

Mr. Williams is a good officer and attends to his business, but is not quite so forcible as I could wish for. I wish I like Mr. Whymian very much, have not tried him in heading a boat as he has steered Mr. M's since he had that whale missed on Moatenilla Reef. He is quiet, attends to his own business and duties and I believe he will do something in heading a boat.

Your letter of March 12th per Steamer Cannibal I received on landing as also Invoice & Bills of Lading of Potatoes & Chronometer. I hurried through with letters, and attended to getting off my provisions and should have sailed the next day, but for obtaining satisfactory medical advice in regard to Mr. M's and the seaman that fell from aloft the seaman goes with me. One bone of his arm had been broken. But left Saturday for a cruise, and am now your letter is before me and will carefully note its contents. I think I have been explicit enough in regard to Moatenilla Reef, could add however that it is my opinion that the same whales visit that ground, that does the W. Allen ground, & had I gone earlier to the latter place, should have taken more oil. That when drove from one ground the whales go to the other.

In regard to one man missing three whales, I have fully explained. I have no favorites - but I believe that sometimes boatsteers are wrongfully condemned.

So far as I could ascertain 30 bbls Potatoes, 30 Boxes of Evaporated potatoes & one Chronometer, has been received all in good order, excepting 1 bbl of S. Potatoes that we found two thirds rotten, had probably been frost bitten. The 300 bbls evaporated potatoes for Bk Com. Morris 300 lbs. do for Bk. Ohio & 300 do do for Bk. Reindeer.

I will endeavor to deliver per your instructions whenever I fall in with said vessels. The advice of amt. of provisions through the Pilot did not reach me in time to be of service, my mind was made up not to come to an anchor.

I regret losing my boatsteer Davis I hope the one you sent me is good. He is on board with his traps. I paid board bill at Hamilton and expenses to St. Georges. He is about

sick with a severe cold, hope he has nothing more. The Chro. you sent me I hope may prove good. It is now on board and I can tell you I am glad.

Perhaps you may have thought I wrote much unnecessarily about my Chro's. But you can imagine a man's feelings, who is anxious for whales and does not find them, to know that he does not know where he is, on whale ground or not. I will try to inform you of the working of the new Chro.

My working Chro. has not been so bad the past season. Since leaving Fayal have tested it four times and found her in error every time from 12 to 20 miles. My other Chro. I have no confidence in whatever. Sometimes gives the loss on my working one - she was fast and had a gaining rate when I left home, now is by my last Obs. at Bermuda 4, 5, 5, too slow. But I have not depended so much on Chro. the past season, while cruising off Moatenilla Reef, would occasionally make Walker Bay on the south and touch the Gulf Stream on the west. They being very good land marks.

In regard to going south next fall I would say, that I am inclined that way at present. Still should I get a good cut this season, should wish to remain north, and in that case, after finishing the season on the Banks, return to Bermuda Ship Oil, and then to Moatenilla Reef. By so doing will save time and expense unless recruits are cheaper at the Azores than last year. I have doubt of any great improvement. Should I go south I wish to be in time for Right Whale season, unless you think it better for me to confine myself to Spermwhaling, in that case should visit my old ground off the Rivers.

You write me to stay late, up to Dec 30. I do not consider it good policy to cruise on a ground so late that we cannot lower our boats of ten or twelve once a week, and weather growing worse every week and no whales or but a few. It is not the inconvenience of hard weather or hard work, but the impossibility of catching whales in heavy weather.

I have just as good a ship as can be built for rough weather, can go anywhere and remain on any ground, but it is useless to remain on any ground when the weather is so constantly rough as not allow the lowering a boat. On the same ground, some seasons are much rougher than