

Well Known Whaleman's Death Was Accidental.

Sustained Severe Injuries and Passed
Away Soon After.

1—Captain Charles E. Weeks, master

Captain William Hegarty,
Bark Triton.

Other letters have been received in the city today from Herschel island.

Sch Ada S Babeon, Ellis, of this port, which left Bermuda May 29th, for Greenland, on a whaling cruise, and was have arrived back at Bermuda about Sept 1st, has not been reported since her departure from Bermuda. Captain Jo Thuman left this city in August to join the vessel on her arrival at Bermuda. Captain Ellis intending to come home on a vacation.

The San Francisco Cal. whaler, which has been believed along the water front, that steamer whaler Jennie, which took up a supply provisions for the Pacific Steam Whaling company's vessels, is frozen up Copper River. She has not been reported since she left San Francisco, and it thought that she has been nipped in the ice and will remain in her winter quarters all spring.

Alleged Smuggling by Whalers in Hudson Bay.

Government Will Send a Steamer to Investigate.

Governor Shultz reports that fifteen whalers went into winter quarters at Herschel Island last year. These whalers, he says, have a station at Point Barrow, on the Bering Straits, but they cannot enter Arctic waters from that point in time to benefit by the early fishing, whereas by wintering at Herschel Island they can begin operations almost with the first breaking up of winter, as the immense body of water going out of the Mackenzie river clears the estuary of drift ice for miles. It is during this early period that a great number of whales and other sea animals are captured by the United States whalers. In view of the depletion of the fisheries Governor Shultz urges the government to send an expedition to the Mackenzie river to report upon the matter, and the government will probably do so next spring.

Whaling Merchants Deny Reports of Hudson Bay Traffic.

The statement published in the New York World, and extensively copied in other papers, that the British government proposes next season to send men-of-war to Hudson bay and to Herschel Island in the Arctic ocean, to prevent trading by American whalers, vessels, which winter in those waters with Eskimos, and bringing back to this country products said to amount to a million dollars or more in value, is laughed at by owners of whalers in this city, so far at least as Hunsdon bay is concerned. A representative of the firm of J. & W. R. Wing, who have barks Canton and A. R. Tucker in Hudson bay, said to a Standard reporter this forenoon that reports of valuable trading with the natives there is all nonsense. The Hudson Bay company, a British institution, secures about all the trade with the natives in the vicinity of the bay, and whalers are lucky if they secure a couple of hundred dollars' worth of calf whale bone in a season. So far as ships which go out from this port are concerned they make no attempt to carry articles to trade, especially in the line of arms and ammunition. All that the ships carry in this line is enough to protect themselves from attack or to arm the crews so as to allow the men to shoot game enough to support life till they could be rescued in case their vessels are cast away.

Of brig *Rosa Baker*, Captain F. C. Morris of New Bedford, which is to sail from the port of Boston, October 15th, for a whaling voyage in the Atlantic ocean, not to exceed 30 months:

Paul Gines of New Bedford, mate; Manuel Domingos, do., second mate; John Andrad and Peter Santos, of do., boatsteerers; James L. Thomas, do., steward; Nicholas P. Medina, do., cook; Thomas Smith, Antone Roderick, Manuel Gonsalves, Antone Lopes, Martinho Travers, John Peter, Antone F. Nansett, Antone Martelo, Jose Lopes, Louis J. Barrow, John J. Francis, Antone Alves and Michael L. Lebert, all of do., seamen. The agent of the brig is Richard T. Green of Boston, and the officers and crew were shipped in this city.

The License Business.
To the Editor of the Standard:

One of the wonders of the 19th century has passed, and so one more is to notice it. Have you heard of it? Did you know that the rum shops are listened to and compel our present city government to do their bidding? The Salvation Army has been brought into court for what? For trying to save from the mass of fallen humanity, for which this rum shop is responsible for a great part, who have strayed from the fold. If this is right, the administration of the city is an administration which it seems it is, for in the first place they gave a license when the church made a protest, and now, obedient to the bidding of the Salvation Army from having a private meeting on Elm street in front of that so-called hotel. The reason they say is that the people are so poor, because they block the street so people could not get to the shop. This is another complaint of the devil because he cannot have anything but a bad thing to do. Tobacco is made to perdition. If this is what the people expect of this administration, you are surely pleased, for what it promises to do is to give a license to the rum shops. It seems to be just one clique that is running things. Look at the giving out of licenses. Can you not see the handy way that their people, the Smiths (Smith Brothers), Anderly and Cline were left out. Why? Because the brother-in-law of this firm has one across the way. Why? Because Barney Smith has a shop across the way. Joe Hinch has left. Why? Because the Smiths are across the way. Why? Because Anthony Murray was across the way. This is the firm that has run things for the present license commission. Why? Because the Smiths tried to beat out Terrie because their nephew was on the same street. It is about time the citizens took hold of this thing. Why should the government be allowed to get it to govern everything at the south end open to a thirsty public in the shape of club rooms. Go down there for yourself and see the disgrace being heaped upon us by the contemptible club rooms. When that young man testified in court a few days ago that he had seven or eight drinks with it, that not enough to satisfy that the place is not open for a hotel, but for Sunday privilege. Why? Because it is here. Do you stand this thing? It is possible that there is not enough men in this city who dare call a halt to this thing. Why? Because Mr. Moody is coming here. Why? Because it is here. But if you won't let the Salvation Army have prayers, are you not afraid that the rum shops will make a complaint that they are not allowed to have prayers for their customers? Do not shut up your meetings. They mean business. But it does seem a shame when we have such men on a license commission that they are not allowed to be right, but are compelled to be submissive. It is time that this thing was stopped. If we cannot do any better then let us vote no license at all.

Thomas Thompson

The steamers which are coming down this season are the Thrasher, which will be under command of Captain James A. Tilton, who was in command of the steamer *Albatross* last season, and the *Albatross* command of the Newport, with Robert Flanders, late of bark *Reindeer*, as first mate; *Narwhal*, which will be under command of Captain John and William Bayles. The sailing vessels coming down are barks *Wanderer*, *John & Winthrop*, *Northern Light*, and *Horatio*, and schooner *Albatross*. The *Albatross* is bound westward as *Point Barrow*, and the *Rosario* is making her way from *Herschel Island* toward *Point Barrow*. On September 1st, up this season, and those which had arrived from *Herschel Island* sailed from *Point Barrow* to the westward. The *Albatross* and *Albatross* were the last of the whales. The whales taken so far this season were generally small in size.

Steam Whaler Will Not Stay in the Arctic as Intended.

Letters from Herschel Islands, dated August 27, report that steam whale Thrasher, which it was intended would spend another winter in the Arctic, would proceed to San Francisco, having been decided that repairs in the engineering department of the ship made this step necessary.

Story of the Captain of the Old Bark.

San Francisco, Oct. 2. — The steamer Lakme has arrived from Herschel Island. She brings news of the total loss of the whaling bark Triton of New Bedford, which put in two years in the Polar circle and after baffling ice floes and heavy seas for months, went to pieces on her homeward voyage.

The Titon sailed from San Francisco Dec. 14, 1893, for a whaling voyage, and to winter at Herschel Island. She was an old New Bedford whaler, built in 1818, and rebuilt in 1857. The craft was famous in the history of whalers. Captain Haggerty of the Triton, was a passenger on the Lakme and he gave the following report:

"On Sept. 13, 1894, we came to anchor in Pauline cove for the winter. We had captured two whales. On July 7th the ice broke and let us out. We then went as far east as Cape Bathurst and cruised back and forth from the cape to Pullen island and the Mackenzie river. Aug. 26th, while off Pullen island, and working through the ice, we captured another whale at about 4 p. m. The engineers went below to place the hose in a cask of fresh water and found the ship had about seven feet of water in the hold. All hands were called when the pumps were rigged. With the help of two large force pumps, two ship's pumps and one steam pump, we freed her of water.

at about 11 30 p. m. Six vessels were in sight at this time. As the wind was moderating, we dropped anchor off Hooper Island at 10 p. m. August 20. A breeze sprung up, anchor was weighed and we started for Herschell Island and anchored in Pauline cove August 29. We set all hands to work breaking out water and oil. The leak could not be stopped and the vessel had to be grounded and abandoned as she could not be repaired up there. On Sept. 3, myself, mate, and 15 of the crew were kindly received on board the Jeanie for a passage to San Francisco. The rest of the crew shipped on vessels to winter again."

The other passengers on the Lakonia was Captain B. Cogan of the bark Northern Light.

(Bark Triton was of 264 tons burthen and was owned principally by J. & R. Wing, Edward D. Mandell and E. & F. Macy of this city, and Edward Potter of Dartmouth. The bark sailed from this port May 12th, 1887, and since that time been engaged in Arctic whaling from San Francisco. When she sailed last from San Francisco she was valued, by the owners, at \$22,000 and she was insured for three months.

(From our Correspondent.)

James town, St. Helena, Sept. 10.
A large number of humpback whales has
visited James town harbor several times.

Sept 7th, arrived. American whaler Greyhound, Captain Enos, taken this season 22 barrels blackfish oil, will cruise the next couple of seasons on the western coast.

Sept 7th, arrived sch W F Greene, Captain Clarke, out 51 days from New Bedford, with 200 tons cargo and passengers, Consul Coffin, Miss M. Woodman and two officers for whalers.

[illegible]

The Oevenum also brings letters from John B Tobey, of sch Ada S Babson who reports that vessel as having arrived at St Michael's with a crew of 12 men. No vessel was taken on the east coast of Greenland. The Babson sailed from St Michael's Sept 17th to cruise.

Pennington H Nye, of the firm of Nye & Hadley of this city, who went out on the James Arnold, will return by the way of Lisbon, Portugal, going there from Fayal by steamer. He did have a small party of the crew, but at the time that bark arrived at Fayal he had

Interview with Captain Haggerty of
Fished Bark Triton.

Captain William Haggerty of whale catching bark Triton, of this port, nipped in the ice to the Arctic ocean, arrived at his home in North Dighton Sunday morning and came to this city today. In an interview with a Standard reporter this afternoon, Captain Haggerty said the Triton was at or near Pulu Island, (which is 20 miles to the eastward of the mouth of the Mackenzie river), on the 26th, when she was driven by heavy ice, which she pushed the woodens near the foremast and she began to leak. The break was caused by the ice, and the water there it could not be reached. Captain Haggerty had a pump started, one driven by a monkey engine, and by a continuous work the Triton was kept afloat. Haggerty said the Triton was on the Herschel Island and was kept there until she was beached. When it was found that the pumps were impracticable, a surgeon was sent to the vessel. The vessel was held and some of all her out-fitted men were killed as before stated.

Captain Haggerty sold the whaleboats to a missionary for The Triton was to be sound vessels in and for six seasons, scouts a regular crew, which has been circulated that was not staunch. The captain and his officers and crew left Heron island on steamer Lakme and went to San Francisco for the arrival of steamer Jeanie before leaving home. Among his officers, first down were Joseph Garner, first header, belonging at Wood's; John Clark of England, fifth mate; John Ester; and David Butler, a header, belonging at Martha's yard. Most of the seamen were down are Kanakas, who cannot read, but at the north

Among the officers of the Triton remained at the north were Joseph J. Uel, fourth mate, who went on the steamer Fearless; Foster Conner, third mate, who shipped on the Alexander; Manuel L. Gonsval, boatsteerer, who shipped on the Karluk, and Otto Furhart, steward, who went in the same capacity on the steamer Newport. Other men shipped on vessels in the Arctic.

The wife of Captain _____ of South Dartmouth, master of the _____ or Narwhal, of San Francisco, down, but will remain at San Francisco awaiting the arrival of the _____, which is soon expected.

In the spring the ice cleared the mouth of the Mackenzie river in August the wind set in from westward and soon drove the ice and the river was full of ice for the season.