THE HEROES OF CUTTYHUNK.

The following lines have been received by Captain Timothy Akin from his friend, Dr William Hale, who wrote and dedicated them "To brave Tim's wife and babies, with the love and sympathy of their friend."

O sea-swept isle of Cuttyhunk,
Around thy bleak sand hills
The winds of woe make endless moan,
The tide of death that chills.

Yet blest be thou, thou barren isle,
In thy dead hero-sons,
While earth unto its pole swings true,
Grass grows and water runs.

What tho' the savage storm-wind smote?
What tho' the sea ran high?
God gave them courage higher yet,
God bade his brave sons "try!"

The home of heroes, Cuttyhunk,
Proud shalt thou breast the brine
Because of courage that hath made
The human heart divine

Brawny boatmen of Buzzards bay,
Sailors of Vineyard sound,
Accept life's holiest heritage
From hero brothers drowned!

No dearer gift gives God than that
Which fits us for the strife;
Nor greater love hath man than this,
The giving life for life

O grief-blanched wives of Cuttyhunk,
Whose great hearts breaking be,
Know that, the sadder for your woe,
The wide world weeps for ye!

The sea shall cradle them ye love
Within man's grandest grave;
And wind and wave for ever chant
The requiem of the brave;

The Lord of life and death shall now,
Your hearts with comfort fill,
To ye, love-sandaled, walk the sea,
And whisper, "Peace, be still!"

O ye that mourn upon the shore
Widowed and fatherless,
Let heroism born of love
Uplift, inspire, and bless!

Women, be proud of widowhood
When husbands heroes die!
Children, let your proud orphanage
Fill ye with courage high!

Not vain, O men that dared and died,
Your lives and deaths of pain!
Where heroes once have dwelt, please God,
Heroes shall live again!

And grand this truth Jehovah sends
To shame our weak despair;
To do what heroes once have done
Heroes shall always dare!

OUR HEROES.

Oh, hilly island of Cuttyhunk,
Where the breakers never rest,
There is mourning on thy rocky shore,
For thy bravest sons and best.

A battered and broken lifeboat
Upturned on the rocky beach
Might tell a mournful story,
And a sublime lesson teach.

Of the noble men who manned her
When the seas were white with foam,
And went forth into the darkness,
Leaving the lights of home,

They gave their lives for others,
Truest heroes, brave and bold.
In God's great book in heaven
That deed is written in gold.

Oh, dry your tears, bereft ones!
Look up and cease to mourn,
For on the crest of that mighty wave
Their souls to God were borne.

EDITH A. EISENER.
Cuttyhunk Light.

In Memory of Peleg Gifford.

A memorial service was held yesterday afternoon in respect to the late Peleg Gifford, who was killed at sea Oct. 27 by a whale. The service was held from Capt. Gifford's late residence, corner of Hillman and Hill streets. About 100 friends of the deceased attended, the service being conducted by Rev. E. Williams. Mr. Williams, who was a personal friend of Capt. Gifford, paid an elegant tribute to the many fine qualities and worth of deceased. About 25 members of Union lodge, No. 7, Knights of Pythias, attended in a body, deceased having been a member of that lodge. Several bouquets of handsome cut flowers were sent by friends.

THE ONLY LADY PASSENGER.

Little Girl of Eleven Who Came Alone from St. Helena.

When the schooner Lottie Beard last arrived at this port two or three weeks ago she brought a little girl 11 years of age as her only female passenger, a child who had lived on the island of St. Helena all her life, and who had been separated from her parents for nine years. This little girl was Stella Hallett, daughter of a sea captain, who married at St. Helena and who, when his baby was 2 years old, took his wife home to Oakland, Cal. Stella's grandmother, who was very fond of the little one, begged that she might remain on the island, and the parents granted the permission. When Stella was old enough to travel, however, her mother sent for her, and the little girl was put aboard of the Lottie Beard to be brought to this country. The San Francisco Examiner of a recent date tells something about the journey of Stella.

"There wasn't any ladies on board at all," she said, "only men, but I wasn't frightened a bit. But my dresses button in the back, and there wasn't anybody to button them except the steward, and he used to button them for me. Everybody was good to me, and I don't see what's so wonderful about my coming alone."

When the schooner arrived at New Bedford, after a trip of 37 days, a friend of the Hallett family met the "only lady passenger" and telegraphed to Mrs. Hallett the fact of her arrival, and asked permission to have her visit him for a week. But Mrs. Hallett had been waiting eight years to see that little girl, and she telegraphed back to start her for California on the first train. The arrangements for the overland trip had been made here, and when the New Bedford friend put his charge on the train he told the conductor that she was traveling alone from the island of St. Helena to see her mother, and asked him to take good care that she was all safe on the train. The conductor kept watch over her, and the other passengers talked with her, and she interested them quite as much by her stories of life on the island as they interested her by stories of life in the big world, of which she had heard and read but had never before seen. She proved a courageous traveler, and the railroad train did not frighten her. When the first conductor reached the end of his "run" he told the next conductor about the small passenger from St. Helena, and the next told the next, so that all the time she was in charge of some railroad man.

On the trip she saw snow for the first time, and at Port Costa her mother met her. Mrs. Hallett thought she would surely recognize her own child and she hoped the daughter's eyes would seek out a mother's face even in a throng, but neither knew the other, and the mother had to enquire who of the little girls in the train was the one for her to kiss.

When the "only lady passenger" left the island her grandma cut from her head a lock of fine golden hair. She kept some and the rest she sent to Mrs. Hallett. When Stella arrived her hair was dark brown, without one glint of gold.

A journey half way around the world alone is considerable of an undertaking for a little girl of 11 years.

SATURDAY, June 15.
ARRIVED.

Sch William F Green, Clark, St Helena May 2d, with oil and merchandise on freight, as follows: 365 barrels sperm oil and two boxes ambergris from bark Greyhound, to A L Sylvia, New Bedford; also 1 box blackfish oil to do; 73 barrels sperm oil from bark Josephine, to Richard T Green, Boston; 171 do do from brig Rosa Baker, to do do; 350 barrels do from bark Platina, to J & W R Wing, New Bedford; 572 barrels do from bark Sunbeam to J & W R Wing, do; 14,578 pounds wool to R T Green, Boston. Reports a fine run to Bermuda, thence had fogs and light winds. Also reports bark Sunbeam left St Helena May 2d, bound home.

They Went Whaling.

A Boston drummer, who has been doing this city pretty well for the past few weeks, went down on the tug boat to see the whaler James Arnold put out to sea. When the party on the tug was on the way home the drummer was missing, as was also a bootblack who worked around the Mansion house. It was later ascertained that the drummer had left letters for his father, and the firm he traveled for that he had taken passage for Chili on a whaler. After the drummer comes to his senses he will realize that a life selling fancy articles to the trade is much more congenial than one on board a New Bedford whaler.

Steamer Narwhal.

H. P. Smith, master; P. D. Montgomery, first mate; John S. Lucas, second mate; Andrew W. Look, third mate; James Mahan, fourth mate; Victor Nickita, fifth mate; G. Madsen, N. Woolfe, Secello de Sales William Stahr, John Joseph, boatsteerers; William Giesen, steward; L. J. Lommers, cook; W. P. Lindley, chief engineer; William Godbeer, assistant engineer; James O'Neil, John Nesbit, firemen.

Of bark Bertha, Capt. Thomas H. Jenkins, which sailed from the port of New Bedford Sept. 29th, 1891, for the Atlantic ocean.

Pliny B. Handy, Marion, mate; Peter Sylvia, Nantucket, second mate; George C. Bender, New Bedford, cooper; Edmund R. Taylor, Thomas Samuels, John Gonselves, and Manuel Justin, New Bedford, boatsteerers; Cæsar Bravo, do., preventer boatsteerer; John C. Gifford, do., cook; W. S. Charlton, Provincetown, steward; Walter Simons, Henrique Gliolos, Joseph Thompson, Manuel Lane and Joseph George of do., Charles Hennett of St. Helena, F. of S. Smith of San Francisco, and F. Healy of Fall River, ordinary seamen; Stovey Menasz, John Sylvia, Manuel A. Sylvia and G. Bennett of New Bedford, and Frank Harrington of Sharon, Vt., green hands; William Frank of New Bedford, cabin and steerage boy.

WHALERS.

Captain William Lewis will send the Leckme north from San Francisco about July 1, visiting the Arctic as a tender to the vessels of which he is agent.

Steamer Brookline at Boston Monday from Port Antonio reports in lat. 38.10, lon. 70.45, passed an American whaling bark steering eastward under lower topsails and fore and main staysails.

Steamer China, which sailed from San Francisco 4th inst., had as freight 1063 gallons of whale oil for Hong Kong.

Ayers, cooper and carpenter;

Bark John P. West—Thomas A. Hallett, master; Horace F. Tower, first mate; Andrew D. West, second mate; James Smith, third mate; Fernando Reis, fourth mate; Joe Nevis, fifth mate; George E. Smith, W. B. McMorris, Sidney Rigby, John Antone and Gaudicero Gomes, boatsteerers; James Russell, steward; Nicholas Dennis, cook; D. W. Graham, cooper and engineer; J. S. Halley, sailmaker and preventer boatsteerer; M. McBoyd, carpenter.

A gentleman said that the story I had of the wife bringing her husband's dinner to him in the barroom reminded him of a similar method used by a lady friend of his. She had a husband whose worse fault was leaving her in the house evenings and going to the barrooms. She stood it as long as possible and then made up her mind to do something desperate. She followed him one evening and saw him enter his favorite resort. After giving him plenty of time to be seated, she entered the shop and took a seat by one of the tables and ordered a glass of lager. The husband noticed her in a minute and was dumbfounded. He went over to where she was sitting and said, "For heaven's sake, Mary, what are you doing in this place?" His wife then answered him by saying, "Well, James, any place that is not fit for me to go into is no fit place for you." The man saw where his wife was in the right and, although this occurred several years ago, he has never since entered a barroom.

GOOD LUCK TO CAPT. LYNER.

Many Friends Formally Express Their Good Will.

While the whaling ship, James Arnold, was lying off Clark's point yesterday she was visited by many friends of Capt. Lyner, who attached their names to the following inscription on the ship's register:

Bunker hill day, June 17, 1895, New Bedford, Mass. Success to Capt. Lyner and crew. Signed:

E. Williams, chaplain, New Bedford Port society; Capt. Theodore S. Morse, Mattapoisett; Capt. James Dowden, New Bedford; Capt. S. H. Jenkins, So. Dartmouth; John Sherman, Allen T. Potter, Frank B. Carr, New Bedford; Geo. S Caldwell, Boston; Geo. W. Nichols New London; Wm. J. Collins, Westerly; William M. Deforest, Newark, N. J.; Ike Baker, Sylvester Budlosega, Fred Harrison, John P. McLaughlin, New Bedford; C. Kilgour, Cincinnati, O.; Michael J. Gomes, S. W. Blower, P. H. Nye, Charles H. Robbins, New Bedford; Frank B. Veeder, Cuttyhunk; Rufus B. Tobey, Boston; H. D. Gifford, Mollaston Heights; John R. Anderson, Berkley temple, Boston; G. Toro Tuicot, Chili; Walter G. Dowd, Thomas Dowd, Fairhaven; John Wing, Jr., Theodore Borden, W. S. Hunt, William B. Wood, New Bedford; W. B. Washburn, Boston; Capt. Jesse Sherman, New Bedford.

1895—

NORTHERN WHALEMEN.

Complete Roster of Officers of the Whaling Fleet.

List Comprising New Bedford and San Francisco Vessels.

Including Steamers and Other Craft Wintering in the Arctic.

Following is a list of the officers of the Arctic whaling fleet that are this year comprised in the fleet of sailing vessels out of San Francisco, furnished by James Lafiin of San Francisco:

New Bedford Vessels.

Steam Bark Belvedere.

Joseph Whiteside, master; Elsworth L. West, first mate; James Leary, second mate; John Williams, third mate; T. P. Warren, boatheader; Sabine Suarez, George Tinner, John Santos, John Boyd, Manuel Correa, boatsteerers; Joseph Sablan, steward; Antonio de la Rose, cook; P. O. Isackson, cooper and carpenter; C. H. Dobson, chief engineer; R. H. Stahl, Jr., assistant engineer; Charles Thresher, Duncan C. Harris, firemen.

Bark California.

Giles P. Slocum, master; William F. Joseph, first mate; Manuel Peres, second mate; Joseph Babtista, third mate; Arthur S. Fuller, fourth mate; Lewis L. Maloney, August Schmager, Jerome Lopes, Joe Martin, Manuel Joseph, boatsteerers; John L. Washburn, steward; E. E. Litchfield, cook; G. C. Dawson, cooper and carpenter; Jerry Casey, engineer and blacksmith.

Steamer Wm. Baylies.

Wintering in the Arctic.

John McInnis, master; E. G. Macomber, first mate; W. H. Besse, second mate; Charles Coggershall, third mate; Obediah Gifford, fourth mate; Manuel Morris, John Domingo, C. M. Tower, boatsteerers; John Peters, preventer boatsteerer; Fred Anderson, steward; Joseph La Rose, cook; Albert Stegmeyer, cooper; John Sands, chief engineer; F. R. Hartell, assistant engineer; Christ Johnson, Peter Lavelle, firemen.

Steamer Navarch.

Wintering in the Arctic.

John A. Cook, master; Joseph G. Belain, first mate; Ignacio N. Dias, second mate; S. P. Smith, boatheader; D. T. Butler, fourth mate; Fred D. West, fifth mate; Ambrose P. Reade, Abram L. Joab, C. M. Andrews, John Silva, George Lopes, boatsteerers; Austin Smith, steward; Henry Hartman, cook; Thomas McGarrigle, cooper and carpenter; Charles Reilley, chief engineer; M. J. Scanlan, assistant engineer; James Moore, John McKenzie, firemen.

Bark Cape Horn Pigeon.

Thomas Scullun, master; John S. Layton, first mate; Joseph Butler, second mate; Julius B. Perry, third mate; S. S. Bartholemew, fourth mate; Nicholas Gomes, Severine Silva, William Bretto, Jose M. Sauza, boatsteerers; Nicholas Porter steward; Sam Misti, cook; John E. Smith, cooper and carpenter; John Johansen, engineer and blacksmith.

Bark Alice Knowles.

C. E. Gifford, master; T. S. Ogden, first mate; H. Lesler, second mate; W. H. Griffith, third mate; G. F. Tilton, fourth mate; Charles S. Church, fifth mate; John Hypson, Ben Santos, Charles D. Sanford, Samuel F. Smalley, George Fleming, boatsteerers; Morris Bennett, steward; George Simons, cook; Daniel Lehr, cooper and carpenter; John D. Kelley, engineer.

Bark Triton.

Wintering in the Arctic.

William Heggerty, master; Joseph W. Gardner, first mate; Honorio Martin, second mate; Foster Conception, third mate; Jose Manoel, fourth mate; John Clark, fifth mate and boatsteerer; Peter Caitano, Sero Pinto, Lache, John McDonald, Manuel L. Gonsalves, boatsteerers; Otto Puvhart, steward; John Hannes, cook; John Heckman, cooper and carpenter; Jens Peterson, engineer and blacksmith.

Bark Mermaid.

D. F. Devoll, master; Henry G. James, first mate; Joseph A. Peters, second mate; H. C. Slocum, boatheader; Frank Sylvester, Thomas W. Swain, Robert Santos, Gregorio Rabosa, boatsteerers; Joseph Sheer, steward; Joseph C. Jones, cook; W. Matson, cooper and carpenter; B. Lachett, engineer and blacksmith.

Joe Santos, John E. Mapes, boatsteerers; H. Blackman, steward; Joaquin Gonsalves, cook; Brown Wilson, cooper and carpenter; William Giesel, blacksmith; W. H. Pierson, chief engineer; J. L. Phipps, assistant engineer; T. Hornley, Michael J. Martin, firemen; E. S. Flint, doctor.

Steamer Grampus.

R. J. Cumiskey, master; C. E. Buckley, first mate; James Smith, second mate; W. H. Walston, third mate; Charles L. Gray, fourth mate; Joe Silva, fifth mate; Richard Mingo, J. Lorenzi, Joseph Fories, J. J. Ackers, boatsteerers; W. E. Hoffman, steward; Charles Williams, cook; C. J. Morton, cooper and carpenter; J. S. Ranlett, chief engineer; Charles Sandstrom, assistant engineer; D. S. Haddock, Frank Perry, firemen. To join the Mary D. Hume—Thomas Fisher, boatsteerer.

Bark Wanderer.

Wintering in the Arctic.

G. W. Porter, master; James W. Smith, first mate; Samuel E. Paroh, second mate; Daniel H. Parker, third mate; Daniel H. Cahill, fourth mate; H. Huffman, fifth mate; Sabran Gomes, Bernard Lopes, Frank Bauer, William Rath, Harry Slate, boatsteerers; Frank Scott, steward; James Russell, cook; Thomas Harding, cooper and carpenter; James May, engineer and blacksmith.

Steamer Balaena.

H. H. Williams, master; H. P. Brown, first mate; Frank Jones, second mate; A. Huntley, third mate; Joseph Chase, fourth mate; Antone Lopes, fifth mate; Thos. Westaway, John Mack, Antonio da Grace, Phillip Sylvano, Joseph Silvia, boatsteerers; Y. Miuno, steward; Sakato, cook; Robert Maxwell, cooper and carpenter; John D. Landers, officer; James Quinn, chief engineer; H. F. Kalistrom, assistant engineer; Timothy O'Sullivan, Robert Shaw, firemen. To join the Mary D. Hume—A. S. Curry, Joe Correa, boatsteerers.

Steamer Mary D. Hume.

Wintering in the Arctic.

George V. Leavitt, master; —— first mate; Thomas Wilson, second mate; George W. Edson, third mate; Joe Fratus, William Dilson, E. Holstrom, boatsteerers; Samuel Woodin, steward; William McCoy, cook; E. A. Carlson, carpenter; Thomas G. Stewart, chief engineer; M. J. Savage, assistant engineer; John Turner, John Mullen, firemen.

Steamer Thrasher.

Wintering in the Arctic.

C. E. Weeks, master; E. H. Bolles, first mate; Manuel Bertancourt, second mate; John Manilla, third mate; James C. Lumbert, fourth mate; Joe Vierra, fifth mate; R. L. McLachlan, Joseph Francis, Julius S. Tavarre, James Hill, Joe Scquinta, boatsteerers; Charles H. Poole, steward; Frank Williams, cook; James Compton, carpenter; J. M. B. Mitchell, chief engineer; J. L. Cameron, assistant engineer; L. Moiz, A. Hawe, firemen.

Bark John and Winthrop.

Wintering in the Arctic.

A. T. Simmons, master; C. H. Fisher, first mate; William Mosher, second mate; John Thomas, third mate; Phillip Lawrence, fourth mate; W. B. McMorris, fifth mate; William Lowe, Daniel Sweeney, Henry H. Pease, Leander G. Cobb, Henry Guptill, boatsteerers; James L. Anglum, steward; Daniel Cooney, cook; John Plantade, cooper, carpenter and engineer.

Steamer Jessie H. Freeman.

Wintering in the Arctic.

W. P. S. Porter, master; Walter S. Ashley, first mate; Alonzo M. Ripley, second mate; Delfino Lopes, third mate; Jim Santos, fourth mate; James Clark, fifth mate; Antone Rosa, Antone Arson, Frank Mendes, Antone Frazer, Antone Rodrigues, boatsteerers; Santango Peters, steward; ——, cook; James Rennison, cooper and carpenter; E. T. Peake, chief engineer; James Denney, assistant engineer; John Falvey, James Costello, firemen.

Steamer Newport.

Wintering in the Arctic.

James A. Tilton, master; H. H. Bodfish, first mate; William Mogg, second mate; Warren W. Allen, third mate; Thomas F. Mulligan, fourth mate; John Hancock, fifth mate; Thomas George, Martin Blair, George W. Conover, George Leigh, boatsteerers; F. Wolke, cooper, carpenter and boatsteerer; Herman Vogel, steward; James Nutt, cook; H. P. Hartt, chief engineer; James Kirk, assistant engineer; W. B. Darr, Robert Orr, firemen.

San Francisco Vessels.

Steamer Orca.

A. H. McGregor, master; T. L. Ellis, first mate; Frank A. Long, second mate; Peter Groves, third mate; J. Lewis, fourth mate; Albert Barron, fifth mate; Sam Rotoma, George Higgins, Sam Kaun, Jerry Ross, Carlos da Costa, D. H. Lewis, boatsteerers; Felix Terry, steward; James Marshall, cook; Frank N. Wise, cooper and carpenter; Benj. Harrison, chief engineer; Daniel Donahue, assistant engineer; I. J. Patterson, Fred L. Fox, firemen. To join the Mary D. Hume—Felix Afagure, steward; Marcellino Rose,

Steamer Beluga.

Wintering in the Arctic.

A. C. Sherman, master; J. J. Thatcher, first mate; James Murray, second mate; Seymour Josselyn, third mate; Joseph King, fourth mate; Charles H. Walker, fifth mate; Clem Lopes, Joe Silva, Manuel T. Pena,

Crinoline, an ideal skirt stiffening

Bernabe Duenas, cook; J. P. Samuelson, cooper and carpenter; John Howland, chief engineer; Thomas Salmond, assistant engineer; George Roach, George Barclay, firemen.

Bark Horatio.

Wintering in the Arctic.

Eugene B. Penniman, master; George L. Donaldson, first mate; Stephen F. Cottle, second mate; Phenens Lake, third mate; William Seymour, fourth mate; Harry Holmes, John McCandlers, Antonio Rodrigues, Manuel Lopes, Thomas Henry, boatsteerers; Claud C. King, steward; Carl Strellow, cook; George S. Jennings, cooper, carpenter and engineer.

Brig Hidalgo.

L. W. Williams, master; John Wells, first mate; John San Francisco, second mate; Joseph Francis, third mate; Joseph Silva, Edgar Heflin, R. Torgerson, boatsteerer; E. Antoine, steward; William Simons, cook.

Bark Lydia.

W. F. Macomber, master; Horace F. Tower, first mate; Thomas McPherson, second mate; Daniel Harris, third mate; Thomas A. Hallett, boatheader; Alexander Stevens, W. Johnson, Antonio de la Conception, Gandencio Gomes, Clarence S. Brown, boatsteerers; K. Nichl, steward; George Matts, cook; George M. Marshall, cooper and carpenter; Robert Wilson, engineer and blacksmith.

Schooner Rosario.

Wintering in the Arctic.

E. Coffin, master; Rufus D. Smith, first mate; Antone F. Lima, second mate; Henry J. Rogers, boatheader; John Brown, Joe St. Nicholas, Marcelino Antone, boatsteerers; George Brown, steward; Phillip Gomes, cook; W. H. Bernhardt, cooper and carpenter.

Bark Northern Light.

Wintering in the Arctic.

B. Cogan, master; ——, first mate; W. S. Varnam, second mate; Charles McIntyre, third mate; Samuel Naugh, fourth mate; Joseph da Grass, boatheader; James Lee, George Joesph, Manuel Siguerra, Charles Boyle, boatsteerers; James Boyd, steward; Thomas Gordge, cook.

Bark Gay Head.

W. T. Shorey, master; W. L. Baker, first mate, John Garvin, second mate; F. Sharding, third mate; Antone Cabrali, fourth mate; Joseph Spencer, boatheader; Peter Layton, John McBride, James Timmins, John Baptiste, Domingo Gomes, boatsteerers; John Rhymer, steward; John Andros, cook; D. Canfield, engineer and cooper.

Steamer Fearless.

Wintering in the Arctic.

James McKenna, master; C. H. Richardson, first mate; John Bulrck, second mate; Joe Duarte, third mate; John Callaghan, boatheader; John Roach, A. Rodrigues, James Sullivan, Manuel Wilson, boatsteerers; Carl Murberg, steward; Ludwig Larsen, cook; E. Laise, cooper; Johan C. Johansen, carpenter; H. Engh, chief engineer; Jons Jensen, assistant engineer.

Bark Andrew Hicks.

B. F. Tilton, Master; Charles H. Foley, first mate; Robert M. Root, second mate; Jose Anderson, third mate; Charles Hansen, fourth mate and boatsteerer; W. T. Macomber, boatheader; Antonio Silva, John Farla, Dan Joseph, James McLees, boatsteerers; G. H. Golden, steward; Joe Dias, cook; John Hoffer, cooper; Charles Foster, engineer.

Steamer Alexander.

Wintering in the Arctic.

F. M. Green, master; J. H. Shear, first mate; Charles A. Sparks, second mate; James Frank, third mate; Manuel Travers, fourth mate; Frank Eldridge, fifth mate; George B. Hughes, George E. Smith, Edward Simpson, R. Torgerson, John Duart, boatsteerers; E. Maihams, steward; Antonio Macarenhos, cook; John Monson, cooper and carpenter; James Regan, chief engineer; Michael McKinnon, assistant engineer; George Trabet, fireman.

Steamer Karluk.

J. A. Wing, master; Philip H. Cook, first mate; Johnson P. David, second mate; Miguel Antone, third mate; S. S. Leary, boatheader; Joseph Thurston, Frank Roderick, Antonio Lopes, Joe Gonsalves, boatsteerers; W. W. Whiting, steward; W. H. Anderson, cook; C. Heins, cooper and carpenter; W. Bartlett, blacksmith; J. H. Robinson, chief engineer; J. J. Cowperthwaltz, assistant engineer; Charles J. Stone, Henry Kenney, men.

Steamer Jeanette.

E. W. Newth, master; James M. Gurney, first mate; W. E. Cahill, second mate; W. J. Robinson, third mate; Joseph Rodrick, fourth mate; Thomas Clark, Antone Silva, John Herman, Roger Caduc, Stephen Pens, boatsteerers; Antonio Peredo, steward;