outside of the hull, getting it ready for painting, coiling tow lines and readying the six whaleboats. They shot three seals on the ice. Several of the crew were laid up with injuries and illness.

Mon., May 4. In the p. m. stuck in the ice. The ice opened up in the evening.



Steamed four hours and stopped in the latter part, lying fast in the ice.<sup>3</sup>

Thurs., May 7. Ice opened up in the p.m. Got steam and worked to the East about 12 miles. Raised two ships in the Eastward of us, a brig and bark.

Fri., May 8. Steamed through a patch of ice, come to the other two ships, spoke them. The *Jeanette* struck and lost two whales here and both had boats down. Cruising in the ice. Saw nothing.

Sat., May 9. Nothing in sight in shape of a whale. The *Jeanette* picked up a dead whale today.

Sun., May 10. Heavy snow storm. The ship back and forth in a hole. The *Baylies* and *Jeanette* here cruising also.

*During the next five days, the weather turned bad. Snow and high winds. The ice built up around the vessel. The William Baylies was nearby, both of them tied up to a heavy flow of ice.*

Fri., May 15. The ship tied to the ice. The *Wm. Baylies* nipped in the ice and heeled a way over. At 8:30 a.m. the ice came in on us and parted the rudder pendants and nipped the ship in quite a heavy crush.

Sat., May 16. Mike Smith's case looks bad. He does not seem to improve any. After midnight, the crush let go and loosened up. At 7:30 a.m. raised the distress signal of the *Wm. Baylies* in the ice. The ship having sunk, crushed by the ice. The whole crew came over the ice to us. Reached the *Bow Head* at 2 p.m. Gave out clothing to them and made them comfortable as was

<sup>3</sup> Steam whalers tried to get inside the Bering Strait just as the ice was breaking up to get the first chance at the bowheads.

possible. The "*Wm. Baylies*" lost, crushed in the ice.<sup>4</sup>

Sun., May 17. All the crew of the *Wm. Baylies* seem to be in good shape and quite comfortable.

Mon., May 18. The ice seems to be a great deal more quiet than the three previous days. Saw quite a number of seals on the ice today. Mike Smith is some better today, but not able to be on duty.

Wed., May 20. The ice opened up around the ship. The flag of the *Wm. Baylies* in plain sight from the deck.

Thurs., May 21. Got the ship under way at 8:45 a.m. and steamed one half mile toward the flags where the *Baylies* boats are.

Sat., May 23. Some of the men of the *Wm. Baylies* went over to where the boats were and recovered some of their lost clothing. The ice remains quiet and no squeeze has been felt for 48 hours.

Fri., May 29. Got under way and steamed through some scattering ice. Bucked into quite a large hole and tied up to a large cake of ice.

Thurs., June 4. Broyds sick, not on duty. John Allen of the *Baylies* left us to go on the *Nurwhal*. Mr. Morgan of the *Wm. Baylies* left us and went aboard the *Jeanette*.<sup>5</sup> Got 5 boxes of Potatoes from *Jeanette*. Got under way at 9:30 p.m. bound to the NE under steam and sail.

Fri., June 5. Had to punish two men,

<sup>4</sup> Capt. Hartson H. Bodfish of Vineyard Haven was master of the wrecked *William Baylies* and among those rescued. He had served under Capt. James A. Tilton on at least one earlier voyage. See Hartson H. Bodfish, *Chasing the Bowhead*, Harvard U. Press, 1936, p.254ff.

<sup>5</sup> The *Jeannette* was another steam whaler from San Francisco.



Capt. Hartson H. Bodfish at home in Vineyard Haven, 1937.

Smith and Felix for continuous failing to get on deck.

Sat., June 6. Taylor, one of the men, laid up with a bad case of venereal disease. Broyds still laid up. Mike Smith also had same. Natives come to the ship.

Fri., June 12. Moved to the North and tied up to the ice again. Saw a ship in the straits with boats down a short time. Saw some ripsack whales.

Sat., June 13. Ship tied up to the flow. The water running down quite a stream in places on the land.<sup>6</sup> Under way at 10 a.m. towards the North. Tied up to the flow again at noon.

Sun., June 14. Got under way and

<sup>6</sup> Icebergs and flow ice were not the only sources of fresh water.

steamed towards the cape. Began to pump water from the ice at E. Cape. John Smith and Tom John deserted while getting water. A few Natives on board. Wilson on duty again.

Wed., June 17. At 10:00 a.m., started from the flow on the west side of the straits for Nome to land the *Wm. Baylies* crew.

Thurs. June 18. While pumping water two of the *Bow Head* crew and two *Wm. Baylies* men went to the Native settlement and took some tobacco and other articles from the native houses for which they are being punished. Also set fire to one of the houses.

Fri., June 19. Cleaned up and started for Nome to land the shipwrecked crew. Put Felix Montplaisier in irons for



refusing to obey orders and almost constantly making trouble. Let him out again in a few hours. He went to work. Sun., June 21. In clear water at 2:30 p.m. Under sail towards Nome and anchored at 7:50 p.m. The Dr. and Customs aboard.

Tues., June 23. About midday the launch and lighter come alongside to take the Wm. Baylies crew to the steamer *Umatilla*. When they had left the ship a few minutes there was a cry of fire discovered by Mr. Josslyn in going forward. Rigged the steam pump and closed her up to smother it by steam. Blew the alarm whistle and help come to us, the Steamer *Corwin*, and played water on the fire. Stopped the fire which done considerable damage to the goods stored between decks.<sup>7</sup> Help also come from the shore. After 6:00 p.m. the men in Port watch refused to go to work. Let them go below.

Wed., June 24. At 6:30 a.m., started to break out to find the amount of damage done to the stores, bread, flour, etc. The men all refused to go to work. One man Frenchy from the *Baylies* went to work, the other 16, put them in irons. Found brass knuckles on Luis Heidencher. And stolen goods on Felix. . . . A great deal of goods damaged. Held a survey by some captains on the ship. Put the crew in irons.

Thurs., June 25. At work repairing the damage done by the fire. Some lumber and other stores come to the ship from shore. Griffith, one of the men that was

in irons, turned to work and said he had no complaint to make against the ship, Captain or the officers and said he only went in irons through fear of the men. At 9:30 p.m., got underway for Port Clarence.

Fri., June 26. Wilson, one of the men in irons, turned to work, and at 5:30 p.m. all the men except one went to work. Sam Jacobsen stayed in irons with plenty of fresh talk. Carpenter putting in new bulkhead between decks. Arrived at Teller at 1:30 p.m. Griffith sick or feigning sick, not on duty.

Sat., June 27. Sam, the last man in irons, turned to work. Blowed down the boiler and got the deck pump in readiness for fire. Lying at anchor in same place [Teller].

Tues., June 30. Ship at anchor in same place. Pumped a new tank of coal oil. Resacked some flour. Caulking the outside of ship. Painted 3 of the boats. Light fires under the boiler at 5 p.m. Tried the Chronometers.

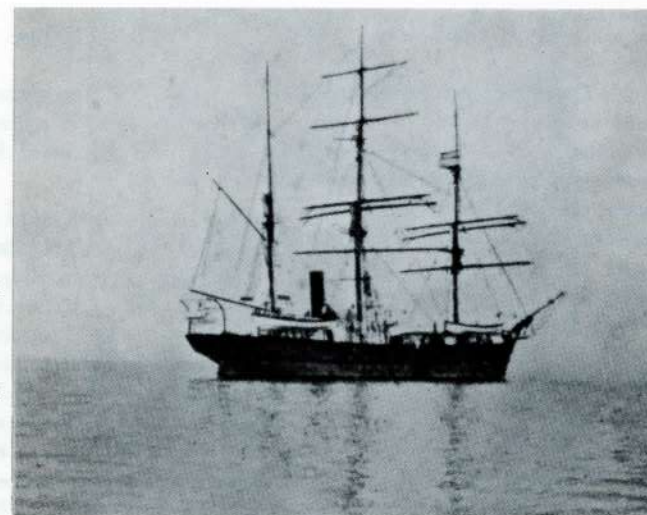
Sun., July 5. Anchored in Port Clarence Harbor. The *Beluga* and Steamer *Jeannette* come in this aft. Griffith still laid up sick.

Mon., July 6. Engaged in caulking the outside seams and the forward deck house. Resacking flour. Capt. Bodfish and E.F.Morgan left the *Bowhead* for Nome this evening at 9:10 p.m. on the launch.<sup>8</sup>

<sup>8</sup> The *Vineyard Gazette*, July 2, 1908, four days before this entry, reported that Bodfish "has taken command of the San Francisco steamer *Jeannette*." That was wrong. Bodfish had been told to take over the *Jeannette*, her master having died, but when he tried to go aboard, her mate wouldn't let him. He then decided to return to the *Vineyard*.

<sup>7</sup>For another whaler's account of the fire see page 172.

From Pursuing the Whale, John A. Cook.



Steam bark Bow Head, at Unalaska, fitting out for the Arctic voyage.

Thurs., July 9. Finished up the [inside] painting. Splendid drying weather. Found the Chronometer to be 38 seconds slow of the shore rate by observations.

Fri., July 10. Griffith turned to work and says that he is much better. The carpenter started in to build a companionway at the forehatch to the Native Quarters.<sup>9</sup>

Sun., July 12. George Cullen, the last of the Wm. Baylies crew, went ashore here. At Teller all day.

Tues., July 14. Repaired the new main topsail that was partly burnt in the fire. The Steamer *Thetis* come in. The boarding officer aboard about midnight.

Wed., July 15. The Captain brought

<sup>9</sup> The ship had taken on some "natives" (Eskimos) as crew and the forecabin was divided and given a separate entrance to segregate them from the others.

Griffith aboard the R.C. *Thetis* to be examined by the Doctor. "Reported him well." The *Thetis* went out again at 11:30 p.m.<sup>10</sup>

Thurs., July 16. Repaired the fly jib and fore topmast staysail. Painted the inside of the deck house. Salted down a lot of fish. Put Richard Streichenwein in irons for refusing to obey orders. The Mail Steamer *Corwin* and the *Diamond L.* come in this aft. with mail.

Fri., July 17. Took the man out of irons again.

Sat., July 18. Wilson laid up sick, chills and fever. Ginger sick, laid up.

Mon., July 20. Larson and Waldon laid up with cramps. Wilson better and on

<sup>10</sup> Steamer *Thetis* was a U.S. Revenue Cutter and carried a doctor, a professional not available on a whaler whose master and officers had to provide medical attention, often including surgery. In Arctic whaling, amputation of toes and fingers was frequent.



duty again. Ginger, the Native, some better today.

Tues., July 21. The tender arrived this evening and anchored at the sand spit.<sup>11</sup> Got under way and steamed to the sand spit, pumped out two tanks of fresh water, filled the butts.<sup>12</sup> The three men that were sick, on duty again. Ginger, the Native, sick.

Wed., July 22. The Mail boat come in at Noon. Took 56 boxes potatoes.

Thurs., July 23. Steamed alongside the tender at noon and began to take coal. Took 92 tubs of coal.

Fri., July 24. Alongside the tender taking coal aboard. When finished tonight had in 226 tons.

Sat., July 25. Tied up to the tender, taking coal. Took in a total of 287 tons and finished at noon. Hauled away and anchored. Under way [from Port Clarence] at 1:30 p.m. At the Diomedes and anchored at 11:30 p.m. Discharged 5 Natives.

Sun., July 26. Under way at 1:40 a.m., steering N by E for Pt. Hope.

Mon., July 27. Anchored at Pt. Hope at 5 a.m. Could not get in as the ice made on to the land. The *Jeannette* here also. The 4th Mate Fisher hurt by a block from aloft. Not on duty. Curtis on duty again. Under way again and anchored close to the Point. The 4th Mate still laid up. Natives aboard.

Tues., July 28. Got under way at 5:45 a.m. towards Cape Lisburne and found some ice. Stopped steam, at 7:45 a.m. under sail and anchored near Lisburne

<sup>11</sup> The tender was bringing supplies for the whaling fleet.

<sup>12</sup> Butts are huge casks from which water is drawn as needed. Reserve water is kept in large tanks and regularly transferred to the butts.

at 9:20 p.m. Shipped 4 Natives at Pt. Hope today.

Thurs., July 30. Lost the anchor by lying in the ice. Got it again and moved out to the South out of the ice. White sick, not on duty.

Fri., July 31. 3 ships here and 1 sch'r., *Rosie H.* Spoke the sch'r. Under way to the North under steam. Stopped at 9:40 p.m. and tied up. Under way to the S. again as the ice is too thick to proceed North. Mr. Fisher still laid up.

Sat., August 1. Steaming to the South. Got into clear water at 12:45 a.m. and stopped. Under way again to the N.N.E. for 2 hours and stopped and pumped aboard about 120 bbls. of fresh water. Filled the butts. Stowing the deck load of coal in the bunkers. The Carpenter repaired the Capt.'s boat and at work on the rail forward. Put in a new bearer for the cutting stage. Steamed back to the South and tied up at 6:20 p.m. to a cake of ice. Under way again at 8:30 under sail to the South and West.

Sun., August 2. Steamed to the West and North, trying to get around the ice to the North. Went into the ice about 5 miles. Steamed back at Midnight, lying outside the ice. Got one Walrus for food.

Mon., August 3. Under way at midnight in shore.

Tues., August 4. Steaming towards the N.E. Tied up to a ground cake of ice at 3:30 a.m.

Thurs., August 6. Moved to the S.W. to get clear of ice. The *Thetis* come in here this Evening with the *Jeanette*. Mr. Fisher still laid up, unable to be on duty.



Courtesy Old Dartmouth Historical Society.

Capt. James A. Tilton at about the time of the 1908 voyage.

Fri., August 7. Had to get under way under sail and steamed a very little to clear the ice. Anchored in 10 fathoms. Engineers at work on the pumps. The other ships anchored here.

Sat., August 8. Lat. 69-35. Lon. 163-12. All the ships here and four schooners. Sun., August 9. Lying to anchor in the same place. Everything in the whaling business in sight this evening. The *Thetis* and supply schooner also anchored here.

Mon., August 10. Put the weather cloths up.<sup>13</sup> Got the ship under way at 3:30 p.m., going through scattering ice to the N. and E. in the vicinity of the Blossom Shoals.

Tues., August 11. in the early a.m. under way to the N.E. under steam.

<sup>13</sup> Tarpaulins put up to shield men on watch from the elements. They were getting ready for the weather around Point Barrow.

Came to thick ice at 2 a.m., and tied up to a heavy cake of ice. The other ships in company. At 9:45 p.m., started under steam and sail towards the S. and E. At Midnight thick fog, still under way.

Wed., August 12. Went through a narrow strip of ground ice into clear water between the ground ice and land. Tied up to a ground cake at 2 p.m. 5 steamers to the South of us and 2 sch'rs. The sch'r *Volante* come in at 10:20 p.m. Tied up at the same place. Natives aboard.

Fri., August 14. Got under way and steamed up outside the Blossom Shoals and on to the North as far as the lower edge of Wainwright Inlet. Found the ice on to the land and tied up at 3:40 p.m. The other ships did not come with us. Natives aboard. Filled the butts.



Sat., August 15. at 2 a.m. had to move away from the ground ice and anchored. The water pumped into the butts found to be smoky and brackish. Pumped it overboard and refilled the butts. The other Str's in company with the *Thetis* steamed in here this aft. and evening and tied up. Natives aboard. Wed., August 19. 3 other steamers here. Got under way at 6 a.m. Steamed to the inlet and anchored in 4 fathoms of water. In the latter part, tied to a piece of ground ice. Gordon & Hopson from Cape Smythe aboard. Report plenty of ice between here and Sea Horse I's. Natives come aboard.

Thurs., August 20. Underway at 7 a.m. to the N. about two hours. Anchored 6 miles South of Belcher. Can proceed no farther to the North, the ice making on to the land.

Fri., August 21. The ship tied up to the ground ice. The loose ice troublesome, having to get under way several times to avoid it. Ice come in all around the ships. One schooner here to the South. Ships in from 7 to 5 fathoms. Natives aboard.

Sat., August 22. Under way at 7 a.m. towards the S.W. and tied up in 7 fathoms of water. Pumped a tank of salt water overboard and refilled with fresh water from the ice, also the scuttle butts. About 60 bbls. all told.<sup>14</sup>

Mon., August 24. Under way at 3:30 a.m. and steam to the N.E. along the flow and tied up to the ground ice near the Sea Horse islands. The *Thetis* come in about midnight.

Wed., August 26. Under way at 3 a.m. to Cape Smythe through scattering ice.

<sup>14</sup> The salt water had been used for ballast and now was being replaced by fresh water.

Tied up at 9 a.m. Had to get into 3 fathoms of water, ice troublesome.

Fri., August 28. Got under way at 7:30 a.m. and steamed to the N.E. of Pt. Barrow and tied up to the ground ice in 7 fathoms of water. Filled up the wash water tanks. Filled two tanks in the hold with salt water to trim the ship forward. Wilson sick again.

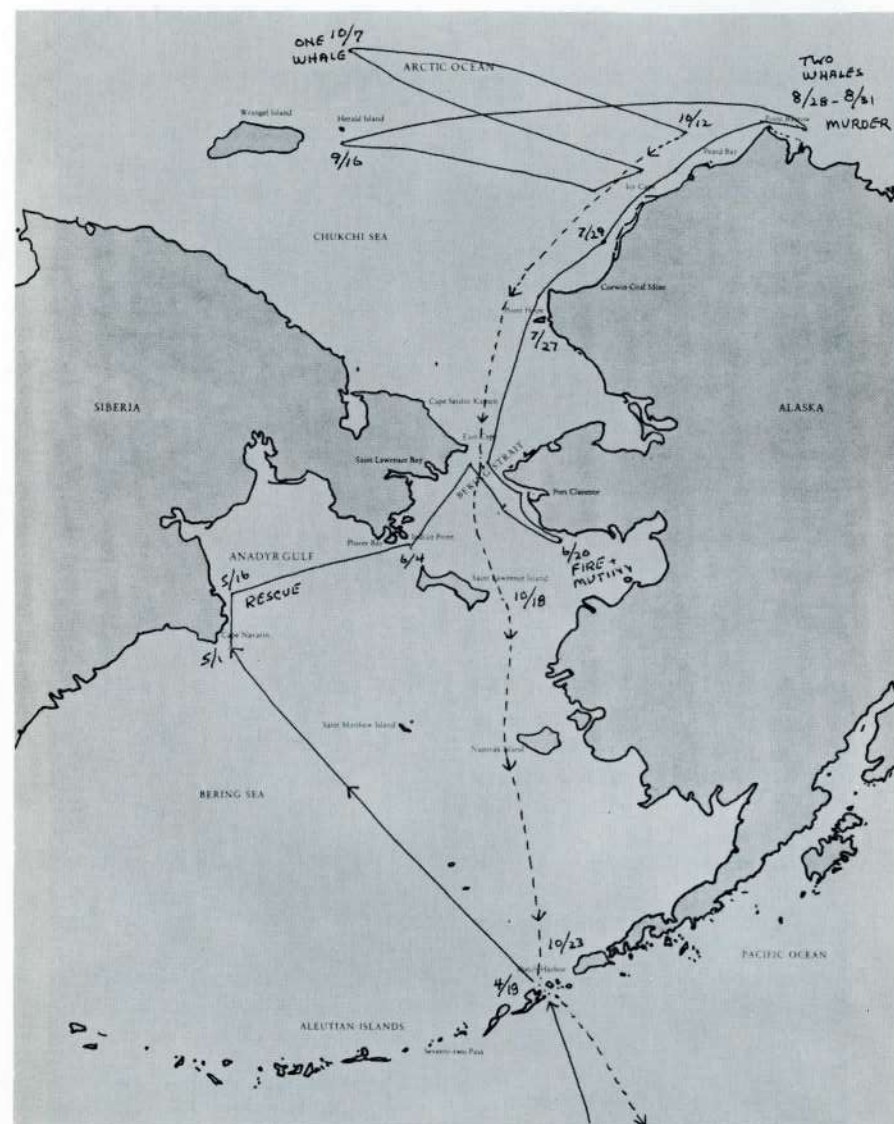
Sat., August 29. Got under way at 10:15 a.m. and steamed two hours. Tied to the ground ice 12 miles N.E. of Pt. Barrow.

Sun., August 30. The Cap't raised a lot of whales, lowered 4 boats. The 2nd Mate struck and saved a good sized whale at 4:15 p. m. The Mate raised 2 still whales, lowered 5 boats. The Mate struck. The whale went under a heavy flow of ice and died there. Tried to haul the whale out from under the ice. The line parted. *First whale, Bow Head*. Lost one.<sup>15</sup>

Mon. August 31. The ship tied up to a heavy ground cake of ice . . . The Cap't. raised a whale, lowered down 5 boats. The Mate struck and the whale sunk in 16 fathoms of water. Hauled the whale up and cut him. A large whale. During the latter part of last night. Joe Carduso and Gardner got into a scrap and Carduso was hit by a piece of wood by Gardner. He was unconscious at 6 a.m. and after the boats come to the ship at 10:20 a.m., he died. The Cap't. examined him but could find nothing broken. Buried him in the sea. Put Gardner in irons for safe keeping. *Second whale, Bow Head*.

Tues., September 1. Got under way and steamed along the flow to Pt.

<sup>15</sup> At sea nearly six months, the *Bow Head* finally killed her first whale.



Map from Steam Whaling, John R. Bockstoe.

Approximate positions of the *Bow Head* when major events occurred. Dotted line is the return voyage.



Barrow. Spoke the *Belvedere* & *Thrasher*. . . Tied up to a large cake of moving ice. . . Took the prisoner out for Exercise for Two hours. Took depositions of witnesses to the fight. Wed., September 2. Cap't. raised whales and lowered down 5 boats and was down a long time cruising around. The other ships steaming some. . . Lowered again in the evening and only down a short time. Exercised the prisoner.

Fri., September 4. Lowered for whales. Raised by the Mate at 4:45 a.m. Mr. Cumiskey had hooked a whale, the iron drew out. In the p.m. did not see any whales. At midnight the ship still tied up to ice. *Lost a whale, Bow Head.*

Sat., September 5. Got under way and cruised a few hours and raised whales and lowered. Mr. Josselyn got close to the whale. Did not see the whale any more. Lowered again at 1:10 p.m. Got close, down a short time. Tied up to the ice at 1:30 p.m.

Sun., September 6. Under way cruising through the day but did not see any whales. Tied up at 6:20 p.m. The *Thrasher* struck and lost a whale this evening.

Mon., September 7. The ship tied up to the ice. Had quite a snow storm in the a.m. . . None of the ships had boats down today.

*For the next 12 days the Bow Head steamed back and forth in the vicinity of Herald Island, but saw only one whale and that disappeared before they could lower the boats. They spoke several ships and they said few whales had been seen.*

Sat., September 19. Raised a whale at 8 a.m., lowered 4 boats but we did not see the whale after we were down. Put Richard Streichenwein in irons as he refused to do any work at all. He was fighting yesterday with Larson. He is found to be stubborn and disobedient. Lat. 71-26. Lon. 170-01.

Sun., September 20. Good weather for whaling in the ice. Did not see anything. A cake of ice struck the cutting stage and broke the leg. "Repaired it."<sup>16</sup> Streichenwein in irons, refuses to work any more. Wilson laid up with a cold. Stores to Steward.

Mon., September 21. Lots of young ice made during the night and day, had to run to the South to get out of it. Shot a bear. Wilson on duty again today. Streichenwein still in irons.

Wed., September 23. At 12 midday raised whales which was quite still. The 4th Mate Fisher went on to a whale in the evening and missed striking the whale and made bad work in either or both ends of the boat.<sup>17</sup> *Whale missed, Bow Head.*

Thurs., September 24. Took Richard Streichenwein out of irons and he returned to work. Began to break out the fore peak to try and find some unknown quantity. Did not stow back.<sup>18</sup>

Fri., September 25. Cruising in around

<sup>16</sup> The cutting stage is a platform that is extended outside the hull on which the men stand while cutting up the dead whale.

<sup>17</sup> The mate steers the boat from the stern then scurries to the bow to toss the harpoon when close to the whale. Apparently, Fisher did neither job well that day.

<sup>18</sup> He was uncertain about how much of certain supplies were left, so he is having the crew pull out the stores to find out.



Courtesy University of Alaska.

*This is what the bone whalers sought: long strips of baleen, hanging from the upper lip of the bowhead. By 1908, the rest of the whale was discarded, petroleum having taken over from whale oil.*



the pack and patch ice. Saw nothing. . . Steamed 2 hours westward. Stowed fore peak.

Sun., September 27. Under all sail, cruising during the day. Raised a whale and lowered 4 boats but did not see the whale after we were down. Spoke the *Jeanette*.<sup>19</sup>

Wed., September 30. Began to steam towards the west at 7:30 a.m. and stopped at 4:30 p.m. Saw a ship to the S.W. of us at dusk. Heard two whales close to the ship for several risings near midnight.

Thurs., October 1. Young ice making about the ship. Two whales was heard blowing in the dark hours and at daylight, 6:20 a.m., lowered 4 boats and afterwards the Cap't. come down. The boats was down about 12 hours and got close several times and Mr. Cumisky darted but the whale was deep, did not fasten. Most of the day was bothered with young ice.

Fri., October 2. Lowered 4 boats at 1 p.m. and was down 4 hrs. Got close to the whale several times. Mr. Josslyn darted, did not fasten. Mr. Fisher sick, not on duty.

Sat., October 3. Raised a whale and lowered 4 boats, but did not see the whale, but one rising. Mr. Fisher sick and unable to be on duty.

Sun. Oct. 4. Ship cruising in among scattering ice on both tacks. Spoke the *Thrasher* and then lowered down for an ice spout.<sup>20</sup>

Mon., October 5. Began to steam to

<sup>19</sup> As our readers surely know, "spoke the *Jeanette*" means the two vessels got close enough so the masters could converse in shouts.

<sup>20</sup> Does any reader know what an ice spout is? Does it refer to water flowing from an iceberg?

the west at 7:30 a.m. and raised a whale and made sail and lowered 4 boats. Did not see the whale again. Mr. Fisher sick "off duty."

Wed., October 7. Snow and bad seeing. . . The Carpenter raised some whales, lowered 4 boats and the 2nd Mate Cumiskey struck and saved a small whale. Did not use steam. Mr. Fisher some better. Unable to be on duty, laid up sick. *Third whale, Bow Head.*

Thurs., October 8. Dismantled the 4th Mate's boat and put it on the house. . . Spoke the *Str. Thrasher* with 2 whales.<sup>21</sup>

Sun., October 11. Steaming to the Eastward. The *Beluga* in company in the p.m. Let the pressure off the boiler to repair a leak. Lying close to the ice under easy sail. 4th Mate Fisher still unable to be on duty.

Wed., October 14. Raised the Cape [Lisburne] at 7 a.m. Started to steam towards it. Anchored on the North side of Cape Lisburne and discharged five of our Natives. . . The Cap't. let the Natives that he discharged have a whale boat to land with and keep, to be returned the next season.<sup>22</sup>

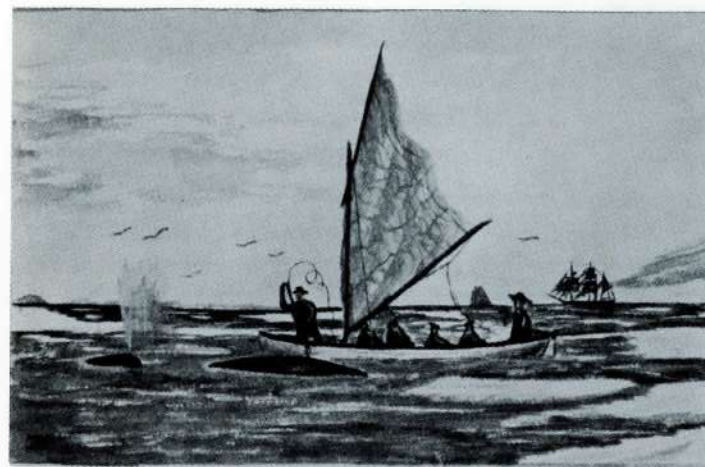
Fri., October 16. The coldest day to date, 12 above zero. Plenty of ice making about the ship. Anchored at the Diomed Island at 8 p.m. Frederickson laid up sick and the 4th Mate Fisher still on the sick list.

Sat., October 17. Ship lying to anchor

<sup>21</sup> *Thrasher* was not having any more luck than *Bow Head*. She returned to San Francisco with 5500 pounds of bone; *Bow Head* with 6000. Captain Tilton must have given up on Mate Fisher's recovery, ordering his boat dismantled.

<sup>22</sup> There was to be no next season for *Bow Head*.

Courtesy Old Dartmouth Historical Society.



Alfred Gabali, who sailed on the *Bow Head* in 1903, sketched the harpooning of a bowhead. The bark *Bow Head* is visible in the distance.

at the Diomed Island. Discharged 1 Native at the small Diomed and anchored at the big Diomed. Under way again at 2 p.m. Lost the starboard anchor and 15 fathoms of cable.

Mon., October 19. Charlie the fireman laid up sick. Had to break out coal to fill the lower bunkers. Put a man in the fireman's place temporary.

Tues., October 20. Began to steam again at 4:30 a.m. Steering South. Stopped and caught a couple of cod. White sick. The Cook sick and fireman, all laid up sick.

Wed., October 21. Steering S.S.E. Began to scrape the bone.<sup>23</sup>

Thurs., October 22. Bent the new anchor and engaged in scraping bone.

Fri., October 23. Found the ship too far west. Started to steam to Cheerful at 6 a.m. Sent down the cutting gear and the cutting stage and getting ready to send several things ashore at Dutch

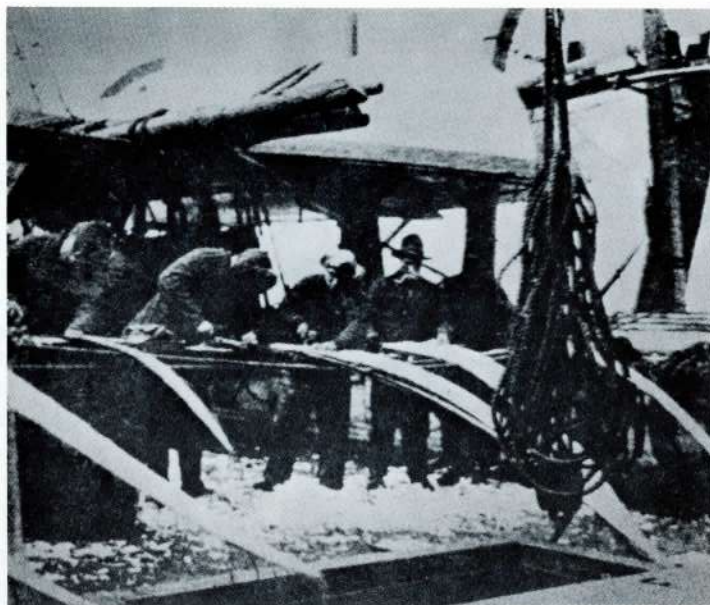
<sup>23</sup> Starting to scrape the bone means they are heading home.

Harbor. The men at work scraping the bone. Stopped near the cape and caught a few cod and proceeded into Unalaska and anchored in the Estuary at 3 p.m. and remained there. Put the anchor on the bow and stocked it. Received no mail yet.

Sat., October 24. In the a.m. sent the sick men aboard the *Thetis* to see the Doctor. Sent the crow's nest down and got ready to land the gear at Dutch Harbor. Got under way and steamed to Dutch Harbor and tied up to the wharf. Sent all the things ashore. Discharged Karl Keltenbach as sick, put him on the *Thetis*. Took aboard some fresh water.

Mon., October 26. Hauled away from the wharf at 7:50 a.m. and anchored in the bay. Under way again at 8:30 and stopped to fish. Caught several and steamed E by South the remainder of this 24 hrs. John Griffith, one of the men, deserted just before the ship hauled away.





On the way home, crewmen scraped the gum from the roots of the baleen.

Tues., October 27. Under sail, heading to South. Taking the coal out of the after tanks.

Wed., October 28. Under easy sail heading to the South. Finished taking coal out of the tanks and filled them with salt water for ballast.

Thurs., October 29. Finished scraping the bone today.

Sat., October 31. Steering E.S.E. under steam and sail. At 5 a.m. stopped steam and went under sail to the South. In the latter part blowing a gale from the East. Under storm sails. Lat 50.06 Long 160.07.

Wed., November 4. Breaking coal out of the lower hold and into the bunkers aft. About 80 ton of coal in the ship.

Thurs., November 5. Employed at the coal, repairing sails, filling ballast tanks,

taking acc't. of trade and other jobs. Waldon sick and not on duty. Distance 1220.<sup>24</sup>

Fri., November 6. Under all sail. . . steering E.S.E. to keep the sails full. Washing ship. Waldon sick.

Sat., November 7. Finished washing the ship inside. The Fore topmast backstay parted. Repaired it and set it up. Repaired the fly jib and fore staysail. In the latter part under steam and sail.

Sun., November 8. In the latter part, strong S.E. wind, rain squalls. Ship under topsails and fore and after sails. Put the whalebone in soak.

Mon., November 9. Washed the bone today and finished it all.

Tues., November 10. Saw a ship to the  
<sup>24</sup> Does this mean 1220 nautical miles? From where?



Some baleen was bundled and traded for supplies at Arctic ports. This "trade" baleen is from the William Baylies. "Hartie" Bodfish was her master on this 1905 voyage.

south of us. Taking coal out of the main hatch and stowing it in the bunkers.

Wed., November 11. Under steam and sail and steering for Pt. Reyes. Finished taking the coal out of the main hatch. About 60 tons of coal left in the ship. Saw a ship this evening bound to the S.W. The 4th Mate Fisher still remains off duty. Sick ever since Oct. 2nd.

Fri., November 13. Under all sail and steam. Steering E.S.E. for Pt. Reyes light. Did not get any observations during the day, thick fog up to 9 p.m.

Scraped the masts and various other jobs. Raised the Pt. Reyes light at 11:30 p.m.

Sat., November 14, 1908. Took a pilot at 5:30 a.m. and arrived in to anchor at 8:30 a.m. Passed the Custom Officer and doctor and finally the prosecuting attorney and U.S. Marshal came aboard but did not take the prisoner and left him and the men that were witness to the affair in my charge.

**Thos. F. Mulligan**

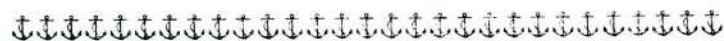
1st Officer

Steam Whaling Bark Bow Head

### Acknowledgements

We are grateful for the assistance provided by Richard C. Kugler and Mrs. Judy Lund of the New Bedford Whaling Museum in the preparation of this article. Also to Charles J. Burrigide of Cincinnati, Ohio, who, in an amazing coincidence, wrote us asking about the *Bow Head* log while this article was in preparation and ended up providing an interesting addition to the story. (See page 172.)





## Capt. and Mrs. James A. Tilton of Chilmark



James A. Tilton (1863- ) was the son of James N. Tilton and his second wife, Martha Hillman, who lived on the Middle Road, Chilmark. Young James married Grace E. Mayhew (1868-1953) in 1889. The couple had no children.

Captain Tilton was a pioneer in Arctic steam whaling. In 1890, only a few months after his marriage, he was given command of the tiny steam schooner, *Mary A. Hume*, by the Pacific Steam Whaling Co., and took her to Herschel Island east of Alaska

## CAPT. TILTON 171

on the Arctic Ocean where she wintered, along with the company's ship *Grampus*. It was the first time wintering over had been attempted. Hartson H. Bodfish of Vineyard Haven was his First Mate.

They whaled in the following summer of 1891, again wintered over at Herschel Island, and whaled once again in the summer of 1892, returning to San Francisco on September 30, 1892, after 29 months' absence. The schooner's return created a sensation. She had completed what was "clearly among the most profitable whaling voyages in all American whaling history," the *San Francisco Chronicle* wrote. Her cargo contained the whalebone of 37 whales and was valued at \$400,000.

Captain Tilton's share of that huge sum must have made his return to his new bride a happy one. There is no date on this portrait, but it very likely was taken on his return from that lucrative voyage. He is dressed in the "uniform" of the successful whaling master: top hat, Prince Albert jacket, striped trousers and a thick gold watch chain.

It was Captain Tilton who commanded the 1908 voyage of the *Bow Head*, the log of which is the source of this article.



Though unidentified, these seem to be Captain Tilton, center, and First Mate Bodfish, right, with natives on Herschel Island in 1891.





## Whaleman Burrige of the Steam Bark Bow Head Tells His Story

**A**BOARD the Steam Bark *Bow Head* on the 1908 voyage was John W. Burrige, who signed on in San Francisco as one of the crew of thirty. Many years later he wrote a few recollections of the voyage in two letters to his granddaughter. Thanks to her father, Charles J. Burrige of Cincinnati, Ohio, we have access to his account of the rescue of the crew of the *William Baylies*. It is an interesting addition to Thomas Mulligan's log:

"Our ship, the *Bowhead* and our sister ship, the *Wm. S. Bailey*,<sup>1</sup> were stuck in the ice, almost a mile apart. The ice field was made up of hummocks, too rough and treacherous for visiting between ships. Even the esquimos didn't visit us.

"We took the opportunity to make our arctic clothing from seal skins. I made a pair of pants, a vest and a parka. I had a shipmate about my build so we used each other for fitting our skins on and making the patterns. . . .

"About two weeks after we were stuck in the ice, a blizzard blew up which lasted for three days. When it abated it was noticed that the ice was getting looser. About that time the mate<sup>2</sup>, who had his telescope trained

on our sister ship, said that they had hoisted a distress signal.

"We stared across the ice and pretty soon we were able to see men on the ice and others still leaving the ship. A squall that blew up prevented us from seeing the ship sink, but her Captain, who was last to leave, said it was a magnificent sight and that they only had 15 minutes warning.<sup>3</sup> The ice pressure had been too great for the *Wm. S. Bailey* to withstand.

"Several of us were detailed to give the men a hand to reach the *Bowhead*. All the men were saved, though some had narrow escapes by slipping into the icy water and had to be pulled out. My eyes began to feel as if there was sand under the eyelids. I had been staring at the ice too long and I had the first signs of snow blindness. I overcame it

<sup>3</sup> Here's how the captain, Hartson H. Bodfish of Vineyard Haven, described the sinking: "She settled to her rails, then, the stern being heaviest, that dropped and she slid backward. The mizzenmast hit the ice and broke off, landing on the mainyard. Then the whole ship sank bodily and the ice came together, catching the two lower yards which were longest and snapping them like pipe-stems, the ends tilting up like the blades of a pair of scissors. Twelve minutes from the time she caught, all that was left of the bark *William Baylies* was the four ends of the yards sticking up through the ice." Capt. Hartson H. Bodfish, *Chasing the Bowhead*, Harvard U. Press, Cambridge, 1936, pp. 255-6.

<sup>1</sup> Whaleman Burrige is misremembering the name. It was *William Baylies*.

<sup>2</sup> The log keeper Mulligan.

From Pursuing the Whale, John A. Cook.



The Bow Head tied to ground ice at Point Barrow, awaiting a clearing.

by staying out of the light, using cold compresses and bathing with boracic solution.

"After the shipwrecked crew had been warmed up with plenty of hot coffee, they were given the forward hold below deck to live in. We got out of the loose ice and headed for Nome, about a week's sailing away.<sup>4</sup> On the way down, the colored cook of the *Wm. S. Bailey* used to scream in the middle of the night. They were such unearthly screams that his shipmates figured he must be bewitched and they planned to throw him overboard. Their plan was found out and the man was put in the lazarette for safe keeping. The lazarette on a ship is a small cabin where a sailor who has committed a crime or who has a disease that is

catching is isolated.<sup>5</sup>

"At Nome, we put the shipwrecked crew ashore. They would go back to the States on the weekly steamer from Seattle. The *Bowhead* had anchored about half mile from shore. After the shipwrecked crew had been landed, smoke was seen coming from the hold in which they had been living and the steam whistle was tied down to give the alarm.

"It wasn't long before a fire boat was on its way [from town] and it seemed like half the town had put out in small boats to see the show they expected. A near panic was caused by some one saying that the fire was getting close to the explosives, causing the ship to blow up. I joined the mad rush of the crew to get as far away as possible. We were rather ashamed of ourselves when we found it was only a rumor.

<sup>4</sup> It didn't happen that quickly. The *Bow Head* did not get out of the ice and underway to Nome until May 29, 13 days after the *Baylies* was crushed.

<sup>5</sup> There is no mention of this in the *Bow Head* log.



"From the bridge came the command, 'Stand by to lower the boats,' which most of us thought meant to abandon the ship, but it was only a safety precaution to prevent them catching fire. One man was in each boat and they pulled away a safe distance. Meanwhile, the fire boat was pumping a lot of water into the hold. There was lots of smoke, but no visible flames.

"We could see that the ship was gradually settling because of the weight of water that had been pumped into her, which was much faster than we could pump it out. Finally, the fire boat was asked to stop before it sank us. The fire seemed to be out, but I couldn't see how much damage had been done because we had to keep pumping.

"Nome seemed to be quite a modern town and the people wore decent clothes. I remember feeling a little embarrassed because we were wearing sealskin arctic clothing which we had made and wasn't very stylish.

"We stayed there a few more days to do some repair work before starting north to see if we could catch a few whales. We passed through the Bering Strait, rounded Point Barrow and headed into the Arctic Ocean to a point about 700 miles from the North Pole. The compass, instead of pointing north, pointed Easterly to the magnetic north pole somewhere in northern Canada.

"The ice field was a few miles away. Five dollars was promised to the first man to sight a whale, so we were all looking. However, a call came from the lookout in the crow's nest: 'There she Bl-o-o-o-ws' and we were soon able to

see three whales spouting about two miles away.

"Each whale boat had a crew of six men. They were an officer in charge who took the tiller, the harpooner and four sailors with paddles. The boat had two tubs of rope, one foreward and one aft. We also had a sail and it was my job to handle it according to the instructions I received from the 2nd Mate, who was in charge of the boat.

In another account, this one to his son, he tells of chasing a whale:

"The boat in which I was, happened to be nearest when [a] whale came to the surface. We reached a spot just back of the whale's head and the harpooner made his thrust. Every one pulled frantically at the oars to escape the whale's lashing tail. The whale submerged and was off at sixty miles per hour with the smoking rope going over the bow in a steady stream. When three fourths of our rope was gone, it was pulled back around the capstan. We were now pulled through the water at a terrific rate of speed. All of us were drenched with the spray. The whale headed for a large ice floe, and to save ourselves from being dashed against the ice, we had to cut the rope. During five months' hunting, we caught three whales and lost three."<sup>6</sup>

Whaleman Burrige's account is remarkably accurate when you realize he was writing it 25 years after the events. Clearly, the voyage made a major impression on him.

We thank the Burrige family for sharing these letters with us.

<sup>6</sup> This event is described in the *Bow Head* log, August 30. Although they lost this whale, they killed another, the first of the voyage.

## Driftwood Highboy



Photo by Gail Tipton.

*Our handsome highboy after its restoration*

IN *Antiques* magazine's recent article on Edgartown in winter, the Society collections are illustrated by the 18th century highboy shown on this page. Handsome as it appeared in *Antiques*, it has become far more so as a result of recent restoration work by the Conservation Center of the Society for the Preservation of New England Antiquities (SPNEA). Now back in its usual location in the Thomas Cooke House, the highboy will be on view throughout the summer.

Although made from exotic mahogany, the workmanship is local.

According to the donors, Misses Florence and Clara L. Troemner, the highboy was made about 1760 for Hannah Harper (1745-1767) of Edgartown. She became the wife of Capt. Ephraim Pease (1737-1789) in 1761 and the piece descended to their first daughter, Love (1762-1821), who married Samuel Smith. It was next owned by Clarissa (1804- ), their youngest daughter, wife of Chauncey C. Crane. Their daughter, Nellie Crane Mayhew (1842-1934) compiled the family traditions connected with the highboy for the donors when they



acquired it from her.

According to those traditions, the mahogany of which the highboy was made was found along South Beach by twelve-year-old Hannah Harper and two friends. Presumably, the wood had come loose from a vessel transporting lumber from the Caribbean to Boston or Newport, both important furniture centers of the time. Each girl was said to have found enough to have had both a highboy and a table made by a local cabinetmaker whose identity has not yet been established.

Our piece is a very simple and strong Queen Anne design. By 1760, in urban centers, the more elaborate Chippendale style was coming into fashion. While continuation of this older form may suggest the isolation of the Vineyard, the fine workmanship indicates the presence here of at least one highly skilled cabinetmaker. We continue to hope to discover who it might have been.

In 1986, the Society received a grant making possible a three-day visit by Robert Mussey, chief furniture conservator at SPNEA, to examine our wooden objects and recommend conservation measures. First on his list, both for its quality and its need for restoration, was our highboy. Fortunately, contributions by members to the Preservation Fund made the work possible.

Mr. Mussey's condition report indicated the need to replace only one major wood loss, a section of the upper cornice molding, but all five escutcheon plates were missing and the lower drawer hardware and one bail were obviously poor replacements. In

addition, the surface was dull and blistered throughout and had been darkened by varnish and inappropriate oiling. During the restoration we received a call reporting a most fortunate situation. Rather than penetrating the wood, the oil had been blocked by the wax remaining from the original surface, making easy the removal of the old varnish. Once that was done and the original surface thoroughly cleaned, five coats of wax were applied to restore luster and color to the wood. New bronze hardware was cast and is now in place.

Last year, the Society purchased a portrait of Capt. Ephraim Pease, an 18th-century Edgartown mariner. The acquisition was doubly serendipitous: Captain Pease was not only a contemporary and an acquaintance of Thomas Cooke, whose house is now the Society museum, but he was also the husband of Hannah Harper, who found the mahogany on South Beach and for whom the highboy was made.

The final comment in the SPNEA report reads:

"The highboy was seen to have been made of exceptional lumber, beautifully shaped and joined. Lumber is definitely of utmost quality and beauty; the highboy is a magnificent piece."

Magnificent, too, is the fact that it provides a glimpse of Vineyard life over 200 years ago, a glimpse made more revealing by knowing the chain of owners who treasured it before it came to the Society.

Our thanks to all those whose contributions to our Preservation Fund make such restorations possible.

MARIAN R. HALPERIN

## News of the Society

### From the Director:

AS I write this in mid-April, a carpet of sweet violets on the Society lawn is both beautiful and a reminder that summer, with its increased activity, is close at hand. Not that we have been inactive in recent months.

Well over half the proxies sent for our Special Meeting, March 19, were returned and gave strong support to all three proposals. Merger with the Tisbury Museum is now complete, except for approval by the State. Financial arrangements for purchase of the Ritter House have been made and details of the purchase agreement with the Martha's Vineyard Historical Preservation Society should be completed soon, making ownership final before you read this. The usefulness of the new Executive Committee has already been proven, especially as it has addressed concerns that have arisen between monthly Council meetings.

Preparations for opening both house/museums are in progress. To establish detailed plans for short and long-term preservation work — necessary for applying for financial assistance as well as for scheduling restoration — structural and historic analyses of the Ritter and Cooke Houses will be made in May by Ann Beha Associates of Boston.

We will hold an Open House on Sunday, June 12, from 2:00 to 4:00 to open the summer season. Because the Society's purpose is to

represent the entire county rather than individual towns, the Tisbury Museum's name will be changed to the Jirah Luce House, after its original builder. Public hours there will be the same as in Edgartown: Tuesday through Saturday, 10:00 to 4:30, from June 14 to September 10. To honor our new association, there will be a special exhibition at the Luce House: "Tisbury Treasures from the Dukes County Historical Society Collections."

Enclosed are four guest tickets which will be honored at both sites, along with a notice of scheduled summer activities. These include a bus trip to the Kendall Whaling Museum, our annual Open House, a slide lecture by Alfred Eisenstaedt and our Annual Meeting. I hope you will mark these events on your calendar right now and plan to attend.

"Selections from the Chadwick Collection" is currently on view in the Francis Foster Museum. James E. Chadwick of Edgartown bequeathed his large collection to the Society. Our present display includes only a small representation of the documents, scrimshaw, whaling and coopers' tools we have received.

It is with great regret that we have accepted the resignation of Alvin J. Goldwyn, who since early 1984 has been the Society Archivist and lately Archivist/Librarian. Mr. Goldwyn will be moving out of state early this summer. Gail Tipton, curator from last June, has also resigned. We wish both of them well and know that because of



their special expertise, they are leaving vacancies that will be difficult to fill.

Our merger with the Tisbury Museum has meant an impressive increase in memberships. Both organizations have had active volunteers and many have already indicated an interest in helping this summer. We hope their number, like our memberships, will also swell. In this vital year of change and expansion your support, gifts and volunteer time are especially appreciated.

MARIAN R. HALPERIN

### From the Librarian:

MAY 28 to June 4, 1988, is New England Archives Week; librarians and archivists all across the northeast are mounting displays to celebrate their role in documenting New England's heritage. In celebration, for our spring exhibit, the Society has made a selection from the large bequest of James E. Chadwick of Edgartown.

The "paper" alone in the collection amounts to hundreds of items; Wendy Sheehan has been working for many months at the task of ordering and cataloging the material. Chadwick was an eager collector who cast his net wide. Buried in the mass of papers and scrapbooks are a number of truly remarkable things and some of these are on display. They show four centuries of history.

There is a 1694 deed for land in Job's Neck, granted by Moses Cleaveland to Samuel Smith for "the summe of fourty shillings." In 1796, one of Moses Cleaveland's descendants, Gen. Moses Cleaveland, would found the

settlement which became the city of Cleveland, Ohio. Another descendant was President Grover Cleveland. Both Edgartown and Tisbury licensed Dr. Samuel Gelson to practice inoculation against smallpox. His "office" in Edgartown was on Cape Poge, presumably at a safe distance from town, where smallpox patients were isolated. We see a bill for services, dated 1779.

During the Revolution, whalers were in danger both from the British fleet and from privateers. In 1782, Rear Admiral Robert Digby, Commander of the British North Atlantic Fleet, gave written permission for safe passage to Peter Pease of Edgartown, master of the sloop *Betsey*.

There are also several Treasury Department circulars in the collection. The one on display was signed in 1793 by Alexander Hamilton.

Early 19th century documents include a reckoning by one of the guardians of Chappaquiddick Indians. If his charge, one Hezekiah Joel, was a typical case, Indians were not given much freedom of choice when it came to money. The paper shows that all the money which Joel made as crewman on a privateer went back to his guardian to pay for advances.

A "Coaster's Manifest" shows the kind of cargo that was passing through Vineyard Sound in 1819. A page of school committee vouchers shows that teachers were getting \$23.93 for ten weeks' work in 1817. There is a letter from a Civil War soldier to "Dear Mother," expressing doubt (in 1863) that the North would win.

Two items document the emergence of Martha's Vineyard as a summer resort. An official license from the Camp Meeting authorizes Josiah H. Vincent of West Tisbury to erect a tent or cottage on the Camp Ground. There is a share of stock in the ill-fated Martha's Vineyard Railroad, which ran from Oak Bluffs to Katama until 1896.

West Tisbury's eccentric, Nancy Luce, is represented by a letter she wrote in 1879 complaining about uninvited visitors who "affrightened my hens most out of the world."

Finally, to bring the display into the 20th Century, there is a sugar ration card from World War I. Every family member was entitled to two pounds per month. For a large family, that would be a lot of sugar!

Our Archives do indeed document the heritage of the Island.

From an archival point of view, the Chadwick collection is an accumulation, rather than a focused

documentation, of history. For instance, pride of place goes to a clutch of printed signatures cut out of a souvenir autograph booklet. But the range of original material is impressive, as members and visitors will see in the current display.

Perhaps most important, as these many sheets of paper are merged into our collection, is the glimpse we get of the richness of our holdings that document the New England heritage. I am pleased as a member of the New England Archivists that the profession has suggested this tribute.

A final note. Working with this material points up the urgent need for volunteer help, such as Wendy Sheehan's, in the Archives. Only an hour or two a week will help. Interest and enthusiasm count; experience comes with the job.

WARNING: Exposure to such material can be habit forming.

ALVIN J. GOLDWYN

ANNUAL MEETING  
Society Headquarters  
Cooke & School Streets  
Edgartown  
Monday, August 22, 5 p.m.  
Rain date: August 23



## Bits & Pieces

IT will never compete with Mr. Holmes or Miss Marples, but there's a lot of detective work in historical research. The article on the *Bow Head* in this issue is a good example.

The log in our Archives was kept by First Mate Thomas F. Mulligan and he wrote on the first page that her master was Jas. A. Tilton. We looked up the voyage in a reference work by Reginald B. Hegarty, *Returns of Whaling Vessels Sailing from American Ports*.

There she was on page 40: "*Bowhead*, Str. 381 tons, Captain Geo. F. Tilton, 6000 pounds of whalebone." But wait a minute! Captain George F. Tilton? Our own Cap'n. George Fred? How did he get in command?

We went to George Fred's account in his book, *Cap'n. George Fred*. On page 261, he tells of commanding *Bow Head* in 1907 and then, "after spending the winter at home I bought another small interest in the ship and sailed again, with the intention of making a clean up. I got just as good a voyage as I did the year before, but when I got back to Frisco the bone market had gone to pieces and you couldn't give it away." He lost \$18,500, he said.

That seemed to support Hegarty. But how could the First Mate write down the wrong name for the master? Both were Tiltons, to be sure. Perhaps it was a slip of the pen. Where else to look?

On that voyage, Capt. Hartson S. Bodfish and crew were rescued by the *Bow Head*. Bodfish wrote a book about his career. Surely, he would mention the name of the skipper who rescued him, especially when they both came

from the Vineyard. In six pages about the rescue he never names the captain! So Bodfish was no help.

Another book by an Islander that mentions the rescue is *Captain's Papers* by Capt. Ellsworth Luce West. He was master of the *Corwin*, which pumped water into the burning *Bow Head* at Nome. His account names her master as George Fred Tilton! How could First Mate Mulligan be wrong about his captain's name? Who was right?

We turned to the *Vineyard Gazette*. On December 5, 1907, the *Gazette* wrote that George Fred was in Chilmark.

That didn't help; we knew he had wintered at home. Then on March 19, 1908, two days after the *Bow Head* had sailed from San Francisco, the *Gazette* reported: "Capt. George Fred Tilton is going to Greenland to hunt bowheads as master of the *Wanderer*."

That helped. If he was on the Island two days after the *Bow Head* had sailed and was planning to hunt bowheads off Greenland he certainly wasn't master of our *Bow Head*.

Final proof came in the *Gazette* of July 2, 1908: "The crew of the wrecked steamer *William Baylies* reached Nome June 23, having been taken to that port by steamer *Bowhead*, Capt. James A. Tilton."

There it was. Another fact of history nailed down. George Fred did not command the *Bow Head* in 1908 as his book claims, and as Captain West wrote, and as Reginald B. Hegarty's reference work shows. Her master was, as our log records, Capt. James A. Tilton.

New Bedford papers, please copy.

## Where the Whalebone Ended Up



# WE KEEP THE BEST And Most Popular Makes of CORSETS,

Including the Famous

Delsarte Corsets, Waists and Shoulder Braces.

If you do not like the ready made, come and be measured for the best

Custom Corset in America.

WARRANTED ALL WHALEBONE.

Only Agent for HER MAJESTY'S CORSET, the Strongest and Best Corset Made.

We are the only agents for *Deoderant Powder*, which removes the disagreeable odor caused by perspiration. *Morning Dew* is used by ladies and gentlemen for Sunburn, Tan, Pimples, Freckles, and Rough and Oily Complexions. (Clear as Crystal and Guaranteed Harmless.)

Sold only at the LADIES' CORSET ROOM.

**R. R. ANDREWS, 168 UNION STREET.**

There were other uses, including umbrella ribs, whips, fishing rods and shoe horns, but the major use was in corsets. In 1908, the year of the *Bow Head*'s final voyage, for a variety of reasons the market for bone collapsed, the price dropping so low that bone whaling for the most part ended, saving the bowhead whale from extinction.





*Sketch of a bowhead whale by Albert Gubali, member of the crew of the steam bark Bow Head from 1903 to 1906.*