

1830



A NEW BEDFORD WHALER OF 1830
WHEN AMERICAN WHALING WAS IN
ITS HEYDAY STURDY, SEAWORTHY
VESSELS THE WHALERS WERE OFTEN
THEY WERE GONE FOR SEVERAL YEARS,
RETURNING WITH A FORTUNE IN SPERM OIL
BARRELLED IN THE HOLD HERE IS A WHALER
OF 400 TONS CRUISING IN THE NORTH PACIFIC,
HER WHALEBOATS SWUNG OUT, READY TO
BE LAUNCHED INSTANTLY AT THE THRILLING
CRY "THAR SHE BLOWS" !

The whale still blows—but the whaling fleet has almost "blown." Such is the impression conveyed by A. J. Tyre, assistant director of the Bureau of Navigation and Steamboat Inspection, whose musings on the approaching prosaic close of one of the most dramatic chapters in American maritime history were carried in yesterday's Associated Press dispatches from Washington.

Tyre remarks that the American whaling fleet, once a lusty institution and the inspiration for countless thrilling sagas of the sea, now is on the verge of going out of existence. It used to comprise nearly 200,000 gross tons, but gradually it has been reduced until but 9,367 gross tons are left, the fleet being made up of thirteen steamers and one motorship. One reflects that, in the day when whalers were an important part of the merchant fleet, almost every one of them was a sailing craft.

The early records of the Bureau of Navigation show that in 1794 the whaling fleet consisted of 4,129 gross tons. By 1858 it had grown into a whale of a fleet, namely, 198,594 tons. That marked the zenith of the industry, which then has steadily had the harpoon thrown into it. What is left of the American fleet now is operated out of San Francisco and Seattle, while in the heyday of whaling New England was its headquarters.

Probably the whales are quite satisfied. From time to time, doubtless, they felt a changing world, in which electric light has put whale oil into innocuous desuetude, and the race for whalebone eliminated by a now senseless race.

ESKIMOS ARE
ONE OF THE MOST
WELL KNOWN PEOPLES
OF THE ARCTIC. THEIR
POPULATION IS ESTIMATED
AT ONLY 35,000!



510

Deadly Accuracy of Bombers Wiping Out Whales

By John Camstell

Universal Service Correspondent

LONDON.—More than 30,000 whales, now peacefully swimming in the Antarctic, are due to be bombed within the next few months, to fall victims to the deadly accuracy of the explosive harpoon.

Today whaling is simply murder, and, unless the operations of the whaling fleet are severely curtailed, the Antarctic will be extinct of whales within a very few years, Universal Service learned here in Government quarters.

In all there are 20 factory ships and 150 whale catching

craft at work in the Ross Sea and 15 catchers operating for land refineries in South Georgia.

Sixteen of the factory ships fly the Norwegian flag. Four are British, manned by Norwegian crews, and this year Japan has entered the scramble for whale oil with one factory ship and its accompanying flotilla of catchers.

Whale oil is cheaper than it has been, but, in spite of that, \$35,000 will be taken out of British Antarctic waters before midsummer. The most of that

money will go to Norway. In 20 years, it has taken most of the 400 million dollars derived from whaling in the South Polar seas.

Every whale caught is worth approximately \$1000.

Whale fishing in the Arctic already has come to an end because all the whales were killed. Now the same unrestrained carnage, on a larger scale, is going on in the Antarctic.

The whole carcasses are dealt with in the Ross Sea, which is under the jurisdiction of New Zealand, in the factory

ships, huge floating refineries into which the whale is hoisted and converted into oil and other by-products.

The first quality of oil is extracted in super-heated vats. The residue of flesh and bones is reprocessed in steam digesters to remove the balance of the oil. The residue flesh is turned into feed for cattle and pigs, or guano for fertilizing crops. The bones are converted into manure.

Significance is seen in the Japanese incursion into the whaling industry in that whale oil is an important source of glycerine, needed for the manufacture of high explosives.

WHALING INDUSTRY

1—What is the first record of extensive whaling operations?

2—When did whaling start in America?

3—What characterized Southern Whaling?

4—What were some of the hazards faced by the old-time whaler?

ANSWERS

1—Although whale hunting goes back to the time beyond record, organized operations are ascribed to the Scandinavians of the 9th century.

2—Sailing from the famed whaling ports of Nantucket and New Bedford American participation in the industry began prior to 1700 and

reached its peak around the middle of the last century with a fleet numbering almost 700 vessels.

3—The extreme length and rigorous conditions of the voyage. Sailings of more than three years from home port to home port were not uncommon.

4—Working out from the mother ship in groups of small boats, the sailors often encountered the danger of sudden fog and storm, sometimes becoming irretrievably separated from their mates. Another hazard was the constant danger of being towed out of sight, finally to be capsized by the sounding whale. The spreading of fire from the vats in which the blubber was tried was another ever-present danger.



The musk ox has the tail of a sheep, kidneys of a goat, spleen of a donkey, bones of an ox, ribs of a bison, hoofs of a caribou.

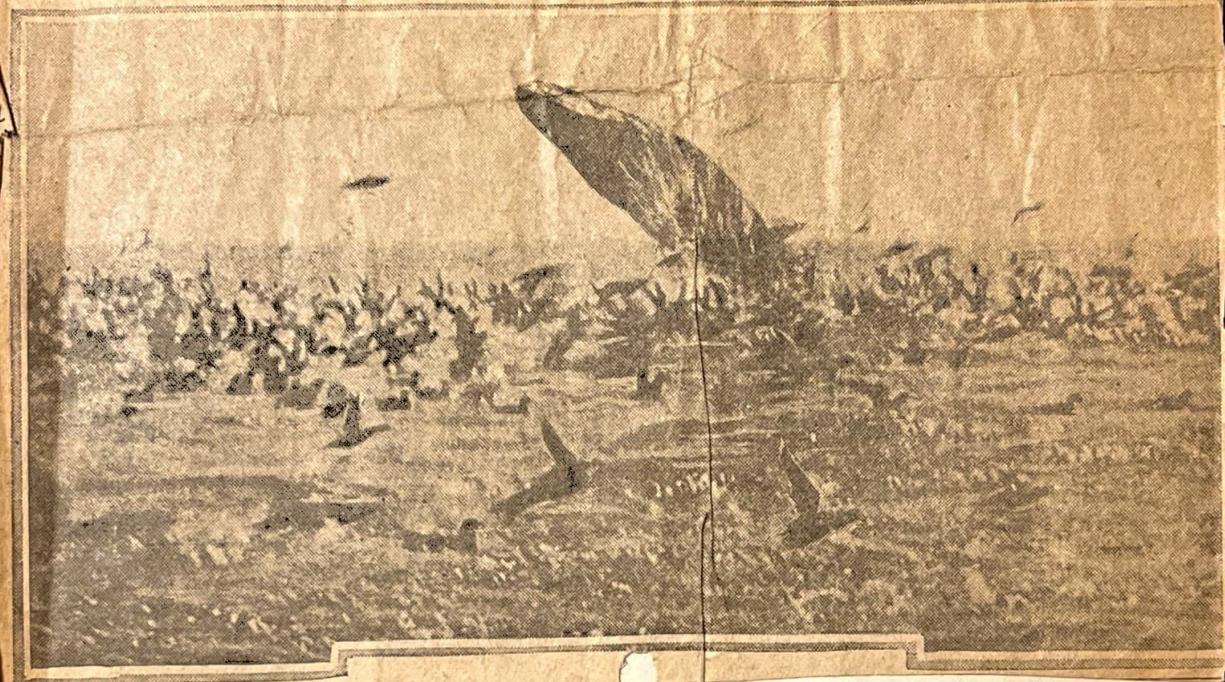
The swordfish is related to the mackerel family.

Bull Leviathan Seen Flying in Fight With Swordfish

Whale Hunter Gets a Remarkable Picture of Due

ONLY PICTURE OF A FLYING WHALE, SNAPPED BY OAKLAND CAMERA HUNTER

W. W. Richards (below) took this extraordinary picture of a duel of the denizens of the deep off the California coast.



Sulphur Bottoms Often Attacked by Swordfish and Their Thresher Allies.

ROOSEVELT hunted lions and elephants in Africa. An Oakland man, W. W. Richards, has a record even more unusual—he hunts whales off the California coast.

Mr. Richards doesn't hunt the whale for its commercial possibilities. He is a sportsman, pure and simple—hunter, fisher, dog fancier and owner of great duck marshes near Suisun. As to the whales, it must be admitted in fairness to the mighty hunter of African big game, that Richards goes after his with a camera.

For he is a wizard with that instrument. Not long ago he secured one of the most remarkable photographs ever made—that of a Sulphur Bottom bull whale as it leaped high in the air.

Mr. Richards knows so much about whales that it is a matter of surprise to learn that he did not make them. He tells many interesting facts regarding California's own particular brand, the Sulphur Bottom family, which frequents the Pacific coast from the Gulf of California, its breeding place, to Oregon.

The females and their young travel in droves or "pods."

In the spring they go far out to sea where they are safe from danger or disturbance.

But each bull goes off by himself, roaming up and down the coast, seeking, like Satan, what he can devour. He is a "whale" of a whale, weighing more than an elephant and horribly voracious. His food is only small fry like sardines and sardines, but as he takes in ten or so at a bite he manages to eighty feet of length quite easily during the night, his

lonely he meets his Water-

FURNISH THE MAIN SOURCE OF FOOD FOR CREATURES AS SMALL AS MICROSCOPIC FISH TO WHALES WEIGHING 100 TONS

20-TON WHALE IS KILLED

Drydock Is Used to Land It; Took Two Bombs to Kill.

LONG BEACH, January 11.—A twenty-ton whale, finally killed by two bombs after it had raced fifteen miles from White Point almost to Catalina Island, was landed with the aid of a drydock here to-day. The mammal, which measured 35 feet in length, was towed here by John D. Loop and Arthur Mason, who killed it. They fired the first bomb and harpoon into the whale off White Point and then chased it almost to Catalina before they again got into range with their bomb gun.

WHALES.

1—What are the two principal kinds of whales?

2—Is there much danger of the whale's extinction?

3—How fast does a whale swim?

4—How large is a baby whale at birth?

5—Is whale meat edible?

ANSWERS.

1—The baleen whales, with five extant genera, from which the whalebone of commerce is taken; and the toothed whales, of which the most prominent members are the sperm whale and killer whale.

2—Men of science and others have devoted much time and profound knowledge to this question, but due to the lack of much certain data on the whale's biology the answers are both in the affirmative and negative.

3—Their ordinary traveling speed is 11 to 13 nautical miles an hour, but they are capable of making much more when pressed or frightened.

4—It depends on the species. The largest, the blue whale, which at maturity may measure more than a hundred feet, gives birth to young that are somewhat in excess of 20 feet.

5—Amongst whalers it is regularly fried as steaks and eaten, but attempts to put it on the European market have had poor results.

Library in Miniature



Modern Whaling

1—In what part of the world is most of today's whaling done?

2—What types of ships are used?

3—What is the Svend Foyn harpoon?

4—About how many ships and men are engaged in whaling in the Antarctic?

5—How much whale oil was obtained in that region last season?

6—What is baleen?

7—How are the dead whales kept afloat?

8—In what is whale oil used?

9—How are airplanes used in whaling?

10—Is the radio of value to modern whaling?

ANSWERS.

1—Seventy per cent of the whaling at present is done in the Antarctic regions. The other whaling centers are the South Shetlands, South Georgia and the Orkneys.

2—The old fashioned type of New Bedford whaler is no longer used. Large modern ships, known as mother ships or "factories,"

have replaced her. Accompanying the large whaler are smaller steam or Diesel-driven boats, known as "catchers," because they are used to hunt and kill the whales. Then the large mammals are towed back to the mother ship, where they are flensed and rapidly boiled into oil.

3—It is a harpoon, invented by a Norwegian, which can be shot from a cannon, is able to carry a heavy line and holds onto anything it is shot into.

4—About 6,000 men and 150 ships will be engaged in whaling in the Antarctic regions this season.

5—Probably about 2,000,000 barrels of whale oil, worth about \$50,000,000. A single ship came out with 110,000 barrels of oil valued at \$3,000,000.

6—Baleen, usually called whalebone, is a horny substance obtained from the upper jaw of certain whales. It was formerly used in the manufacture of corsets and umbrellas and was in great demand, but today it is of

minor importance. It is used to some extent in the manufacture of brushes.

7—The large and valuable blue whale of the Antarctic Circle sinks when dead. Therefore, in order to keep it afloat it is inflated by means of an air tube forced into the carcass.

8—Formerly it was used almost entirely for candles and lamps, but has been replaced gradually by other products. During the war, it was used for making glycerine and now it is valuable in the manufacture of soap and also as a basis for oleomargarine.

9—Experiments are now being made in the use of airplanes to look for whales and notify the ship by radio.

10—It has done much to make present methods and efficiency possible. It enables the captain of a mother ship to keep in constant touch with the "catchers," other whaling ships, supply ships, and to receive warnings of weather and icebergs and transact business from the high seas.

Library in Miniature



Whaling

1—How old is the whaling industry?

2—What type of ships was used in whaling?

3—What is "flensing"?

4—How much oil does a whale yield?

5—Who invented explosive harpoons?

6—When was the Greenland whale discovered?

7—When did the whaling industry begin to decline?

8—What whale resembles a sperm whale from the point of production?

9—What two whales are the greatest fighters?

10—What were the great American whaling centers?

ANSWERS.

1—Records show that the Norwegians were expert whalers over one thousand years ago.

2—They were from 300 to 400 tons burden, with a crew of from 30 to 50 men and officers. They were equipped for a voyage of several years.

3—The act of "cutting in," or removing the blubber. As soon as a whale was killed he was placed in a kind of framework at the side of the boat, and long horizontal strips of blubber cut off.

4—A large male sperm whale will yield about three tons of oil; the female does not produce more than one or two tons.

5—Svend Foyn, a Norwegian, about 1865.

6—In 1596 by Barents, a Dutch navigator. This brought a second phase to the whaling industry, for the new animal was of far greater value.

7—At the last of the eighteenth century.

8—The bottle nose whale, which is somewhat smaller.

9—The torquals or fin whales and the humpbacked whales. Until the invention of the explosive harpoon the whalers were obliged to leave these entirely alone.

10—New Bedford and San Francisco.

Library in Miniature



Eskimo

1—What does the name Eskimo come from, and what does it mean?

2—What peculiarity have they in the choice of habitation?

3—Which is the most uncivilized of the Eskimo tribes?

4—What type of skull has the Eskimo, and what is done to the heads of babies?

5—Do Eskimos live in igloos?

6—How does an Eskimo bid goodbye?

7—What is the outstanding feature of their written language?

8—Are Eskimos a peaceful or warlike people?

9—How are the Eskimos governed?

10—What is the most prevalent form of religion among the Eskimos?

ANSWERS.

1—It is a corruption of the Abnaki Indian Eskimantsic or the Ojibway Ashkimeg, both terms meaning "those who eat raw fish." They call themselves "Innuit," or "the people."

2—They never live inland, and even on hunting expeditions they do not travel thirty miles from the sea.

3—The northernmost Greenlanders, who are confined in the Smith, Whale, Murchison and Wolstenholme Sounds. They had no boats or bows and arrows until about 1868.

4—Mesocephalic. Some of the tribes compress the skulls of new-born babies.

5—No, only when their stay is temporary do they use them.

6—There is no method of salutation. When a guest leaves a house his host may say "Live well," or if the guest is European, "Do not hurt thy head."

7—A whole sentence is written in one word.

8—Very peaceful among themselves, but apt to fight with other Indians.

9—There are no rulers, or political powers. Their lives are directed by a set of traditional rules rather than laws.

10—The worship of the whale spirit.

December 1947.

Japs Catch 29 Whales

TOKYO, Dec. 9.—(AP)—Occupation headquarters announced today Japanese Antarctic whalers reported catching 29 whales yesterday, first day of the season. Headquarters hopes the Japanese will catch sufficient mammals to produce food and oil products worth \$20,000,000.

Jap Antarctic Whalers Bag 1321

TOKYO, March 19.—(AP)—Allied headquarters reported today the Japanese Antarctic whaling expedition bagged 1321 mammals. The catch will yield an estimated 17,829 tons of oil and 30,000 tons of food. Some of the vessels already have returned with 8500 tons of whale oil, which will be offered to the International Emergency Food Council for allocation to nations short of oil. MAR 19 1948

78 Degrees Below

The lowest temperature ever recorded in Alaska was 78 degrees below zero on January 12, 1934.

SENTENCED TO A SEA VOYAGE

James O'Donnell Goes to the Arctic
Instead of to Prison.

THE WHOLE CASE ON RECORD.

Arrested for Burglary - Two Previous Offenses Charged Against Him - An Order From Judge Belcher Turning Him Over to the Captain of a Whaler - A Relative on the Police Force.

There are papers on file in the office of County Clerk Haley that reveal a peculiar state of affairs in connection with the case of James O'Donnell, alias William Henry, who was arrested on March 15th last, charged with the burglary of the store of Jules Cerf, at 421 Sacramento street.

Although O'Donnell had two charges of burglary against him, for which the law would naturally give him many years in prison, he has been allowed to go free without any punishment.

On March 15th two informations were filed against O'Donnell. The first accused him of the burglary of Cerf's store on February 23d; the second of the burglary of the same store on February 25th, two days after the first offense.

The witnesses against him, the records show, are Jules Cerf, W. E. Decker, James Blackwell, James Taylor, James Baker, A. B. Truman and Robert J. Kerrison, the latter being the policeman who made the arrest.

O'Donnell was arraigned March 16th and pleaded "not guilty." He admitted two prior offenses, the first being petty larceny in 1887 and the second burglary in the first degree, committed in February, 1888. For the latter crime he had been sentenced to six years in prison.

GIVEN HIS LIBERTY.

On March 28th the records show that proceedings against O'Donnell were suspended and that he was given his liberty by Judge Belcher, as is shown in the following document:

In the court of the city of San Francisco, State of California. The People of the State of California vs. James O'Donnell. Be it remembered that the above entitled case, coming on this 28th day of March, 1894, and it appearing that it is a proper case in which such disposition be made of the case, and that the defendant has not heretofore been convicted of crime, and that he is a person of good character, it is now therefore ordered, on motion of the District Attorney, that the proceedings in said matter be suspended, and that the defendant be remanded to the custody of the Sheriff, with instructions to said Sheriff to deliver said defendant on board the steam whaler William A. Baylis, which said ship is about to sail from the port of San Francisco on a voyage to the Arctic ocean, to be away about two years, and that said James O'Donnell be delivered to the said Captain of said vessel and taken on said voyage. And that said Sheriff take a receipt for the body of said James O'Donnell from the Captain of said vessel.

And it is further ordered that this order be executed forthwith, and said Sheriff make due returns hereof.

EDWARD A. BELCHER,
Judge of the Superior Court.

Dated March 28, 1894.

In the above order the words "and that the defendant has not heretofore been convicted of crime, and that he is a person of good character," are crossed out with ink.

Then follows the Sheriff's return:

Hon. Edward A. Belcher, Judge Superior Court,
Department No. 11.

In compliance with the above order I hereby certify that I delivered the within mentioned defendant, James O'Donnell, on board the steam whaler William A. Baylis, lying in the bay of San Francisco, which sailed for the Arctic ocean April 1, 1894. J. J. McDade,
Sheriff City of San Francisco.

Per J. T. DONOVAN, Deputy.

O'DONNELL'S BROTHER-IN-LAW.

Attached to this paper is the receipt from Captain Robertson of the William A. Baylis for the body of James O'Donnell.

But the peculiar thing in connection with this "Sheriff's return" is the fact that it is signed by J. T. Donovan as a deputy sheriff, while in reality Donovan is a regular police officer, and it is not known that he has been appointed a deputy sheriff.

But what is still more peculiar is the fact that Donovan is a brother-in-law of James O'Donnell, the criminal whom he certifies to having delivered on board the ship William A. Baylis.

The city directory gives the residence of policeman Donovan as 1227½ Green street. It also gives the residence of Robert O'Donnell, a brother of the departed criminal, James O'Donnell, at 1227½ Green street. Policeman Donovan married a sister of the two O'Donnells, and it appears the two families live at the same place.

AN EXPLANATION IN ORDER.

The question naturally arises as to why such a well-known criminal as James O'Donnell was released and allowed to ship on a sea voyage as it is alleged he has done. Why was he turned over to his brother-in-law to be safely placed aboard the vessel, especially when the said brother-in-law is not a Deputy Sheriff, but a plain policeman?

In the cases of young criminals who have not before been arrested, and who bear good reputations, methods of procedure akin to this have sometimes been allowed. That is, they may be allowed their freedom, provided their offenses are petty and they promise to leave the country. But in the case of James O'Donnell the records of previous crimes are in plain sight on the documents quoted from above; his reputation was well known.

In connection with this case it appears that Policeman Kerrison, who arrested O'Donnell, began to make inquiries, when he heard of O'Donnell's release, as to its meaning. Policeman Donovan, O'Donnell's brother-in-law, chanced to hear some of Kerrison's remarks, and turning to one of his friends he said, in the presence of Kerrison: "He had better keep his mouth shut or he'll lose his star."

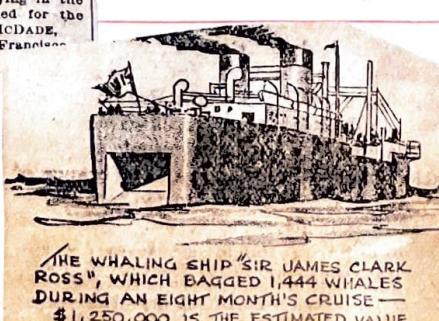
Chief Officer of Whaler Reports on Recent Cruise

Captain C. A. Gunderson, of 2330 Carleton Street, Berkeley, yesterday submitted a chart and other valuable data to Arthur O'Leary, acting Navy hydrographer here, revealing many interesting facts bearing on the recent cruise of the whaler Ulysses in South Atlantic waters.

Gunderson reported capture of the largest whale recorded since 1927 on the cruise, which netted a total of 998 of the mammals. The monster weighed 103 tons, was niney-seven feet long and was of the so-called "blue" species. The previous record was a 115 ton capture in 1927.

The Ulysses was stormbound for two months and eleven days, beginning last January 25, Gunderson reported. His hand drawn chart, weather data and current reports are to be forwarded to the Navy Hydrographic Office for publication in the Navy Hydrographic Bulletin, O'Leary said.

Gunderson, June 28th, 1940.



THE WHALING SHIP "SIR JAMES CLARK ROSS", WHICH BAGGED 1,444 WHALES DURING AN EIGHT MONTH'S CRUISE — \$1,250,000 IS THE ESTIMATED VALUE OF THE OIL FROM THIS CATCH

SNOW-SHOES AND SNOW-SHOEING.

BY WAKEMAN HOLBERTON.

THE use of snow-shoes as a means of locomotion over the deep winter snows goes so far back that it is impossible to even hazard a guess at the date. In early colonial times they were part of the regular equipment of the troops, and in Canada and along our frontier the troops were regularly drilled in their use. The French-Canadians, who were among the first white men to recognize their value, called them raquettes, probably from their resemblance to the raquette used by the Indian in playing ball. In Canada, therefore, snow-shoeing has been looked upon more as a regular method of communication between the scattered villages in winter, where the snow lies from three to four feet deep, than as an outdoor sport. It is only since the organization of the famous old Tuque Blue Club at Montreal, in 1840, that it has been recognized as a regular outdoor sport; now there are hundreds of clubs in Montreal, Quebec, Winnipeg with several thousand members.

There was no attention paid to snow-shoeing in the United States as a sport until the winter of 1881. A friend of the writer, Mr. G. M. Fairchild, Jun., induced me to try it, and we soon found a number of Canadians, old snow-shoers, who were only too glad to renew their early experiences, and joined us in forming the Oritani Snow-shoe Club, the pioneer club of the States. Mr. Fairchild became the president, and retained that office until his return to Canada last year. This club still exists in a flourishing condition, with one branch in New York and one in Hackensack, the two branches numbering about fifty. Among some of the most enthusiastic are the lady members, who hold their own in the moonlight tramps without difficulty.

When our club was first organized snow-shoes were comparatively unknown, and the gay blanket suit entirely so. The result was that when we first put in an appearance on the streets the staid Jerseymen did not know what to make of us, and to the small boys we were a constant wonder and delight; whether we belonged to a circus or were escaped lunatics they never quite made out.

The first snow-shoe was undoubtedly a very primitive affair—simply a branch bent into a circle and held in shape by rawhide lacings. I found some time ago in an old scrap-book a curious old French wood-cut representing such a shoe. This round shoe is still the favorite shape among the lumbermen in Maine and the Adirondacks, as it is less liable to catch in the snags and branches. The most popular shape with us, however, is made in the form of an ellipse, sharply contracted where the ends join, thus forming the tail of the shoe. The Indians still seem to monopolize the manufacture of snow-shoes. They are usually from three to four feet long and from ten to eighteen inches wide, and cost from four to five dollars. The frame is made from hickory or ash, and filled in with a net-work made from the sinews of caribou, which animal furnishes the best material, as they do not stretch when wet. The ordinary shoes of commerce have a rawhide filling, which sags under the foot in the most provoking manner when the least bit damp.

The shoes used by women, for many ladies are very fond of this sport, are lighter, and built more like the skeleton racing shoes. I have found the shoes that come from New Brunswick the best adapted to our use. They are long and narrow, slightly turned up at the end, and much lighter than the Canadian shoe, and much nicer in make-up and appearance. The art of walking on snow-shoes is not as difficult as one would imagine. The shoe is fastened on to the moccasin foot, which is protected from the cold by not less than three pairs of woolen socks, including one pair of heavy wool stockings coming above the knee, by thongs of deer-skin, the ends of which are passed down through the adjoining meshes, forming a loop, under which the toe is passed. The thong is drawn down quite snug, then brought back around the heel, and then tied in front. The foot plays freely in this simple harness, allowing full scope to the muscles and ankles. The heel is free to rise, and the action is much the same as in walking; the tail of the shoe is not lifted from the ground, but drags along with a musical clickity-click on the hard crust. It is a knack easily acquired, and with a little practice a four-mile-an-hour gait can be maintained for hours. Expert Indians when pushed have been known to cover seventy-five miles between sunrise and sunset. The longest travel on record is that of a party of surveyors, who made 900 miles, going from British Columbia, in December, 1875, to Edmonton, crossing the Rocky Mountains. The best snow-shoeing is of course when there is a good crust covered with a cushion of two or three inches of fresh snow.

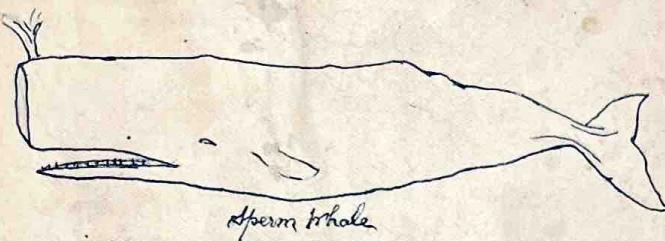
In the far West the snow-shoes are of an entirely different type. Instead of ovals, they are from ten to fourteen feet long and three and a half to four inches wide, turning up about six inches at the toe. The foot is held in place by a piece of leather laced firmly over the moccasin. A pole is used to guide the snow-shoer and act as a brake. The motion in walking is more like skating. The bottom of the shoe should be as smooth as possible, and has often to be waxed with beeswax applied with a hot smoothing-iron. They are awkward-looking things to one who has been used to the Canadian shoe, but they are absolutely necessary in that hilly country, where the snow lies four feet deep and over during the whole winter. There is no other mode of communication between many of the mining towns in Colorado.

As for cold, it is impossible to feel cold when clad in a good blanket suit, with a gay-colored tuque pulled down over the ears, and the hood pulled over the head. On the contrary, after an hour's tramp the snow-shoer will begin to strip. The hood will be thrown back, gloves pulled off, and finally off will come the blanket coat, and he will be ready to bet that the mercury has taken a sudden upward start, particularly when he gets back to the furnace-heated house. Beginners should not attempt too long a trip at first, or else he may be laid up with *mal de raquette*, from which it takes days to recover.

| HOURS. | PRESSURE OF STEAM. LBS. | VACUUM. | REVOLUTION OF ENGINES. REGISTER. | TEMPERATURE. PER WATCH. | BRINE. oz. Salt pr Gall. | COAL. | ASHES. | OIL. | TALO |
|--------|-------------------------------|---------|-------------------------------------|----------------------------|-----------------------------|-------|--------|------|------|
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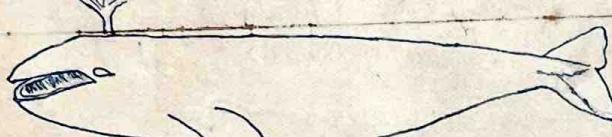
A. M.

1



Sperm whale

2



California Grey whale

3

4



Pacific Humpback

5

6



Sulphur-Bottom whale

7

8



Pacific Right whale

9

10

11

12

P. M.

1

2

3

4

5

6

7

8

9

10

11

12

Totals,



EXPENDED.

SALINING.

REVOLUTIONS MADE

COAL

FANTASTIC FISH

The whale-shark, second only to

OIL,

Sibbald's Rorqual, a whale, as the largest creature on earth, is not ferocious, has a spotted skin, and the mouth is in the front of the head, rather than underneath. Rather indolent, it does not bother to attack large prey. Consequently its rows of teeth have degenerated to mere stumps.

TALL

WIP

*IN THE WHALING DAYS,
NANTUCKET GIRLS REFUSED
TO DANCE WITH A MAN
WHO HAD NOT HELPED
TO KILL A WHALE!
ALL WHALING MEN
WHO HAD DONE SO
WERE ISSUED
SPECIAL CERTIFICATES
OF PROOF!*

1820's



from

ENGINEER'S NAME.

Leaving San Francisco

Mr. William Ormond
1431 Fifth Street
Alameda, California

REMARKS.

Leaving San Francisco at 10-30 a.m. April 1st 1893 for a trading and whaling cruise in the Arctic having got everything in readiness and everyone on board the ship was hauled out into the stream to prevent the men from running away, two good watchmen kept watch over night each with a club and six shooter, they were kept busy as several attempts were made to steal a whaleboat and get ashore some would have jumped overboard, but by a liberal use of the club were persuaded to go below for a while, after a few tough fights (fight on board a whaler means fight to a finish) as to who should boss the forecastle and who gets the best bunks &c the boss being fisted and the whisky all gone, nature gets the better of them as daylight approaches and we have quietness for an hour or so until they awake in the morning but they are not nearly so noisy or so quarrelsome as the night before they have got sore heads they wonder where they are how they came to be here and who they have got to be shipmates with and how long they are in for. Aft on the quarter deck are the officers boat headers boat steers and a few friends who have come off with the agent in the tow-boat to bid us good bye they leave us at Meggs wharf we each blow three whistles which means good bye good voyage we watch them for some time waving our handkerchiefs; we still remaining on deck taking our last look at the city and thinking of our friends we have left behind us, the good times they will be having and we will be missing. As we get out in sight of the cliff we can hear the sea lions roar and fancy we hear the organ in the pavilion grinding music for a sparse audience

LAT. LON. KNOTS RUN

Joined S.S. Karluk Dec 6th 1892 Left San Francisco April 1st 1893.

Left Karluk Oct 26th 1894

| HOURS. | PRESSURE OF STEAM. | VACUUM. | REVOLUTION OF ENGINES. | TEMPERATURE. | BRINE. oz. Salt pr Gall | COAL. | ASHES. | OIL. | TAL... | | |
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ENGINEER'S STORES.

| | ON HAND. | EXPENDED. | REMAINING. | REVOLUTIONS MADE. |
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| COAL, | | | | |
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| WIPING, | | | | |

from Nativitry of Crew. to Wages and larys.

ENGINEER'S NAME.

REMARKS.

a ship in their life before, probably only been on a visit to the city lost his bearings met a good Samaritan in the shape of a boarding house runner who took him home clothed him fed him and gave him whisky the next thing he was aboard a whaler, if he had any friends its the old story of another man disappeared. In hiring sailors for whaling voyages, the service of men designated as shipping masters are called into requisition. Various systems are resorted to obtain men, plying with liquors of the vilest description doing out sufficient money to enable them to keep within the clutches of the harpies who float around the Barbary coast and water front regions, in some cases conveying desirable men into the interior towns until the ship is ready to sail, besides these people we find a class of men who ought to find something better to do, educated people who have been raised and practised a profession such as doctors lawyers, artists &c. They are liable to get broke once in a while like the rest of us, some through drink others through unlucky speculation, some has fell out with their wife others with their best girl, and wonder wheather it will be better to commit suicide or ship aboard a whaler, two years on board a whaler living on hard tack salt meat and beans twenty-one times a week will work changes on any man more so a tenderfoot. Usually the only ones who can pull or steer a boat or knows the ropes are the boat steerers boat headers and officers they have to be experienced men. The mate starts a night-school after supper teaching them the ropes not any more than he can help. The boat steerers strike the whale their place is in the bow of the boat the boat header in the stern manages the boat after the whale is struck he takes charge of the whale, the boat steerers are usually Kanakas, negroes, natives of the Caroline islands, the Azores Cape de Verde islands south sea islands & Portuguese they seem to prefer them to whitemen

Whalers first ventured into the Pacific 1787.

| LAT. | LON. | KNOTS RUN | REMARKS |
|------|------|-----------|---|
| | | | The teeming Kodiak fishery of Alaska Coast discovered 1835. |

ENGINEER'S LOG of Steamship *Nativity and Lay*

on Voyage

| HOURS. | PRESSURE OF STEAM. | VACUUM. | REVOLUTION OF ENGINES. | | TEMPERATURE. | BRINE. oz. Salt pr Gall | COAL. | ASHES. | OIL. | TAL... |
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| COAL, | | | | |
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| WIPING, | | | | |

from

Lays

to and wages.

5

ENGINEER'S NAME.

REMARKS.

Cooper to to too. Cook to to 150. Steward to to 125. Blacksmith to 20 to 150, seamen 150 to 200. Fireman to to 125. Engineers usual sign for 50\$ per month with the 50 lay also have a written aggreement guaranteeing them 125\$ per month at the very least so if they get no whale they get their 125\$ per month, while the others get 18 for the round trip.

This "lay" is an illusion and a snare it is supposed to give a man some idea of what he will get paid off with but it dont, There are no stated price for the pound of bone mentioned it may be 6\$ per lb in New York, the bone monopolists in San Francisco brings the market price down to any price they wish, when the whalers arrive in the city, these men who are on lays or shares sign to sell their share of the bone to the ship agent or owner at market price which makes quite a difference. There are also expences to be deducted of every man who has a lay for unshipping their bone, cartage, weighing, cleaning, stowage, watching &c. There no stated time when the agent will pay for this bone, if one insists on payment he dont get so much as the one who awaits the agents time, The Captains Officers and men have to take what they get and be thankfull they got that much, what can they do? One or two men or the whole lot of men to buck against a monopoly especially in California is madness, if they have any fault to find they got to keep it to themselves or they wont get a ship next season. I firmly beleive that these simple people beleive that they have been ^{paid} sufficient for all the work and hardships they come through, they look satisfied and happy and ready to sign the same articles again. The Engineers would have to do the same and done it as long as it paid them when it didn't they went to the owners and demanded their present arrangement and got it. Engineers are combined have a standard wage sign for it and get it every time without any trouble if they have a good catch they come in

| LAT. | LONG. | KNOTS RUN |
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ENGINEER'S LOG of Steamship

Brough Weather

on Voyage

| HOURS. | PRESSURE OF STEAM. | VACUUM. | REVOLUTION OF ENGINES. | | TEMPERATURE. | | BRINE. oz. Salt pr Gall | COAL. | ASHES. | OIL. | TALLOW. |
|--------|-----------------------|---------|------------------------|------------|--------------|-----------------|----------------------------|-------|--------|------|---------|
| | A. M. | LBS. | REGISTER. | PER WATCH. | HOT WELL. | ENGINE ROOM. | S. | P. | LBS. | QTS. | LBS. |
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1 covered with the contents. The saloon being new, of course the damage has to be done first, then they think it time to try and prevent a second occurrence by fastening down the table and getting racks for dishes, after that is all done we get along much better, our chairs not being fixtures always slide to the lea side and usually at the most awkward time, just as we are about to lay hold of a very dainty morsel, we got to throw it down in a hurray throw out our hands to save ourselves as we get tossed up against the side of the saloon we try it again look round for the tit bit see it laying under the table along with the fork and knife as we try to pick them up the chair goes off on a tour by itself by the time we get comfortable fixed it is time for another slide this goes on as long as the rough weather lasts our table broke away from its moorings twice which made quite a mess it was saved from upsetting by good seamanship. Before getting out of the saloon it would be forward and back and balance our partners several times then to get to our rooms was another problem, we had to watch our chance when the deck was clear of water and the ship a little steady between seas, then we might miscalculate our time, the ship would give a lurch and instead of making our room we would bring up in the lea scuppers and get wet next time we would invariably make it, this would be our only bodily exercise as the rest of the time we would be in bed reading it was the only safe place to be. To sit on a chair was very uncomfortable as we had to jam ourselves and chair which necessitated a continual strain on every part of our body which one soon tires off and a sailors natural position seems to be on the level or horizontal for if left to themselves they soon get there.

Totals,

ENGINEER'S STORES.

| | ON HAND. | EXPENDED. | REMAINING. | REVOLUTIONS MADE. |
|---------|----------|-----------|------------|-------------------|
| COAL, | | | | |
| OIL, | | | | |
| TALLOW, | | | | |
| WIPING, | | | | |

from Unimak Pass.

to

ENGINEER'S NAME.

REMARKS.

9

April 15th The gale was about its worst to night blowing a hurricane it broke up two of our whale boats carried away the pieces also two davits, doing considerable damage otherwise.

26th From the time of leaving the city we did not see any land or ship of any kind, we had a continual blow more or less all the time right ahead until the 26th when we sighted the island of Unalaska it being very foggy we lost sight of it again and night caught us in dangerous ground, we dodged about until morning.

27th As the fog clears up in the morning we can see the entrance to the pass it is very narrow and surrounded with great high hills which has perpendicular faces going plumb into the water a ship can sail quite close to them without any danger of touching the bottom, the hills around looking bare and void of all vegetation having a great many sharp projections like so many church steeples some standing three to four hundred feet high with many fog banks around the whole looking very unearthly I wouldn't have been surprised to have seen a few great unknown monsters around here in fact I looked for them at every corner we turned I scanned all the crevices with the glasses, it was like going up a river but instead of the unsightly mudbanks of which we are so familiar we have great high walls who have looked the same for thousands of years. A little further in the pass we met a flock of myrs (a kind of Arctic duck) about a mile long 30 or 40 yards broad, it is very common up here to see large flocks of birds. Last time that I was up here about four years ago, I saw myriads of them the sky was black as far as the eye could reach in every direction and such a noise they made one would naturally think they had never seen a steamer before

April 21st sighted land first since leaving San Fran

| LAT. | LONG. | KNOTS RUN |
|------|-------|-----------|
| | | |

ENGINEER'S LOG of Steamship *The three Priests*.

on Voyage

| HOURS. | PRESSURE OF STEAM. | VACUUM. | REVOLUTION OF ENGINES. | TEMPERATURE. | BRINE. oz. Salt pr Gall. | COAL. | ASHES. | OIL. | TALLOW. |
|--|-----------------------|---------|--------------------------|--------------|-----------------------------|-------|--------|------|--------------|
| | A. M. | LBS. | REGISTER., PER WATCH. | HOT WELL. | ENGINE ROOM. | S. | P. | LBS. | QTS. LBS. |
| 1 and looked upon us intruders They were very tame of fact They 2 couldnt have been other wise They are heavy on the wing and 3 hard to raise They stayed on the surface untill we got into their 4 grounds Then they started some tried to take the wing but couldnt 5 They were so closely packed in the water being in each others way 6 prevented them from raising They tried to dive but was bound to come 7 in collusion with someone coming up, I have seen mosquitos so thick 8 that we had to wear a vale over our mouth to keep us from inhaling them 9 if the birds were not so scared and as affectionate as the mosquitos 10 we would not beable to pass but they made a passage as well as they 11 could those who couldnt get out of the way we pushed to one side or 12 ran over not injuring them. These flocks were composed of Myrra P. M. Guillemots & Puffins, the Guillemot like a diver large body small wings 1 their feet like the penguin or diver placed so that when they stand 2 up they seem to stand on end, crows bill white breast dark back. 3 Puffin like a Guillemot stands on end with a white breast black back 4 with a bill like a parrot which they look very much like having an eye 5 similar to a parrot, has a peculiar horny substance upon it. It is a ridiculous 6 and droll bird, they are as a rule called sea parrots from their resemblance. 7 As we sail up this pass we pass three very remarkable rocks called the 8 Three apostles Bishops or Priests, they look very like Russian Priests, the natives 9 call them Priests, the Greek Church being their religion taught them by the Russians 10 while under Russian rule. But now they are supposed to be free Americans 11 and not Russian serfs, I wonder under what government they were most 12 free, we in San Francisco can see what the monopolists can do as to | | | | | | | | | |
| Totals, | | | | | | | | | |

ENGINEER'S STORES.

| | ON HAND. | EXPENDED. | REMAINING. | REVOLUTIONS MADE |
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| COAL, | | | | |
| OIL, | | | | |
| TALLOW, | | | | |
| WIPING, | | | | |

from Arrive in Dutch - man's Harbour.

11

ENGINEER'S NAME.

REMARKS.

making slaves of good Americans how much more will they do in Alaska 5000 miles away from the seat of government, where there are no newspapers to take up their cause, or no white man but what is in the service of the monopoly.

The Russian Priests usually wear a stove pipe hat without any rim increasing in diameter towards the top with a long cloak, these rocks just look like them, standing erect on a pedestal forming a small island by itself, the robe reaching down to their feet, the arm is stretched out horizontal bent at the elbow forming a square, this arm being covered by the robe but one can see the shape of the arm holding out the robe, all three are alike in shape but different in size, they look as if they had been carved by man (that is at a distance) but nature was the sculptor and an iceberg the tool.

The first one of these rocks we come too is out side the pass it is the largest and stands out from the shore probably a hundred yards and no one would risk his life to go near it, there are no place to land on it all high perpendicular rock there is nothing to be got there and a heavy sea running all the time. The second of these remarkable rocks is in the pass same as the first on our port side, in size smaller everything in the same proportion, the third is still further up the pass, is the smallest being about four miles from the second and is visible from our anchorage, with the tall black looking mountains with their perpendicular faces for a background to these statues makes the place look uncanny.

At 10 a.m. we drop anchor in Dutchman's Harbour having made the passage in 27 days the distance being 2100 miles we steamed in all 7.32 days the rest of the time we were under sail, of course many days we could not make a mile an hour

| LAT. | LONG. | KNOTS RUN |
|---|-------|-----------|
| Bad weather all the way lost two boats and two davits and other gear, while we were sailing under sail at 6 to 9 knots per hour tacking, one day the wind died down and we steamed on our course in 10 hours as much as we made in 10 days under sail on our course | | |

ENGINEER'S LOG of Steamship *Christinaizing The poor natives on voyage*

| HOURS. | PRESSURE OF STEAM. | VACUUM. | REVOLUTION OF ENGINES. | | TEMPERATURE. | | BRINE. oz. Salt pr Gall | COAL. | ASHES. | OIL. | TALLOW. |
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| | | | REGISTER. | PER WATCH. | HOT WELL. | ENGINE ROOM. | | | | | |
| A. M. | LBS. | | | | | | LBS. | | QTS. | | LBS. |
| on our course, and several days we lost from fifteen to twenty miles trying to beat against the wind. We come in here to fill up with coal & water and repair our damage, the North American Commercial Company have a trading post here (this being the new company) the old company or Alaska fur company has their trading post at Unalaska about half a mile distance on the other side of the pass, before this new company started the Alaska Co had it all their own way, everything in the shape of trade of any value such as furs, ivory, whalebone, or gold, was so fixed that it was impossible for the natives to sell it to any one but their agents at the company's own price which would be from 100 per cent more or less, less than the wholesale market price, the imports of provisions native supplies &c had all to come through their hands and be bought by the natives at exorbitant prices, the result was everyone got into debt to the company which just suited the company, gave them the hold they longed for. The poor people laboured hard to pay their debts but laboured in vain, sometimes they would have a good season and the price of skins would drop altho the price in San Francisco remained the same a bad season would come in fact the majority of the seasons are bad the fur animals getting more scarce every year, the price to the natives would not raise altho they were harder to get, they had to go deeper in debt until the company owns them body & soul, the church of course works in the interest of the company ^{as it} ^{recommends} pays them, teaching the poor natives how they will be rewarded after death if they pay their debts (to these thieves) and contribute towards the church which may be a shade better, what is the result, there use to be thousands of people in villages along the coast that are not to be seen now there are few natives now to what formerly was, there was plenty of food for all at that time now the few that are left are dying off with starvation. The white | | | | | | | | | | | |
| Totals, | | | | | | | | | | | |

ENGINEER'S STORES.

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from Christianizing the Whalers to The Whisky traffic.

ENGINEER'S NAME.

REMARKS.

man has come The missionary to christianize the poor native, the trader and whalers come to unchristianize and demoralize the poor native which he succeeds in doing wonderfully easy, the result is a corrupt drunken debased lot of people come to lazy to work which is considered by them a high state of civilization.

Missionaries may do good but the next white man that comes along undoes what he has done in about one twentieth of the time. Now if missionaries were to stay at home and go to New Bedford convert the whaler who do the injury; the poor native might be saved. Better he had never seen the white man as the aborigines of every country as a rule are honest well behaved and live happy until the white trader comes to kill their good bearing animals for their skins encouraging the natives to do the same by supplying him with alcohol not whisky ~~They ask for white whisky~~ they ask for white whisky and test it by putting a match to it if it won't burn it is no good not strong enough they have a natural craving for whisky as it is called, the white man takes advantage of it so much, that the Government prohibits it altogether from entering Alaska, that is the law but its like the rest of the laws, ~~but~~ there has been enough in these whale-ships after they are supposed to have been searched to keep some of the natives drunk all winter. In trading one can get anything and everything for whisky and hardly anything without it, and what I have seen about it it looks that the more a man traded off the less liable he is to be caught the less he trades the more liable he is to be caught as those who have been caught are those who have traded one bottle or so can't afford any more. Here was the ship ¹⁸⁹³ Hunter who went ashore at the Siberian coast had to discharge her cargo to lighten her before getting off she was reckoned to have between two and three hundred barrels of whisky on board that is only one ship take between 30 to 40 ships with only a $\frac{1}{3}$ which is a fair average I think they must

LAT.

LON.

KNOTS RUN

ENGINEER'S LOG of Steamship *The Fur Seal*

on Voyage.

ENGINEER'S STORES.

| | ON HAND. | EXPENDED. | REMAINING. | REVOLUTIONS MADE. |
|----------------|----------|-----------|------------|-------------------|
| <i>COAL,</i> | | | | |
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| <i>WIPING,</i> | | | | |

16

from Scarcity of Food to Bearing Animals.

ENGINEER'S NAME.

REMARKS.

as they move. The road to the slaughter house use to be eight miles they travelled under favourable conditions a mile and a half per hour.

St Paul fifteen miles long furnishes 90 per cent of the catch the average temperature for the year being the same as in New England though colder in the summer and warmer in the winter.

The first season the new company or North American Commercial Company had the seal islands (1890) They were only allowed to kill 22,000 seals since then I believe the catch has been still further reduced.

The island of Kurnivak situated in the Bering sea, 167° Lon 60° Lat 70 miles long 30 miles mean breadth. Not many years ago the island fairly teemed with reindeer but no sooner had a few firearms found their way to these secluded regions than a war of extermination of this usefull animal begun the slaughter was great. In one season a trader from Kostokwim obtained 2,500 deerskins now there are none on the island or mainland they have been exterminated years ago, and depend now solely on the produce of the sea these are also getting scarce makes it very hard to exist in this part of the world, two or three years ago they had a very bad season all over, food was very scarce they died off rapidly the Government is now trying to reintroduce the reindeer that is the tame reindeer such as they have in Siberia (and Greenland I think) they are herded in great droves like cattle at home they become very tame and affectionate if petted they milk them the same as they do cattle and use the milk.

A description of the reindeer will be found further on.

The whales (hair seal and walrus are driven far north to the Arctic because they have been hunted so much; the walrus was hunted for its ivory and oil now abandoned because so scarce it is a rare thing to see one now

| LAT. | LON. | KNOTS RUN |
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ENGINEER'S LOG of Steamship *The Walrus.*

on Voyage

| HOURS. | PRESSURE OF STEAM. | VACUUM. | REVOLUTION OF ENGINES. | TEMPERATURE. | BRINE. oz. Salt pr Gall | COAL. | ASHES. | OIL. | TALLOW | |
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ENGINEER'S STORES.

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| OIL, | | | | |
| TALLOW, | | | | |
| WIPING, | | | | |

from

Unalaska

to Leave Dutchman's Harbour.

ENGINEER'S NAME.

REMARKS.

Being some twenty days late of starting from the city and making such a long passage up made us hurry up with the necessary repairs, we built a crows nest (a square box surrounded with canvas, in Scotch whalers a barrel is used, it is fixed on the fore top mast suitable for one or two men to stand in keep a look for whales and clear water, picking our way through the ice by) taking the necessary stuff for repairs we started out next day and repaired our damage at sea as we expected good weather. Unalaska the old company's is a little village with the company's stores one for supplying the natives with the necessaries the other for the exports, a house for the manager a Greek Church full of pictures gilt tin ware painted and gilt images in profusion until it look ridiculous that people would believe in this age that that was the road to heaven I believe it works pretty well in making a soft living for a priest extracting the last cent the native has. But above all in trying to pay his debt to the company.

A few modern looking cottages and a few dugouts surrounded by high mountains on every side, Dutchman's Harbour where we lay is on the opposite of the pass where the new company have their store consists of two houses a store and coal shed. In some of the valleys the grass grows rank some 6 ft high more like reeds than grass. There are no trees to be seen anywhere, guess we are above the latitude for trees. They have two or three cows here I don't think they thrive well here, there has been several reindeer introduced here last spring how they are getting along I can't tell as what one says the other will contradict.

April 28th Leaving Dutchman's Harbour we make for a bay where all hands go a fishing for cod, in Unalaska we could have got as many salmon as we wished in a very short time but no one cares for them I don't for one and was glad they didn't get any. We only caught about fifty cod fish in one hour which was considered

LAT.

LON.

KNOTS RUN