APPENDIX.

HISTORICAL REFERENCES TO THE FISHERIES OF NEW ENGLAND.

By A. HOWARD CLARK.

ANALYSIS.

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APPENDIX.

HISTORICAL REFERENCES TO THE FISHERIES OF NEW ENGLAND.

THE FISHERIES OF NEW HAMPSHIRE.

A brief statement of the condition of the fisheries of this State in 1791 is given above on page 105. The following additional references from official records and histories show the development of the industry during the past two hundred and fifty years:

FISHING BY THE COLONISTS.

THE SETTLEMENTS IN 1623.—"To include the early inhabitants of New Hampshire with Puritans," writes Sabine, "and among refugees from religious persecutors, as some do, is to degrade to mere fable many of the best-authenticated facts in history. The sole purpose of the first and of the subsequent proprietors was to acquire wealth by fishing and trading." In 1623 several gentlemen merchants and others, belonging to Bristol, Exeter, Dorchester, Shrewsbury, Plymouth, and other places in the west of England, formed an association under the title of "The Company of Laconia." They obtained patents from the Council of Plymouth for the country between the Merrimack and the Kennebeck, and back to the Great Lakes and the Saint Lawrence. Being encouraged by the colonists at New Plymouth, and the reports of fishermen who had made voyages upon the coast, they sent over David Thompson, together with Edward Hilton and William Hilton, who had been fishmongers in London, and some others, provided with the necessary tools and provisions and with instructions to establish a fishery.

The Hiltons set up their stages some distance above the mouth of the Piscataqua, near the present site of Dover. Another division about the same time established themselves at the place now called Odiorne's Point, where they built the first house and established salt works, to provide salt for curing their fish. The site of this house with three or four thousand acres of the surrounding land was assigned to Capt. John Mason, and the house took the name of "Mason Hall."

Odiorne's Point received its name from John Odiorne, who resided there in 1660, and his descendants have remained in that vicinity until the present day. The point is near the mouth of the river and three miles from the present market square. Certainly no better locality could have been selected for a fishing station, since here was a safe and fine harbor, and a river which was the home of the salmon, alewife, menhaden, and other varieties of fish, while the best of fishing grounds for salt-water species were in the bay close by the mouth of the river.

SOME EARLY SETTLERS.—Mr. William Pepperell, of Cornwall, and a Mr. Gibbons, from Topsham, in the west of England, two respectable gentlemen, were among the first settlers at the Shoals. For a year or two they carried on the fisheries at this place. They soon found it too limited for their views and concluded to remove to some part of the main. "To determine them whither they should go they set up each a stick and left them to fall as Providence should direct. Pepperell's fell northwest, Gibbens' fell towards the northeast. Each pursued with enthusiasm the course his stick pointed him, and the former established himself at the mouth of Piscataway River; the latter is said to have obtained a grant of the tract since called Waldo Patent.

"Sir William Pepperell, the commander of the memorable expedition against Louisbourg, was the son of this William Pepperell. As a merchant at Kittery, the oldest incorporated town in Maine, where he was born, where he lived and died, and where strangers are still shown his large mansion-house and his tomb, he was personally concerned in the fisheries. He acquired great wealth. The dignity of a baronet of Great Britain, an honor never before nor since conferred on a native of New England, was bestowed in reward of his military services; and not long previous to his death he was created a lieutenant-general."[1] He died in 1759.

GROWTH OF THE COLONY.—The building up of the colony was slow work, the colonists being absorbed entirely in the fisheries and the fur trade. In 1631 there were but three houses in the settlement. Laconia soon fell into the hands of Mason and of Sir Ferdinando Gorges, one of his associates in the company. "Their associates," continues Sabine, "discouraged by the continual demands upon them without returns for the capital invested, relinquished their shares. But Gorges and Mason did nothing to change the original designs of the first patentees. They formed no government; they merely employed men to fish and trade for them, without erecting any tribunals whatever to protect their own interests or the rights of others.

"Finally, Laconia was divided into two colonies. To Gorges was assigned, in his own right, the region east of

[1] Coll. Mass. Hist. Soc.; and Report on the Principal Fisheries of the American Seas, by Lorenzo Sabine. Washington: 1852.

the Piscataqua, to which he gave the name of Maine; and to Mason the territory on the westerly side of that river, which, in honor of the county in which he lived in England, he called *New* Hampshire.

"Mason was bred a merchant, but became an officer in the British navy, and in that capacity had resided at Newfoundland as one of the governors of that island, of the description spoken of in the second part of this report. He was, therefore, personally acquainted with the management of a fishery. * * *

"The history of industry upon the sea, for the century and a half that New Hampshire remained an English colony, is brief and without events of particular interest. In 1632 Mason wrote from London to his agent Gibbens, on the Piscataqua, that 'the adventurers here have been so discouraged by reason of John Gibb's ill dealing in his fishing voyage, as also by the small returns sent hither by Captain Neale, Mr. Herbert, or any of their factors, as that they have no desire to proceed any further until Captain Neale come hither to confer with them, that, by conference with him, they may settle things in better order.' Again, in the same letter he remarks that 'we desire to have our fishermen increased, whereof we have written to Mr. Godfrey.' In July, 1633, Gibbens said, in a communication to his employers, that 'for your fishing you complain of Mr. Gibbs. A Londoner is not for fishing, neither is there any amity betwixt the west-countrymen[1] and them. Bristol or Barnstable is very convenient for your fishing ships. It is not enough to fit out our ships to fish, but they must be sure (God will) to be at their fishing place the beginning of February, and not come to the land when other men have half their voyage.' The last letter is apparently a reply to the first, and both show that, after ten years' experience, the fishery was managed without skill, and afforded no profit, while the intimation of Gibbens, relative to the late arrival of his employer's ships, may be construed to mean that English merchants sent their vessels to our coast in mid-winter.

"The colony was indeed in an unpromising condition. For years afterwards there was but little change for the better. The colonists neglected the soil, and the food necessary for their support was obtained in Virginia and England. 'Puscataway,' said the noted John Underhill, 'is a desirable place, and lies in the heart of fishing;' and such is the uniform account of the early chroniclers; but yet the capital invested there by the original patentees, and by Gorges and Mason, was entirely lost. * * *

"The colony depended upon axes and saws, shallops and fishing-lines, until necessity compelled a resort to the plow. Its first exports of corn were mid the desolations of the struggle that resulted in giving it the rank and blessings of an independent State. * * * The trade of Portsmouth was of slow growth. The number of vessels that entered the port in 1681 was forty-nine; but some were of the burden of 10 tons, or mere boats, and none were larger than 150 tons; while the whole amount of impost or customs collected was less than £62."

The following extract from the council records for 1682 shows of how little value the local fisheries were at that time:

"Importation by strangers is of little value; ships commonly selling their cargoes in other governments, and if they come here, usually come empty to fill with lumber; but if haply they are at any time loaded with fish it is brought from other ports, there being none made in our province, nor likely to be, until His Majesty please to make the south part of the Isles of Shoals part of this government, they not being at present under any."

THE FISHERIES IN 1715 AND 1730.—"In 1715," says Sabine, "Kittery, opposite to Portsmouth, in Maine, and the seat of an extensive fishery, was made a port of entry in consequence of the improper duties and exactions (as was alleged) which the government of New Hampshire demanded of the merchants and fishermen trading at the towns on the Piscataqua. The difficulties which caused this measure seem to have occasioned much excitement. * * * An answer was framed to inquiries of the Lords of Trade and Plantations, in 1730, which shows that the commerce of Portsmouth was still small. The exports were stated to be 'fish and lumber;' the number of vessels was only five, of about 500 tons in the aggregate; and the tonnage of vessels trading there, owned elsewhere, even less. 'The province,' it was said, 'makes use of all sorts of British manufactures, amounting to about £5,000 sterling annually, which are had principally from Boston.' 'The trade to other plantations' was to the 'Carribbee Islands, whither we send lumber and fish and receive in return rum, sugar, molasses, and cotton; and as to trade to Europe it is to Spain or Portugal, from whence our vessels bring home salt.'"

CONDITION OF THE FISHERIES IN 1791.

THE COD FISHERY ON THE BANKS AND INSHORE.—Belknap, in his history of New Hampshire, thus describes the fisheries of the State in 1791: "The cod fishery is carried on either by boats or schooners. The boats, in the winter season, go out in the morning and return at night; in the spring and summer they do not return till they are filled. The schooners make three trips to the banks in a season. The first or spring fare produces large, thick fish, which, after being properly salted and dried, is kept alternately above and under ground till it becomes so mellow as to be denominated dumb-fish. This fish, when boiled, is red, and is eaten generally on Saturdays at the best tables in New England.

"The fish of the summer and fall fares is divided into two sorts, the one called merchantable and the other Jamaica fish. These sorts are white, thin, and less firm. The Jamaica fish is the smallest, thinnest, and most broken. The former is exported to Europe, the latter to the West India Islands. The places where the cod fishery is chiefly attended to are the Isles of Shoals, New Castle, Rye, and Hampton; but all the towns adjoining the river are more or less concerned in it. The boats employed in this fishery are of that light and swift kind called whale-boats. They are rowed either with two or four oars and steered with another, and, being equally sharp at each end, move with the utmost celerity on the surface of the ocean. Schooners are generally from 20 to 50 tons, and carry six or seven men

[1] West-countrymen of England. Nearly all the fishing vessels that came to America were from the west counties.

and one or two boys. When they make a tolerable fare, they bring home five or six hundred quintals of fish, split, salted, and stowed in bulk.

CURING THE CATCH; FOREIGN TRADE.—"At their arrival the fish is rinsed in salt water, and spread on hurdles composed of brush, and raised on stakes about three or four feet from the ground; these are called flakes. Here the fish is dried in clear weather, and in foul weather it is put under cover. It ought never to be wet from the time that it is first spread till it is boiled for the table. Besides the fleshy parts of the cod, its liver is preserved in casks and boiled down to oil, which is used by curriers of leather. The tongues and sounds are pickled in small kegs, and make a luxurious, viscid food. The heads are fat and juicy; but most of those which are caught at sea are thrown away. Of those which are caught near home the greater part become the food of swine.

"The fishery has not of late years been prosecuted with the same spirit as formerly. Fifty or sixty years ago the shores of the rivers, creeks, and islands were covered with fish flakes; and seven or eight ships were loaded annually for Spain and Portugal, besides what was carried to the West Indies. Afterward they found it more convenient to make the fish at Canseau, which was nearer to the banks. It was continued there at great advantage till 1744, when it was broken up by the French war. After the peace it revived, but not in so great a degree as before. Fish was frequently cured in the summer on the eastern shores and islands, and in spring and fall at home. Previously to the late revolution, the greater part of remittances to Europe was made by the fisheries, but it has not yet recovered from the shock which it received by the war with Britain.

"It is, however, in the power of the Americans to make more advantage of the cod fishery than any of the European nations. We can fit out vessels at less expense, and by reason of the westerly winds, which prevail on our coasts in February and March, they can go to the banks earlier in the season than the Europeans and take the best fish. We can dry it in a clearer air than the foggy shores of Newfoundland and Nova Scotia. We can supply every necessary from among ourselves, vessels, spars, sails, cordage, anchors, lines, hooks, and provisions. Salt can be imported from abroad cheaper than it can be made at home, if it be not too much loaded with duties. Men can always be had to go on shares, which is by far the most profitable method, both to the employers and the fishermen. The fishing banks are an inexhaustible source of wealth, and the fishing business is a most excellent nursery for seamen. It therefore deserves every encouragement and indulgence from an enlightened national legislature.

VESSEL BUILDING IN 1791.—"Fishing schooners and whale-boats are often built at the distance of two or three miles from the water. * * * Vessels of an hundred tons and upwards have been built at the distance of one or two miles from the water and drawn on strong sledges of timber, on the snow, by teams of two hundred oxen, and placed on the ice of the rivers so as to float in the spring."[1]

NEW CASTLE AND EXETER.

THE FISHERIES OF NEW CASTLE IN 1870.—The Portsmouth Chronicle of August 10, says: We are pleased to learn that the New Castle fleet is doing a big business this year, and that Harding and Doane are prospering to a very gratifying degree. One of their craft, the Velocipede, not finding fish where the rest of the summer fleet were, stood away to the southward, an unusual thing to do so late in the season, and soon took 200 barrels of mackerel in over her rails, and nearly every vessel arriving lands a good fare, schooner Pyrola, Moore, one of Messrs. Harding and Doane's fishing fleet, arriving at New Castle Monday evening, after an absence of ten weeks on Grand Bank, with 1,600 quintals of splendid fish on board. This is an immense catch, and the Pyrola claims the fishery championship; we think she has won it, though, if we remember rightly, there was an old brig that once brought in 1,600 quintals of dried cod, but that was the result of a long trip to Labrador. Another of Messrs. H. and D.'s fine vessels, the schooner W. H. Y. Hackett, Robbins, arrived Tuesday, also from Grand Bank, with 1,200 quintals of fish."

EXETER IN 1792.—"There was formerly at the falls in this town an alewife fishery, which afforded an abundant supply of that kind of fish for the inhabitants of the town and vicinity. But for want of sluices in the dams, by which they might ascend the fresh river and gain proper places for spawning, they have for many years almost disappeared. There was also, till within thirty years, a good bass fishery through the whole course of the river. But very great numbers having been imprudently, or rather, wantonly taken in one season, they almost totally left it. For several years past they have been returning to their old haunts, though in small numbers. Could people be restrained from taking them through the ice, it is thought that the river might again be replenished with them and the fishery restored. The legislature has passed an act for their preservation; but, through the inattention of those whose duty it is to guard the laws from violation, it is feared that the generous intention will be frustrated. Laws of this kind not duly enforced serve only to favor the vicious and irregular at the expense of the conscientious part of the community. Three or four miles below the falls are taken a few oysters of a small size but good relish."[2]

PORTSMOUTH, 1770 TO 1870.

THE FISHERIES AND FOREIGN TRADE FROM 1770 TO 1806.—Some reference to the early fisheries of Portsmouth has already been given in the review of the State. Toward the close of the last century a considerable foreign trade was developed. At the wharves were constantly seen vessels loading for the West Indies, Spain, and other countries, large quantities of fish forming a great part of their cargoes. During the war of the revolution, when the hook and line were temporarily laid aside, a fleet of privateers was fitted out and soon heard from in various parts of the world. The first privateers fitted out after the declaration of war were from Portsmouth, and many of them were fishing

[1] Belknap's Hist. New Hampshire. Boston: 1792. Vol. iii, pp. 211-216.
[2] Coll. Mass. Hist. Society. vol. iv, 1792, 1st series, p. 95.

vessels manned by fishermen. Until 1806, Fernald's Island, containing sixty acres, and lying immediately opposite the city, was extensively used for the curing of fish. In that year it was purchased by the Government for $5,500 and the Portsmouth Navy-yard established there.

THE PORTSMOUTH WINTER FISHERIES IN 1870.—The Gloucester Telegraph of March 23, 1870, says: "The Portsmouth fisheries employ ten vessels with forty small boats and one hundred men in the winter fisheries off that harbor. It is estimated that over a million pounds of codfish have been landed at one wharf in Portsmouth during the past winter. Nearly $30,000 worth of fish have been sold this season, mostly to dealers in Boston and New York. In and about the harbor there is now sunk over 63 miles of trawls, on which are hung over 96,000 hooks. These hooks are baited mostly with herring and sometimes with clams. The cost of one baiting for this 63 miles of trawl is about $180. Next winter will probably see 200,000 temptations set for the codfish who lie in the deep water off Portsmouth Harbor."

The Gloucester Telegraph of December 7, 1870, says: "The fishermen of Portsmouth, N. H., are having a great catch now. Four schooners arrived from a two days' cruise on Monday, bringing in 75,000 pounds of fish." The same paper for December 14th says: "The large amount of fish reported caught in Portsmouth Harbor of late were taken on trawls. One vessel, carrying fourteen men, received $1,350 for their harvest of one week, but this was very unusual."

HISTORY OF THE ISLES OF SHOALS AS A FISHING STATION.

ORIGIN OF THE NAME.—"Sailing out from Portsmouth Harbor with a fair wind from the northwest," writes Celia Thaxter, "the Isles of Shoals lie straight before you, nine miles away, ill-defined and cloudy shapes, faintly discernible in the distance. A word about the origin of this name, Isles of Shoals. They are supposed to have been so called, not because the ragged reefs run out beneath the water in all directions ready to wreck and destroy, but because of the shoaling or schooling of fish about them, which, in the mackerel and herring seasons, is remarkable. As you approach they separate and show each its own characteristics, and you perceive that there are six islands if the tide is low, but if it is high there are eight, and would be nine but that a breakwater connects two of them."[1]

FACILITIES FOR FISHING.—These islands would probably never have been settled but for the excellent advantages they afforded for the prosecution of the fisheries. The early colonists of New England were constantly on the lookout for good fishing stations. Levett, who visited the locality in 1623 or 1624, wrote: "The first place I set my foot upon in New England was the Isles of Shoals, being islands in the sea, about two leagues from the main. Upon these islands I neither could see one good timber tree nor so much good ground as to make a garden. The place is found to be a good fishing place for six ships, but more cannot well be there for want of convenient stage room, as this year's experience hath proved. The harbor is but indifferent good. Upon these islands are no savages at all."—Levett's Voyage: London, 1628.[2]

In Lechford's Plaine Dealing, published in London in 1642, it is remarked: "The Isle of Shoals and Richmond's Isle, which lie neere Pasquattaqua, are good fishing places."[3]

DISASTER.—"In 1632 a fishing shallop at the Isle of Shoals was overset."[4]

THE ISLANDS IN 1661 AND 1682.—"The Isle of Shoals were occupied at a very early date, and soon became places of note and of great resort. In 1661, they were inhabited by upwards of forty families. The fisheries were prosecuted with vigor and success at that period, and subsequently, for quite a century."[5]

In 1682, according to the records of New Hampshire, the fisheries of these islands were regarded as much more important than those of the settlements at the mouth of the Piscataqua.

TROUBLE WITH INDIANS.—In 1688 the inhabitants of Hog Island were forced to remove to Star Island on account of the depredations of the Indians, who made plundering incursions, carrying away the women into captivity while the men were fishing.

"Star Island seemed a place of greater safety; and probably the greater advantages of landing and the convenience of a wide cove at the entrance of the village, with a little harbor wherein the fishing craft might anchor with some security, were also inducements."[6]

THE FISHERIES FROM 1760 to 1800.—"Before the war of the Revolution, when the islands were in a flourishing state, there were annually caught here, and cured for the market, from three to four thousand quintals of fish. At that time seven or eight schooners, besides boats, were employed in this business; and some used to extend their fishing voyages to the Banks of Newfoundland. About the year 1730, and afterwards, the fisheries on these islands increased to that degree that three or four ships used to load here, annually, with winter and spring merchantable fish for Bilboa, in Spain, and smaller vessels for other places. Besides, a large quantity of cod and scale fish were carried to Portsmouth, for the West India market.

"The usual drink of the fishermen, at that period, was a liquor which they called bounce, composed of two-thirds spruce beer and one-third wine. But, in a course of years, they gradually left off the use of this wholesome drink, and substituted in its place ardent spirits, which has been a principal means of the lamentable degeneracy of these people."[7]

GOVERNMENT AND RELIGION.—"The old town records are quaint and interesting, and the spelling and modes of expression so peculiar that I have copied a few. Mr. John Muchamore was the moderator of a meeting called

[1] Isles of Shoals, 1873, pp. 9, 10.
[2] Coll. Mass. Hist. Soc., vol. viii, 3d series, p. 164.
[3] *Ibid.*, vol. iii, 3d series, p. 100.
[4] Winthrop's Journal, p. 37.
[5] Sabine, *op. cit.*, p. 114.
[6] Thaxter's Isles of Shoals, 1873, p. 47.
[7] Coll. Mass. Hist. Soc., vol. vii, 1802, pp. 247-252.

'March ye 7th day, 1748. By a Legall town meeting of ye Free holders and Inhabitence of gosport, dewly qualfefide to vote for Tiding men Collers of fish, Corders of wood. Addition to ye minister's sallery Mr. John Tucke, 100 lbs. old tenor.' Among the 'offorsers' of 'Gospored' were, besides 'Moderator' and 'Towne Clarke,' 'Seelckt meen,' 'Counstauble,' 'Tidon meen' (Tithing-men), Coulears of fish'—'Coulear' meaning, I suppose, culler, or person appointed to select fish—and 'Sealers of Whood,' oftener expressed corders of wood."[1]

"The fishermen of the Isles of Shoals, as a class, were moral and exemplary men during the entire period embraced in our inquiries. A place of worship was erected even before the year 1641, at which time the Rev. Mr. Hull was their minister. They were disturbed, however, in 1642, by Mr. Gibson, an Episcopal clergyman, who went among them, performed services according to the rites of his church, and created a disaffection towards the government of Massachusetts, which then claimed to exercise jurisdiction over them. The Rev. John Brock commenced his pastoral labors about 1650, and remained among them twelve years. He was an excellant man, and was succeeded by Mr. Belcher, who was equally worthy. Mr. Moody followed, in 1706, and continued their pastor upwards of twenty-five years. His successor was the Rev. John Tucke, whose ministry terminated only with his life, in 1773. Their last spiritual guide, previous to the general dispersion, two or three years afterwards, was the Rev. Jeremiah Shaw. Thus we have the remarkable fact that these lone islanders maintained religious worship, with hardly an interval, for one hundred and thirty-five years."[2]

"From the year 1754 to 1771, it appears from the records that the salary of the Rev. Mr. Tucke was paid him in merchantable winter fish, a quintal a man. There were from eighty to a hundred men then on these islands, and a quintal of fish was estimated at a guinea. His salary was considered, in his situation, as one of the most valuable, at that time, in New England."[3]

The following extract from the town records is the official history of the transactions between the islanders and their clergymen:

"MARCH 12TH, 1769.

"A genarel free voot past amongst the inhabents to cus [cause] tow men to go to the Revd. Mr. John Tucke to hear wether he was willing to take one Quental of fish each man, or to take the price of Quental in ould tenor which he answered this that he thought it was easer to pay the fish than the money which he consented to taik the fish for the year insuing." "On March ye 25, 1771, then their was a meating called and it was gurned until the 23rd day of Apriel.

"Mr. DEEKEN WILLAM MUCHMORE,
"*Moderator.*"

THE EFFECTS OF WAR.—"It is of interest to remark," says Sabine, "as showing the prosperous condition of these islands, and the means of education in 'the olden time,' that gentlemen of consideration, of some of the principal towns on the seacoast, sent their sons there for literary instruction.

"The war of the Revolution produced a disastrous change. It was found by the Whigs that their enemies extorted articles of sustenance as well as recruits for their service, and they ordered the inhabitants to abandon their homes. In obedience to the hard mandate, a large proportion removed to towns on the main land, and never returned. A single incident that occurred early in the contest will serve to illustrate the general situation of the islanders previous to their dispersion: An aged woman, who lived on Star Island, kept two cows, which fed in winter on hay cut in summer among the rocks with a knife, and with her own hands. These useful animals were always in excellent order, and to her were invaluable. To her great sorrow, though paid for, they were taken by the British and slaughtered for beef."[4]

FISH CURING IN OLD TIMES.—"The winter and summer fish," says a writer in the Mass. Historical Society Collections in 1802, "are, doubtless, of the same species. They are cured also in the same manner, except that the former, on account of the coldness of the weather, require less salt. The trouble of taking and curing the winter fish is much greater than of the summer, because the days are shorter, and the season unfavorable for drying them. The hardships endured in taking the winter fish are inconceivable by all but eye-witnesses. In summer the fishing is carried on chiefly in the night.

"In the autumn of 1800, thirteen whale-boats, ten owned on Star and three on Haley's Island, belonged to these islanders. From 1,000 to 1,500 quintals of fish are caught here annually; from 100 to 250 quintals of which are what is called winter or dun fish. In the winter and spring of 1800, when bait was plenty, and the season favorable, about 300 quintals of winter fish were taken; in 1788, when bait was scarce, and the season bad, only 35 quintals were caught.

"The following is the process of making the fish: The fish, in the first place, are thrown from the boats in piles on the shore. The cutter then takes them and cuts their throats and rips open their bellies. In this state he hands them to the header, who takes out the entrails (detaching the livers, which are preserved for the sake of the oil they contain) and breaks off their heads. The splitter then takes out the back-bone, and splits them completely open, and hands them to the salter, who salts and piles them in bulk, where they lie from ten to twenty hours, as is most convenient. The shoremen and the women then wash and spread them on the flakes. Here they remain three or four weeks, according to the weather; during which time they are often turned, piled in fagots, and then spread again, till they are completely cured for the market. The winter or dumb fish lie from ten to fourteen days in salt, and are very carefully dried, and secured in bad weather. The season for catching and curing these fish is from Feb-

[1] Thaxter's Isles of Shoals, 1873, p. 57.
[2] Sabine, *op. cit.*, p. 114.
[3] Coll. Mass. Hist. Soc.
[4] Sabine, *op. cit.*, p. 114.

ruary to May, as the weather will allow. The haddock and hake (there is a great resemblance between these fishes) are caught in summer and fall, during the night. They lie in pickle from twelve to thirty-six hours, and then are dry salted; after which they are spread upon the flakes; and, in good weather, their cure is completed in a week. The fish of all kinds, made on these islands, have the preference in market, and command a higher price. The dumb fish is consumed chiefly in New England, and is considered, by connoisseurs in fish, the best in the world. Its price is from $6 to $10 a quintal. The hake is shipped to the West Indies, to Spain, &c. The price at the Shoals is commonly about $2 a quintal. The spring fish, which is next in quality to the dumb fish, is usually sent to Madeira. The summer codfish, called Jamaica fish, which goes to the West Indies, is about $3 a quintal."

Mr. Haley, whose name one of the islands bears, is mentioned as living in the year 1800, then seventy-six years old. He had expended a large fortune in many useful works; among which was a valuable sea-wall, wharves, wind-mill, a rope-walk 270 feet long, and salt works, all of which were built before the Revolutionary war. A bake-house, brewery, and distillery were built in 1783, also a blacksmith and cooper shop. All of these enterprises were going to decay in the year 1800.

THE FISHING TOWNS OF MASSACHUSETTS.

A general historical review of the fisheries of this State is given above on pages 121 to 131, and incidental references have been made to the early fisheries of the several districts and towns. The following data consist largely of extracts from official, State, and town records, and from general and local histories, and for some of the towns are very complete. The fisheries of Boston and Provincetown are so fully discussed in Part III of this section that no further references are made to them. Many of the Massachusetts ports have in past years been interested in the whale fishery. The history of that industry will be fully discussed in another section of this report.

NEWBURY AND NEWBURYPORT.

EARLY HISTORY.—This part of the New England coast was first discovered by the elder Cabot in 1497, and was visited by Captain Gosnold in 1602 and Martin Pring in 1603. The first regular survey of this portion of the coast was made by Capt. John Smith in 1614. In 1620 it was granted to Sir Fernando Gorges and others in the name of the Grand Council of Plymouth, and under this patent was, by royal authority, first called New England. In 1628 another charter from King Charles reconfirmed the patent, with the additional right to exercise powers of government. In this charter the Merrimac River is mentioned as "a great river commonlie called Monomack or Merriemack."

The first regular settlement was made in 1635, although two years previous to this time, on September 3, 1633, the General Court had granted liberty to John Winthrop, jr., to set up a trucking or trading house on the Merrimac River. At this early date, it is claimed, sturgeon were taken from the Merrimac River and pickled, to be shipped to England. Until the year 1642 the inhabitants were mostly engaged in farming. The House of Commons passed a law exempting the exports and imports of New England from taxation. From that time more attention was paid to commerce. Fishing in the Merrimac was a regular business at this period. In 1656, quite a large trade having grown up with the West Indies, the first wharf was built. Vessels arrived with the products of the islands and returned with cargoes of dry and pickled fish, lumber, and beef. The export of pickled sturgeon had become in 1674 a regular and profitable business, being taken overland to Boston and also shipped to England. It was frequently exchanged for West India rum and molasses. A keg of sturgeon was worth from ten to twelve shillings, and one sale is recorded of "fifteen kegs of sturgeon for a small cask of rum and a cask of molasses." This year William Thomas petitioned the General Court "that he may be licensed to boyle and sell sturgeon for the counties of Essex and Norfolk, being aged and incapable of any other subsistence; but was forstalled and circumvented by others who, by hooke or crooke, for strong liquor or otherwise, procured the fish from the Indians employed to catch them by the petitioner." The petition was not granted, the river being left free to all without any hindrance. A description of Newbury says: "At the mouth of the river Merrimac stands Newbury, pleasantly situated, where abundance of sturgeon are taken, and pickled after the Manner used in the Baltick."[1]

NEWBURYPORT FROM 1764 TO 1805.—On the 28th of January, 1764, the lower or coast part of the town separated from the upper part and was incorporated as a town under the name of Newburyport. At this time the population was 2,282 persons. Shipbuilding had for a number of years been the leading business of the port. During the war of the Revolution this port engaged in privateering, sending out quite a fleet, among which, it is recorded, twenty-two sail, with over a thousand men, sailed; these were never heard of again. This port and another claim to have sent the first privateer. During 1766 seventy-two vessels were at one time under construction. With the West Indies a constant and profitable trade had been carried on up to this time.

The first fishing license on record was given July 15, 1793, to a vessel of 16 tons. The first license to a cod vessel was given March 20, 1794.

In 1805 a large foreign trade was being carried on; from April 14 to May 14, one month, the citizens imported goods to the value of $800,000.

NEWBURYPORT FISHERIES, 1806 TO 1826.—The fishing vessels and fisheries of Newburyport in and for some years after 1806 are thus discussed:

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[1] British Empire in America. London, 1741, vol. i, pp. 191, 192.

"The fishing vessels belonging to this district are not owned in the town of Newburyport alone, but a portion of them in the vicinity. In 1806 the number of vessels belonging to the district employed in the Labrador fishery was forty-five, and ten or fifteen more in the Bay fishery. These vessels averaged twelve men each, and caught in the season 5,000 quintals of fish each. The mackerel fishery was then very small. The latter branch of our fisheries was not commenced to any extent until the late war. The first vessel fitted out in this district to carry on the mackerel fishing for the season was in 1815; but in 1819 the number of vessels so employed amounted to about thirty, and the quantity of mackerel caught to about 15,000 barrels. The number of vessels employed in the year 1825 was seventy-five, and the quantity of mackerel caught was 24,000 barrels. The average quantity of fish taken in the cod fishery, by vessels belonging to this district, for the last ten years has been about 20,000 quintals, averaging about $50,000 in value. This business probably employs three hundred men. The sum paid in this district for bounties for the year 1825 was $14,998. It has been already stated that the amount of registered tonnage belonging to this town at present (1826) was 7,503 tons; of enrolled, 12,991 tons. At former periods the case was reversed, and the tonnage registered was much greater than the tonnage enrolled. From this it appears that the coasting and fishing business of the town has much increased within a few years, and in proportion as the foreign commerce has diminished. The fishing business has proved highly beneficial to the south part of the town and the contiguous parts of Newbury, where it is chiefly carried on. This fact is apparent from the evidently improved appearance and increasing prosperity of that quarter. Much as we have cause to lament the diminution of our foreign trade, still the prosperity of our fisheries, and of the coastwise trade, is a subject of much greater gratulation."[1]

During the winter of 1816-'17 the Mercantile Company of Newburyport was formed for prosecuting the Bank fishery. The fleet comprised fifty-five schooners, four sloops, and one brig; total, sixty sail, aggregating 2,847 tons. The largest vessel was 118 tons, and smallest, 8 tons. Although not considered a good year's work, $50,000 was paid for interest, and 12 per cent. profit, or 18 per cent. on the capital invested.

In 1817 Newburyport had a fleet of sixty-five vessels in the Labrador fishery, including sixty schooners, one brig, and four sloops.

In 1823 the fishermen of this port received $15,758.36 as bounty money.

THE MACKEREL FISHERY IN 1829.—On April 17, 1829, the first mackerel license was given, and in 1831 the largest amount of mackerel ever put up at this port in one year—36,000 barrels—was packed.

THE WHALE AND FUR-SEAL FISHERIES IN 1833.—A record of 1833 shows that some attention was paid to the whale fishery, three vessels having been reported to have engaged in it for a few years, but no custom-house records can be found substantiating that statement. The fur-seal fishery is also mentioned in the history of the port at this time (1833), but there are few records showing the results of the fishery.

Concerning both whale and fur-seal fisheries the following bears witness:

"The whaling business at one time promised to become a permanent interest of Newburyport. In 1833 three ships, the Merrimac, Navy, and Adeline, were engaged in the business, employing a hundred men or more, and the next year another ship was added to the little fleet. The first efforts of the several whaling companies were successful, but some temporary discouragements arising, the enterprise was abandoned, and the fortunes which were finally made in the whale fishery went to build up the prosperity of other towns. The fur-seal fishery was also prosecuted by citizens of Newburyport for some years, but that has also been abandoned."[2]

THE FISHING FLEET OF NEWBURYPORT IN 1834 AND 1835.—In 1834 the shipping interest of this port was represented by 207 sail, engaged in coasting, foreign trade, and fishing; 124 sail were in the latter class, under mackerel or cod license.

In 1835 the following sail, mostly engaged in the mackerel fishery, were in the Newburyport fleet:

	Number of sail.	Tons.
Mackerel license	125	6,325.75
Cod license	41	2,059.49
Total	166	8,385.24

This is the largest number under mackerel license for any one year.

NEWBURYPORT FROM 1840 TO 1851.—The year 1840 is noted as the opening of the railroad to this port, and the year 1847 is celebrated by the introduction into Newburyport of the telegraph.

The list of fishing vessels from the district of Newburyport in 1851 was officially given at ninety vessels, with a total of 6,012 tons, and employing nine hundred and eighty-five men. The valuation of the vessels with their outfits was estimated at $211,900. Ninety of these engaged in the mackerel fishery.

The year 1851 is also remembered as one of severe loss. On October 5 the fishing fleet, when off Prince Edward Island, was caught in a gale, and eighteen vessels, with more than twenty men, were lost. During this year the mackerel fleet landed at this port 21,202 inspected barrels.

In the same year the port received its city charter, having a population of 12,864. At this time a large part of the cod-fishing fleet took their fares off the coast of Labrador, from forty to fifty sail annually visiting that coast and securing their fares with hook and line or seines. The latter were used in the harbor and shallow water near shore,

[1] Caleb Cushing: History of Newburyport. 1826, pp. 85, 86.

[2] History of Newburyport, by Mrs. E. Vale Smith. 1854, p. 223.

at and near Salmon River. As the fish drew off into deep water the hand-line was called into play. In the use of the seine a small boat was first sent out to look over the ground, a water telescope being used. This was no more than a small box, some 8 to 10 inches square, with a glass bottom. By putting it below the surface waves or ripple of the water the bottom could be distinctly seen, and the cod, moving in schools, could be observed if on the fishing ground. The cod seine was then brought out and thrown around them. The seine was usually 100 fathoms long, 55 to 75 feet deep, with mesh 3¼ to 3½ and 4¼ to 4½ inches. After throwing around the fish the net was pursed up, as in the mackerel fishery. From 2,000 to 12,000 codfish were taken at a haul. No other fish were caught with them. The fish were always small, of an average weight of 4 to 5 pounds each. As a part of the cargo herring were often caught in nets 75 fathoms long and 32 to 48 feet deep, with 1½ to 2½ inch mesh. The herring were caught near Bradore and Assizes harbor.

THE FISHERIES FROM 1857 TO 1860.—In 1857 Newburyport had a mackerel fleet of ninety sail of vessels. The Cape Ann Advertiser of September 23, 1859, quoting from the Newburyport Herald, says: "The Labrador fishermen have done well. The Spring Hill, that arrived on Saturday, brought 190,000 fish, the largest number ever brought to this port by one vessel. We believe she also had 200 barrels of herring. Favorable reports are received from the vessels yet to arrive."

According to the Cape Ann Advertiser of June 15, 1860, the Labrador fleet of Newburyport that year numbered sixty vessels.

It was stated in the Gloucester Telegraph of January 28, 1860, that Newburyport was at that time beginning to enter the Georges Bank fishery; a new industry for that port.

THE MACKEREL AND CLAM FISHERIES IN 1870.—Concerning the prospect for the Saint Lawrence fishery of 1870, and the Newburyport clam industry, the Gloucester Telegraph for April 20 and June 15, 1870, contained the following paragraphs:

"There will be from twenty-six to thirty schooners sent from Newburyport this season for the bay of Saint Lawrence. Last year the number was twenty-six, two of which were lost; but several new ones have been added to the list, which will increase the number a little. The Race Horse, Hattie E. Smith, and a few of the larger-sized vessels will go this year."

"The clamming business at Newburyport is quite profitable and increases every year. During the three months ending with March 31 about 7,000 bushels of clams were dug in the Merrimack for the dealers, besides what were peddled and eaten in the city. The price, at 50 cents a bushel, amounts to $3,500."

THE FISHERIES IN 1871.—A statement in the Cape Ann Advertiser of January 5, 1872, says, concerning the Newburyport fisheries for 1871:

"The fresh fish brought here for the consumption of the city and country in its vicinity during the past year has amounted to over 1,000,000 pounds, valued at $30,000, for which the consumer has paid more than double this amount."

NEWBURYPORT FISHERIES FROM 1872 TO 1876.—The Newburyport Herald of October 8, 1872, says:

"Our market at the present time is abundantly supplied with fish in all varieties, which are landed fresh from the sea every day by tons. On Saturday a large lot of fresh mackerel were brought in by the market boats. Two codfish were brought in by one of our fishing boats on Saturday which weighed 80 pounds each. The old fishermen said they were the largest they had ever seen. One wherry also brought in about 400 pounds of handsome sea bass."

The Newburyport Herald of March 12, 1874, says:

"There are twenty-two vessels in this port classed as fishermen, and which, in former years, have made trips south and in the bay of Saint Lawrence; five are now engaged in the West India trade and will not return till time to fit out for bay of Saint Lawrence, and some four or five other vessels are for sale. The mackerel business has not been profitable."

In 1874 the Newburyport Labrador fleet consisted of two vessels, the Edward Lee and Edward Lameyer.

In 1876 there were one hundred and thirteen arrivals of fishing vessels in Newburyport, the product landed being valued at $125,000. The fishing fleet this year consisted of six baymen, six shore vessels, and two in the Labrador fishery.

The Labrador cod fleet for five years previous to 1876 was not very successful. Before 1871 the average fare was 1,500 to 2,200 quintals of cod, but in 1876 the average was only about 500 quintals of cod and 200 barrels of herring.

IPSWICH.

SETTLEMENT OF THE TOWN.—In the year 1614 the ground on which the town of Ipswich now stands, was marked on the chart of Capt. John Smith by the name Agawam, an Indian word signifying "a place abundantly supplied with fish." The same name is, for a similar reason, given to several places along the coast. This name was changed by King Charles to Southampton. The colonial records of August 4, 1634, record a second change to its present name, after the town of Ipswich, England, "in acknowledgment of the great honor and kindness done to our people, who took shipping there."

IPSWICH IN 1654.—The following description of the town and of the character of its inhabitants in 1634 appeared in "Wonder-working Providence," published in London in 1654:

"This Towne is scituated on a faire and delightfull River, whose first rise or spring begins about five and twenty Miles farther up in the Countrey, issuing forth a very pleasant pond. But soon after it betakes its course through a most hideous swamp of large extent, even for many Miles, being a great Harbour for Beares: after its coming forth

this place, it groweth larger by the income of many small Rivers, and issues forth in the Sea, due east over against the Island of Sholes, a great place of fishing for our English Nation; the peopling of this Towne is by men of good ranke and quality, many of them having the yearly Revenue of large Lands in England before they came to this Wilderness, but their Estates being imployed for Christ, and left in banke as you have formerly heard, they are well content till Christ shall be pleased to restore it againe to them or theirs, which in all reason should be out of the Prelates Lands in England. Let all those, whom it concernes (to judge) consider it well, and do justice herein."

JOSSELYN'S DESCRIPTION IN 1663.—This town was in 1663 also described by Josselyn:

"The next Town that presents itself to view is Ipswich, situated by a fair River, whose first rise is from a Lake or Pond twenty mile up, betaking its course through a hideous Swamp for many miles, a Harbour for Bears, it issueth forth into a large Bay (where they fish for Whales), due East over against the Island of Sholes, a great place of fishing, the mouth of that River is barr'd."

ABUNDANCE OF SALMON AND STURGEON.—Concerning the abundance of fish at this place in early times and their comparative scarcity now, Felt has written the following note:

"Animals of this sort were very abundant when Agawam was settled. Of their number, salmon and bass have nearly, and sturgeon have entirely, disappeared from our waters. There were companies, of Matthew Cradock and others, who caught large quantities of sturgeon for the European market, in Ipswich, while it was owned by the Indians. The sounds of these fish were made into isinglass. Smith remarked of Massachusetts, 'No river where there is not plenty of sturgeon or salmon or both, which are to be had in abundance, observing but their seasons.'"[1]

FISH WEIRS IN 1635.—The following order was entered on the town records in 1635, with reference to the building of weirs:

"*Wears*, 1635.—Richard Kent is allowed to build another wear on Chebacco River and enjoy the profits. John Perkins, jr., had made a wear on the same river, to have the profits of it seven years, beginning 1636, and to sell alewives at 5*s*. for 1,000. He disposes of this place to Mr. Wm. Cogswell."

FISH USED AS FERTILIZER IN 1637.—As far back as 1637, at this place, shad and alewives were so used for fertilizing the soil. *Morton* says, "One thousand of these fish were put into an acre, which would yield three times more corn than without them." This practice was derived from the Indians, and continued until 1639, during which year the General Court passed a law "that, after June 20, no bass nor cod shall be taken for manure, except their heads and offal."

The dogs seem to have caused some trouble by scratching in the fields, and the following amusing town law was passed May 11, 1644:

"It is ordered that all doggs, for the space of three weeks after the publishinge hereof, shall have one legg tyed up. If such a dogg should break loose and be found in any cornefield, doing any harme, the owner of the dogg shall pay the damage. If a man refuse to tye up his dogg's legg, and he be found scraping up fish in the cornfield the owner shall pay 12*s*., besides whatever damage the dogg doth."

THE COD FISHERY IN 1641.—In 1641 the cod fishery was prosecuted and it is recorded by Felt that the town raised a committee to dispose of the "Little Neck" for the advancing of the fishery; that leave was granted to the fishermen to inclose this Little Neck, where a fishing-stage had been built; that every boat coming there was allowed room to make its fish, and that the boat's crew were at liberty to plant an acre of ground.

LOSS OF FISHING VESSELS.—In 1648 there was one ropemaker in the town. Several vessels from Ipswich, during the summer of this year, had been fishing at Monhegan.[2]

Concerning the fate of one of these boats, Hubbard wrote the following episode: "In October, 1648, some shallops of Ipswich, having been fishing all the summer at Monhiggin, in their way home intended to put in at Damarill's Cove on a Saturday night, and three of them got safe into the harbor's mouth before sundown. They in the fourth shallop were not willing to put forth their oars till it was very late in the afternoon, when they were becalmed, and so it was dark night before they could reach the harbor, the entrance of which they missed, and by that means were overtaken by the surf of the sea and drowned—four Englishmen and one Indian—and the goods all perished. Their friends called to them to make haste, but the sluggard is wiser in his own eyes than seven men that can render a reason."[3]

SALT-WORKS AND SHIPBUILDING IN 1652.—Salt-works were established in Ipswich in 1652 and carried on for several years, receiving a slight assistance from the town. Six years later shipbuilding was commenced.

IPSWICH FISHERIES FROM 1670 TO 1715.—The following facts are compiled from Felt's history of the town:

Permission was given to the fishermen in 1670 to take wood from the common for needed buildings and fuel. Each boat's crew had leave to feed one cow on the common.

Regarding the building of weirs in 1674, the following grant was made:

"1674.—Nathaniel Rust and Samuel Hunt are permitted to set up a weir about the Falls if it do not hinder the mill nor passage thereto." The form of a weir was as follows: "Stone walls were built down the stream till they came in contact at an angle of forty-five degrees. At this angle a cage was placed, composed of hoops with twigs fastened to them. The walls conducted the fish down to the cage and thus they were taken in great numbers."

In 1696 provision was made for the construction of buildings, which should benefit the fisheries.

"1696.—Lots are to be laid out at Jeffrey's Neck for flake-room and stages."

The whale fishery created interest a few years later, and on December 10, of the year 1706, John Higginson, of Salem, wrote to Symond Epes, of Ipswich: "I hear a rumor of several whales, that are gotten. I desire you to send

[1] Felt's History of Ipswich, Essex, and Hamilton, 1834, p. 47.

[2] *Ibid.*, pp. 109, 111.

[3] Hubbard's History of New England, p. 532.

me word how much we are concerned in them, and what prospect of a voyage. When they have done, I desire you would take care to secure the boats and utensils belonging to them."

And in the next year, under date of September 22, Mr. Higginson wrote again about whale-boats and crews at Ipswich, and remarked: "We should be in readiness for the noble sport."

In 1715 a committee of the proprietors met at Jeffrey's Neck and confirmed to the owners of thirteen fishing boats the use of the room occupied by these boats.

THE FISHERIES FROM 1723 TO 1758.—In 1723 flats were granted "to set up a house on to accommodate the fishery." The town voted in 1730 that "owners of fishing vessels shall give an account of the crews, to the clerk, on penalty of 20*s.* for every person's name omitted."

In 1747 "a passage had been made through two mill-dams for alewives."

Douglass[1] states that Ipswich had six fishing schooners in 1748, and Felt records the same number in 1758.

THE CLAM INDUSTRY IN 1763 AND 1771.—In 1763 "The commoners forbid any more clams to be dug than are necessary for the use of the people of the town and of fishing vessels. They allow one barrel for each of a crew to the banks, and in proportion for boats in the bay."

A regulation was passed in 1771, that "owners of vessels are to pay 6*d.* a barrel. The poor may dig and sell clams out of town for 2*s.* a barrel."

TREATY RIGHTS IN 1782.—Apparently for the averting of some grievance suffered by the people of this town the following vote was passed January 1, 1782: "The town vote that their Representatives endeavor to have an application made to Congress, so that they instruct their Commissioners for peace, to have the right of the United States to the fishery, an indispensable article of the treaty."

"LETTING OUT" THE CLAM FLATS.—With reference the "letting out" of the clam flats and sand banks, the following vote was passed in 1789: "The town vote to have the clam flats, as well as sand banks which had been given them by the commoners, let out, the clams at 1*s.* a barrel."

At that time 1,000 barrels were annually dug at Ipswich, which were sold in Boston and other places for bait, from $5 to $6 per barrel.

IPSWICH FISHERIES FROM 1794 TO 1825.—The fishing fleet of Ipswich in 1794 contained fifty-three fishing boats, the whole tonnage of which was 4,186.

The necessity for certain conditions for the prosecution of the river fisheries was felt in 1804, as may be learned from another record, which reads as follows:

"1804.—The fishery of shad and alewives in Mile River is to be regulated."

The following regulation was enforced in 1825:

"The privilege of catching shad and alewives in Ipswich River is let. This privilege is $1 a barrel."

At that date there were 350 barrels of alewives caught annually, on an average. These were disposed of for the West India market.

GLOUCESTER.[2]

THE SETTLEMENT OF CAPE ANN.—The history of Gloucester as a fishing station dates back to its earliest settlement by the English. The records of the colonies of Massachusetts Bay and of Plymouth make frequent mention of the importance of the fisheries of this region.

Cape Ann received its present name about 1615. It had been called Tragabizanda by Captain Smith, who, in 1614, visited its shores. Some French navigators, under Samuel de Champlain, who landed on the cape in 1605, called it Cap aux Isles. There are records of voyages to New England and references to this region prior to the visit of Champlain, as the celebrated voyage of Gosnold in 1602. It does not appear that any settlement was made at the cape until 1623, when it became the first home of the Massachusetts Colony, which, a year afterwards, removed to the present site of Salem.

Hubbard, the early historian of the colonies, gives us the following account of the first settlement of Cape Ann and its relation to some of the other settlements in Massachusetts Bay:

"Several mariners and persons skilled in navigation (whether employed by others in a way of fishing and trading or to satisfy their own humors in making further and more exact discoveries of the country is not material) had some years before looked down into the Massachusetts Bay. The inhabitants of New Plymouth had heard the fame thereof, and in the first year [1621] after their arrival there took an occasion to visit it, gaining some acquaintance with the natives of the place, in order to future traffic with them, for which purpose something like an habitation was set up at Nantasket, a place judged the most commodious for such an end. There Mr. Roger Conant, with some few others, after Mr. Lyford and Mr. Oldham were (for some offense, real or supposed) discharged from having anything more to do at Plymouth [1624], found a place of retirement and reception for themselves and families, for the space of a year and some few months, till a door was opened for them at Cape Anne, a place on the other side of the bay (more con-

[1] History of North America. London: 1750, p. 537.

[2] The following works contain extended references to the fisheries of Gloucester:

History of the Town of Gloucester, Cape Ann, including the town of Rockport. By John J. Babson. Gloucester: Published by Proctor Brothers. 1860. 8vo. pp. i-xii, 1-610.

The Fishermen's Memorial and Record Book. By George H. Proctor. Gloucester: Proctor Brothers, Publishers, Cape Ann Advertiser Office. 1873. 8vo. pp. i-iv, 1-172.

The Fisheries of Gloucester, from the first catch by the English in 1623 to the centennial year 1876. Gloucester: Proctor Brothers, Publishers, Cape Ann Advertiser Office. [1876.] 8vo. pp. 1-88.

The Fishermen's Own Book. Gloucester: Proctor Brothers, Publishers, Cape Ann Advertiser Office. [1882.] 8vo. pp. 1-274.

The files of the Gloucester Telegraph and Cape Ann Advertiser contain many fishery items.

venient for those that belong to the tribe of Zebulon than for those that chose to dwell in the tents of Issachar), whither they removed about the year 1625; and after they had made another short trial thereof for about a year's continuance, they removed a third time, down a little lower towards the bottom of the bay, being invited by the accommodations which they either saw or hoped to find on the other side of a creek near by, called Naumkeag, which afforded a considerable quantity of planting land near adjoining thereto.

"Here they took up their station, upon a pleasant and fruitful neck of land, environed with an arm of the sea on each side, in either of which vessels and ships of good burthen might safely anchor. In this place (soon after, by a minister that came with a company of honest planters, called Salem, from that in Psalms lxxvi, 2) was laid the first foundation on which the next colonies were built. * * * But the vanishing of all previous attempts did but make way for the settling the Colony of the Massachusetts, and this was the occasion thereof.

"As some merchants from the west of England had for a long time frequented the parts about Munhiggon for the taking of fish, &c., so did others, especially those of Dorchester, make the like attempt upon the northern promontory of the Massachusetts Bay, in probability first discovered by Captain Smith before or in the year 1614, and by him named Tragabizanda, for the sake of a lady from whom he received much favor while he was a prisoner among the Turks; by whom also the three small islands at the head of the cape were called the Three Turks' Heads. But neither of them glorying in these Mahometan titles, the promontory willingly exchanged its name for that of Cape Anne, imposed, as is said, by Captain Mason, and which it retaineth to this day, in honor of our famous Queen Anne, the royal consort of King James; and the three other islands are now known by other names.

"Here did the foresaid merchants first erect stages whereon to make their fish, and yearly sent their ships thither for that end for some considerable time, until the fame of the plantation at New Plymouth, with the success thereof, was spread abroad through all the western parts of England; so far as that it began to revive the hopes of some of those merchants who had not long before adventured their estates to promote so honorable a design as was the planting and peopling this new world; although finding hitherto but small encouragement that way they were ready to withdraw their hands.

"On this consideration it was that some merchants and other gentlemen about Dorchester did, about the year 1624, at the instigation of Mr. White, the famous preacher of that town, upon a common stock, together with those that were coming to make fish, send sundry other persons in order to the carrying on a plantation at Cape Anne, conceiving that planting on the land might go on equally with fishing on the sea in those parts of America. Mr. John Tylly and Mr. Thomas Gardener were employed as overseers of that whole business; the first with reference to the fishing, the other with respect to the planting on the mainland, at least for one year's time; at the end of which Mr. White, with the rest of the adventurers, hearing of some religious and well-affected persons that were lately removed out of New Plymouth out of dislike of their principles of rigid separation, of which number Mr. Roger Conant was one, a religious, sober, and prudent gentleman yet surviving about Salem till the year 1680, wherein he furnished his pilgrimage, having a great hand in all these forementioned transactions about Cape Anne—they pitched upon him, the said Conant, for the managing and government of all their affairs at Cape Anne. The information he had of him was from one Mr. Conant, a brother of his, and well known to Mr. White; and he was so well satisfied therein that he engaged Mr. Humphrey, the treasurer of the joint adventurers, to write to him in their names, and to signify that they had chosen him to be their governor in that place, and would commit unto him the charge of all their affairs, as well fishing as planting. Together with him, likewise, they invited Mr. Lyford, lately dismissed from Plymouth, to be the minister of the place, and Mr. Oldham, also discharged on the like account from Plymouth, was invited for them to trade with the Indians. All these three at that time had their dwelling at Nantasket. Mr. Lyford accepted and came along with Mr. Conant. Mr. Oldham liked better to stay where he was for a while and trade for himself, and not become liable to give an account of his gain or loss. But after a year's experience, the adventurers, perceiving their design not like to answer their expectations, at least as to any present advantage, threw all up; yet were so civil to those that were employed under them as to pay them all their wages, and proffered to transport them back whence they came, if so they desired."[1]

WHITE'S ACCOUNT OF THE SETTLEMENT OF CAPE ANN.—The following additional account of the first settlement on this Cape is found in a pamphlet entitled "The Planter's Plea," published in 1630, by Rev. John White, of Dorchester, who, with Mr. Humphrey Jackson, were specially interested in the adventure:

"About the year 1623 some western merchants, who had continued a trade of fishing for cod and bartering for furs in those parts for divers years before, conceiving that a colony planted on the coast might further them in their employments, bethought themselves how they might bring that project to effect, and communicated their project to others, alleging the conveniency of compassing their project with a small charge, by the opportunity of their fishing trade, in which they accustomed to double-man their ships, that by the help of many hands they might despatch their voyage and lade their ships with fish while the fishing season lasted, which could not be done with a bare sailing company. Now, it was conceived that, the fishing being ended, the spare men that were above their necessary sailors, might be left behind with provisions for a year, and, when the ship returned the next year, they might assist them in fishing as they had done the former year; and, in the mean time, might employ themselves in building, and planting corn, which, with the provisions of fish, fowl, and venison, that the land yielded, would afford them the chief of their food. This proposition of theirs took so well that it drew on divers persons to join with them in this work; the rather because it was conceived that not only their own fishermen, but the rest of our nation that went thither on the same errand, might be much advantaged, not only by fresh victual which that colony might spare them in time, but withal, and more, by the benefit of their minister's labors, which they might enjoy during the fishing season; whereas otherwise, being usually upon these voyages nine or ten months in the year, they were left

[1] Hubbard's Narrative, in Young's Chronicle of the First Planters of Mass. Bay Colony. Boston, 1846, pp. 19-26.

all the while without any means of instruction at all. Compassion towards the fishermen and partly some expectation of gain, prevailed so far, that, for the planting of a colony in New England, there was raised a stock of more than £3,000, intended to be paid in five years, but afterwards disbursed in a shorter time."

"As the basis of a colony, this use of the spare men, who were necessary while the fishing lasted, but useless in navigating the ship, must have been a prominent consideration among the inducements to plant in New England. Indeed, the great charge of double-manning and double-victualing the ships for the fishing voyages to Newfoundland is mentioned among the inducements as early as 1620."[1]

TROUBLE ABOUT A FISHING-STAGE.—"In one of the fishing voyages about the year 1625," says Hubbard, "under the charge and command of one Mr. Hewes, employed by some of the West Country merchants, there arose a sharp contest between the said Hewes and the people of New Plymouth, about a fishing-stage, built the year before about Cape Anne by Plymouth men, but was now, in the absence of the builders, made use of by Mr. Hewes' company, which the other, under the conduct of Captain Standish, very eagerly and peremptorily demanded, for the Company of New Plymouth, having themselves obtained a useless patent for Cape Anne about the year 1623, sent some of the ships, which their adventurers employed to transport passengers, over to them, to make fish there; for which end they had built a stage there, in the year 1624. The dispute grew to be very hot, and high words passed between them, which might have ended in blows, if not in blood and slaughter, had not the prudence and moderation of Mr. Roger Conant, at that time there present, and Mr. Peirse's interposition, that lay just by with his ship, timely prevented. For Mr. Hewes had barricadoed his company with hogsheads on the stage head, while the demandants stood upon the land, and might easily have been cut off; but the ship's crew, by advice, promising to help them build another the difference was thereby ended."

CAPE ANN IN 1639.—There are no records to show how soon after the departure of Conant Cape Ann was again visited by settlers, but it is probable that the place was inhabited and that fishing was carried on in the year 1633. One of the next references we find to the Cape Ann fisheries is the following order passed at "the Generall Courte, houlden at Boston, the 22th of the 3th M°., 1639," which reads:—

"It is ordered, that a fishing plantation shalbee begun at Cape Anne, and that the said Mr. Thompson shall have place assigned for building of houses, & stages, & other necessaries for that use, & shall have sufficient land alowed for their occations, both for their fishing & for keeping of cattle, & for corne, &c.; and that such other fishermen as will joyne in that way of fishing, & inhabite there, shall have such land, & other liberties there, as shalbee needful & fit for theire occations; & and for this end this Court doth give power to Mr. Endecott, Mr. Humfrey, Mr. Winthrope, Junior, Mr. Will: Peirce, & Joseph Grafton, or any 3 of them, to set out the said plantation, & all lands & other accommodations to such as shalbee planted there, & none to bee setled there but by their allowance."[2]

THE TOWN OF GLOUCESTER, 1642.—The settlement at Cape Ann received its name of Gloucester in the year 1642, when a minister came to the place. An early writer says:

"There was another Town and Church of Christ erected in the Mattachuset Government, upon the Northern-Cape of the Bay, called Cape Ann, a place of fishing, being peopled with Fishermen, till the reverend Mr. Richard Blindman came from a place in Plimouth Pattent, called Green-harbor, with some few people of his acquaintance, and setled down with them, named the Town Glocester, and gathered into a Church, being but a small number, about fifty persons, they called to office this godly reverend man, whose gifts and abilities to handle the word, is not inferiour to many others, labouring much against the errors of the times, of a sweet, humble, heavenly carriage: This Town lying out toward the point of the Cape, the access thereunto by Land becomes uneasie, which was the chief cause it was no more populated: Their fishing trade would be very beneficial, had they men of estates to manage it; yet are they not without other means of maintenance, having good timber for shipping, and a very sufficient builder, but that these times of combustion the Seas throughout hath hindered much that work, yet have there been vessels built here at this Town of late:"[3]

THE GROWTH OF THE FISHING INDUSTRY.—Babson's History of Gloucester says: "No accounts are preserved to show how long English fishing ships continued to make voyages to the coast of New England; but it is natural to conclude that as the country became settled the number annually decreased, on account of the reduced expense with which the business could be carried on by the colonists. In the first settlement of the Massachusetts colony at Salem, we find preparations for fishing; for, in 1629, salt, lines, hooks, knives, boots, and barrels were sent over; and mention is made of fishermen among the settlers. As early as 1634, a merchant of the country was fishing with eight boats at Marblehead; and the next year Portsmouth had belonging to her fishing trade six great shallops, five fishing boats, with sails, anchors, and cables, and thirteen skiffs. About this time, also, our own shore was the abode of a few fishermen; and several settlements were established on the coast of Maine. Of the total product of this branch of industry in any one year, our only information is derived from Governor Winthrop, who says, that in 1641 it was followed so well that 300,000 dry fish were sent to market.

"* * * The first notice connecting our settlers with the fishing business is preserved on a loose scrap of paper, which records the judgment given in a case of litigation between two of them about a piece of a net, and making mention of the 'bote and voyg.' This was in 1651, about which time Robert Dutch had a 'stage' at Stage Neck, in Squam. In 1662 Peter Duncan settled in the town, and carried on a small trade at the Point in the harbor, where it is supposed that Mr. Thompson erected a building or a frame for the purposes of his fishery, in 1639. He is the only one of our early settlers styled a merchant. At this time not more than fifteen men are known to have resided in that part of the town. Some of these probably were fishermen. One of them, in 1663, agreed to pay a debt of fifty pounds in 'good merchantable fish and mackerel.'"

[1] Coll. Mass. Hist. Soc., xxviii, p. 98. [2] Records of Massachusetts, vol. i, page 256. [3] Wonder-working Providence. London: 1654, p. 169.

GLOUCESTER AT THE BEGINNING OF THE EIGHTEENTH CENTURY.—In 1700 the number of inhabitants was seven hundred, who were mostly engaged in agricultural pursuits, the fisheries being carried on by people from other settlements. About this time commenced a season of activity in ship-building. A number of ships and brigantines were built for merchants in Boston, and several vessels were also built for use in the shore fisheries off Gloucester. In 1713 a vessel with new rig was built at Gloucester and called a schooner from a remark made at the launching, "Oh, how she scoons!" The builder, Mr. Robinson, at once said, "A scooner let her be," and that name has ever since attached to this class of vessels.

CAPE ANN FISHERMEN VISIT CAPE SABLE.—"The hostility of the French and Indians," says Babson, "along the whole eastern coast, as far as Cape Sable, had for many years rendered the pursuit of this business in that quarter one of great danger. A few vessels, however, visited that coast from Salem and other places, but Gloucester fishermen do not appear to have repaired thither till about the time of the conquest of Nova Scotia by the English in 1710. That auspicious event did not secure them from molestation, for Rev. John White, of our church, writing in 1711, says: 'The enemy make fearful depredations upon our poor fishermen at Cape Sable'; and two years afterward three men were taken from two of our sloops that were fishing there. Another hazard attended the fishery from which no human care can afford certain protection. This was early experienced by our fishermen, and the havoc of their class by storms, which has since so often shrouded the town in mourning, imparts a melancholy interest to nearly every period of our history. The first loss by shipwreck we have recorded is that of a new schooner while on a fishing voyage at Sable Island, in 1716. In October, the next year, four of a fleet of seven were lost on the passage from the fishing grounds, and to these were added, in 1722, another at Sable Island, involving, in each case, the loss of all the crew."

GROWTH OF THE FISHERIES, 1722 TO 1741.—"The history of our fishery," continues Babson, "from this time to the Revolutionary War, for want of particular information concerning it, may be briefly related. The vessels with which the business was first carried on were the sloops built in the town. A few schooners were added about 1720, of which class it is probable that the 'old bankers,' of recent times, were nearly exact representations. Between 1720 and 1730 as many vessels appear to have been fitted out from Squam River as from the harbor, but after the last date the preponderance was certainly with the latter place, where it has since remained. An account of those of Nathaniel Parsons has been given on a previous page. His was the largest business of his time of which we have any knowledge. Next to him and a few years later we find that Elias Davis was a merchant of the most extensive and successful trade, leaving at his death in 1734 six schooners, a wharf, and fishing-room at Canso, and a large amount of other property.

"In 1741 we learn that above seventy fishing vessels belonged to the town; but the condition of the business here at that time, as reported by Rev. John White, was not such as another authority[1] states it to have been in the Colony generally, nor does it appear to have been prosperous for any considerable time during the next twenty years. Indeed, it is a matter of wonder that the discouragements of that period did not cause a total abandonment of the business. But, notwithstanding the wars between France and England, and the consequent annoyance and occasional capture of our vessels by the cruisers of the enemy, and the demand for men for the provincial armies and for the naval service, the fishery was still pursued. The truth is, it had now become the basis of a profitable foreign trade, for the maintenance of which the merchants of the town would willingly encounter great risks, and could even afford to bear considerable losses.

CONDITION OF THE FISHERIES FROM 1763 TO 1779.—According to Babson, "the peace of 1763 secured to our fathers unmolested use of the fishing grounds, and from this time to the Revolution they carried on the business with energy and success, though a terrible disaster [nine vessels with their crews were lost in 1766], which inflicted a heavy blow upon the town, occurred in the meantime. We know nothing of the relative importance of the bank and shore fisheries during this period; but it seems that the latter were almost wholly confined to Sandy Bay and the cove on the outside of the cape, while the chief seat of the former was at the harbor. Neither can we ascertain the number of vessels and boats engaged in the business in any year except the last of the term here embraced. That employed in the bank fishery must have been quite large, for nineteen schooners, as we have seen, sailed at one time in the fatal year of 1766. An 'estimate of the number of fishing vessels from Massachusetts' before the war, supposed to have been made by a merchant of the town several years after that event, gives seventy-five as belonging to Gloucester, agreeing nearly with the number stated by our selectmen in 1779 to have been owned here in 1775, which was eighty, of an aggregate burthen of 4,000 tons. The average value of these vessels, we learn from another source, was about £300. The same estimate says that there were owned at Sandy Bay seventy boats, which landed 160 quintals of fish each; but this evidently exaggerates.

"Of the fisheries of Massachusetts for any period, from the beginning to the present time, we lack full reliable statistics. The earliest table I have seen is one of the cod fishery, 'from the year 1765 to 1775.' That gives, in relation to the Gloucester fisheries, 'vessels annually employed, 146; tonnage, 5,530; number of men, 888;' an exaggeration, without doubt, in each case. In a covenant for mutual insurance of the bankers in 1774, forty-five schooners are entered; but those of Daniel Pearce and Winthrop Sargent, two principal merchants of the town, and of others

[1] Hon. L. Sabine, in his Report on the American Fisheries, p. 131. Mr. White's account is contained in a letter to the Governor and Council in relation to a call upon the town for aid to the sufferers by a great fire in Charleston, S. C., as follows:

"Almost our whole dependence, under God, is upon our navigation and fishery; and our other Navigation on our Fishery: and that has so far failed by reason of ye smallness of ye price of fish, and ye dearness of salt, bread, and craft, that, of above seventy fishing vessels there are few, if any, above ten in that business. Our people are scattered abroad in the world to get their bread: many pressed, many serving as volunteers in his majesty's service; and the cry of many for necessaries is very affecting. And we have had three contributions for ye relief of the poor the last year in our congregation, and other Families are very pressing for relief."

owning one or two vessels each, were not put in; enough in all to make up the eighty mentioned as belonging here in 1775. The number of our fishing-boats at that time cannot be ascertained; but, on the authority of the selectmen for 1779, I can state that, 'in foreign merchantmen, coasters, and fishing-boats,' we had 1,000 tons. I suppose that about one-half of this tonnage was in fishing-boats, averaging, as they did a few years later, 12 tons each, and making the whole number about forty. In that case we should have the aggregate of one hundred and twenty fishing-vessels belonging to the town in 1775, of the total burthen of 4,500 tons. The schooners probably carried an average number of six men each, and the boats two, making the whole number of fishermen five hundred. Nearly all the fishermen who sailed from the town at that time belonged to it; and when we consider that our list of polls then numbered but 1,653, we see at once that the number of men employed in the fisheries here, given in the table above mentioned, must be exaggerated. [Pitkin gives the quantity of fish exported from Gloucester just prior to the Revolutionary War at 77,500 quintals.]

PROFITS TO THE FISHERMEN.—"The business yielded a scanty support to the fishermen; and, as a class, they were poor, though then, as in a more recent period of our history, according to the natural course of things, the merchants who carried it on with most success were men who had themselves served an apprenticeship at the hook and line. No means exist for ascertaining the average annual earnings of these men before the war; but the accounts of a single vessel for 1773 are preserved, and show the product of her two trips to the Banks to have been 550 quintals of fish, which sold for £302. After deducting a few small expenses, one-half of this sum belonged to the fishermen. Supposing their number to have been six; we can see that the amount received by each was but a small sum for the payment of his proportion of the provisions for the voyage and the support of his family at home.

"In these fishing voyages it was the custom for the men to go, as it was called, 'on their own hook.' An account was kept of the fish caught by each man, and at the end of the voyage the proceeds were distributed accordingly. The following account of a season's work by one crew on the Grand Banks a hundred years ago may possess interest for modern fishermen: Account of fish taken on board the schooner Abagail, Capt. Paul Hughes, in three fares to the Grand Banks in 1757. She sailed on the first fare May 16, and fished twenty-three days; on the second fare July 13, and fished twenty days; on the third fare September 22, and fished twenty-four days. She left the Banks on the last fare November 5.

	First fare.	Second fare.	Third fare.	Total.
Paul Hughes	3,501	1,146	1,996	6,643
B. Foster	2,890	689	1,421	5,000
Rufus Stacey	2,000	758	1,026	3,784
Jos. Galloway	2,209	742	1,293	4,244
Nath. Day	2,020	615	.....	3,929
Abm. Wharf	.....	.....	1,294	
Wm. Smith	1,705	609	1,121	3,435
Total	14,325	4,559	8,151	27,035

"The largest number taken in one day was 1886, on June 1.

THE FISHERIES INTERRUPTED BY WAR.—"The revolutionary crisis approached, and the commerce and fishing of the town could be no longer pursued. A great majority of the people—comprising the merchants, mechanics, fishermen, and sailors, who depended upon the maritime business of the place for a livelihood—could find no employment in their regular pursuits, and were the more eager, therefore, to prove the sincerity of their declaration, that they would defend their liberties at the expense of all that was dear to them. At the commencement of the Revolutionary War eight schooners and a large number of Chebacco boats were engaged in the fisheries of Gloucester. The schooners were employed in distant grounds, and were therefore, during the war, useless for the business in which they had been engaged. Several were converted into privateers, a few rotted at the wharves, and some were preserved till peace again made it safe to resort to the 'Banks.' One of them, of 55 tons, survived every accident, to be registered in 1790, at the venerable age of twenty-two, in the foreign commerce of the town. No means exist for ascertaining how many vessels engaged in the Bank fishery immediately upon the return of peace. One statement says that 60 were employed in it in 1788 and 50 in 1789. Another, in giving an account of fish caught by vessels from the town in the fall of the last-named year, shows that 44 vessels took 426,700 fish, and that 15 of these vessels belonged to Eben Parsons and Daniel Sargent, two merchants of Boston. Seven more belonged to each of the two principal merchants of Gloucester, David Pearce and Daniel Rogers. Concerning this revival of the fishery, it may be further stated that the custom-house records show the enrollment between October 2, 1789, and September 10, 1790, of 1 brig, 16 sloops, and 40 schooners, of an aggregate burthen of 3,108 tons. Some of the 'Bankers' made three trips in a season, and, if remarkably fortunate, landed from all, together, as many as 40,000 fish; but all the traditions of the business report that the average earnings of the fishermen were so small that they were kept in a condition of poverty. It is not surprising, therefore, that the number of vessels engaged in it decreased from year to year till 1804, when we find that only 8 of more than 30 tons burthen were engaged in the Gloucester fisheries. This small number had probably dwindled to less in 1819, when an effort was made to put new vigor into the business by the establishment of a corporation to carry it on. In that year the Gloucester Fishing Company, with an authorized capital of $50,000, went into operation.

They built 6 schooners, and with visions, perhaps, of a renewal of the ante-revolutionary prosperity of the town, commenced by giving their vessels names having initial letters in alphabetical order.

"The Amity, Borneo, Crescent, and Diligent were of the old model, deemed best for the Grand Bank fishery, and were employed in that, while the Economy and Favorite were built according to a modern style, and sent in pursuit of cod and mackerel on our own coast. The bounty act passed by Congress in 1819, or the anticipation of that act, may have added stimulus to this project; but a business which private capital avoided could hardly be expected to yield profit, even to the best corporation management, and accordingly, in the third year, this enterprise came to an end, with a loss of all the interest on the capital and a portion of the capital itself. Since this period it is probable a year in which no vessel has gone to the Grand Bank from Gloucester has sometimes passed, and not even the high price of cod in recent years [written in 1859] has tempted many of our people to send their vessels to that fishing ground.

THE INSHORE FISHERIES FROM 1792 TO 1828.—"The shore fishery of Gloucester had risen to some importance before the Revolution, and upon the return of peace the enterprise of the people was again directed to this pursuit, to which some encouragement was given by early acts of the General Government. In 1792, 133 Chebacco boats, measuring in the aggregate 1,549 tons, were engaged in it. These boats resorted to the ledges and shoal grounds near the coast, where they found, at different seasons, cod, hake, and pollock, and pursued their fishery with such success that in twelve years from the last-named date the number of boats engaged in it had increased to about 200, while the tonnage had nearly doubled. At this time the boat fishing was chiefly carried on at Sandy Bay and the other coves on the outside of the cape; but the advantage of a good harbor for their large boats drew a few of the people away from these localities to settle on Eastern Point soon after 1800. The business, however, was not profitable enough, even with additional encouragement from the General Government, to attract many new adventurers, or even to stimulate much the enterprise of the old ones, and it had a slow growth for the next quarter of a century, the annual average increase of tonnage during that time having been only about 125 tons. At the end of this period (in 1828) the whole number of vessels upward of 20 tons engaged in the Gloucester fisheries was 154, measuring 5,899 tons, to which are to be added about 40 boats, of an average burden of 15 tons. The total annual product of the cod fishery of the town at this time is said to have been about 60,000 quintals."

GLOUCESTER FISHERIES IN 1821, 1827, AND 1829.—In 1821 the George's cod fishery began, and at the same time the fishery for mackerel from Gloucester began to assume considerable importance.

In 1827, according to a statement in the Gloucester Telegraph of February 9, 1828, the products of the fisheries of this port were 66,132 quintals of fish, 27,225 barrels of mackerel, and 2,204 barrels of oil.

The condition of the fisheries in 1829 is told in an article in the Gloucester Telegraph of that year, which says:

"There are now but few vessels employed in the cod fishery from this place, as the business of late has been no source of profit to owners, owing to foreign competition and higher rates of bounty or depression in trade. When our vessels could proceed from the fishing grounds with a fare to some foreign port, and there receive a full cargo of sugars, wines, &c., it was an inducement for many to engage in the business, because such a cargo yielded an immense profit on its return to the owners and crews. The ports of Lisbon and Bilboa were the markets which generally received our staple commodity, but the trade to those places has long since ceased. The mackerel fishing is now about all that is pursued from this port and others on the seaboard of Massachusetts and Maine, with the exception of Marblehead, from whence about fifty vessels, averaging 60 tons each, have been fitted out the present season for the Grand Bank fishery."

THE GLOUCESTER FISHERIES IN 1830 AND 1837.—In 1830 the George's halibut fishery commenced, and about the same year mackerel trips were first made to the Bay of Saint Lawrence. The shore fisheries at this time were also of considerable importance. The year 1831 is famous for the great abundance of mackerel off the coast of New England.

In 1837 the assessors of the town gave the following facts concerning the fisheries for that year: "Vessels employed in the cod and mackerel fisheries, 221; tonnage of same, 9,824; codfish caught, 55,181 quintals; value of same, $186,516; mackerel caught, 43,934 barrels; value of same, $335,566; salt used in the cod and mackerel fisheries, 113,760 bushels; hands employed, 1,580; capital invested, $349,000."

THE COD FISHERY IN 1844.—From the records of the collector of the port at that time we find that the cod fisheries of Gloucester for the year 1844 employed 1,210 men and produced 86,315 quintals of fish. The amount of bounty paid March 31, 1845, was $36,423.50.

A list of the names of cod-fishing vessels belonging to Gloucester in the year 1844 is preserved in the custom-house records. It gives the following facts concerning the fleet in that year:

	Number.	Tons.	Time employed.	
			Months.	Days.
Vessels over 20 tons	189	8,745 6/95	1,430	16
Vessels under 20 tons	60	699 5/95	536	14
Total	249	9,444 13/95	1,967	30

THE FISHING FLEET IN 1846.—In the Gloucester Telegraph of January 1, 1846, is published a list of vessels then owned in the district. The list includes 161 schooners, 55 boats, and 1 sloop, aggregating 8,363.70 tons, employed in the fisheries, and 1 ship, 11 brigs, 80 schooners, 21 sloops, and 3 boats, aggregating 8,075.13 tons, employed in coasting and foreign trade. The same paper says: "Under the head of fishing vessels are placed the names of 161 schooners.

This is not the whole number of vessels that have been employed in fishing the past season, for many, after the fishing season is over, take out coasting licenses. At one time there were at least 220 schooners in the business, employing, at the lowest calculation, upwards of 1,700 men, and the 58 boats at least 150 more, making, in round numbers, 1,850 men employed in fishing. The whole number of vessels that have received bounty for the last year's fishing was 242, and the amount of bounty paid about $37,500. Many of the vessels placed under the head of coasting have been employed in fishing during the season, and have drawn bounty; others have been employed in fishing for only a few weeks. A large number of those under the head of fishing came into the district after the fishing season commenced, and consequently drew no bounty."

EXTENT OF THE FISHERIES IN 1847.—In 1847, according to a reliable statement prepared by Mr. Addison Winter and published in Babson's History of Gloucester, the extent of the fishery industry of the town for that year, exclusive of "winter wherry fishing," was as follows: Whole number of vessels, 287, measuring 12,354 tons, employing 1,681 men and 186 boys; 28 of these vessels were under 10 tons burden, 27 between 10 and 20 tons, 29 between 20 and 30 tons, 42 between 30 and 40 tons, 26 between 40 and 50 tons, 49 between 50 and 60 tons, 73 between 60 and 70 tons, and 13 over 70 tons; the product of the fisheries was 7,088,376 pounds codfish, valued at $181,703; 3,379,776 pounds halibut, $70,761; 735,506 pounds hake, $12,174; 919,188 pounds pollock, $16,566; 49,779 barrels mackerel, $290,045; 337 half-barrels tongues and sounds, $1,873; and 39,520 gallons of oil, $16,232; total value of products, $589,354.

GLOUCESTER FISHERY STATISTICS FOR 1854.—The selectmen of Gloucester made a report of the principal industries of the town for the year 1854, which was published in the Gloucester Telegraph October 24, 1855. In this report we find the following items relating to the fisheries: Number of vessels in the cod and mackerel fisheries, 282, measuring 19,374 tons; barrels of mackerel, 43,201, valued at $388,809; quintals of cod, 97,950, valued at $293,650; value of cod-liver oil, $1,020; value of salt consumed, $160,000; capital invested in fisheries, $989,250; number of persons employed in fisheries, 2,820; quantity of halibut smoked, 210 tons, valued at $25,000; quantity of fish-oil made, 23,700 gallons, valued at $13,035; 3 marine railways, with $37,000 capital and employing 8 men; 6,500 tons of ice cut, valued at $15,000; capital in net and seine factories, $5,000, hands employed, 25; 2,500 fish barrels made, valued at $1,700, and 800 fish casks, valued at $1,800; 6 sail-lofts, with $40,400 capital and employing 54 men made 1,270 sails, valued at $95,250; $3,000 invested in 4 mast and spar yards; 2 boat makers, with $1,400 invested and employing 4 men, made 102 boats; capital in ship-yards, $10,500; hands employed, 37; vessels launched, 7, measuring 605 tons.

FISHERY STATISTICS FOR 1859.—The following statement, taken from Babson's History of Gloucester, shows the condition of the fisheries in 1859: "The whole number of schooners, 20 tons and upwards, belonging to Gloucester Harbor in July, 1859, was three hundred and twenty-two, measuring in the aggregate 23,882 tons. Of this number three hundred and one, manned by three thousand four hundred and thirty-four men and one hundred and thirty-four boys, were employed in fishing. So much we learn from a statement published in the Gloucester Telegraph. The product of the fishery for that year, as nearly as can be ascertained, is here given:

	Quantity.	Value.
Mackerel ..... barrels..	59,664½	$705,833
Cod ..... quintals..	114,047	416,271
Halibut ..... pounds..	4,500,000	135,000
Oil ..... barrels..	1,400	19,600
Total	.....	1,276,704

"If to this aggregate we add the product of the herring voyages to Newfoundland and that of the business carried on at Squam and Lane's Cove, not included in the above items, we shall find the total product of the fisheries of Gloucester for 1859 not less than $1,400,000. The quantity of halibut given is an estimate founded upon information obtained from persons in the business, and is believed to be under rather than over estimated. The number of pounds of this fish sold in town last year to be dried and smoked is known to have been about a million and a half."

CENSUS STATISTICS IN 1865.—The census report of Massachusetts for the year 1865 gives the following items concerning the fisheries of Gloucester: Number of vessels, 358; tonnage of vessels, 25,670; value of products, $3,319,458; value of salt consumed, $237,275.

STATISTICS FOR 1869.—In the report of the town clerk for the year 1869 we find that the whole number of schooners and boats fitted out for fishing that year was 431; 32 vessels made trips to Newfoundland for fresh herring, and 8 to Newfoundland and elsewhere for salt herring; 120 made trips in the Grand Bank cod fishery; 272 in the George's Bank cod and halibut fishery; 194 in the Bay of Saint Lawrence mackerel fishery; and 151 in the shore mackerel fishery; the estimated product of the fisheries, in fish, oil, and manure, was $3,242,250.

THE FOREIGN COMMERCE OF GLOUCESTER FROM 1783 TO 1859.—"The foreign commerce of Gloucester," writes Mr. Babson, "which before the Revolutionary war was of no great extent, rose, after the peace, to be of considerable importance. In 1790 upwards of forty ships, brigs, schooners, and sloops were employed in it; and during the twenty years succeeding, vessels belonging to the town visited most of the principal ports in Europe and the West Indies, and a few made voyages beyond the Cape of Good Hope. One of those engaged in the latter (the Winthrop and Mary) was owned by an association of merchants called the India Company. She was of about 100 tons burden, originally a schooner, but was altered to a ship, and properly manned and armed to suit the dignity of the India trade. Having made two voyages safely to Calcutta, she was next sent to Sumatra, but was never heard from after leaving

that island on her homeward passage. This occurred about 1800. The Bilboa trade was also resumed by our merchants after the war. The first vessel that ever left Massachusetts Bay with a cargo of fish for a European market was the ship belonging to the Dorchester Company, which sailed from Cape Ann Harbor for Spain in 1623, as stated in a previous chapter of this book; but of the great trade in that article of which that voyage was the commencement we know little more than the beginning and the end. In 1767 there were sent to Bilboa from the ports of Essex County as many as 51,000 quintals of fish, of which quantity Gloucester, without doubt, furnished a considerable portion. The merchants of the town finally abandoned the trade soon after the beginning of the present century, chiefly, it is said, in consequence of discriminating duties at that port in favor of the fish of other countries. The interruption of the business of France, occasioned by the revolution in that nation, opened for a short season a profitable market for American fish, of which some of the Gloucester merchants took advantage. One schooner, fitted out from the town in 1793, went to the Grand Bank and took 21,000 fish, with which she sailed to Nantes, but, upon arriving on the coast, was ordered to Belle Isle, where the fish were sold in a green state at a half crown apiece, producing over 10,000 crowns. This was a rare case of course, and, as might be expected, the business was soon overdone, and finally, upon the resumption of the French fisheries, abandoned altogether.

"The peace in 1783 also enabled the merchants of Gloucester to pursue the West India trade again for several years without interruption. A considerable portion of this trade—that carried on with the French islands—finally ceased to be profitable in consequence of the large bounty by which the importation of French fish was encouraged, and before 1830 was totally abandoned by the merchants of the town. About the same time the unimportant commerce carried on with some of the other islands was also given up, and Gloucester turned attention to the home market, which began then to be opened, and which it has ever since found to afford the best customers for its staple products. If a particular account of our West India trade should ever be written, one incident of it possessing interest in these days of huge sh ps and a vast commerce will command the attention of the historian. This was the fitting out, during the embargo preceding the last war with Great Britain, of several of the small fishing-boats of the town on voyages to the West Indies. One of these boats was of 13 tons burden, and the largest was not more than 20. The act was unlawful, and they departed, of course, by stealth. The fish which they carried were sold at high prices, and the boats were disposed of without great loss, though the master of one ventured home with a cargo of coffee, which he landed at Squam in the night, and before morning was again out to sea to set his boat adrift in Massachusetts Bay, where he was finally picked up.

"The only branch of foreign commerce which has been steadily pursued by merchants of Gloucester for a long course of years is that carried on with Paramaribo, or, as it is usually called here, Surinam, the capital of Dutch Guiana. Boston vessels traded to Surinam as early as 1713, for two arrived at the former port from that place in one week of that year; but it is not known that any Gloucester vessel engaged in the trade till about 1790, when, it is said, Colonel Pearce sent a vessel there. The chief article of export is hake, supplied in part by Maine fishermen, though other provisions, as beef, pork, lard, hams, and flour, are sent in large quantities. The return cargoes consist almost wholly of molasses and sugar, but some coffee and cocoa are also brought. Under the stimulus of the very high prices of sugar and molasses in 1857 the trade of Gloucester with Surinam for that year probably exceeded in amount that of the whole foreign commerce of the town in any previous year of its history.

"The commerce of Gloucester began with the shipment of wood to Boston, a business which, in course of time, compelled the people of the town to seek their own supply abroad. This, according to the lapse of years, they obtained from places more and more remote, till at last they came to depend on Nova Scotia for this essential article. The wood-coasters of that province began to come to Gloucester about twenty years ago. The vessels were then of no greater average burden than 40 tons, but the size has increased with the growth of the business, and has now reached an average of 75. The number of arrivals of foreign vessels, nearly all of which were these wood-coasters, was, in 1859, one hundred and forty-two. Before the reciprocity treaty with Great Britain these vessels generally took home specie, but since that happy event they have carried provisions and other articles from the well-supplied stores of the town."

ESSEX.

THE GROWTH OF THE FISHERIES.—The early history of this town is included in that of Ipswich, of which it formed a part until 1819, when it became known under its present name. The following historical facts are recorded in the History of Essex by Crowell & Choate, 1865, and in Felt's History of Ipswich, 1834:

"In 1732 the fishery was successfully carried on here, and in the center of the town. The town, by a vote passed the year before, required the names of all the crews of fishing vessels in the town to be entered with the town clerk, on penalty of £20 for every omission."

"In 1770 fishing was much encouraged among us. From twenty-five to thirty Chebacco boats, with two men and a boy in each, went to Damaris Cove and brought their fish ashore here to be cured. Fish flakes were to be found on Hog Island, on Warehouse Island at the north end, on Thompson's Island, and at Clay Point."

"About 1804 forty sail of boats were engaged in the fishery on the eastern shore; a few were employed in the Bank fishery. The fishing business diminished as ship-building increased and was found more profitable. The former was mostly discontinued about 1821."

"In 1820 a company became incorporated for having a canal from Ipswich to Essex. It was made navigable early in 1821. Its length is about half a mile. It commences at Fox Creek and runs to Chebacco River. It cost near $1,100. This stock is divided into twenty-seven shares, of $40 each, and pays nearly 6 per cent. on the original amount. As an inlet to Essex from Merrimack River for *ship timber* (fishing vessels at Essex), it has kept this article

down lower than it would be had dependence been placed solely in what the vicinity would supply. Prices of freight through this canal: Oak timber, 17 cents, and pine, 14 cents a ton. Oak sawn stuff of an inch thick, 40 cents M, and of other thicknesses in proportion."

"Thirty years since [written in 1834], forty sail of boats from this place were engaged in the fishery on the eastern shore; a few were employed in the Bank fishery. The fishing business diminished as ship-building increased and was found more profitable. It was mostly discontinued twelve years ago. Nine hundred barrels of clams are dug here annually. The persons by whom they are obtained sell them, exclusive of barrels and salt, from $2.50 to $3. Such bait was formerly vended at Marblehead, and now in Boston for the prices mentioned with reference to Ipswich."

"For the last twenty years [written in 1865] about fifty men and boys have been employed, chiefly in the spring and fall, in digging clams for fishing-bait. For this purpose, the clam-flats in each town are, by law, free to all its residents, and to no others. Five bushels of clams in the shell, it is usually reckoned, make one bushel of 'meats'; about two and a half bushels of the latter are put into each barrel, and this quantity an able-bodied man can dig in three tides. One bushel of dry salt is used for each barrel. During this period of twenty years, about 2,000 barrels of clams have been dug yearly, on an average, and sold at an average price of $6 per barrel. Deducting for the cost of the barrel $1, and of the salt for it 75 cents, the sum of $4.75 per barrel or $8,500 per year has been earned in this business. The bait is marketed chiefly in Gloucester."

The Gloucester Telegraph, of October 18, 1865, states that "the fishing business of Essex is represented by seventy men, who secured during the past season 18,000 bushels of clams, netting $12,000. Capital invested, $400." The census of Massachusetts for 1875 gives the following figures for Essex: "Clam-diggers, 9; fishermen, 6; ship carpenters, 122; spar-makers, 6."

BEVERLY.

The fisheries of Beverly from 1832 to 1845.—Mr. John Pickett, who has been engaged in the fishing business at this place from 1832 to the present time, informs us that the home fleet in 1832 consisted of from forty to forty-five sail.

The Salem Observer of June, 1838, stated that in that year there were in Beverly fifty-eight fishing vessels, employing three hundred men. The tonnage aggregated over 3,000 tons and the rate of bounty was $4 to the ton.

The Gloucester Telegraph of January 29, 1845, gives the following account of the fisheries of Beverly for the year 1844: "Twenty-three schooners, making one fare each, and twenty-five schooners, making two fares each—aggregate, forty-six schooners, 3,356 tons—brought in 30,000 quintals fish, worth $67,333, and 313⅞ barrels of oil, worth $4,622. The bounty was $13,650. Besides the home fleet, twenty-three schooners belonging to other ports brought in 12,494 quintals fish and 179 barrels of oil, and paid $2,000 for curing their catch."

The following extract from the Gloucester Telegraph of January 21, 1846, shows the amount of income from the fisheries at Beverly for the year 1845:

Codfish caught, 26,982 quintals, at $2.40	$64,756 80
Cod oil, 283 barrels, at $14.25	5,444 00
Amount of bounty paid by government	12,914 00
Tongues and sounds, 420 barrels, at $5.50	2,310 00
Total	85,424 80
Number of vessels employed in the fisheries in the year 1845	42
Number of hogsheads of salt expended	3,500
Number of hands employed	350

Condition of the fisheries from 1850 to 1869.—The fishing business prospered and increased up to 1850, when it numbered seventy-five sail, employing 1,200 to 1,400 men, nearly all of whom were of New England birth. Vessels leaving home from the 1st to the 15th of March returned in July and refitted, making two and often three trips a year. The years 1857 and 1858 were financially disastrous ones, and since that time, with the exception of during the years 1863, 1864, and 1865, the business shows a steady decline.

The Gloucester Telegraph of January 7, 1860, says: "The amount of fishing bounties paid for the district of Salem and Beverly for the year 1859 is $18,176.76. The amount of tonnage employed in the business in this district is 4,723 tons. The number of foreign entries at the custom-house in this city for the year 1859 was two hundred and seventy-five, and the number of clearances for foreign ports during the same period was two hundred and sixty-one."

Two items from the Gloucester Telegraph give an account of the condition of the Beverly fishing fleet for 1869: "The Beverly fishing fleet last year employed twenty-seven vessels with an aggregate of 1,700 tons and three hundred and fifty men. Of codfish and halibut 32,000 quintals were landed; of oil, 350 barrels. About $200,000 was stocked.

"The Beverly Citizen states that the fishing fleet from that town has made a very successful season's work, the estimated amount of fish landed being about 32,000 quintals of codfish and halibut; number of barrels of oil, 350; amount stocked, $192,000; oil, about $9,000. The number of men employed was 350; number of vessels, 27, with an aggregate of 1,700 tons. The largest amount of fish landed by any one vessel was by schooner D. A. Wilson, owned by Pickett & Wilson, consisting of 2,288 quintals, two fares."

SALEM.

EARLY HISTORY OF SALEM FISHERIES.—The early history of the fisheries of this place, dating back to the beginning of the seventeenth century, may be best learned by a careful examination of various extracts bearing on this subject, taken chiefly from the Essex Institute Historical Collections and from Felt's History of Salem.

First are given some remarks on the commerce of Salem by Mr. George F. Cheever. These remarks apply to Salem between 1626 and 1740.

"The trade or commerce of Salem most probably dates back to, or even prior to, the settlement of the place. Adventurers to this western coast, after fish and furs, may have traded with the Naumkeags ere Conant and his associates settled here [in 1626]. To judge from the testimony of Brackenbury, Dixey, and Woodbery (Salem Records, Registry of Deeds, Vol. 5, pages 105 to 107), the early planters were on the best terms with the native Indians in Salem, and thus had the opportunity of trading with them; and the Cape Ann settlement had boats, which were doubtless used for fishing, and very probably trading, along the coast. As that settlement was originally intended as a planting, trading, and fishing one, it is most likely that fish and furs were both sought from Salem, as from the vicinity: the search for both these articles being then common to adventurers to this western coast. * * *

"The Home Company begin their trade with Salem and vicinity in 1628. They send over with Endicott certain goods to traffic with the natives for beaver, otter, and other furs, and in 1629 he is ordered to send home to the company, in London, two or three hundred firkins of sturgeon and other fish. * * *

"In 1629 we find the Home Company sending into Salem six ship-builders, of whom Robert Moulton is chief, and two coopers and cleavers of timber, the last to prepare staves for return cargo, and that they order three shallops to be built in Salem, doubtless for fishing purposes. It is most probable that these shallops, if ever built, were built upon the Neck, near or upon Winter Island, which was used for the fisheries and ship-building from the very commencement of the town. Judging from what is said of the shallop in the New England Voyages, in the Mass. Hist. Coll., of what Prince and Bradford say, and the comparison Hutchinson makes between the fishing shallops of 1749 and the fishing schooners then employed, the shallop of New England was often a decked boat of from 10 to 20 tons. * * *

"The early, the long continued, the staple trade of Salem, was the fisheries. We see indeed some of her sons from 1630 to 1658 engaged in the beaver and peltry trade, once valuable, but this was almost extinct in 1658, and at that time the fisheries, whale and other, were as productive as ever. The harbor and rivers of Salem swarmed with fish, among which cod and bass were very plenty. So plentiful were they that they were used for manure up to 1639, when the general court forbid it. Great favor was early shown the fishermen in Massachusetts by law, such as freedom from taxation on their stock and fish, and from military duty while engaged in their occupation. The early foreign trade, that is, imports of the colony, seems, during the first few years, to have been in the hands or power either of the Home Company or the government of the colony, as representing either them or the colonists: but it is doubtful if this policy ever extended over the fisheries, or, if so, it must have been for a very short period. The fisheries were considered so important that, as early as 1635, the general court appoint a committee to impress men who shall unload salt when it arrives. This is evidently, in a good part, owing to the value of the salt for the fisheries. They were not hampered with the early restrictions imposed on foreign imports, so far as we can find, and soon became profitable. After the colonists had built their houses, cleared their lands, established their common rights, raised enough to help support life, either in grain or animals, and somewhat settled down, their attention was more particularly devoted to the fisheries. [*Massachusetts could not well have exported much grain before 1640, whatever she may have exported in fish, since in 1637 there were only thirty-seven plows in the whole colony, says Graham,* the most of them being in Lynn.] It seems most probable that a certain class of men, however, devoted themselves in Salem almost exclusively to this business [fisheries], and from the commencement of the town. Winter Island was their headquarters. They obtained the use of certain lots on the island, and certain common rights adjacent, and this island continued to be used by fishermen until and after a division of the common lands, about 1714. It was then expressly reserved by the commoners for the fisheries, as it had ever been before. This reservation, moreover, was of a great common right, viz, the free use of this island for fishing purposes; since the fee seems, as a general rule, never to have left the town like other grants. Those who built houses, fish-houses, warehouses, and wharves on this island, only gained an *usufructuary* right for the time being. Yet this island has seen a busy fishing population gathered upon it, and as late as 1731 there were conveniences upon the *Neck*, which, in all probability, means this island, for forty vessels and their fares. All this is now a tale of the past. Indeed, just before 1700, this island was a still busier scene in all probability, as Salem sent out over sixty fishing ketches of from 20 to 40 tons, which evidently discharged their cargoes in Salem, and most likely on the common ground or land for the fishermen. In 1660 Baker's and Misery Islands were both set apart by the general court for the free use of fishermen, and were probably intended to be especially used by the Salem, and perhaps Marblehead, fishermen. From the year 1629 to 1740, or thereabouts, Winter Island seems to be the headquarters of the Salem fishing trade, and that trade itself seems to have been our staple trade down to a much later period, even to the American Revolution, and the great change of trade consequent upon it."[1]

From the annexed statement of Mr. G. C. Streater may be gathered some idea of the luxuriance of the Salem waters in 1630:

"SATURDAY, JUNE 12, 1630.

"Governor John Winthrop and his companions, on board the Arbella, and with the noble lady Arbella on board, approached Salem Harbor. * * * After a short sojourn, Governor Winthrop wrote home to his wife, who remained

[1] Essex Institute Hist. Coll., vol. i, pp. 67–74.

in England: 'We are here in a paradise. Though we have not beef and mutton, &c., yet (God be praised) we need them not; our Indian corn answers for all. Yet here is fowl and fish in abundance.' They had had early proof of the abundance of fish, for Governor Winthrop's journal informs us that just before the Arbella reached the harbor of Salem they caught with a few hooks, in two hours, no less than seventy-six codfish, 'some a yard and a half long and a yard in compass.' All the accounts returned to England by the pioneer emigrants concurred in extravagant praise of the new country, and we now read their quaint and highly-colored narratives as amusing curiosities of literature. * * *

"'The abundance of sea fish' (says Mr. Higginson, 1629) 'is almost beyond believing, and sure I should scarce have believed it, except I had seen it with mine own eyes.' He had seen hundreds of bass seined at one time in our own waters, and mentions lobsters as being so abundant that even boys could catch them. But of lobsters, he says, as for myself I was soon cloyed with them, they were so great, and fat, and luscious.'"[1]

The curing, culling, and final disposition of the fish caught are described by Mr. Cheever:

"Fish being the great staple of Salem, as of the colony, was of course the early object of the care and attention of the legislature. Laws were passed protecting it as well as the fishermen. The curing of it seems to have become at least a distinct business, left to those called shoremen who received the fish on return of the fishers and cured and dried it. It then passed under the review of the cullers, who were sworn officers, certainly after 1700, and was divided into merchantable, middling, and refuse; also, scale fish. The first two went to Spanish and the first-class markets, the refuse to the slaves in the West Indies, and perhaps the poorer classes of Europe. The fish from Acadia (Nova Scotia) (Cape Sable fish) was in great demand in Bilboa, Spain, as being a superior fish, and was largely shipped there. Marblehead sent this description of fish to Spain even after our American Revolution. In 1670 the legislature denounced the use of Tortuga (West India) salt on account of its impurity, and fish cured by it was made unmerchantable by law. Winter Island and the adjoining Neck seem to have been especially devoted in Salem to the fisheries; Winter Island being in 1695, and yet later, the headquarters, to judge by history, tradition, and old papers. How far Salem may have been engaged in the whale-fishery is dubious. Some of her sons may have gone down to Cape Cod on such an errand; for the Cape, as late as 1714, was so largely visited by cod and whale fishers that the general court that year made all the province lands there a precinct and the visitors to it (fishermen) support a settled minister at £60 per annum by a tax of 4 pence a week levied on each seaman, to be paid by the master of the boat for the whole company. This was in the days when no man was permitted to be absent from church a month, if in health, without presentation before the grand jury, and punishment by a fine of 20 shillings."[2]

The same writer thus describes the fisheries and vessels used in the same, which, when developed further, led to the elevation of Massachusetts as a State noted for its prominence in the fisheries:

"The English had freely used the coast of New England for the fisheries before the settlement at Salem, and the royal charter reserved this right to Englishmen after the settlement, a right which was freely used, it seems. Newfoundland had an English settlement at the time.

"The early fisheries were quite profitable, to judge from Levett's account of the trade in 1623–'24, wherein he says he has 'attained to the understanding of its secrets.' According to him, a ship of 200 tons, with a crew of fifty men, the ordinary crew of such sized vessels in the fisheries, would be at an outlay of some £800, the cost for nine months' victualing, &c. One-third of the catch, 'fish and train,' being deducted as 'fraught' for the owners, another as a share for the crew, and the balance for expenses, the owner's one-third part of the cargo would yield £1,340 'for disbursing of £860 nine months.' The cargo sold in Spanish ports from 36 to 44 rials per quintal. Our Salem fishing craft were not so large as Levett's 'ship,' but were shallops of from 10 to 20 tons, say, ketches of from 20 to 40, and finally schooners from 30 to 60, or more, carrying not more than from four to eight or ten men, say. Small boats were perhaps used at first. Still the trade was profitable, Salem and Massachusetts being built up by it in the early day. The fisheries and the timber trade gave Salem doubtless two-thirds or more of her early wealth."

FISH AND FISHING, 1616 TO 1635.—Felt, referring to the abundant supply of herring in 1616 and previous to that date, has recorded this statement, made more than two hundred and fifty years ago:

"In Virginia they never manure their overworn fields, which are very few, the ground for the most part is so fertile; but in New England they do, striking at every plant of corn a herring or two, which cometh in that season in such abundance they take more than they know what to do with."[3]

Felt then adds (quoting another statement made somewhat later than the above):

"After fish became scarce, though abundance were taken for food of the inhabitants and for exportation to foreign ports, the supplies of the barnyard and of the sea-shore were of course more depended on to strengthen our lands."

The same author says:

"A letter from the company in London to Mr. Endicott in 1629, among other things spoke of 'building shallops for the fishing business, by six shipwrights then here. One of these mechanics, Robert Moulton, was master workman. It proposed fishing in the harbor or on the banks. It requested, that if the ship, which had arrived with emigrants, should be sent to fish on the bank, and not return hither immediately, 'the bark already built in the country,' might be fitted out to bring back the fishermen.' We perceive from this that a vessel had been made, most probably at Naumkeag; and that the *Desire*, afterwards launched at Marble Harbor, was not the first vessel built in the colony, as some have supposed. The fishermen just mentioned had been employed in England to reside here for teaching and encouraging their business. A storehouse was erected for the shipwrights and their provision, by an order of April 17, and another for fishermen and their stores, by an order of May 28. Records were to be kept of their stock, provisions, and proceedings."

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[1] Essex Institute Hist. Coll., vol. ii, p. 2. *Ibid.*, vol. i [1859], p. 122. Annals of Salem, vol. i, 3d ed., p. 243.

Felt quotes the following words of Mr. Higginson uttered in 1629, and contrasts them with the facts concerning the same fish, "the bass, in 1845," when they were "seldom seen in our waters:"

"Whilst I was writing this letter my wiffe brought me word, that the fishers had caught 1600 basse at one draught, which if they were in England were worth many a pound."

A regular distribution by law of land to the fishermen was in 1635 ordered by the Salem authorities. Felt has thus entered the occurrence:

"1635.—Our town authorities, to 'avoid the inconvenience found by granting of land for fishermen to plow,' ordered 'a howse lott and a garden lott or ground for the placing of the flakes, according to the company belonging to their families, the greatest family not above two acres and the common of the woods neer adioyning for their goates and their cattle.'"[2]

GRANTS OF LAND TO FISHERMEN AND OTHERS.—In the Essex Institute Historical Collections, Vol. ix, 1868, are the subjoined desires and grants of and to certain persons of Salem:

"23TH OF THE 11TH MO: ANN° 1636.

"William Hackford Received for an Inhabitant & may also have a fishing Lott."

"7TH OF 12 MO: 1636.

"Sarg: Woolf may have a fishing Lott at Wint^r Harbo^r.

"AT A TOWNE MEETING 11TH OF Y^e 5 MONETH 1636.

* * * "Its agreed—That Thomas Moore sonne to widow Moore & his wife are received for Inhabitants and may have one fishing lott on the neck.

"AT A MEETING THE 25TH OF THE 10TH MONETH, 1637.

* * * "There is graunted to Richard Graves: half an acre of land upon the neck for the setting of his howse, hee promising to follow fishinge.

"THE 3D DAY OF THE FIRST MONETH, 1637.

"Widow Moore desireth a howse loote neere vnto the Winter Iland, among the fishermens lotis.

"THE 21TH OF 11TH MONETH 1638.

"Graunted to John Browne an halfe acre lott for a ffishing lott neere to Winter Harbor.

"4TH DAY OF THE 12TH MONETH, 1638.

"Graunted to Joseph Younge, an halfe acre lot neere the winter harbor for fishinge. Also a 10 acre lott neere to Mr. Downinge's farme.

"Graunted to Thomas ffryar 5 acres of land & a halfe acre lott neere winter harbor for fishinge.

"Graunted to Henry Swan halfe an acre of land neere to Winter harbor for fishinge as also a 10 acre lott, neere to the Pond by Mr. Blackleech his farme.

"Graunted to Joseph Kitcherill halfe an acre at Winter harbor if he imply it in ffishing.

"THE 4TH DAY OF THE 12TH MONETH.

"Graunted to Hugh Browne half an acre of land neere about winter harbo^r for to further his fishing, wch if hee follow it not, hee is to surrender it againe to the towne.

"Daniell Jiggles desires an halfe acre lott neere about Winter Harbo^r for their fishing affaires.

"There is graunted to Daniell Jiggles half an acre of land neere aboute Winter harbo^r for fishing vppon the like termes as Hugh Browne hath his.

"THE 18TH OF THE 9TH MONETH, 1639.

* * * "Edmond Tompson hath graunted him halfe an acre of land at winter harbo^r or thererbouts for a fishing lott.

"Graunted to Henry Hayward an half acre of land for a fishing lott about winter harbor. It is permitted that such as have fishing lotts about Winter Harbo^r & the Iland shall have libertie to fence in their lotts to keepe off the swine and goates from their fish, soe that they leave it open after harvest is in.

"Graunted to [Richard] Moore an half acre of land for a fisher lott, near about winter harbor.

"Graunted to Matthew Nicks fisherman 5 acres of land."

Felt states that on May 22, 1639, the general court of Salem, for the encouragement of the fishery, exempted the stock employed in it from taxes. They forbad cod and bass fish to be used for manure.

Additional encouragement was given to the Salem fishermen in the same year, as may be seen from the following:

"1639, Nov. 18th.—Those having lots about Winter Harbour and the Island, have liberty to fence in their lots to keep off the swine and goats from their fish, so shall they leave it open after the cattle is in."

All engaged in fishing were still further favored, for in 1639, after granting facilities to Maurice Tomson and others for a fishing establishment at Cape Ann, the general court ordered, that for the encouragement of other similar enterprises, the vessels, stock, and fish should be exempted for seven years, from all country charges. The fishermen were declared, during the seasons for catching fares, free from military duty.

This vote, recorded in the Essex Institute Collections, was passed in 1639:

"Att a generall Towne meeting in [le] 11th moneth 1639.

"Voted.—That the Iland Caled Winter Iland may be fenced Inn for the saftie of the fishing trade & so to Continue vntill the prim. of the third month Caled May vnless such as have Goats doe fence in the flakes for the saftie of the fish."

SALEM FROM 1648 TO 1670.—The two next statements—a grant and an order—are also indicative of the interest taken in the fisheries by the Salem town authorities:

"At a gen'll toune meeting held the 8th day of the 5th moneth 1643.

* * * To Richard More, halfe an acre joyned to his howse as a fisherman."

"At a generall towne meetinge, held the 13 of the 4th moneth 1644.

"*Ordered*, * * * . And that the doggs at [winter] neck shall be tyed vp in the day tyme & if any doggs there spoile fish, that they also shall either be sent away or killed."

The prayer for and the granting of certain islands to become, for all practical purposes, the property of the fishermen are related in these words:

"At the first session of the legislature in 1660, Salem applied to them for a grant of the three islands. Part of their application ran thus: 'Whereas ther are certayne Ilands neare our towne, comonly knowen by the names of the Miserys and Baker's Iland, fit for fishinge imployments, a great part of our imployment, our humble request to this honored Court is, that they would be pleased to grant the propriety of those Ilands to y[e] towne of Salem, and you shall further ingage your pettioners to be thankfull to you, desiringe Almighty God to inable you with his presence and blessinge in all your waighty occasions.' An affirmative answer was delayed till the next session. This was thus recorded: 'Vpon a motion made in the behalfe of the inhabitants of Salem, this Court judgeth it meete to graunt to them certaine Islands, knowne by the name of Miseries and Baker's Island, lying in the mouth of theire harbor, provided that it shall be lawfull for any fishermen to make vse of them in making fish, and whatever conduceth theretaso, building houses, stages, etc., as also wood and flaking in all fishing seasons.' Here we have another instance of provision, made for the fishery, as ordered by the Charter. As to the Miseries, the Great one contains about 64 acres, and the Little, between 3 and 4. They are united by a bar which at half tide is above water. John Lambert and others petitioned the town, 1662-'63, that they might plant there in the course of their fishing season."[1]

Still further grants were made for the benefit of the fishermen of Salem: * * * "The fishermen were early protected by law, and granted various privileges, and in 1663 were empowered to use wood from any common lands for fish flakes and stages—the English fishermen possessing still greater privileges—being allowed to enter on to private lands for the purpose, paying a reasonable sum, however, for damages. It was trespass in our fishermen to do this, but the English fishermen were considered to have their privileges under the charter. The colonists did not like such an exercise of their claims, but from policy perhaps forebore to deprive them of them."[2]

The Salem court in 1670 thus gave judgment on the use of a certain salt in the curing of the fish: "Whereas, by the blessing of God, the trade of fishing hath been advantageous to this country, which is likely to be impaired by the use of Tortuga salt, which leaves spots upon the fish by reason of shells and trash in it," and then forbid such fish to be accounted merchantable."[3]

TROUBLE WITH INDIANS IN 1677.—The following account, compiled from Felt's Annals of Salem, shows the loss suffered by Salem fishermen at the hands of the Indians in 1677, and the means taken to regain the captured. "One of the principal men of Salem said: 'Some of us have met with considerable loss by Indians lately taking our vessels. Some, lately come in, say that the Indians purposed to pursue four more of our ketches, we therefore desire, that a vessel, with 40 or 50 men, may be immediately sent to protect them and retake those and the poor captives already taken.' The council accordingly complied, 25th. A record of the first church follows: 'The Indians having taken no less than 13 ketches of Salem and captivated the men, (though divers of them cleared themselves and came home), it struck great consternation into all people here, and it was agreed, that the Lecture day should be kept as a Fast.' The services were performed. 'The Lord was pleased to send in some of the ketches on the Fast day, which was looked on as a gracious smile of Providence; also 19 wounded men had been sent to Salem a little while before. Also a ketch, with 40 men, was sent out of Salem, as a man of war, to recover the rest of the ketches. The Lord gave them success.' This vessel was called the Supply, commanded by Nicholas Manning. Among the wounded were James Veren and Anthony Waldern, of this place. Two of our townsmen, Nathaniel Kun and Peter Petty, were killed. These four appear to have been connected with the preceding vessels, while on fishing voyages at the eastward. Joshua Scotlow's narrative says that, August 18, on signing articles of peace at Pemaquid, Madockawando delivered up five men, who belonged to ketches of Salem and Marblehead."

In 1681, through fear of similar invasions upon ketches fishing near Cape Sable, the military committee of Salem, on May 24, "petitioned government that they might impress a vessel and men, and send her to prevent such a purpose, promising that if the report were false, they would pay the cost, but if true, the Province would pay them."

The French also, in July, 1681, captured two Salem ketches.[4]

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[1] Annals of Salem, by Felt, vol. i, 2d ed., p. 238. [2] Essex Inst. Hist. Coll., vol. i, p. 89. [3] Felt, vol. ii, 2d ed., p. 212. [4] *Ibid.*, p. 213.

FISH AND OIL IN 1687.—Under date of 1687 was written a letter of a commercial character, interesting as showing the valuable commodities at that time, by a Mr. Hollingworth, then a merchant in Barbadoes, to his mother at Salem. The letter is directed on the outside, "For Mrs. Elanor Hollingworth, Att Sallem, In New England," and reads:

"DEAR AND HONOURED MOTHER: My Duty be presented to you with my kind love to my brother and sister and to ye children. Yours by Mr. Prance I Recieved; fish now att present bares A good rate by Reason ye Newfoundland men are not yet Come in but I believe itt will be low anuffe about three months hence; bread and peiece [pease] hath been A good Commodity and Contenues, loumber is lowe still, oyle will be ye principle Commodity but in good Cuske wee are in great likelihood of A brave cropp; this latter part of ye year hath proved very Seasonable, ye lord be praised for itt, pray lett my brother see this letter I cannot tell what to advise him to send as yett besides oyle but in A short tyme wee shall see what these Newfoundland men will doe what quantityes of fish they bring in and then I will advice farther. I will slip noe opportunity in advising him, soe with my serviss to all my frinds I subscribe my Selfe your obedient Son to Command.

"WM. HOLLINGWORTH.

"pray fail not my dear Mother in sending me half kentle of Cuske and some aples and some barberyes and ye lott of Cuske.

"Barbadoes, Septem. 19, 1687, Bridgeton.

"My Serviss to Mr. Croade, Mr. Andrews, and to Mr. Adams, and to Mr. Benj. Allin."

[NOTE.—The *oil* mentioned in this letter may, in part, have been whale oil from the Cape Cod whale fisheries, or taken, perhaps, by Salem whaling-boats in Massachusetts Bay.][1]

Mr. Felt, in his History of Salem, says that James Loper, of that town, in 1688, petitioned the colonial government of Massachusetts for a patent for making oil. In his petition Loper represents that he has been engaged in whale-fishing for twenty-two years.

PIRATES AND OTHER ENEMIES.—The interests of the fisheries being in danger by reason of pirates and other enemies, the following item appeared June, 1689:

"1689, June 13: Our government orders a vessel to scour our coast of pirates, then carry soldiers on the Eastern expedition, and protect our fishing-vessels on the coast of Acadie."[2]

Certain vessels from Salem were captured by French frigates in the summer of the same year. This fact and its consequences upon owners of vessels are recorded by Felt as follows:

"1689, September 17: The ketches John and Eliza, commanded by Ezra Lambert; Margaret, by Daniel Gyles; Diligence, by Gilbert Peters; Thomas and Mary, by Joshua Conant; and, 18th, Dolphin, by Isaac Woodbury, all of Salem, are taken by two French frigates. Soon after this our merchants send a petition to the council, stating that several of their vessels had not returned with their last fares; that six of them, with thirty men, had been captured and carried into Port Royal. They also remark that they are discouraged from fitting out their fishing craft next spring, and desire that an agent may be despatched to see about those detained by the French."

These acts of piracy, as Sabine says, tended to check the prosperity of Salem, and in 1693 the French war caused a great loss of ketches to that port, for upwards of fifty of her fishing ketches were taken by the French and Indians.

A British frigate next appears to vex the fishing vessels from Salem, for we learn that Joseph Sibley, George Harvey, aged 46, and Henry Harvey, 43, in 1693 were on their homeward passage from a fishing voyage to Cape Sable, and were impressed on board of a British frigate. After seven weeks' service in this vessel, the captain forced Sibley to go on board of another ship. "Susannah, wife of the latter, having four children, petitions the governor to redress the wrongs of her husband."

The province expressed their willingness to assist those endeavoring to recover from a French privateer the persons who had been captured, and Felt records this entry made on the town records in 1694:

"1694, June 12: 'Whereas some gentlemen of Salem are sending out a ketch to St. John's river and parts adjacent for fetching off some of their people, lately taken by a French privateer and carried thither,' and 'his excellency is to dispatch an express by said ketch to the captain of the frigate Nonesuch, it is voted that if the ketch miscarry by reason of this express the province will bear the loss of her.'"

The terrible loss suffered by Salem on account of the French war may be gathered from the following extract from a letter written in 1697 by John Higginson to his brother Nathaniel:

"In the year 1689, when the war first broke out, I had obtained a comfortable estate, being as much concerned in the fishing trade as most of my neighbours. But, since that time, I have met with considerable losses; and trade has much decayed. Of sixty odd fishing catches belonging to this towne, but about six are left. I believe that no towne in this Province has suffered more by the war than Salem."[3]

[Dated, Salem, 20, 6, '97.]

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[1] Essex Inst. Hist. Coll., vol. i, pp. 84-85.

[2] Felt, *op cit.*, vol. ii, 2 ed., p. 214.

Coll. Mass. Hist. Soc., vol. vii, 3d series, p. 202.

In 1699 the governor gave a pass for each of the following vessels,[1] bound on a fishing voyage:

Class.	Name.	Captain.	Tons.	Men.
Ketch	Mayflower	John Curtis	30	6
Ketch	Endeavour	Thomas Mascoll	30	5
Barque	Dolphin	Samuel Allen	30	5
Sloop	Dolphin	Robert Warren	25	5
Ketch	Prosperous	Joseph Brown	40	6
Sloop	Trial	John Collins	35	6
Sloop	Mary	John Webb	36	6
Sloop	Hope	John Allen	36	6
Ketch	Sea Flower	Samuel Lambert	35	6
Ketch	Bonetta	Martin Masury	25	5
Ketch	Swallow	Joseph English	30	5
Sloop	Sterling	William Tapley	35	6
Ketch	Blossom	William Pride	35	5
Ketch	Speedwell	Joseph Tuck	35	5

FOREIGN MARKETS IN 1700.—In 1700 the foreign trade of Salem was thus described by Higginson: "Dry merchantable codfish, for the markets of Spain, Portugal, and the Straits. Refuse fish, lumber, * * * . Our own produce, a considerable quantity of whale and fish oil, whalebone, ———."

TROUBLE WITH THE INDIANS AND FRENCH.—Four accounts of captures of Salem fishermen, between 1702 and 1706, by the French and Indians, are recorded by Felt as follows:

"1702, June 2: The Secretary, Isaac Addington, addresses a letter to the Governor of Acadie. 'We have received information that fishing ketches belonging to Salem, forced by bad weather to put into port Sea Tour, near Cape Sable, were attacked by about twenty Indians, May 23, at break of day, who took three of them with their companies, and killed David Hilliard, master of one of them. They detain these vessels and two of the men. They pretend to have done this under a commission from the governor of Port Royal.

"1702, July: Capt. John Harraden, taken and carried to Port Royal, returns with two Salem ketches which had been captured.

"1705, August: The sloop Trial, Capt. John Collins, and sloop Dolphin, Capt. William Woodbury, on a fishing voyage, are captured by a French privateer and carried to Port Royal.

"1706, September 1: A ketch, Capt. Joseph Woodbury, was cast away at Cape Sable. While her crew, assisted by others, were saving her materials, some Indians shot one of them dead. The rest escaped."

The authorities of Salem, feeling the losses to which they had been subjected, stated in 1711, September 3, "that as their fishery has decayed, and they have met with losses at sea, they were unable to repair their fort, as the governor had proposed."

And this statement is followed, in 1715, by a vote which, if passed, must have proved a source of gain to the town of Salem:

"1715, November 22: The town vote that each fishing-vessel belonging here may dry its fish for 5*s*. a year on Winter Island; and each vessel not of Salem may have the same privilege for 20*s*."

The depredatory acts committed upon Salem boats by Indians and other parties called forth, in 1794, this petition:

"1724.—Inhabitants of Salem and vicinity petition that, as Indians had taken several of their fishing vessels and made privateers of them, and it being reported that many of them had gone to the coast of Cape Sable to continue their attacks, Government would afford suitable protection. Accordingly, August 10, Joseph Majory was commissioned to sail in the sloop Lark, accompanied by a whale-boat, to prevent such depredation."[2]

FOREIGN TRADE.—"In 1726 an act was passed at Salem for the better curing and culling of fish, as by the lack of such care this article, offered in foreign markets, 'has brought disreputation on the fish of this country.'"[3]

The owners of Salem vessels in 1728, and on from that date, were accustomed in some instances to give instructions to the captains of their vessels. This instruction, given in 1728, by Samuel Browne, of Salem, to Capt. John Trouzell, is here appended as recorded in the Essex Institute Hist. Coll.: "Trouzell is ordered to deliver his cargo of 'Scale Fish, middling Cod, and merchantable Cod' at Bilboa, Spain, and thence get freight for Lisbon or Cadiz, and load with salt at St. Ubes for N. E.; or he may take a freight from L. or C. to Ireland, Holland, or England, and then go to the Isle of May for salt."

Felt records that in 1732 Salem had about thirty fishing vessels, much less than formerly, and the same number which went on foreign voyages to Barbadoes, Jamaica, and other West India Islands; some to the Wine Islands; others carried fish to Spain, Portugal, and the "Streights."

"In 1735 it was voted by all interested in the exporting of fish from Salem to the West Indies that D. Epes and B. Brown should be directed to make a just representation of the great decay of the fishery, and the grievous burthen

[1] Felt, *op. cit.* vol. ii, 2d ed., p. 215. [2] *Ibid.*, p. 217. [3] *Ibid.*

on the West India trade, by reason of the late act of Parliament imposing a heavy duty on the goods imported from the islands, called foreign, &c.

"It appears from the custom-house quarterly accounts of Salem from Michaelmas, 1747, to Michaelmas, 1748, that the number of vessels that cleared out upon foreign voyages was 131, and the number of those entered was 96, viz:

	Cleared out.	Entered in.
Ships	4	1
Snows	12	11
Brigs	21	11
Sloops	31	18
Schooners	63	55
Total	131	96

"In which were shipped off to Europe 32,000 quintals of dry codfish; to West India Islands, 3,070 hogsheads (at 6 to 7 quintals refuse codfish per hogshead) for negro provision. New England shipped off no pickled codfish."[1]

Eight schooners went out of Salem during the year 1749. This number was not so large as usual. "Each of them," says Felt, "was about 50 tons, carried 7 hands, caught on an average 600 quintals a year, made five fares in this time, two to the Isle of Sable and three to the banks along Cape Sable shore. The merchantable cod were exported to Spain, Portugal, and Italy, and the refuse to the West Indies for negro slaves."

THE FISHERIES OF SALEM FROM 1755 TO 1794.—In 1755 the authorities of Salem determined to build a balanced bridge over the North River channel in the place of the one already there. The indenture for this work had a circular stamp on the top of it, which, besides having "II pence" at the bottom, had a codfish in the middle, and round the fish "Staple of the Massachusetts."

Preparations were being made in 1757 for the invasion of Canada, and under date of March of that year "a call was made on one Richard Lechmere as to fishing vessels and others fit for transporting troops to New York for the invasion of Canada, and belonging to his port, which included this [Salem] and other sea-board towns."

An entry on the town records, made in September, 1762, shows the interest taken by the people of Salem in their own vessels fishing on the banks when they had been told of the intentions of a French privateer. It reads thus:

"1762, September 14: The governor states that soon after the invasion of Newfoundland the inhabitants of Salem and Marblehead, who were concerned in the fishery northwest of Nova Scotia, were alarmed with advice that a French privateer was cruising in the Gut of Canso, and petitioned for the protection of their fishing vessels employed in those seas, and that he fitted out the Massachusetts sloop, that she had just returned, being gone a month, had heard of a French pirate there, and assisted the vessels there to finish their fares."

The products of the Salem fishing vessels for 1762 are here given:

"This year there were 30 fishing vessels owned here, which brought home 6,233 quintals of merchantable and 20,517 quintals of Jamaica fish. This account was handed, in 1764, to a committee of Boston, who were engaged to prevent the renewal of the sugar act, as detrimental to the fishery."

A loss of three fishing vessels from Salem occurred in the early spring of 1766 by the fury of a storm, which drove also many other Salem fishing vessels off the banks, some of them returning without cables, anchors, &c.

The subjoined letter will evidence the feeling shared by all the New England fishing towns in regard to the treatment they had received at the hands of the British Government. The letter was written by Benjamin Pickman to William Brown, of the Massachusetts legislature, in November, 1766: "I perceive there is a committee appointed to consider the difficulties the trade of this province labors under. You have herewith the depositions of two of our shippers, who were barbarously treated by a Captain of one of his majesty's sloops of war, under the direction of Governor Palliser (of Newfoundland), which I think ought, in the strongest manner, to be represented at home."

In November, 1767, a committee reported that the fishery and trade of Salem were under great embarrassment; one result whereof was that several townsmen were appointed to unite with those of other towns to obtain relief for the fishermen from the payment of the Greenwich Hospital money.

Between 1765 and 1775 an annual average shipment from Salem of 12,000 quintals of fish was made to Europe at $3.50, and the same to the West Indies at $2.60 a quintal.

Between April and September of the same year Salem's loss is thus estimated: Fifty sail of fishing vessels, fallen one-half, £7,500; in flakes, &c., for them, at £50 pounds each, £2,500; and of the fishery for one year, £5,000.

In 1782 it was voted by the Salem authorities that the commissioner for peace with Great Britain should be instructed by Congress to make the right of the United States to the fishery an indispensable article of the treaty.

Between 1786 and 1799 the annual average of bank fishing vessels (from Salem) was twenty, making 1,300 tons and carrying 160 men.

In 1788 the Salem fishermen were very successful. Some brought in 600 quintals

Salem's fleet from 1790 to 1794 is thus recorded: In 1790 there were 7 fishing schooners; 1791, 17; 1792, 24; 1793, 26; thus far schooners included boats; in 1794 there were 13 schooners and 3 boats.

[1] Douglas's North America. Boston and London: 1755. Vol. i. p. 539.

In 1794 the people offered a petition to Congress for further encouragement to their fishery, which had been seriously diminished. Fish-stalls were ordered by the town authorities to be erected that the fish might not be exposed to the sun in warm weather.

THE FISHERIES FROM 1836 TO 1850.—The Salem cod and mackerel fishery in 1836 was prosecuted by 14 vessels, aggregating 906 tons, and manned by 130 fishermen. These vessels caught 5,464 quintals of cod, worth $16,552; and 2,569 barrels of mackerel, worth $21,450. The salt used in both fisheries was 8,274 bushels.

From April 1, 1844, to April 1, 1845, there were but 3 vessels, manned by 27 fishermen, engaged in cod-fishing. Their aggregate tonnage was 239; their catch, 2,650 quintals, worth $7,400; they used 2,720 bushels of salt.

The salmon, sturgeon, and herring fisheries of Salem, once so prosperous, had passed away long ago.

The following table, copied from the Gloucester Telegraph of March 20, 1850, exhibits a summary view of the extent of the cod-fishery of the district of Salem and Beverly for the season ending November 30, 1849:

Tonnage employed	2,400
Men and boys	246
Amount of bounty paid	$9,416
Fish cured, 17,323 quintals	$60,815
Oil, 11,098 gallons	5,583
Tongues and sounds, 330 barrels	1,888
Total value of product	68,286

MARBLEHEAD.

HISTORY OF MARBLEHEAD FROM 1629 TO 1647.—In the town records the line of progress can be traced from the time when a few Naumkeag Indians lived on the ground on which now stands the town of Marblehead, among rocks, swamps, and forests, to the time when the annual expenses of the town, including the minister's salary, were £250; at this time Marblehead was a part of Salem, or Salem a part of it, for it was Marblehead that gave the name to the whole settlement. "Here is plentie of marblestone," wrote Francis Higginson in 1629, "in such store that we have great rocks of it, and a harbour near by. Our plantation is from thence called Marble-harbour."

This name was soon changed to Salem, but the old name was retained for the portion since called Marblehead till 1633, when its present name was generally agreed upon.

Marblehead, doubtless, had settlers as early as 1626 or 1627. The first mentioned inhabitant was Thomas Gray.[1] Felt, in his Annals of Salem, wrote in 1845:

"This settlement was so denominated from its abundance of rocks, anciently called marble, and from its high and bold projection into Salem harbor. Its bounds included Naugus Head, which, in 1629, became the site of the noted Darby Fort. It was selected about this time as well adapted for carrying on the fishery. Mr. Cradock, the first governor of the Massachusetts corporation, had one of his companies here in this business, not later than 1631. Isaac Allerton and Moses Maverick, his son-in-law, the former among the first settlers of Plymouth, were here as soon as 1634, with their servants similarly employed. Wood gives the ensuing description in 1633: 'Marvil Head is a place which lyeth 4 miles full south from Salem and is a very convenient place for a plantation, especially for such as will set upon the trade of fishing. There was made here a ship's loading of fish the last year, where still stand the stages and drying scaffolds.'"

The following account of Isaac Allerton's settlement in Marblehead and the effect of his energetic example is here given in greater detail:

"In 1631 Isaac Allerton, having already made five voyages to England in the interest of the Marblehead colony, came to Marblehead in the White Angel, and in the same vessel, loaded with fish, he soon after went to England again. Returning, he made Marblehead his home, building there a large fish-house and employing many vessels. * * * The impulse which Allerton had given was seconded by others, so much so that the third vessel built in New England was built here in 1636, the Desire of 120 tons burden. * * * All foreign trade[2] was soon abandoned, and early in the next century fishing was the only business of the place. * * * This was the period when nearly all the fine old houses in the town were built."[3]

Josselyn in 1663 gave this brief description of the location of the town of Marblehead:

"To the North-ward of Linn is Marvil or Marble-head, a small Harbour, the shore rockie, upon which the Town is built, consisting of a few scattered houses; here they have stages for fishermen, Orchards and Gardens, &c."[4]

In 1629 there was a condition made in the New England charter having special reference to the fisheries. Felt, having enumerated some of the other conditions, further says:

"Another condition of the new charter was that the subjects of England should be allowed to fish on our shores; to set up wharves, stages, and houses, and use needed wood without molestation."

"This condition," he continues, "was in conformity to previous and repeated resolutions of the House of Commons. It seems that such a condition was acted on so as to produce complaint. William Walton and other inhabitants of Marblehead presented a petition to General Court, in 1646, as follows: 'Whereas there come yearly into our

[1] Harper's Magazine, July, 1874, p. 197.
[2] Referring to the slave trade.
[3] Harper's Magazine, July, 1874, pp. 197, 198
[4] Josselyn's Voyages, p. 129.

plantation many fishermen y^t are strangers, and have formerly don vs very much damage in ye consuming of our firewood, stage timber and flake stuff.' They desired that an order might be established on this subject."

An order to prevent swine from wandering about the fishing-stages was made at "a court, holden at Boston, April 1, 1633," which read:

"It is ordered, that if any swine shall, in fishing time, come within a quarter of a myle of the stage att Marble Harb^r, that they shalbe forfected to the owners of the s^d stadge, & soe for all other stadges within theis lymitts."[1]

The town records of Salem, Massachusetts, the 28th of the first month, 1636, contain this item:

"John Peach ffisherman and Nicholas Mariott having fenced about five acres of ground on Marble Neck (though contrarie to the order of the towne) yet Its agreed that they may for present improve the said place for building or planting, provided alwayes that the propriety thereof be reserved for the right of the towne of Salem, to dispose of in processe of tyme to them or any other ffisher men, or others as shalbe thought most meet, yet soe as that they may have reasonable consideracon for any chardge they shalbe at."[2]

The offense, for which the above-mentioned persons were reproved by the town authorities, was committed by one John Gatchell, in 1637. He was fined 10 shillings, but half of this amount was to be abated "in case he should cutt off his long har off his head."[3]

It was probably with a view to put an end to all misdemeanors of this kind that in 1636 this order was made and recorded on the town records of Salem:

"THE 2^d OF THE 11th MO: 1636.

"Item, it is ordered for the better furthering of the fishing trading & to avoid the inconvenience we have found by granting of land for fishermen to plant, That none Inhabiting at Marble Head shall have any other accommodation of land, other than such as is vsuallie given by the Towne to fishermen viz. a howse lott & a garden lott or ground for the placing of their flakes: according to the company belonging to their families, to the greatest family not above 2 acres: & the com̄on of the woods neere adjoyning for their goates and their cattle."[4]

For the protection of the Marblehead fishermen, lawful holders of land granted to them, from intrusion by foreign fishermen this law was adopted:

"At a Generall Courte, at Boston, for Election the 6th of the 3th M^o, 1646.

"Upon ye petition of Marblehead men ye Co^rt thinke fit to declare, y^t howsoev^r it hath bene alowed custome for forraigne fishermen to make use of such harbo^rs & grounds in this country as have not bene inhabited by Englishmen, & to take timber & wood at their pleasures for all their occasions, yet in these parts wch are now possessed, & ye lands disposed in ppriety to sev^rall townes & psons, & y^t by his ma^tics grant, und^r ye great seale of England, it is not now lawfull for any person, eith^r fisherman or other, eith^r forreyner or of this country, to enter upon ye lands so apppriated to any towne or pson, or to take any woode or timber in any such places, w^thout ye licence of such towne or pprieto^r; & if any pson shall trespas herein, ye towne or pprietor so iniured may take remedy by action, or may pserve their goods or other interest by opposing lawfull force against such uniust violence; pvided, y^t it shalbe lawfull for such fishermen as shalbe implied by any inhabitants of this iurisdiction in ye sev^rall seasons of ye yeare to make use of any of o^r harbo^rs, & such lands as are neere adioyning, for ye drying of their fish, or oth^r needfull occasions, as also to take such timber for firewood as they shall have necessary use of, for their fishing seasons, where it may be spared, so as they make due satisfaction for ye same to such towne or pprietor."[5]

Two months later this additional declaration and order was delivered:

"Att a Genne^rall Cou^rte of Elecc̄ons, begunne the 6th of May, 1646.

"In ans^r to the petic̄on of señall inhabitan^ts of Ma^rblehead, for redresse of many great abuses com̄itted on their inheritances by seuerall fishermen, itt is heereby declared, & o^rde^red that howsoeuer it hath binn an allowed custome for fo^rreigne fishe^rmen to make use of such ha^rbo^rs & grounds in this country as have not binn inhabited by English, & to take timber & wood at their pleasure for all their occac̄ons, yett, in these ptes, wch are now possessed, & the lands disposed in pp^riety to seuerall tounes & psons, & that by his maj^ts graunte vnde^r the greate seale of England, itt is not now lawfull for any pson, either fishermen or others, either fo^rreine^rs o^r of this country, to enter vpon any lands so appiated to any toune or pson, or to take any wood or timber in any such places w^thout the licence of such toune or pp^riety; & if any pson shall trespasse herein, the toune o^r pp^riety so iniu^ried may take their remedy acc̄on, or may psecute their goods or other interest, opposing by lawfull fo^rce ag^nt such vnjust violence; provided, that it shallbe lawfull for such fishe^rmen as shallbe imployed by any inhabitants of this ju^risdicc̄on, in the seuerall seasons of the yeere, to make vse of any of o^r ha^rbo^rs, & such lands as are neere adjoyning, for the drying of their fish, & other occac̄ons, as also to take such timber or fierwood as they shall have necessary vse of for their fishing seasons, where it maybe spared, so as they make dew satisfacc̄on for the same to such toune or p^rprietyes. By both."[6]

The offenses which called forth the above laws were due in part to the neglect hitherto shown on the part of the town authorities when making grants of land. "From the bramble-bush on the north, so many feet, to the bramble-bush on the west," &c., was no uncommon designation.[7]

By this time, 1647, Marblehead had become largely interested in fishing. Felt has recorded this statement:

"1647.—By the middle of January the vessels at Marblehead had caught, in the season of fishing, about £4,000 worth of fish."[8]

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[1] Records of Massachusetts, vol. i [1628–1641], p. 104.
[2] Essex Institute Hist. Coll., vol. ix. p. 27.
[3] Harper's Magazine, July, 1874, p. 198.
[4] Essex Institute Hist. Coll., vol. ix [1868], p. 27.
[5] Records of Massachusetts, vol. ii, p. 147.
[6] *Ibid.*, vol. iii, p. 63.
[7] Harper's Magazine, July, 1874, p. 198.
[8] Annals of Salem, vol. ii, 2d ed., p. 212.

PROTECTION OF FISH DURING SPAWNING SEASON.—For the regulation of the fisheries the following orders were passed by the general court in 1668 and 1679:

"It is ordered by this court and the authority thereof, that no man shall henceforth kill any codfish hake haddock or polluck to dry for sale in the month of December or January because of their spawning tyme, nor any mackrell to barrell in the month of May or June, under penalty of paying two shillings for each quintall of fish and five shillings for each barrell of mackrell; nor shall any fisherman cast the garbage of the fish they catch overboard at or near the ledges or grounds where they take the fish nor shall any of the boates crew neglect to obey the order of the major of the vessel to which they belong for the tymes and seasons of fishing, nor shall they take or drink any more strong liquors than the major thinks meet to permit them, under the penalty of twenty shillings for the first offence, for the second 40, for the third three months imprisonment. * * 29 (8) 1668."[1]

DUTIES OF FISHERMEN.—The following order was passed by the general court June 13, 1679:

"For encouragement of fishing trade: It is ordered by this court & authority thereof that all fishermen that are shipt upon a winter & spring voyage shall duly attend the same according to custom or agreement with respect to time, and all ffishermen yt are upon a fishing voyage for the whole summer shall not presume to break off from said voyage before the last of October without the consent of the owner, master & shoreman upon the penalty of paying all damages."[2]

ABATEMENT OF TAXES ON FISHING VESSELS, 1694.—The general court passed the following order November 2, 1694:

"Upon reading the petition of sundry of the inhabitants of Marblehead, on behalf of said town, praying that they may be eased of the duty of tonnage for their fishing shallops, and that they may only be considered and taken in as other ratable estate:—voted—That Fishing Boats be abated of the said duty of tonnage and that they pay onely to the Publick as other ratable estate, according to the valuation set by the act or acts of the court for the granting of publick taxes and no otherwise."[3]

TROUBLE WITH FOREIGNERS, 1695.—The Marblehead fishermen seem to have suffered through the invasions of foreigners. Felt records the following entry made on the town records September 23, 1695:

"*September* 23, 1695.—As a French privateer had captured shallops at the Isle of Shoals, another in our bay, and it is said that 'Major Brown's ketch, which was taken, and other booty, are in a harbor in or near Casco Bay,' a commission is requested for a ketch and shallop, with 40 or 50 fishermen of Marblehead and Salem, to sail from this place, in pursuit of the enemy. The petition was allowed, and funds were granted for the enterprise."

NAVAL PROTECTION FOR THE FISHERIES.—Concerning the protection of the fisheries, the military authorities had the following correspondence in 1696.

Letter to Captain Legg, at Marblehead:

"Upon application of yourself and other Gentlemen concerned in ye Fishery I was ready to gratify you with a convoy so far as might become best with ye other service proposed by his Majesty's ship into ye Bay of Fundy, and did accordingly order Captain Paxton to attend that service, he then acquainting me only of his want of fifteen men, and I understood you were ready to supply them rather than to faile of his assistance, and I expected it had been done, and that he had been gone to sea. But I have this day received at Letter from Captain Paxton at Marblehead in which he advises of want of 30 men more to complete his number, and that he has not yet received any from yourself, and therefore expects positive orders, &c."[4]

Letter from William Stoughton to Capt. Went. Paxton, Commander of His Majesty's ship Newport, dated Boston, May 4, 1696.

"I received yours of this date whereby I understand you are still at Marblehead and am surprised at the account you give of the want of 30 men to make up your compliment. You never mentioned more than fifteen unto me before your going hence, which I expected would be made good unto you by the Gentlemen concerned in the Fishery and you say they will provide them. I hoped that a considerable part of that service would have been performed before this. I am sorry that the Fishery should not be assisted having made provision for that design but the time is very much passed away that I fear the other service proposed for you (which is of such importance) will be disappointed in case you should pursue your order to continue with them till they make their Fare. But if you think it may be with the safety of his Majesty's ship without a further supply of men to convoy them to the Fishing Ground, and so to return back to this place, I do consent to and order your going so far with them. Let not the time run out farther, that *if you are not in a capacity for this service other measures may be taken, of which give me speedy notice.*"[5]

THE FISHERIES OF MARBLEHEAD FROM 1715 TO 1790.—In the autobiography of Parson Barnard, chosen minister of Marblehead in 1715, are found these words, referring to his arrival there in 1715: "Nor could I find twenty families that could stand on their own legs; and they were generally as rude, swearing, drunken, and fighting a crew as they were poor. I soon saw the town had a price in its hands, and it was a pity they had not the heart to improve it."[6]

After giving this most deplorable account of the moral, social, and commercial state of the settlement before 1720 he states that by the middle of the century a great change had been experienced, and thus describes the rise of the fishery trade: "Mr. Joseph Swett, a young man of strict justice, of great industry, enterprising genius, quick apprehension, and firm resolution, but small fortune, was the first man who engaged in it (sending fish to foreign markets). He sent a cargo to Barbadoes, and from the profits of the voyage found that he increased his stock, and went on building vessels, till he was enabled to send vessels to Europe, loading them with fish and *pointing out to others the path to*

[1] Massachusetts Maritime Manuscripts, vol. i, p. 59.
[2] *Ibid.*, vol. ii, p. 181.
[3] *Ibid.*, p. 549.
[4] *Ibid.*, vol. iii, p. 89.
[5] *Ibid.*, p. 88.
[6] Harper's Magazine, July, 1874.

riches. The more promising young men of the town followed his example; and from this small beginning Marblehead became one of the first trading towns in the bay."

"From this time," he continues, "the town began to export its own fish. In 1740 the town had 150 vessels engaged in fishing, and at least a third as many more in carrying them to Bilboa and other Spanish ports. The town became second in population and wealth to Boston, and, when the days of trial came, its port of entry and its freest benefactor."

"As soon as the fishing business began to resume its accustomed activity," says Road, "a law was passed by the legislature requiring a tax of sixpence a month for every fisherman in the province. The penalty for the non-payment of the tax was a fine of £20 sterling. The passage of this act was considered a great hardship by the fishermen of Marblehead, who complained that they could barely obtain a livelihood, and could ill afford to pay the tax. This occurred about the year 1735. Finally, one Benjamin Boden, a man more daring than his associates, determined to resist what he termed 'the imposition,' and flatly refused to comply to the requirements of the law. The collector, William Fairchild, esq., after vainly demanding the tax, brought a suit against the delinquent for the amount. This action on the part of the collector caused great excitement throughout the town, and finally a town meeting was called to consider the matter. At this meeting the tax was denounced unjust and oppressive, and the town voted to pay the penalty and the costs of any suit or suits arising from a resistance to the six-penny act."[1]

Concerning the condition of the Marblehead fisheries about the middle of the last century, Douglass writes:

"Marblehead, in New England, ships off more dried cod than all the rest of New England besides; anno 1732, a good fish year, and in profound peace, Marblehead had about 120 schooners, of about fifty tons burthen; seven men aboard, and one man ashore to make the fish, is about 1,000 men employed from that town, besides the seamen who carry the fish to market; if they had all been well fished, that is, 200 quintals to a fare, would have made 120,000 quintals. At present, anno 1747, they have not exceeding seventy schooners, and make five fares yearly; first is to the Isle of Sable; the codfish set in there early in the spring, and this fare is full of spawn: formerly they fitted out in February, but by stormy weather having lost some vessels, and many anchors, cables, and other gear, they do not fit out until March. Their second fare is in May to Brown's Bank, and the other banks near the Cape Sable coast; these are also called spring fish. Their third and fourth fares are to St. George's Bank, called summer fish. Their fifth and last fare is in autumn to the Isle of Sable; these are called winter fish. New England cod is generally cured or dried upon hurdles or brush. Anno 1721, were cured at Canso, off Nova Scotia, 20,000 quintals of codfish; but, as it is said, the officers of that garrison used the fishermen ill, and no fishery has been kept there for many years. At present, anno 1747, there is cured in all places of British North America about 300,000 quintals dry merchantable cod."[2]

In a foot-note Douglass adds:

"Within these few years our cod-fishery, whaling, and ship-building have failed much; and by peculation and depopulation we were like to have been carried into ruin; but it is hoped we may have better times; at present our trade is not half so much, and our taxes from 30 to 40 times more than they were a few years ago. Anno 1748 only 55 fishing schooners at Marblehead."

"The depredations of the French on the sea against the commerce and the fisheries of the English colonies during the year 1756 were severely felt in Marblehead. Several vessels, with their crews belonging here, were captured while on fishing banks, causing great distress among their families and great excitement in town. The exposed condition of the harbor caused serious apprehensions of an attack from the enemy, when the people were less prepared to meet it, and it was finally voted to present a petition to the lieutenant-governor praying for the protection of the province. The petition prayed also for the protection of the fishing interest, and stated that 'in time of war the fishery is prosecuted with much greater difficulty and risk than any other branch of business,' as will appear by the late capture of our vessels by the French while on the fishing banks.

"'That, by the small extent of our town (the whole extent being little more than 2 miles square, and that rocky and barren), the inhabitants can have no prospect of exchanging this for a more profitable employment in time to come.'

"During the year 1768, 9 vessels, with their crews, were lost, and the following year 14 others met with a similar fate, making a total of 23 vessels and 122 men and boys. Besides these, a large number were drowned by being washed overboard from vessels which returned. A large number of widows and orphans were thus left to the care of the town, and the grief and suffering caused by these terrible calamities was very great."[3]

"In the year 1766 there were 40 ships, brigs, snows, and other vessels of nearly 12,000 tons in the aggregate [belonging to Marblehead] engaged in foreign trade. Marblehead was then second only to Boston in the number of its inhabitants. It was taxed accordingly, and more hard money was imported here than into any other town in the province of Massachusetts. As its trade flourished the wealth of its inhabitants rapidly increased. Vessels loaded with codfish sailed from the town for Bilboa, in Spain, or Bordeaux, France, and came back either freighted with the products of those countries or bearing doubloons or dollars."[4]

The above extract will convey some idea of Marblehead's success as a port of foreign trade and as a fishing town.

"For a time," writes Road, "the attention of the people of Marblehead was diverted from public affairs by the disasters to their fishing fleet at sea. During the year 1768, 9 vessels, with their crews, were lost, and the following year 14 others met a similar fate, making a total of 23 vessels and 122 men and boys. Besides these, a large number were drowned by being washed overboard from vessels which returned. A large number of widows and orphans

[1] Road's History of Marblehead, p. 50.
[2] British Settlements in North America. 1760. Vol. i, p. 302.
[3] Road's History of Marblehead, pp. 60-77.
[4] Gloucester Telegraph, February 20, 1861.

were thus left to the care of the town, and the grief and suffering caused by these terrible calamities was very great. There were at this time about 60 merchants engaged in the foreign trade, besides a very large number of 'shoremen' who prosecuted the fisheries. Some of the houses built by these merchants were among the finest in the province, *and one, the palatial residence of Col. Jeremiah Lee, is said to have cost over £10,000.*"[1]

"From 1768 to 1770," says Collector Dodge, of Marblehead, "the town lost 23 vessels and all their crews, amounting to 162 men, who left 70 widows and 155 children. I find by the records of the custom-house in the year 1790, there were 103 vessels with tonnage of 6,769 tons licensed in the cod-fishery."

We find the first fishing license on record at Marblehead dated 1789. As far back as 1768 it is recorded at the custom-house there were 258 vessels belonging to this port, of which fully one-half were engaged in fishing, taking their fish on the Grand Banks of Newfoundland and near home, off the New England shore. A large part of the catch of codfish, after being thoroughly cured, was packed in drums and exported to France, England, West Indies, and other foreign ports.

"The British Parliament," says Road, "having prohibited the colonists in 1775 from carrying on fisheries on the banks of Newfoundland, it was deemed imprudent for the fishing fleet to venture out. As nearly if not quite all the vessels belonging to the town were ready for sea, a committee was chosen to wait upon the owners and shippers and request them not to proceed on the voyages until after the time of prohibition had expired. A circular letter was also addressed to the fishermen of other towns, requesting them to adopt a similar course, as the safety of their lives and the welfare of their families depended upon their prudence and forbearance."

In General Washington's diary may be found this statement, referring to the people of Marblehead in 1789:

"The chief employment of the people of Marblehead (males) is fishing. About 110 vessels and 800 men and boys are engaged in this business. Their chief export is fish. About 5,000 souls are said to be in this place, which has the appearance of antiquity; the houses are old, the streets dirty, and the common people are not very clean."

THE FISHERIES AT THE BEGINNING OF THE PRESENT CENTURY.—The *Marblehead Ledger* in 1860 gave the following account of the fisheries of Marblehead in the early part of the present century:

"About 50 vessels sailed to the banks in the summer of 1815, and as the markets were bare of fish they did well. * * * Seventeen new schooners were added to the fleet in 1816 or 1817—all built at Essex. The fisheries of Marblehead were most prosperous during the first six or eight years of the century. An immense quantity of codfish was then exported to France, Spain, and the West Indies, if not to other countries, and those exportations were made mostly in the winter in vessels that had been fishing in the summer, some going direct from the banks to foreign ports. To Spain the fish was carried as often wet as dry, but that sent to the West Indies was always well dried and packed in casks or 'drums.' As a general thing, no return cargoes were brought from Spain. The fish sold at Bilboa and other Spanish ports were paid for in doubloons, and our vessels would often proceed from those ports to the Cape de Verde Islands and there purchase cargoes of salt. From France we received our pay in silks, wines, olive oil, and other articles, all of which found a ready sale. Sugar, molasses, coffee, rum, pine-apples, oranges, lemons, and other tropical products were brought from the West Indies, and disposed of without delay. There were times in the Spanish and French harbors when fish commanded an extremely high price. I was in conversation not long since with an old fisherman, who informed me that he once went to Bilboa as a mate of a fish-laden schooner, and that the cargo was sold at the rate of $20 a quintal. 'We got,' said he, 'about $1 for every fish we carried out.' He added that he had known the article to bring a still higher price, but this was soon after the termination of the war of 1812.

"It appears to have been not an uncommon occurrence half a century ago for the skipper of a vessel, after having loaded his craft with codfish on the banks, to set sail at once for some French or Spanish port, thus being away from home for six to nine months. Many years since a large number of our bankers used to make three trips in the course of a season, leaving the harbor as early as the 1st of February and remaining out on their last cruise until the 1st of December. On one occasion a banker on her third trip was so buffeted by adverse winds that she did not arrive home until the 24th of January. At another time one of the fleet made Cape Cod Light on the 10th of December, the weather being then very moderate; but on the following morning she encountered a furious northwester, which drove her off the coast. The gale continued with unabated violence nearly four days, and when it had spent its force the skipper of the vessel, finding himself far to the southward, without fish, provisions, and almost entirely destitute of water, deemed it expedient to bear away for the Bermudas. He arrived at one of those islands after a three days' run, and remained there throughout the winter; and on the 20th of March, when he and his crew were supposed to have long since perished in the surf of the Isle of Sable, the skipper rounded Neck Point and brought his craft to anchor off the foot of Wharf Lane, reaching home just in season to prevent the marriage of his loving wife to the captain of a Penobscot wood coaster."

MARBLEHEAD IN 1821.—Hodgson remarks of Marblehead as a fishing place in 1821:

"Marblehead, the second town in the Commonwealth before the Revolution, is now comparatively 'the top of a rock, a place for the spreading of nets in the midst of the sea.' It is from this place, principally, that the Newfoundland fishery is carried on. The trade, however, has latterly been very unproductive, and I saw the fishing craft, which was now drawn on shore, very generally advertised for sale or charter."[2]

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[1] History of Marblehead, pp. 77, 78. [2] Hodgson's Journey, p. 237.

STATEMENT OF MARBLEHEAD FISHERIES IN 1831.—The Gloucester Telegraph of April 28, 1832, says: "Six vessels were lost in season of 1831, and, generally speaking, the season was unfavorable. Fifty-seven vessels were engaged in the cod and mackerel fishery, with crews numbering 412 men:

1,682,650 fish were taken, and the weight of same was 55,000 quintals, at $2.25	$137,500
Oil made, 885 barrels, at $14	12,390
Sounds, tongues, &c., 1,236 barrels	5,000
Mackerel, 1,600 bairels, at $3.50	5,600
	160,490
Deduct salt consumed, 8,000 hogsheads, at $4	32,000
	128,490
Deduct bait consumed, 1,000 barrels, at $5	5,000
Leaving	123,490
Now, if we add bounty allowed	17,000
We shall have this sum to divide between owners and crews	140,490
First three-eighths for owners	52,682
	87,808

to be divided between 412 men, which will give $213.52 while employed, on an average eight months.

"The amount of sounds, tongues, halibut, &c., saved, if accurately known, would have no doubt added one quarter to these last items."

STATISTICS FOR 1832.—The Gloucester Telegraph of February 9, 1833, says: "By a statement in the Marblehead Gazette it appears that the 54 vessels engaged in the bank cod-fishery from that town the past year, employing 324 men and 46 boys, brought home 60,000 quintals of fish, amounting to $150,000, 810 barrels of oil, $10,125, and sounds, tongues, &c., to the value of $5,000 to $7,000 more. To this is to be added the bounty allowance, amounting to $16,128. The whole product was therefore $176,000. After deducting expenses of salt and bait, the owners received about $53,000, and the crews $88,340, amounting to $254.58 per share, while employed, say eight months."

THE FISHING MOST PROSPEROUS IN 1839.—According to Road: "The year 1839 may be said to have been the period when the fishing business of Marblehead reached the zenith of its prosperity. At that time 98 vessels, only 3 of which were under 50 tons burden, were employed in the business—a larger number than have ever sailed from this port since the time of 'Jefferson's embargo.'"

DECLINE OF THE FISHERIES.—The Revolution, the French and English wars, and the war of 1812, with the embargo that preceded it, soon put an effectual stop to the astonishing prosperity which Marblehead had enjoyed, for the most part uninterruptedly, since 1750.

"Before the Revolution the town had 12,000 tons of shipping and 1,200 voters; after the war she had only 1,500 tons of shipping and 500 voters, while there were about 500 widows and 1,000 orphans in the place."[1]

From the year 1840 there was a gradual decrease in the fisheries until 1846, when 11 vessels were lost with 65 men, leaving 43 widows and 150 fatherless children, which seriously diminished the fleet, reducing it 937 tons.

The Barnstable Patriot of April 28, 1847, contained this item:

"MARBLEHEAD FISHING BUSINESS.—A native of Marblehead informs us, says the Danvers Courier, that this business, which has been for several years the chief pursuit of the citizens of that town, is now nearly abandoned. They have determined to fit out but 15 vessels this year, while in 1837 there were 122 vessels which belonged to Marblehead and were engaged in the cod-fishery on the banks. They have been compelled thus to limit their interests in this business, principally by the long train of unfortunate and disastrous circumstances which has for the last few years accompanied their enterprise."

FISHERY STATISTICS FOR 1856.—The Gloucester Telegraph of February 10, 1857, gives the following item: "The whole number of vessels engaged in the fishery business in Marblehead in the year 1856 was 43; amount of tonnage, 2,782 tons; number of men, 322; number of fish taken, 893,000, weighing 26,079 quintals, valued at $137,188; with 11,074 gallons of oil, valued at $10,870. The amount of the bounty was $14,598, which, added to the value of the fish and oil, made a total of $163,656."

SHELL HEAPS.—To turn aside for a moment from the continuous tale of decreasing prosperity to an incident of curiosity noted in the Essex Institute Historical Collections, vol. ii, p. 12, we annex this statement: "The monstrous heap of half-decayed and broken clam shells at Throgmorton's Cove renders it certain that this charming and secluded spot was often visited by the Indians as a favorite fishing place, or a sort of aboriginal summer watering-place. The shells now remain as when cast aside by the Indian families, who must have devoured shell-fish in immense quantities. Some 30 cords have been taken away as manure, but yet a great collection remains."

CONDITION OF THE FISHERIES FROM 1860 TO 1865.—The Cape Ann Advertiser of January 27, 1860, says: "Forty-four vessels were engaged in cod-fisheries from Marblehead in 1859. They fish entirely on the Grand Banks, which is more profitable though less pleasant than the mackerel fishery." In the Marblehead Ledger of May 12, 1860, it was stated that the fleet was that year greatly reduced, there being but 35 vessels engaged in the bank fishery. During the previous winter some had been sold to other places, and others put into the coasting and freighting business.

[1] Harper's Magazine, July, 1874, p. 201.

The "Ledger" of June, 1860, says: "The arrival of the first fishing vessel from the banks shows that this long established business is destined at no very distant day to be discontinued. The schooner Florence Hooper sailed about ten weeks since for the banks and returned on Friday, June 1, with but 1,500 fish, and reports a great scarcity. It seems hard for men to leave their homes with hopes buoyant of success to go on voyages known to everyone as an occupation in which they would not engage except for the *chance* of being successful in a good catch of fish; when to return after an absence of two months or more, knowing the time spent amounting to nothing, and perhaps in debt to the vessel, to say nothing of hardships and risks, the bounty the only compensation, though small."

In 1861 the business partially recovered. When the war of the rebellion broke out it took most of the young men out of the business and reduced the fishing fleet to 21 vessels in 1865.

After the close of the war the fishing business of Marblehead fell to a low ebb. Some of the best vessels were sold and more were ready for sale.

SWAMPSCOTT.

THE FISHERIES FROM 1794 TO 1860.—The Gloucester Telegraph of January 8, 1870, contained the following item, showing the extent of the Swampscott fishing fleet in 1795:

"In 1795 but 1 vessel, the Dove, a schooner of about 20 tons, owned by James Phillips and four others, sailed from that place in pursuit of fish. This was the first vessel owned in Swampscott, and she would make but a sorry show if placed alongside the neat, trim, fast-sailing crafts that compose the winter fleet of that flourishing town."

The Cape Ann Advertiser of January 13, 1860, referring to the number of vessels in the fleet in the year 1800, states that there was only 1 fishing schooner in Swampscott at that time and its name was the "Lark."

The number of vessels engaged in the fishing fleet in 1855, and the value of their catch, together with the tonnage of the vessels and the number of men employed on them, is here given:

"During the week ending March 3, 1855, the Swampscott fishermen were unusually successful. The number of boats employed was 14 and the aggregate tonnage 600. The total number of men employed was 126, and the fish which they caught sold for $5,272. None of the boats, excepting one, were out more than five days."[1]

About the close of the next year, also, some of the Swampscott fishermen were very successful:

"During the week ending December 13 the schooner Flight, Captain Stanley, with 13 hands, caught 62,700 pounds of codfish. And a short time before, the crew of the Jane caught in one day, among a large number of codfish of the ordinary size, 12 which weighed on an average 56 pounds each. Capt. Nathaniel Blanchard caught one codfish which weighed 94 pounds gross, and 78 pounds dressed."[2]

"In 1857 haddock appeared in great numbers at times during the early part of the year. On the 13th of March about 100 of the Swampscott fishermen, in 12 boats, caught in some six hours 160,000 pounds of fish, almost entirely haddock."[3]

Lewis & Newhall record the large catch of fish made by the little schooner Flying Dart, in 1860, as follows:

"The little fishing schooner Flying Dart, of Swampscott, with a crew of 12 men, on the 25th of February, brought in 14,000 pounds of fish, caught by them that day. The fish were readily sold at an average rate of 2 cents a pound."

THE FISHERIES FROM 1870 TO 1874.—The Gloucester Telegraph of January 1, 1870, contains an article on the winter fishery of Swampscott for the year 1869, and the disposition made of the fish; the article is here reproduced:

"Fifteen vessels and 200 men are engaged the present season in the fishery business from Swampscott. The vessels, which vary in size from 40 to 80 tons, leave their anchorage every morning, when the state of the weather will allow, and return as early as possible in the afternoon. The fish that have been caught are sold as soon as landed upon the beach, and being packed in large wagons are conveyed in the night to Boston, where they are ready for the early customers on the following morning. The Swampscott fishermen have done quite well thus far the present season, there having been no very cold or extremely rough weather, while the catch has been fair and the demand steady at good prices. They well deserve all they get, for few men labor harder or suffer more in the pursuit of a livelihood than the fishermen."

In 1870 the winter fishery of this place was very extensive, as will be seen by the following statement from the Gloucester Telegraph of December 3, 1870:

"Twenty Swampscott schooners are now engaged in winter fishing, being the largest number ever employed in the business. The boats are bringing in large quantities of cod and pollock, which are selling at low prices."

The product of the Swampscott fisheries for the third quarter of the year 1872 is given as follows in the Gloucester Telegraph of October 12, 1872:

"During the quarter ending October 1, 1872, the number of barrels of mackerel caught and landed at Swampscott was 7,000, which, at $8 per barrel, amounts to $56,000. Three hundred thousand pounds of cod were taken, which, at 2 cents per pound, amounts to $6,000. Twenty-five barrels of oil were obtained, which, at $15 per barrel, amount, to $375; making a total of $62,375."

During the quarter ending June 30, 1874, the Swampscott fishermen landed 320,000 pounds of cod, valued at $10,400; 180,000 pounds of mackerel, valued at $4,500; and 10,000 lobsters, valued at $600; making a total yield of $15,500.

[1] History of Lynn by Lewis & Newhall, p. 443. [2] *Ibid.*, p. 448. [3] *Ibid.*, p. 450.

NAHANT.

NAHANT IN 1633.—The following description of the land on which Nahant stands was written in 1633:

"'Vpon the South side of the Sandy Reach, the Sea beateth, which is a true prognostication to presage stormes and foule weather, and the breaking up of the Frost. For when the storme hath been, or is likely to be, it will roare like Thunder, being heard sixe miles; and after stormes casts up great stores of great Clammes, which the Indians, taking out of their shels, carry home in baskets. On the North side of this Bay is two great Marshes, which are made two by a pleasant River, which runnes between them. Northward up this river goes great store of Alewives, of which they make good Red Herrings; insomuch that they have been at charges to make them a wayre, and a Herring house to dry these Herrings in; the last year were dried some 4 or 5 Last [150 barrels] for an experiment, which proved very good; this is like to prove a great inrichment to the land, being a staple commodity in other Countries, for there be such innumerable companies in every river, that I have seen ten thousand taken in two hours, by two men, without any weire at all saving a few stones to stop their passage up the river. There likewise come store of Basse, which the English and Indians catch with hooke and line, some fifty or three score at a tide. At the mouth of this river runnes up a great Creeke into that great Marsh, which is called Rumney Marsh, which is four miles long and two miles broad, halfe of it being Marsh ground, and halfe upland grasses, without tree or bush; this Marsh is crossed with divers creekes, wherein lye great store of Geese and Duckes. There be convenient Ponds, for the planting of Duck coyes. Here is likewise belonging to this place divers fresh Meddowes, which afford good grasse, and foure spacious Ponds, like little Lakes, wherein is good store of fresh Fish, within a mile of the Towne; out of which runnes a curious fresh Broocke, that is seldom frozen, by reason of the warmness of the water; upon this stream is built a water Milne, and up this river come Smelts and frost fish, much bigger than a Gudgeon.'"[1]

THE CLAM INDUSTRY IN 1712.—Beyond the above little is known of the early history of Nahant. The following item from Lewis & Newhall's History of Lynn shows that the waters of Nahant furnished great quantities of clams:

"1712.—This year, all the shells, which came upon the Nahant beaches, were sold by the town, to Daniel Brown and William Gray, for thirty shillings. They were not to sell the shells for more than eight shillings a load, containing forty-eight bushels, heaped measure. The people were permitted to dig and gather the clams as before, but they were required to open them on the beach, and leave the shells. The house in which I (Newhall) was born, was plastered with lime made from these shells."

NAHANT IN RECENT YEARS.—For many years this romantic spot has been famous as a seaside resort. Handsome summer houses gradually replaced the fishermen's huts that once dotted the shores, until now there is scarcely a spot where the fishermen can congregate. One vessel owned here is employed for a part of each year in the lobster fishery.

LYNN.

LYNN FROM 1633 TO 1857.—William Wood wrote in 1633: "The land affordeth to the inhabitants as many varieties as any place else, and the sea more; the Basse continuing from the middle of April to Michaelmas (September 29) which stayes not half that time in the Bay (Boston Harbor); besides, here is a great deal of Rock cod and Macrill, insomuch that shoales of Bass have driven up shoales of Macrill from one end of the sandy Beach to the other; which the inhabitants have gathered up in wheelbarrows. The Bay which lyeth before the Towne, at a lowe spring tyde will be all flatts for two miles together; upon which is great store of Muscle Banckes, and Clam banckes, and Lobsters amongst the rockes and grassie holes."

In the early part of the year 1631 the resources of Lynn were very limited. We are told by Lewis and Newhall that "provisions were very scarce, and many persons depended for subsistence upon clams, ground-nuts, and acorns."

In the next year the town authorities passed an order whereby the fish, bass, and alewives could ascend the Saugus River to the Great Pond. This order, dated October 3, and recorded by Lewis and Newhall, reads:

"1632, October 3: It is ordered, that Saugus plantation shall have liberty to build a ware upon Saugus Ryver; also, they have promised to make, and continually to keepe, a goode foote bridge, upon the most convenient place there."

This weir was chiefly built by Thomas Dexter, for the purpose of taking bass and alewives, of which many were dried and smoked for shipping.

The following additional facts, recorded by Lewis and Newhall, show the condition of the fisheries from 1633 to 1857:

"At a town meeting on the 12th of July, 1633, Edward Richards testified that Mr. Tomlins 'was not to stop or hinder the alewives to go up to the Great Pond.'"

And in 1646 the following was a condition in a deed of property: "To allow sufficient water in the Ould River for the Alewive to come to the wyres before the Grantor's house."

A similar petition to that permitted for the benefit of the people of Saugus was also granted in favor of the people of Reading in response to their prayer of October 3, 1879, viz: "That the alewives might be permitted to come up to Reading pond, as before; that they might find no obstruction at the iron works, but 'come up freely into our ponds, where they have their natural breeding place,'" which was granted.

In 1696 immense numbers of great clams were thrown upon the beaches at Lynn by storms. The people were permitted, by a vote of the town, to dig and gather as many as they wished for their own use, but no more; and no

[1] History of Lynn by Lewis & Newhall, p. 144.

person was allowed to carry any out of the town, on a penalty of 20*s*. The shells were gathered in cart-loads on the beach, and manufactured into lime.

For nearly a century and a half there is no record of the progress of the Lynn fisheries. The next fact noted is that in the year 1832 a whaling company was formed and 5 ships employed. They harbored in Saugus River, but on the crossing of the railroad, in 1838, they were removed to Boston. None of the whale-ships were built at Lynn. A ship-yard was established in the western part of the town about this time, but no vessel larger than a schooner was built there.

To increase the value of the fisheries an act was passed on March 26, 1852, by the Lynn authorities, to prevent the destruction of shad and alewives in Saugus River and the tributary streams in the city of Lynn. Shad had long before disappeared, but alewives continued abundant.

"In the summer of 1857 much excitement took place in many places (Lynn included), concerning the discovery of pearls in fresh-water mussels and clams. Many small ones were found in shell-fish taken from the floating bridge and flax-ponds in Lynn, but not enough to render the search more profitable than regular labor. It was quite amusing occasionally to observe some venerable and demure citizen, who never in his life had been guilty of imagining there was such an amusement in the world, wending his way toward the ponds, and fancying his real object entirely concealed by the rod and line and other sporting gear with which he had so cunningly encumbered himself."

MEDFORD AND VICINITY.

VESSEL FISHERIES OF MEDFORD FROM 1629 TO 1639.—The following interesting sketch is from Brooks's History of the town, printed at Boston in 1855:

"To Medford belongs the honor of establishing the first fisheries in 'Louden's Plantation of Massachusetts Bay.' Careful and costly preparations for this business were made in England in 1629, by Mr. Cradock, who believed it the most promising investment then offered from the New World. In the company's 'first general letter,' under date of April 17, 1629, is indicated a course of trade which was to be pursued by the Medford fishermen. It is thus: 'We have sent five weigh of salt in the Whelpe, and ten weigh in the Talbot. If there be shallops to be had to fish withal, and the season of the year fit, pray let the fishermen (of which we send six from Dorchester), together with some of the ship's company, endeavor to take fish, and let it be well saved with the said salt and packed up in hogsheads and send it home by the Talbot or Lion's Whelpe. At the same time they send 'a seine, being a net to fish with. May 28, 1629; they say, 'We send salt, lines, hooks, knives, boots, &c., for the fishermen, desiring our men may be employed in harbor, or upon the bank. If you send ships to fish on the bank and expect them not to return again to the plantation, &c.'

"By this it appears that those vessels which had caught a cargo of fish 'on the bank' were expected to take them thence to London. September 3, 1635, the general court chose a committee of six 'for setting forward and managing a fishing trade.' That fishing was profitable, we have the following early record: 'Thirty-five ships sailed this year (1622) from the west of England, and two from London, to fish on the New England coasts, and made profitable voyages.' Through the instrumentality of our fishing interest, the general court passed the following order, May 22, 1639: 'For further encouragement of men to set upon fishing, it is ordered that such ships and vessels and other stock as shall be properly employed and adventured in taking, making, and transporting of fish according to the course of fishing voyages, and the fish itself shall be exempt, for seven years from henceforth, from all country charges.'

"To show how minute was the fostering care of our fathers on this point, we have the following order of June 2, 1641: 'It is ordered that fishermen shall have their fish for bait at the same rate that others have at the wears, and be first served.' 'The property of Governor Cradock, invested at Medford for fishing and other purposes,' was large. Mr. Savage says, 'he maintained a small plantation for fishing at Mistick, in the present bounds of Malden, opposite to Winthrop's farm, at Ten Hills.' Complaint was made by our fishermen of a law, passed by Plymouth Colony, which laid a tax of 5*s*. on 'every share of fish' caught by strangers 'at the cape.'

"From all that we can gather, we conclude that Mr. Cradock had invested as much as $15,000, which, in various trade here, must have made Medford a thriving and populous plantation for an infant settlement. The fishing business continued for fifteen or twenty years, but with less and less profit to Mr. Cradock. It was finally abandoned as a failure, and afterwards the river-fishing alone claimed attention.

SHAD AND ALEWIFE FISHERIES IN MYSTIC RIVER.—"May, 1639: The price of alewives in Medford, at this time, was 5*s*. per thousand. This made food incredibly cheap.

"'That Mystic River, as a resort for fish, was early known and greatly valued, appears from many testimonies. In Josselyn's account of his two voyages to New England (1638), we have the following record: 'The river Mistick runs through the right side of the town (Charlestown), and, by its near approach to Charles River in one place, makes a very narrow neck, where stands most part of the town. The market place, not far from the water side, is surrounded with houses.' In Mystic River were 'bass, shad, alewives, frost-fish, and smelts.' Josselyn says, 'We will return to Charlestown again, where the river Mistick runs on the north side of the town (that is, on the right side, as before said), where, on the northwest side, is the town of Mistick, three miles from Charlestown, a league and a half by water, a scattered village. At the head of this river are great and spacious ponds, full of alewives in the spring-time; the notedest place for this sort of fish.'

"This quotation from Josselyn, while it goes to prove that bass, shad, and alewives were no strangers in our rivers, shows likewise that the population of our town was then settled chiefly between the two brick houses now standing, and that the place was called Mistick. The 'wear' or fishing dam at Medford was at the outlet of the pond,

and, as our river was 'the notedest place' for fish in the early days of our plantation, we presume that the 'seine, being a net sent to fish with,' was the first seine ever drawn in its waters, *and the first drawn on this continent.* This was probably in 1631; and the first draft was doubtless an event of liveliest interest, of rare wonder, and exceeding joy. If any web or filament of that pioneer 'seine' had come down to us, it would be fitting for the town, in the year 1881, to parade it as a banner, and under it to unite in celebrating the fifth fishermen's jubilee on the river.

"June 6, 1639: 'It is ordered that all wears shall be set open from the last day of the week, at noon, till the second day in the morning.' Johnson, in his 'Wonder-working Providence,' says 'The Lord is pleased to provide for them great store of fish in the spring-time, and especially alewives, about the bigness of a herring. Many thousands of these they use to put under their Indian corn.'

"Had Mr. Cradock's letters to his agents in Medford been preserved we should certainly have in them a complete history of the fishing establishment he maintained here, and probably a comparative estimate of sea and river fishing. The introduction of the drag-net, in 1631, when Mystic River was full of fish, was an example that would be followed more and more as proper seines could be knit and easy markets secured. The narrowness of the river, the steepness of its banks, its freedom from rocks, and its many convenient landing-places rendered net-fishing easy and cheap. It settled down into a regular business, and any one had a right to pursue it. We have no account of the intermittent run of certain fish as witnessed in our time. We presume it may not have been so remarkable then, when dams and water-wheels had not impeded or frightened the finny adventurers, or when filth and poisons had not made their highways dangerous. We think it will be found that several species of fish will have periodic returns to places which they have left for many years. Acts of legislation have not been wanting by our town or State; *but the fish care nothing about votes.*

"The first mention of specific action by the town, as such, is dated January 18, 1768, when it was voted 'to petition the general court concerning the fishery in this town.'

"March 3, 1768: Mr. Benjamin Hall and others petition the general court 'for liberty to draw with seines at two different places in Mistick River three days in a week.' This petition was not acted upon for some years. The next act of the general court touching this prolific trade in Medford was in February 16, 1789, and was as follows: 'An act to prevent the destruction of fish called alewives and shad in Mystic River, so called, within the towns of Cambridge, Charlestown, and Medford, and for repealing all laws heretofore made for that purpose. Whereas the fishery in Mystic River, in the county of Middlesex, if properly regulated, will be of great public utility, as it serves to promote the cod-fishery and is also of advantage to the particular towns through which the river runs, affording, in some measure, subsistence and support to the inhabitants thereof, and is therefore necessary to be preserved,' &c.

"The act provides that each of the three towns is empowered to choose a committee for the preservation of fish, whose duty it shall be to keep out of the river all obstructions to the free ingress of the fish. The act grants to Cambridge the right to fish, within the limits of that town, on Monday, Tuesday, and Friday; and to Charlestown and Medford the right of fishing, within the limits of those towns, on Monday, Wednesday, and Friday—from the first of March to the last day of June. Penalty for each violation of the law, £3. In this act the right of each inhabitant to fish is recognized and secured. If persons from other towns should either stop or catch fish in this river they shall each be fined £3 for every such offense; and the committee shall have power to arrest them, and sell their seines, drag-nets, marsh-nets, baskets, or any other implements used by them. This act to be in use five years and no longer.

"Immediately on the passage of this act the town proceeded, April 2, 1798, to a new step, indicated in the following vote: 'Voted that the town will let out their fishing-grounds to the highest bidder the present year.' While this vote was based upon the original right of the town to the fisheries within its borders, some minor questions arose, which led the inhabitants, at the same meeting, to choose a committee to inquire into the rights of the town in the fishing-grounds. The result was that January 21, 1803, the town 'voted that a petition be presented to the general court, at their present session, to enable the town to let out the right of taking fish in Mystic River, within the limits of the town.' The legislature granted the petition; and Medford then divided the fishing districts thus: 'First, from Charlestown and Malden line to Medford Bridge; second, from the bridge to the beach opposite James Tuft's barn; third, from the above-named beach to the Charlestown line westerly.

"Among the earliest fishermen were John Cutter, Jonathan Tufts, and Benjamin Teel. In 1803 Cutter paid $65, Tufts $13, and Teel $13, for the right of fishing. John Cutter fished near the 'dike,' or 'labor in vain;' Isaac Tufts fished from the bridge to Rock Hill; and Capt. Samuel Teel and his nephew from Rock Hill to the pond. The names of the fishermen are seldom given in the records. Charles, Simon, and Seth Tufts are there. In 1812 the fishermen paid $100 for the right. The average, for twenty years, has been $250. In accordance with the decision of the legislature, the town voted, March 14, 1803, to sell their right of fishing in Mystic River. It was sold for $91, at public auction. The next year it was sold, in the same manner, for $160; and this equitable mode of disposing of it became established, and the premium offered continued for several years to increase. The vote of the town was generally thus, as in March 1, 1824: 'Voted that the selectmen be appointed a committee to dispose of the privilege of taking shad and alewives within the limits of said town the ensuing season.'

"In 1855 Joseph L. Wheeler bought the 'upper reach,' from Marble Brook to the pond, for $27.50 per annum; and James Rogers bought the 'lower reach,' from Marble Brook to the eastern border of the town, for $122.50 per annum. The annual sales have lately (1855) been less than $200. The shad and alewives were abundant till 1815 or 1820, when they began gradually to withhold their visits. A writer says that about the year 1800 it was common to take 1,500 shad annually at 'Little River' (near Fresh Pond), but that in 1852 there was not one taken, and that, proportionally, a similar statement might be made concerning alewives.

"Nothing can frighten alewives; but the shad is an exceedingly shy and timid fish. Its disappearance from our

rivers is therefore attributed to the terrific noises made by railroad cars as they cross the Mystic at Charlestown. The largest number of alewives taken by one draft from Mystic River was in 1844; and they counted some more than 58,000! We once saw taken, by one draft from this river, shad sufficient to fill six horse-carts.

"The shad of late years have not been abundant; only 40 or 50 taken during a season. The number of alewives has also greatly diminished; and the town receives about $150 by selling its right of fishing through the year. Smelts continue to make their annual spring visit in undiminished numbers, and when, for noblest ends, they stealthily enter our creeks and little streams they are watched by the hungry boys, who, for sport or profit, drive them into their scoop-nets by dozens. In this town they do not let enough escape to keep the race alive, and if in all other towns they were so destroyed this beautiful and delicious fish would become extinct among us. The greatest draft—by a certain nameless boy, fifty years ago—numbered 63. They were taken from Marble, or Meeting-house, Brook.

THE FISHING FOR BASS.—"In Mystic River the bass have wholly disappeared, though there are those living (1855) who remember to have seen them plenty, and some of them weighing more than 30 pounds. In 1776 a negro named Prince was at work on the bank of the river opposite the shallow where the ford was, a few rods above the bridge, where he saw an enormous bass swimming very slowly up the river. The tide was inconveniently low for the bass, but conveniently low for the negro. Plunge went Prince for the fish, and caught him. No sooner was he out of the water than a desperate spring, such as fishes can give, released him from his captor, and back he falls into his native element. Quick as a steel-trap Prince springs upon him again, and again catches him and lifts him up. The fish struggles, and Prince and fish fall together. Again Prince rises, with his prize in his arms, and then brings him ashore. It weighed 65 pounds. Prince thought that such a wonderful fish should be presented to the commander of the American forces then stationed on Winter Hill. His master thought so too. Accordingly, Prince dressed himself in his best clothes, and, taking the fish in a cart, presented it to the commander, and told the history of its capture, and the commander gave him *six cents!*

FISHERIES FOR MISCELLANEOUS FRESH-WATER SPECIES.—"In Mystic Pond there are few fish at present. The fresh-water perch, which appear in the sun like a fragment of a rainbow shooting through the water, are the most numerous. The *bream* are not uncommon, but their size is very small. The tomcod come to winter there, and are easily taken thus: Some ten or twelve of them gather about a small stone, very near the shore, and each makes his nose to touch the stone. The fisherman sees this unfrightened family circle quietly reposing, and he suddenly and strongly strikes the ice with an axe directly over the unsuspecting group. The blow stuns the fish, and he quickly cuts a hole and takes them all out. Of minnows there are scarcely any, owing to the presence of that fresh-water shark, the pickerel. Eels are taken in winter by means of forked irons thrust into the mud through holes in the ice, and smelts are taken at the same time, in the river at Charlestown, by means of the common hook.

THE OYSTER FISHERY.—"Oyster fishing is another branch of trade carried on from Mystic River. In the early settlement of our town, oysters were extensively used as food, and they were easily taken. They so far abounded in that part of the river which is now between our turnpike river-wall and Malden Bridge that they obstructed navigation. Mr. Wood, speaking, in 1633, of these hindrances, has these words: 'Ships, without either ballast or lading, may float down this (Mystic) river; otherwise the *oyster-bank* would hinder them, which crosseth the channel.' This oyster-bank is one of those unfortunate institutions whose fate it has been to be often 'run upon,' and on which the 'drafts' have been so much greater than the 'deposits' that it long ago became bankrupt. Yet, like an honest tradesman, it has never despaired, and within our memory has made some good fat dividends. In 1770 the sludge from the distilleries was supposed to have poisoned those shell-fish.

THE LOBSTER FISHERY.—"Lobsters have not frequented our river in great numbers; but in 1854 they came up in large companies as far as Chelsea Bridge; and, in the warm month of October, more than 2,000, of prime quality, were taken from that bridge. The names of all the fishermen in Medford cannot be recovered, but among them there have been men of that great energy which secures success.

FISH TRADE.—"The fish found their market chiefly in Boston, and were sometimes cured, and sent in barrels to the Southern States, as food for slaves, or to the West Indies for common consumption. Many were smoked, after the manner of herring, and eaten in New England; many more were used as bait for cod-fishing on the banks. Alewives, in early times, were sometimes used as manure, and shad were salted in tubs, and eaten in the winter.

FINANCIAL PROFITS.—"The income from these fisheries may not have been very large, unless we count the support which fish furnished as food; and, in such case, we apprehend the income was great indeed. They gave a needed and most welcome variety in that brief list of eatables with which our fathers were wont to be contented.

"In 1829, by the enterprise of Mr. John Bishop, the business of mackerel-fishing was attempted. Some of the finest schooners from the fleets of Hingham were purchased and fitted out in amplest order. Three schooners were built in Medford for this service. But, before two years had elapsed, it was found impossible to compete with Plymouth, Hingham, Gloucester, and Boston. In these places, barrels and salt were cheaper than at Medford, and the common market more accessible, especially in winter."[1]

BRAINTREE AND QUINCY.

EARLY HISTORY OF FISHERIES.—The following sketch is from the history of these towns, by W. L. Pattee:

"The first action the town took in reference to encouraging and establishing this branch of industry was at a public meeting held March 3, 1755, when as an inducement for the citizens of Braintree, or persons from other towns, to engage in this enterprise, the following terms were voted: 'That for the encouragement of the bank cod-fishery to

[1] Brook's History of Medford: Boston, 1855, pp. 381–388.

be set up and carried on within this town, that such persons either of the town or who may come into the town from other places, and shall annually, during the proper season of the year, employ themselves in their own vessels or those of others, in catching and curing of codfish, are hereby freed and to be freed from and released of their poll tax for the space of three years next ensuing the time of their commencing in the said business, and so long as they continue in it within said term upon the provision that all such persons who come from other places shall be approved of by the selectmen of the town or a major part of them, from time to time, and such of them as shall be by the selectmen disapproved of shall be still subject to be warned out of the town according to law.' To what extent the business was transacted under this encouragement of the town we are unable to say. However, this industry was carried on at that time to considerable extent, as building vessels for this trade continued to be prosecuted at the Point and neighborhood from that time to the Revolutionary War, when it was suspended, and the hardy fishermen were selected to man our impromptu navy. * * *

"After the Revolutionary War the fish business was revived in Quincy. In the early part of this century Mr. Nickerson, Major Vinal, and Mr. Bramhall were engaged, to a considerable extent in this business at the Point. It continued to be successful until the embargo and the war of 1812 seriously interfered with its prosperity. At the close of the war the business was again revived, and continued to prosper with varied success. A large share of the business was in the hands of capitalists of Provincetown and other Cape Cod towns. In 1833 the fish interest began to concentrate at Germantown. Captain Brown took up his residence there that year; Captain Hodgkinson in 1834, and Captains Prior, Rich, Holmes, and others about that period. The land at Germantown was mostly occupied by fish flakes, as great numbers were brought there to be cured. In 1836, the business amounted to a little rising $30,000. Ten vessels were engaged in cod and mackerel fishing. The amount of codfish caught and cured was 6,200 quintals, the value of which was estimated at $18,800.

"The number of barrels of mackerel packed for market was 1,750, the value of which was estimated at $12,242. The number of men engaged in the business was 100. The local fish trade was at first carried on by different persons, who would go out in the morning and procure fish, and in the afternoon dispose of their fine large fresh fish from their wheelbarrows for 6 cents each. In 1823 the first cart, owned by a Mr. Rice, was used for the disposal of fish. Mr. Snow, of Boston, succeeded Mr. Rice, and made a fortune out of the business. Mr. Samuel Andrews was engaged in the local trade longer than any other person, and died at a ripe old age of 75 years 10 months and 11 days."

THE WHALE-FISHERY.—"Whale-fishery business was established at Germantown and at Quincy Point about the same time. The first vessel fitted out, of any note, at Germantown was the Cambrian, in 1839—a top-sail schooner, which sailed on a cruise of eighteen months under Captain Holmes, of Germantown. The Cambrian made quite a successful voyage, having procured 20 whales and secured 420 barrels of sperm oil. The Ontario sailed under the command of Captain Prior; also the John Rove Dodge, the Curaçoa, and others, which were equally as fortunate in supplying their owners with oil from the greasy monsters. The Cambrian was probably the first whale-ship that sailed from this port. The Creole, under the command of Captain Cook, the principal owners of which were Messrs. Calvin White, of Braintree; Simon Gillett, Ebenezer Woodward, Daniel Baxter, Isaiah G. Whiton, and Charles A. Brown, of Quincy, sailed the latter part of the year 1840, for the Western Islands, where she was fortunate in securing a fine cargo, consisting of 540 barrels of sperm oil and 10 of blackfish, which liberally remunerated all those connected with the vessel and voyage. She was absent nine months and a half. The brig Eschol also sailed as a whaler."

HULL.

EARLY HISTORY OF HULL AND ITS FISHERIES.—The original name of this town was Nantascot, an Indian word, and the place was given to the fishermen by the general court of Massachusetts in 1641 for the purpose of encouraging the fisheries. The present inhabitants trace their deeds back to the following order from the general court of Massachusetts, dated June 2, 1641: "It is ordered that a plantation for the furthering of fishing shall be set up at Nantascot, and that all the neck to the end of the furthest beach towards Hingham, where the tide overfloweth, shall belong to it, and that such of the present inhabitants of Hingham as will follow fishing, and will move their habitation thither, shall have land and meadow upon Nantasket Neck according to the order here established; and that all other men that will follow fishing, and will remove their habitation thither, shall have such accommodation there as the plantation will afford; and that it shall be lawful for any other fishermen inhabiting any other towns within the bay to set up stages at Nantasket, or any of the islands belonging thereto, with sufficient ground for the drying of their fish. And there shall be allowed now, at the first, to every boat which shall use fishing, four acres of upland for the present, and the meadow to be disposed of in an equal portion among such as have cause; and it is further ordered that the island called Pedock's Island, and the other islands not already disposed of, shall belong to Nantascot, to be to the use of the inhabitants and fishermen so soon as they shall come to inhabit there."

A commission of four men was formed to lay out and dispose of the land as ordered. Among the first twelve men that availed themselves of this order we find the names of John Prince and Nathaniel Bosworth; each of these received 2 acres of land.

Thirty years afterwards, in 1671, we find these two men presenting the following petition:

"To the Right Honoured Magistrates and Deputies of the General Court of New Plymouth, now sitting:

"The wise providence of the great Guide of all men and actions having so ordered, by his providence, to bring me here in this juncture of time, wherein there hath been brought under consideration that fishing design, of late years found at Cape Cod, for mackerel with nets; which, when we came from home, I may truly say I had not the least thought to have, in the least manner, troubled this honoured assembly with things about; yet, being here, and

understanding that possibly there may be brought under consideration something in order to the restraint of foreigners from fishing there, and it may seem an expedient, founded on good reason, that it should so be, I would humbly intreat this honoured court that I may, as I desire with humbleness, so I may without any offence to this honoured Assembly, present you with some particulars referring to that small town of Hull, in which we live.

"May it therefore please this honoured Court to understand that my humble request is, first, whether that the honoured Court may not have or see just cause why our little place of Hull, though not out of your jurisdiction, may still enjoy the privileges we have hitherto had, though others should be denied; and the reasons I would humbly suggest are these: First, because we were some of the first that were the discoverers and first bringers of it to light, as it now is attended to the profit of the whole colony here, which we would willingly think were some ground to build our hopes on for the enjoyment of such a privilege. Secondly, because we humbly conceive that those of your town who have been on that employ will say, as well as we know, that ours coming there have been a further aim and no hindrance to them. And, thirdly, let me with all humbleness say that, had it not been for some of us, we believe it had not been kept afoot to this time; for our friends in your patent, after the first or second voyage, had given it off again, and had not some of us kept on, and so been instrumental, beating out by evening there, and travelling on the shore at all times and seasons, and so discovered the way to take them in light as well as dark nights, it had not been so certain a thing as now it is; or had we kept but that one thing private, we know it had, if we may inoffensively so speak, been a great obstruction to it to this day. But we were open-hearted to yours, and told them what we knew, and we hope that your Honours, and this honoured Assembly, would be so to us. We humbly beseech your Worthies not to be offended, though we thus speak, if it may be said that as we were the first that laboured in it, so we have had the first and most profit by it; may it please you to let us freely say, without offence, that this last year, wherein your both persons and colony had the opportunity to improve it, hath yielded more profit clear that two or three years before, because we were but just now come fully to understand it; but the truth is, by reason of the dearness of salt and lowness of mackerel in the years before, and our gaining was not so considerable; especially add this to it, that in three, we lost one voyage for want of understanding what we have made them acquainted with, as to the light moons. But if you think that the motion, as to the whole town, may be too large, because it may be there may be very many, we humbly leave it to the honoured Court to bound the town to what number you see good, two or three, or what you see good; and so having made bold to present and trouble you with lines, I pray account it not a presumption, but an humble request in the behalfs of that little town of ours, which hath a great part of its livelihood by fishing. And so, in all humbleness, leaving these things to your consideration, I humbly take leave, and rest your humble petitioners in the half of ourselves and town.

"JOHN PRINCE.
"NATHANIEL BOSWORTH.

"PLYMOUTH, *this 8th June*, 1671."[1]

In answer to the above petition the following grant was made, providing certain persons of Hull with means to enable them to prosecute the mackerel fishery at Cape Cod:

"Att the Generall Court of Election, att Plymouth, the fift of June, 1671.

"In answare vnto the petition prefered to this Court by Mr John Prince and Mr Nathaniel Bosworth, of the towne of Hull, allias Nantaskett, in the behalfe of the said towne, to have libertie to imploy some boates and theire companies for the takeing of mackerell with nets, att the season thereof, att Cape Codd, this Court doth grannt vnto them libertie for two boates and these companies, to take mackerell there att the season thereof; soe as they make payment of what is due to the collonie from forraigners, notwithstanding, any order of Court extant, prohibiting others to fish there."[2]

For the management of the town business, as also for the greater encouragement of the fishery industry at this place, the order below appended was in 1647 directed in these words:

"Att a Generall Courte of Elecĉon, held ye 26th of ye 3 m^o: 1647.

"There being now diuers ffreemen & men of good abillity in Hull who may comfortably carry on the affayres of a towne, they are enabled by the authorities of this Court to order the prudentiall affayres of ye towne, according to former orders of this Court & course of other plantations, pvided that, according to former orders of Court they endevour the advanucem^t of fishing, & that such fishermen as are there already & others wch shall come thither may have all such reasonable priviledges & encouragem^t as the place will afford, & that such places as are fitt for fishermen may be reserved for that purpose; & wth this caution also, that Wm Parkes, Mr Glouer, & Mr Duncan, or any two of them, be appoynted to se the order of Court for advance of ffishing duely obserued."[3]

HINGHAM.

THE FISHERIES OF HINGHAM IN THE SEVENTEENTH CENTURY.—In the middle of the seventeenth century Hingham and the employment of its inhabitants were thus briefly described:

"Hingham, which is scituate upon the Sea coasts South-east of Charles River, being a place nothing inferiour to their Neighbours for scituation, and the people have much profited themselves by transporting Timber, Planke and Mast for Shipping to the Town of Boston, as also Cedar and Pine-board to supply the wants of other Townes, and also to remote parts, even as far as Barbadoes. They want not for Fish for themselves and others also."[4]

[1] Coll. Mass. Hist. Soc., vol. vi, 1st series, pp. 127, 128.
[2] Plymouth Colony Records, vol. v, 1668–1678, p. 63.
[3] Records of Massachusetts, vol. iii, p. 105.
[4] Wonder-working Providence. London, 1654, p. 85.

The fishing interests of this place were thus furthered by the "General Court at Boston, the 14th of the 4th M°, 1641:

"It is ordered, that a plantation for the furthering of fishing shall fourth wth bee set up at Nantascot, & that all the neck to the end of the furthest beach towards Hingham, where the tide overfloweth, shall belong to it; and that such of the p'sent inhabitants of Hingham as will follow fishing, and will remove their habitations thither, shall have land & meadowe upon Nantaskot Neck, according to the order heare established, & that all other men that will follow fishing, & will remove their habitations thither, shall have such accommodations there as the plantation will afford; and that it shalbee lawfull for any other fishermen inhabiting in any other of the townes wth in the Bay to set up stages upon Nantaskot, or any of the ilands belonging thereto, wth sufficient ground for the drying of their fish.

"And that there shalbee alowed now, at the first, to ev^ry boate wch shall use fishing, 4 acres of upland for the p'sent, & the medow to bee disposed of by an equall p'portion among such as shall have cattle; & it is further ordered, that Mr Stoughton, Mr Duncan, Mr Glover, Willi: Heath, & Willi Parks, or any 3 of them, Mr Stoughton to bee one, shall in convenient time repair to Nantaskot, & set out the lands & medow there, according to the meaning of this order; and it is further ordered, that the iland called Pedocks Iland, & the other ilands there not otherwise disposed of, shall belong to Nantaskot, to bee to the use of the inhabitants & fishermen, so soone as they shall come to inhabite there.

"And this Court, or some of the Court at Boston, shall from time to time appoint 2 or 3 able men to set out land, & stage roome &c, to such as shall come to inhabite or fish there; & in the meane time the comissioners aforenamed, or 3 of them as aforesaid, shall dispose of the same; provided, always, that no p'son shalbee stated in p'priety in any land or medowe there (though the same bee allotted to them) before hee bee a setled inhabitant there, & in a course of fishing."[1]

The following order, relative to payment for powder supplied to Strawberry Bank, was given at—

"A Generall Co^rt, held at Boston, the 7th of the First M° 1643-1644.

"Strawberry Bank is granted to have a barrell of powder, paying for it in dry fish, as Dover is to do for the barrell granted formerly to Northam."[2]

HINGHAM FISHERIES IN 1851 AND 1860.—The Hingham Journal of April, 1860, states:

"In 1851 there were 37 vessels, of 2,491 tons, belonging to this port, owned here and manned by 500 persons. We cannot say that the number of vessels has much increased since that time, yet what we have constitute a very handsome fleet. Before the end of the month some of our vessels will be on George's and other fishing grounds, looking out for schools of mackerel."

The result of the mackerel fishery for 1860 is given as follows:

"MACKEREL.—Mackerel have been found plenty off the coast of Maine, and the shore fishing promises better than for many years before. They take the hook readily, as in olden times.

"The Hingham Journal gives the following late arrivals in that port and Pocasset, after a short absence: Schr. Pony with 113 headed bbls; Oasis 200 do. do.; Omega 185 packed bbls; Eleanor F. 205 headed bbls; Emma 160 do. do.; Prairie Flower do. do. Northern Light 180 do. do."[3]

COHASSET.

THE FISHERIES IN 1821.—The Rev. Jacob Flint in 1821 wrote the following description of the fisheries engaged in by the people of this place, with some details as to number of vessels, men, quintals caught, &c.:

"There are 41 vessels of different tonnage owned in Cohasset. Of these, 1,067 tons are employed in the mackerel fishery. They take, in a season, 2,420 barrels; 200 tons are employed in the cod-fishery; taking 2,590 quintals of codfish (average for a number of years). The fishing vessels employ 223 men and boys. Some of the largest vessels are employed in foreign trade. After the season for taking fish, a number of the fishing vessels are employed in the coasting trade with various parts of the United States, and some in trade with the West Indies."[4]

At that time, according to the same authority, there were a number of extensive salt-works, at which about 5,500 bushels of salt were annually made.

THE MACKEREL FISHERY IN 1860.—The following details concerning the mackerel fishery of Cohasset for 1860 are from the Barnstable Patriot:

"The mackerel fishery of Cohasset has closed for the season, piling the wharves with tiers of bbls. of that aquarial flesh. One of the fleet, the Harriet Torey, has landed 1,500 bbls. William Burdick, of the above vessel, has caught 117 bbls. with his own hook, and will clear $548.00."

SCITUATE.

FISHING STATION AT SCITUATE; LICENSE FOR OYSTER PLANTING.—In 1633 the ship William set up a fishing station at Scituate, the object of which was, doubtless, the capture of cod.

In 1639 the following license was granted to a Mr. William Vassall:

"1639, December. Licence or liberty is granted to Mr. William Vassall to make an oyster bank in the North River, 60 rods in length, and across the said river, in some convenient place, near his farm there, called the 'West

[1] Records of Massachusetts, vol. i, p. 326.
[2] *Ibid.*, vol. i, p. 57.
[3] Barnstable Patriot, August 21, 1860.
[4] Coll. Mass. Hist. Soc., vol. ii, 3d series, p. 102.

New-land,' and to appropriate it to his own use, forbidding all others to use the same without his license. [Colony Records.]—The inference seems to be that the oyster was not common in this river."[1]

EARLY HISTORY OF THE MACKEREL FISHERY.—The following interesting account of the mackerel fishery from 1680 to 1812, including certain laws regarding the capture of the fish only at certain seasons, modes of capture, and habits of the fish, appears in the Collections of the Massachusetts Historical Society, vol. iv, 2d series:

"The mackerel fishery has been pursued with great success from Scituate during a long series of years. As early as the year 1680 Robert Studson, of Scituate, with Nathaniel Thomas, of Marshfield, it appears, hired the 'Cape Fishery' for bass and mackerel of the colony. Subsequent to 1700 it was common for a vessel to take 800 or more barrels during the season within Massachusetts Bay, which were worth in those early times about 40 shillings, O. T., the barrel. It was common, we are told in later annals, at Boston and at Plymouth, &c., when making an outfit cargo for the Jamaica market, to floor a vessel, as it is termed, with an hundred or more barrels of Scituate mackerel. It is probable the packing out, so termed, was usually performed in Boston in old times. In 1670, in Plymouth Colony, at the June court, this law passed: 'Whereas we have formerly seen great inconvenience of taking mackerel at unseasonable times, whereby their increase is greatly diminished, and that it hath been proposed to the court of the Massachusetts that some course might be taken for preventing the same, and that they have lately drawn up an order about the same, this court doth enact that henceforth no mackerel shall be caught, except for spending while fresh, before the first of July annually, on penalty of the loss of the same, the one half to the informer and the other to the colony.' In 1684, on the motion of William Clark, a merchant of Plymouth, the court passed an order prohibiting the seining of mackerel in any part of the colony, when the court leased the cape fishery for bass and mackerel to Mr. Clark for seven years at £30 per annum, but which he resigned 1689.

"Dr. Douglass, who wrote on New England about 1750, says of mackerel: 'They set in the second week of May, lean, and seem to eat muddy; some are caught all summer. There is a second setting in for autumn, fat and delicious eating. They are north latitude fish, and are not found south of New England. Beginning of July for a short time they disappear, or will not take the bait; hook mackerel, for a market, are preferable to those caught by seines, which bruise one another.' These fish, it seems, were formerly seined for the purpose of bait, a practice now disused, and all are taken by the hook. (The people of Hull, it seems, first taught the Plymouth colonists to take them at Cape Cod by moonlight. See Hist. Coll., vol. vi, 1st ser., p. 127.) They are a capricious and sportive fish. In cloudy, and even wet, weather they take the hook with most avidity. They are very partial to the color of red; hence a rag of that hue is sometimes a bait. A small strip of their own flesh, taken from near the tail, is used as a bait with most success.

"In early times the shores of our bays were skirted by forest trees quite near to the water's edge. In the month of June, when all nature is in bloom, the volatile farina of the bloom of the forest trees then floats in the air, and occasionally settles on the smooth surface of the seas. Then it is that this playful fish, attracted by this phenomenon, leaps and bounds above the surface of the water. So again, at a later period, in July and August, winged insects, carried away by the southwest winds, rest and settle on the bosom of the ocean, a welcome herald, it is said, to the mackerel catcher. Such are the habits of many fishes, and hence the use of the fly as a bait by the angler of the trout streams.

"A mackerel fishery existed in former days at Plymouth. There were perhaps twelve small schooners thus employed in autumn, taking 50 barrels a week each, in the bay, about the year 1754. The people of Rhode Island and Connecticut were largely concerned in this fishery formerly, it being very common to see 20 or more small sloops from this section of New England, occasionally taking shelter under Plymouth beach in stormy periods. But the places where these fish are now taken are chiefly George's Banks, Nantucket Shoals, and Block Island Channel. In the year 1770 we are told there were upwards of 30 sail of vessels in this branch of the fisheries, from Scituate; but not so many since 1783 to 1812. War, the scourge of national prosperity, destroys or suspends all exterior fisheries. We hope and trust a state of peace will revive and prosper them."

A series of essays on commerce appeared in a Boston newspaper about the year 1784. One of them was devoted in part to the fisheries, in which the writer (probably James Swan, esq., a member of the general court for Dorchester), with felicity of expression, eulogized the mackerel fishery, saying "that it was of more value to Massachusetts than would be the pearl fisheries of Ceylon."

RIVER FISHERIES IN 1815 AND 1831.—The kinds and distribution of fish, off and in the river close by Scituate, were written in 1815 and recorded in the Collections of the Massachusetts Historical Society, vol. iv, 2d series, as follows:

"Bass, shad, alewives, smelt, and eels seek North River; cod and other sea fish common to all the bay are taken just without the harbour."

Mr. Samuel Deane in 1831 wrote concerning the Scituate alewife fishery:

"We first notice the fisheries of the streams. It is reasonable to conjecture that the first alewives were taken in the first herring brook, as some of the earliest settlements were near that stream. These fish ascended this brook to George Moore's pond, and as the stream was narrow they were easily taken in nets. They continued to ascend this brook until the mills prevented them in late years by not being provided with suitable sluices. Recently (1831) an attempt has been made to restore them, but without much success. Mr. Hatherly had 'a herring weir' on Musquashcut brook, near his house, in 1640. We believe that a few of these fish find their way through the gulf to the Musquashcut pond at the present day.

"On Round brook was formerly an abundant alewife fishery. As late as 1794 an act of the general court was procured by Scituate and Cohasset, for renewing the fishery, by providing sluices at the mills, regulating the time

[1] Coll. Mass. Hist. Soc., vol. iv, 2d series, p. 228.

and manner of taking them, and removing the obstructions to their ascending to Hezekiah Towers' pond, to which 'they formerly ascended abundantly, to the great advantage of said Towers.' We believe the act was repealed in 1800, and the fishery is extinct. In the second herring brook these fish used to ascend to Black pond, but they have long since been repelled by the mill-dams. Smelts continue to visit this brook. They are taken in the latter end of March. In the third herring brook these fish used to ascend the valley swamp. But here they have been destroyed in like manner as above. The shad and alewife fishery in the North River has long been a subject of controversy between Scituate and Pembroke, and is so at present. In their ascending to the Matakeeset Ponds they used to be taken in great abundance. Since an act of court in 1761, permitting seines to be drawn in the North River, it is alleged that they have been fast diminishing. Whether this or the mills at Pembroke, or some unknown cause has produced this effect, we know not, but certain it is that these fisheries were reduced to comparatively little value in 1825, but since that time the fish have increased."[1]

THE MACKEREL FISHERY IN 1831 AND 1851.—Deane wrote in 1831 of the mackerel fishery: "We believe there are now about 35 [vessels] annually fitted out, of various tonnage, from 50 to 150 tons, and carrying from 6 to 15 hands. The number of barrels taken by our vessels in 1828 was something more than 15,000."

In 1851, according to the report of the inspector-general of fish, Scituate had 13 vessels in the mackerel fishery, aggregating 715 tons, and manned by 119 men and boys.

DUXBURY.

THE WHALE-FISHERY.—"Schooners, sloops, and perhaps larger vessels were engaged in the whale-fishery from Duxbury as early as the beginning of the last century, and for some years quite a number of the inhabitants were thus employed. Their resort was at first along the shore and between the capes, but by the close of the first quarter of the century they had extended their grounds, and now the coast of Newfoundland became to be generally frequented; and even as late as 1760, or perhaps later, vessels were employed in the Saint Lawrence Gulf.

"On a blank leaf in the account book of Mr. Joshua Soule, of Duxbury, was found the following memorandum: 'Whale vieg begun. elisha cob sayled from hear March ye 4, from Plymouth ye 7, 1729.'"[2]

THE COD-FISHERY IN THE LAST CENTURY.—Joshua Delano and Joshua and Josiah Soule, according to Winsor, owned vessels at Cape Sable in 1737. Three or four was the number usually on the fishing-grounds at that time. This number steadily increased, with some detriment during the Revolution, until in 1785 or 1786 there were 64 bank fishermen, averaging 7[illegible] tons each.

FRESH-WATER FISHERIES.—Two ponds near Duxbury are thus described in the Collections of the Massachusetts Historical Society for 1794, vol. ii:

"The pond is one mile and a half from the salt water. It is half a mile wide, one and a half in length. The red and sea perch, shiners, pout, and sometimes pickerel are found in it. Half a mile northwest of this lies a smaller pond, about one mile in circumference. No streams run into it, neither is there any communication of water upon the surface of the earth from it to the larger pond. It is always very nearly the same height."

THE FISHERIES IN 1849.—Concerning the state of the fishery in 1849 the following facts are given by Winsor:

"The fishing business has now engaged the people of Duxbury for nearly a century and a half, though of late years the aggregate of tonnage engaged has been considerably less than was employed about ten or fifteen years ago."

KINGSTON.

ABUNDANCE OF FISH IN 1815.—A writer in the Collections of the Massachusetts Historical Society, vol. iii, 2d series, says:

"The land which the natives cultivated was easily tilled, and, aided by fish as manure, produced considerable quantities of Indian corn. The bay abounded with fish and fowl, the shores and flats with shell-fish, the streams with alewives, frost-fish, smelts, and eels, in their season. * * * The frequent places of their habitation are discoverable by shells and marks of fire. * * * The fishery, till the war, was in latter years wholly carried on from that place. Formerly fish were cured at Sunderland, so called, on Jones' River, one mile from the sea. Before the Revolutionary War the fishery was more extensive than since. About twenty schooners were owned in the town. * * *

"At Rocky Nook (Kingston) are salt-works, producing about 200 bushels of salt in a season."

THE FISHERIES IN 1837 AND 1879.—Since the early history of the State this town has had a small fishing fleet. In 1837 its fleet was larger than in any other year. At that time 7 vessels engaged from this port in the mackerel fish-fishery, and 22 in the cod-fishery. In former times quite a numer of vessels were built each year. One eccentric builder constructed 10, and named them after the first ten months of the year.

There were 3 Kingston vessels engaged in the Grand Bank cod-fisheries in 1879, the statistics of which are included in the summary for Plymouth district.

PLYMOUTH.

OBJECT OF THE PLYMOUTH COLONISTS.—One of the objects of the establishment of colonies in New England was the development of the fisheries, about which wonderful stories had been told in England by the early voyagers. That the Plymouth colony contemplated entering upon the fisheries we find from the following statement in Governor Bradford's History of the Colony:

[1] History of Scituate, Mass., by Samuel Deane, pp. 23, 24.

[2] Winsor's History of Duxbury, p. 350.

"After such travail and turmoil and debates which they went through, things were gotten ready for their departure from Leyden. A small ship was provided in Holland, of about 60 tons, which was intended, as to serve to transport some of them over the seas, so to stay in the country and to tend upon fishing and such other affairs as might be for the good and benefit of the whole, when they should come to the place intended. Another was hired at London, of burden about nine score, and all other things got in a readiness."[1]

THE COLONISTS LAND AT PLYMOUTH.—Although the original plan of the Plymouth settlers had been to land at some point farther south, yet they were led by circumstances to decide upon Massachusetts, and in December, 1620, made a landing at Cape Cod, and later at Plymouth, where they found a good harbor, which they surveyed and described to be "in the shape of a fish-hook; a good harbor for shipping, larger than that of Cape Cod; containing two small islands without inhabitants, innumerable store of fowls, different sorts of fish, besides shell-fish in abundance."[2]

The inclemency of the season was not at all favorable for fishing, and as the newcomers were not well provided with provisions, they would have suffered much had it not been for the kindly assistance of the Indians, who instructed them in their methods of fishing and planting. Early in the month of January, 1621, "one of the sailors found alive upon the shore a herring, which the master had to his supper; which put us in hope of fish, but as yet we had got but one cod; we wanted small hooks."[3]

THE RETURN OF THE MAYFLOWER TO ENGLAND.—Phineas Pratt, in his manuscript narrative, written in 1662, says: "Thay^{r} Shipp [Mayflower, 1620] being reterned & safely Arived in Eingland, those Gentlemen & Marchents, y^{t} had vndertaken to supply y^{m} wth things nesasary, vnderstanding y^{t} many of y^{m} weare sick & some ded, maed hast to send a ship wth many things nesasary; but so i. Indescret man, hoping to incoridg thay^{r} freinds to Come to y^{m}, writ Letters Conserning ye great plenty of fish fowle and deare, not considering y^{t} ye wild Salvages weare many times hungrye, y^{t} have a better scill to catch such things then Einglish men have."[4]

FREE LIBERTY TO FISH.—The first Plymouth patent, made June 1, 1621, has this item concerning the fisheries: "Together with free libtie to fishe in and vpon the Coast of New England and in all havens ports and creekes therevnto belonging. And it shalbe lawfull for the said Vndertakēs & Planters, their heires & successo^{rs} freely to truck trade & traffiq with the Salvages in New England or neighboring thereabout at their wills & pleasures without lett or disturbance [As also to have libtie to hunt hauke fish or fowle in any place or places not now or hereafter by the English inhabited.]"[5]

ABUNDANCE OF FISH.—A letter of William Hilton's in Smith's New England Trials, printed in 1622, describing Plymouth, says there are "Many great Lakes abounding with Fish, Fowle, Beuers, and Otters. The Sea affords vs as great Plenty of all excellent Sorts of Sea-Fish, as the Riuers and Iles doth Varietie of Wild Fowle of most vsefull Sorts."[6]

FISH USED AS MANURE.—Governor Bradford, in his History of the Colony, says: "Afterwards they (as many as were able) began to plant ther corne, in which servise Squanto stood them in great stead, showing them both ye manes how to set it, and after how to dress & tend it. Also he tould them excepte they gott fish & set with it (in these old grounds) it would come to nothing, and he showed them y^{t} in ye middle of Aprill they should have store enough come up ye brooke, by which they begane to build, and taught them how to take it, and wher to get other provisions necessary for them; all of which they found true by triall and experience."[7]

LOBSTERS, SHAD-SPAWN, ETC.—A journal of one of the colonists for the year 1621 says: "We set forward the 10th of June, about nine in the morning [Mr. Prince thinks this is a mistake, and that it ought to have been the 3d of July], our guide, Tisquantum, resolving that night to rest at Namasket [*i. e.*, Middleborough.—H.] a town under Massasoit, and conceived by us to be very near, because the inhabitants flocked so thick on every slight occasion among us; but we found it to be 15 English miles. On the way we found ten or twelve men, women, and children, which had pestered us till we were weary of them, perceiving that (as the manner of them all is) where victual is easiest to be got there they live, especially in the summer; by reason whereof, our bay affording many lobsters, they resort every spring-tide thither, and now returned with us to Namasket. Thither we came about three in the afternoon, the inhabitants entertaining us with joy in the best manner they could, giving us a kind of bread called by them Mazium, and the spawn of shads, which then they got in abundance, insomuch as they gave us spoons to eat them; with these they boiled musty acorns, but of the shads we eat heartily. They desired one of our men to shoot at a crow, complaining what damage they sustained in their corn by them; who, shooting and killing, they much admired it, as other shots on other occasions.

"After this, Tisquantum told us we should hardly in one day reach Pakanokick (the same as Pokanoket), moving us to go 8 miles farther, where we should find more store and better victuals. Being willing to hasten our journey, we went, and came thither at sunsetting, where we found many of the men of Namasket fishing at a weir which they had made on a river which belonged to them, where they caught abundance of bass. These welcomed us also, gave us of their fish, and we them of our victuals, not doubting but we should have enough wherever we came."[8]

FISHING IN 1621.—Governor Bradford states that in September, 1621, "They begane now to gather in ye small harvest they had, and to fitte up their houses and dwellings against winter, being all well recovered in health & strenght, and had all things in good plenty; for as some were thus imployed in affairs abroad, others were excersised in fishing, aboute codd, & bass, & other fish, of which ye tooke good good store, of which every family had their

[1] Young's Chronicles of the Pilgrim Fathers. Boston, 1844, p. 86.
[2] Belknap's American Biography. New York, 1846, vol. ii, p. 321.
[3] Young, *op. cit.*, p. 171.
[4] Coll. Mass. Hist. Soc., vol. iv, 4th series, p. 477.
[5] *Ibid.*, vol. ii, 4th series, pp. 160, 161.
[6] Hazard's "State Papers." Philadelphia, 1792, vol. i, p. 120.
[7] Coll. Mass. Hist. Soc., vol. iii, 4th series, p. 100.
[8] Belknap, *op cit.*, vol. iii, p. 86.

portion. All ye somer ther was no wante. And now begane to come in store of foule, as winter aproached, of which this place did abound when they came first (but afterwards decreased by degrees)."[1]

A letter from Edward Winslow to a friend, under date of December 11, 1621, says: "For fish and fowl we have great abundance. Fresh cod in the summer is but coarse meat with us. Our bay is full of lobsters all the summer, and affordeth variety of other fish. In September we can take a hogshead of eels in a night, with small labor, and can dig them out of their beds all the winter. We have mussels and others at our doors. Oysters we have none near, but can have them brought by the Indians when we will."[2]

SCARCITY OF FOOD IN 1622.—One of the excursions made by Mr. Winslow "was by sea to Monahigon, an island near the mouth of Penobscot Bay, to procure a supply of bread from the fishing vessels, who resorted to the eastern coast in the spring of 1622. This supply, though not large, was freely given to the suffering colony, and, being prudently managed in the distribution, amounted to one-quarter of a pound for each person till the next harvest."[3]

Freeman states that, "In the month of May, 1622, the provision of the settlers at Plymouth being spent, Mr. Bradford records, 'A famine begins to pinch us, and we look hard for a supply, but none arrives.' From some fishing vessels on the coast bread was obtained to the amount of a quarter of a pound per day for each person till harvest, and this the governor caused to be dealt out daily, 'or some had starved. The want of bread had abated the strength and flesh of some, and had swelled others, and had they not been where are divers sorts of shell-fish they must have perished.'"[4]

Winslow's "Good News from New England," printed in London in 1624, says: "In the end of August [1622] came other two ships into our harbor. The one, as I take it, was called the Discovery, Captain Jones having the command thereof; the other was that ship of Mr. Weston's, called the Sparrow, which had now made her voyage of fish and was consorted with the other, being both bound for Virginia.

* * * "For our own parts, our case was almost the same with theirs [Massachusetts Bay Colony], having but a small quantity of corn left, and were enforced to live on ground-nuts, clams, mussels, and such other things as naturally the country afforded, and which did and would maintain strength, and were easy to be gotten; all which things they had in great abundance, yea, oysters also, which we wanted; and therefore necessity could not be said to constrain them thereunto."[5]

THE FISHERIES DECLARED FREE.—Governor Bradford thus mentions the arrival of the Paragon: "About ye later end of June [1623] came a ship, with Captaine Francis West, who had a comission to be admirall of New England, to restraine interlopers, and shuch fishing ships as came to fish & trade without a licence from ye Counsell of New England, for which they should pay a round sume of money. But he could doe no good of them, for they were to stronge for him, and he found ye fisher men to be stuberne fellows. And their owners, upon complainte made to ye Parlemente, procured an order y^t^ fishing should be free."[6]

NEED OF FISHING APPARATUS.—Winslow gives the following good advice: "I will not again speak of the abundance of fowl, store of venison, and variety of fish, in their seasons, which might encourage many to go in their persons. Only I advise all such beforehand to consider that as they hear of countries that abound with the good creatures of God, so means must be used for the taking of every one in his kind, and therefore not only to content themselves that there is sufficient, but to foresee how they shall be able to obtain the same. Otherwise, as he that walketh London streets, though he be in the midst of plenty, yet, if he wants means, is not the better, but hath rather his sorrow increased by the sight of that he wanteth, and cannot enjoy it, so also there, if thou want art and other necessaries thereunto belonging, thou mayest see that thou wantest and thy heart desireth, and yet be never the better for the same. Therefore, if thou see thine own insufficiency of thyself, then join to some others, where thou mayest in some measure enjoy the same; otherwise, assure thyself thou art better where thou art."[7]

FISHING WITH A NET.—Bradford thus tells of the struggles of the colonists in 1623:

"They haveing but one boat left and she not over well fitted, they were divided into severall companies, 6. or 7. to a gangg or company, and so went out with a nett they had bought, to take bass and such like fish, by course, every company knowing their turne. No sooner was ye boate discharged of what she brought, but ye next company tooke her and wente out with her. Neither did they returne till they had caught something, though it were 5. or 6. days before, for they knew ther was nothing at home, and to go home emptie would be a great discouragemente to ye rest. Yea, they strive who should doe best. If she stayed long or got litle, then all went to seeking of shell-fish, which at low-water they digged out of ye sands. And this was their living in ye somer time, till God sente y^m^ beter; & in winter they were helped with ground-nuts and foule. Also in ye somer they gott now and then a dear; for one or 2. of ye fitest was apoynted to range ye woods for y^t^ end, & what was gott that way was devided amongst them."[8]

ENCOURAGEMENT TO PERSEVERE.—In a general letter written to the Plymouth settlers, and brought from England on the ship Ann in 1623, is this noble sentiment:

"If ye land afford you bread, and ye sea yeeld you fish, rest you a while contented, God will one day afford you better fare. And all men shall know you are neither fugetives nor discontents. But can, if God so order it, take yi worst to yourselves, with content, & leave ye best to your neighbours with cherfullness. Let it not be greeveous unto you y^t^ you have been instrument to breake ye ise for others who come after with less difficulty, the honour shall be yours, to ye worlds end, &c."[9]

SALT WORKS AND FISHING SHALLOPS BUILT.—"In 1624 Plymouth contained thirty-two dwelling houses, and about

[1] Coll. Mass. Hist. Soc., vol. iii, 4th series, p. 105.
[2] Young's Chronicles of the Pilgrim Fathers. Boston, 1844, p. 233.
[3] Belknap, *op. cit.*, p. 94.
[4] Freeman's Hist. of Cape Cod. Boston, 1862, vol. i, p. 104.
[5] Young, *op. cit.*, pp. 238, 329.
[6] Coll. Mass. Hist. Soc., vol. iii, 4th series, p. 141.
[7] Good News from New England, in Young's Chronicles, p. 372.
[8] Coll. Mass. Hist. Soc., vol. iii, 4th series, p. 137.
[9] *Ibid.*, p. 144.

one hundred and eighty persons. The inhabitants had erected a salt work; and this year they freighted a ship of a hundred and eighty tons."[1]

The journal of one of the settlers, under date of June 17, 1624, says:

"The ship carpenter sent us is an honest and very industrious man, quickly builds us two very good and strong shallops, with a great and strong lighter, and had hewn timber for two hetches; but this is spoilt; for in the hot season of the year he falls into a fever and dies, to our great loss and sorrow. But the salt man is an ignorant, foolish, and selfwilled man; who chooses a spot for his salt works, will have eight or ten men to help him, is confident the ground is good, makes a carpenter rear a great frame of a house for the salt and other like uses; but finds himself deceived in the bottom; will then have a lighter to carry clay, &c., yet all in vain; he could do nothing but boil salt in pans. The next year is sent to Cape Ann, and there the pans are set up for the fishery; but before the summer is out, he burns the house and spoils the pans, and there is an end of this chargeable business."[2]

THE FISHERIES NOT SUCCESSFUL.—Under date of March, 1624, Governor Bradford says:

"Shortly after, Mr. Winslow came over, and brought a prety good supply, and a ship came on fishing, a thing fatall to this plantation. He brought 3. heifers & a bull, the first beginning of any cattle of that kind in ye land, with some cloathing & other necessaries, as will further appear; but withall ye reporte of a strong faction amongst the adventurers against them, and espetially against ye coming of ye rest from Leyden, and with what difficulty this supply was procured, and how, by their strong & long opposision, bussiness was so retarded as not only they were now falne too late for ye fishing season, but the best men were taken up of ye fishermen in ye west countrie, and he was forct to take such a M^r. & company for that imployment as he could procure upon ye present."[3]

Among a number of objections answered and sent to England in 1624, by Governor Bradford, was the following: "-. ob: The fish will not take salt to keepe sweete. Ans: This is as true as that which was written, that ther is scarce a foule to be seene or a fish to be taken. Things likely to be true in a cuntrie wher so many sayle of ships come yearly a fishing; they might as well say, there can no aile or beere in London be kept from sowering."[4]

The story of a fishing trip to the coast of Maine in 1624 is thus told by Governor Bradford:

"They having with some truble & charge new-masted and rigged their pinass, in ye begining of March, they sent her well vitaled to the eastward on fishing. She arrived safely at a place near Damarius cove, and was there well harbored in a place wher ships used to ride, ther being also some ships allready arived out of England. But shortly after ther arose such a violent & extraordinarie storme, as ye seas broak over such places in ye harbor as was never seene before, and drive her against great roks, which beat such a hole in her bulke, as a horse and carte might have gone in, and after drive her into deep-water, wher she lay sunke."[5]

Governor Bradford thus writes of the colonists in 1625:

"This storme being thus blowne over, yet sundrie sad effects followed ye same; for the Company of Adventurers broake in peeces here upon, and ye greatest parte wholy deserted ye colony in regarde of any further supply, or care of their subsistance. And not only so, but some of Layfords & Oldoms friends, and their adherents, set out a shipe on fishing, on theire owne accounte, and getting ye starte of ye ships that came to the plantation, they tooke away their stage, & other necessary provisions that they had made for fishing at Cap-Anne ye year before, at their great charge, and would not restore ye same, excepte they would fight for it. But ye Govr sent some of ye planters to help ye fisher men to build a new one, and so let them keepe it. This shipe also brought some small supply, of little value; but they made so pore a business of their fishing, (neither could these men make them any returne for ye supply sente,) so as, after this year, they never looked more after them."[6]

PERMISSION TO FISH AT KENNEBEC.—The Patent of the Old Colony of Plymouth, granted January 13, 1629, has these items concerning the fisheries: "And forasmuch as they have noe convenient Place, either of Tradinge or Fishinge within their owne precincts, whereby (after soe longe Travell and great Paines) so hopefull a Plantacon may subsiste, as alsoe that they may bee incouraged the better to proceed in soe pious a Worke, * * * The said Councell have further given and granted * * * the Space of fifteene Englishe miles on each Side of the said River called Kennebek, and all the said River called Kenebek, * * * and all Grounds, Fishinges, &c.; * * * with Liberty of fishing upon any Parte of the Sea-coaste and Sea-shores of any of the Seas or Islands adjacent, and not beinge inhabited, or otherwise disposed of by Order of the said Presidente and Councell;[7]

THE FISHERIES IN 1629.—Under date of the year 1629 Governor Bradford writes:

"This paying of 50 p^r cent. and dificulty of having their goods trâsported by ye fishing ships at ye first of ye year, (as was beleeved,) which was ye cheefe season for trade, put them upon another projecte. M^r. Allerton, after ye fishing season was over, light of a bargan of salte, at a good fishing place, and bought it; which came to aboute 113 ^li.; and shortly after he might have had 30 ^li. cleare profite for it, without any more trouble aboute it. But Mr. Winslow coming that way from Kenebeck, & some other of ther partners with him in ye barke, they mett with Mr. Allerton, and falling into discourse with him, they stayed him from selling ye salte; and resolved, if it might please ye rest, to keep it for them selves, and to hire a ship in ye west countrie to come on fishing for them, on shares, according to ye coustome; and seeing she might have her salte here ready, and a stage ready builte & fitted wher the salt lay safely landed & housed. In stead of bringing salte, they might stowe her full of trading goods, as bread, pease, cloth, &c., and so they might have a full supply of goods without paing fraight, and in due season, which might turne greatly to their advantage. Coming home, this was propounded, and considered on, and aproved by all but ye Govr, who had no mind to it, seeing they had allway lost by fishing; but ye rest were so ernest, as thinkeing

[1] Holmes' American Annals, 1805. Vol. i, p. 131.
[2] Prince, New England Chronology. Boston, 1736, p. 227.
[3] Coll. Mass. Hist. Soc., vol. iii, 4th series, p. 157.
[4] *Ibid.*, p. 162.
[5] *Ibid.*, p. 156.
[6] *Ibid.*, p. 196.
[7] Hazard's "State Papers," vol. i, pp. 300, 301.

that they might gaine well by ye fishing in this way; and if they should but save, yea, or lose something by it, ye other benefite would be advantage inough; so seeing their ernestness, he gave way, and it was refered to their friends in England to alow, or disalow it. Of which more in its place."[1]

TROUBLE ABOUT THE FISHING VESSEL FRIENDSHIP.—"They looked ernestly for a timely supply this spring," [1630] says Governor Bradford, "by the fishing ship which they expected, and had been at charg to keepe a stage for her; but none came, nor any supply heard of for them. At length they heard sume supply was sent to Ashley by a fishing ship, at which they something marvelled, and the more y^t they had no letters either from M^r. Allerton or Mr Sherley; so they went on in their bussiness as well as ye could. At last they heard of M^r. Peirce; his arivall in ye Bay of ye Massachusetts, who brought passengers & goods thither. They presently sent a shallop, conceiving they should have something by him. But he tould them he had none; and a ship was sett out on fishing, but after 11 weeks beating at sea, she mett with shuch foull weather as she was forcte back againe for England, and, ye season being over, gave off ye vioage. * * *. But Mr. Allerton had bought another ship, and was to come in her, and was to fish for bass to ye eastward, and to bring goods, &c. * * *. Aboute ye midle of somer arrives M^r. Hatherley in ye Bay of Massachusetts, (being one of ye partners,) and came over in ye same ship that was set out on fishing (called ye Frendship). * * *. Bass fishing was never lookt at by them, but as soone as ever they heard on it, they looked at it as a vaine thing, that would certainly turne to loss. And for Mr. Allerton to follow any trade for them it was never in their thoughts. * * * After these things Mr. Allerton wente to ye ship aboute his bass fishing. * * *

"Now about these ships & their setting forth, the truth, as farr as could be learned, is this. The motion aboute setting forth ye fishing ship (caled ye Friendship) came first from ye plantation, and ye reason of it, as is before remembered; but wholy left to them selves to doe or not to doe, as they saw cause. But when it fell into consideration, and ye designe was held to be profitable and hopefull, it was propounded by some of them, why might not they doe it of them selves, seeing they must disburse all ye money, and what need they have any refferance to ye plantation in y^t; they might take ye profite them selves, towards other losses, & need not let ye plantation share therein; and if their ends were other wise answered for their supplyes to come too them in time, it would be well enough. So they hired her, & set her out, and fraighted her as full as she could carry with passengers goods y^t belonged to ye Massachusetts, which rise to a good sume of money; intending to send ye plantation supply in ye other ship. The effecte of this Mr. Hatherley not only declared afterward upon occasion, but affirmed upon othe, taken before ye Govr & Dep: Govr of ye Massachusetts, M^r. Winthrop & Mr. Dudley: That this ship—Friendship was not sett out nor intended for ye joynt partnership of ye plantation, but for ye perticuler accounte of Mr. James Sherley, Mr. Beachampe, Mr. Andrews, Mr. Allerton, & him selfe. This deposition was taken at Boston ye 29, of Aug: 1639 as is to be seen under their hands; besides some other concurente testimonies declared at severall times to sundrie of them."[2]

THE ALEWIFE FISHERIES REGULATED IN 1633.—The following order concerning the capture of alewives and some other fish was passed at a general court held the 28th of October, in the ninth year of the reign of King Charles:

"Whereas God, by his providence, hath cast the fish called alewives or herrings in the middest of the place appointed for the towne of Plymouth, and that the ground thereabout hath been worne out by the whole, to the damage of those that inhabite the same, that therefore the said herring, alewives, or shadde comonly used in the setting of corne be appropriated to such as doe or shall inhabite the towne of Plymouth aforesd, and that no other have any right or propriety in the same, onely for bait for fishing, & that by such an orderly cowrse as shall be thought meet by the Govr & Cowncell."[3]

FISHERY GRANTS IN 1641 AND 1642.—"In 1641, Mr. John Jenny was allowed certain privileges at Clarke's Island, 'to make salt, and which he was to sell to the inhabitants at 2 *s.* the bushel.' * * * "Herring wear let for three years to three persons, who are to deliver the shares of herrings and to receive 1 s. 6 the thousand for their trouble.

In 1642, "Thirty acres of land were granted at Clarke's Island (the use of them) to the five partners that make salt for twenty-one years."[4]

PERMISSION TO FISH AT CAPE COD.—"In the month of October, 1650, the permission formerly given to John Stone, of Hull, to make use of lands at Cape Cod for bass fishing, was withdrawn by the court; and leave was granted 'to Mr. Thomas Prince, Capt. Miles Standish, and Mr. William Paddy, with such others of Plymouth, Duxbury, and Nawsett, as shall join with them,—they to make use of any lands, creeks, timber, &c., upon the Cape land, in such convenient places as they shall choose,' for the said fishing purposes."[5]

SCHOOLS SUPPORTED BY FISHERY.—Deane, in his history of Scituate, says:

"In 1670, 'the court did freely give and grant all such profits as might or should accrue annually to the colony, for fishing with nets or seines at Cape Cod, for mackerel, bass, or herrings, to be improved for and towards a free school in some town of this jurisdiction, for the training up of youth in literature for the good and benefit of posterity, provided a beginning be made within one year after s^d grant, &c.' This school was immediately established at Plymouth, and was supported by the proceeds of the Cape fishery until 1677, when the following change was ordered, viz: 'In whatever Township in this government, consisting of fifty families or upwards, any meet men shall be obtained to teach a grammar school, such township shall allow at least twelve pounds, to be raised by rate on all the inhabitants of s^d town: and those that have the more immediate benefit thereof, with what others shall voluntarily give, shall make up the residue necessary to maintain the same, and that the profits arising from the Cape

[1] Coll. Mass. Hist. Soc., vol. iii, 4th series, p. 126.
[2] *Ibid.*, pp. 267 *et al.*
[3] Plymouth Colony Records, vol. i, 1633-1651, p. 17.
[4] Coll. Mass. Hist. Soc., vol. iii, 2d series, p. 183.
[5] Freeman's History of Cape Cod, vol. i, p. 203.

fishing, heretofore ordered to maintain a grammar school in this colony, be distributed to such towns as have such grammar schools, not exceeding five pounds per ann. to any town, unless the court treasurer or others appointed to manage that affair, see good cause to add thereunto. * * * The Cape fishery was rented annually for from thirty to forty pounds. We observe that in 1680, Robert Stetson, of Scituate, and Nathaniel Thomas (probably of Marshfield) hired the fishery. It continued but eleven years; for we observe that in 1689, the rent was appropriated towards the salary of the magistrates; and after the union of Plymouth and Massachusetts in 1692, the fishery was free, as we believe. The towns of Duxbury, Rehoboth, and Taunton received the five pounds, a part of the term when this court order was in force."

THE FISHERIES IN 1668 AND 1670.—Freeman records that "in 1668 the colony complained of annoyance and interruption of the fisheries on the part of Massachusetts, and an order was passed, remonstrating with the general court of the Massachusetts Colony against the intrusion."

"A valuation of the town in 1670 states the 'fish boats' of Plymouth thus:

Four at £25	£100
Two at £18	36
One at	12
	148

"These, though called boats, we consider shallops, of some burthen, though probably without decks."[1]

DUTIES OF THE "WATER BAYLEY."—The following order was passed by the general court at Plymouth July 4, 1672: "It is enacted by the Court that if any pson or psons that shall att any time heerafter: shipp: or load on board any: ffish into any vessell; which shalbe caught att Cape Cod but such as hee or they shall giue an accoumpt off to the water Bayley; all such ffishes shalbe forfeite to the Collonies vse; And that the Water bayley be heerby impowered to make seizure of all such ffish as shall att any time become forfeite; and to giue an accoumpt therof vnto the Treasurer; or such as shalbe appointed by the Majestrates or any four of them; to take the said accoumpt."[2]

DIVISION OF PROFITS.—The court at Plymouth, July 5, 1678, made the following order: "Thomas Clarke, of Plymouth, late of Boston, complaineth against Mr. Constant Southworth, of Duxberry, in an action on the case, to the damage of 40ll, for that the said Southworth doth detaine and withhold from the said Clarke one eight pte of the yeerly proffitts of the fishing att Cape Codd, notwithstanding the said Southworth did bargaine and contract, in the year seauenty seauen, with the said Clarke, that the said Clarke should receiue and injoy the eight pte of the said proffitts during the time that the said Southworth," &c.[3]

MACKEREL SEINING OR NETTING PROHIBITED IN 1684.—His Majesty's court at Plymouth passed the following order July 1, 1684: "This Court takeing into theire serious consideration the great damage that this collonie and our naighbours is likely to sustaine by the catching of mackerell with netts and saines att Cape Codd, or else where neare any shore in this collonie, to the great destruction of fish, and to the discurragement of severall fishermen,—

"This Court doth therfore enacte, and be it heerby enacted, by the authoritie therof, that noe pson or psons whatsoeuer, after the publication heerof, shall catch or draw on shore any mackerell, with nett or netts, sayne or saynes, in any pte of this collonie; and if any pson or psons shall heerafter presume to catch any mackerell by setting or shooling any nett or sayne, every such pson or psons soe offending as aforsaid shall forfeite for his or theire said offence all such netts or saynes as shalbe soe improned, and all such mackerell as shalbe soe caught by him or them, and shall alsoe forfeite every such vessell, and all such vessells, or boates, as shalbe imployed therin, whether catch, sloop, or boat, as shalbe imployed in taking or carrying away any such fish, if att any time the pson or psons soe offending be taken within the gov'ment, or the vallue therof, the one moiety to the collonie, and the other moyety to the informer, that shall procecute the same. And for the better exeution of said law, power shalbe giuen by some one or more of the magestrates by warrant to some fitt man to acte as a water bayliff to make seasure of any such forfeitures as aforsaid."[4]

And on July 4, 1684, the court made this order: "Mr Willam Clarke, of Plymouth, came into the Court and tendered, that if this Court would make a law to prohibitt the catching of mackerell with saines in any pte of this collonie, hee would and did engage to the Court that hee would give and pay vnto the Treasurer thirty pound pr annum, for seauen yeares, in currant New England mony, for the basse fishing att Cape Codd; whervpon this Court passed an order to prohibit sayning for mackerell, and ordered the Treasurer to make a lease to the said Clark of Cape Codd, onely for basse fishing, seauen yeer, for the said sum of 30ll per annum."[5]

MACKEREL LAW REPEALED.—At the general court in October, 1689, "it was ordered, that the law in our printed booke, page 31, prohibitting saining for mackirill at Cape Cod be henceforth made void and of no force.

"Ordered, that the magistrates of the county of Barnstable, or any two of them, be a comittee to dispose and manage the Cape fishing as pr order of Court directed, and to impower such officers as are necessary under them to looke after the same.

"Ordered that the severall acts and orders of Court about fishing at Cape Cod, in our old printed law booke, page 38 & 39, vizt, so much or so many of them as are noted to be revived in the margent of sd booke, begining at number 4 & ending at N: 5, are all of them revived and made, and hereby declared to be of full force, untill this Court shall otherwise order."[6]

[1] Coll. Mass. Hist. Soc., vol. iii, 1st series, p. 167.
[2] Plymouth Colony Records—vol. xi. p. 231.
[3] *Ibid.*, vol. vii, p. 213.
[4] *Ibid.*, vol. vi, p. 141.
[5] *Ibid.*, vol. vi, p. 139.
[6] *Ibid.*, vol. vi, p. 218.

THE CAPE COD FISHERY.—The Plymouth court on the first Wednesday of October, 1689, made the following order:

"Mr William Clarke, having formerly hired the fishing at the Cape, & his lease not yet expired, came personally into this Court, and openly quitted his claime thereto for the future, & desired the Court to release him therefrom, which was then granted, he sattisfying what is justly due to this colony for the time past.

"The Court order, that the Treasurer of this colony use such lawfull means as to him shall seeme meet for the recovery of what is due from Mr William Clarke to this colony respecting the Cape fishing, and to receive ye same for the use of this colony."[1]

THE ALEWIVE FISHERIES IN 1730.—"The alewive fishery at the brook in this town had long been considered as of considerable importance, and proper regulations were from time to time provided to prevent the destruction of the fish. This year it was ordered, that, in order to prevent obstructions to the alewives going up the pond to spawn no person shall take more fish from the town brook, or Agawam River, than are necessary for their families' use, and no person to take any for a market, on a penalty of 20 shillings for each barrel. A committee was appointed to see that families were reasonably provided for, and the poor supplied."[2]

THE FISHERIES FROM 1670 TO 1800.—"From this period [1670] to 1770, the fisheries were doubtless progressive: at which time 70 sail may be assumed as the number of fishing vessels, from 30 to 45 tons, navigated by from 7 to 8 men.

"Merchant vessels from 1755 to 1770, say, in the Liverpool trade: 1 brig of 130 tons, 1 brig of 160 tons, and 1 brig of 180 tons—total, 3 brigs of 470 tons.

"Only 1 vessel, Captain Worth, sailed from Boston in this trade, except a schooner owned by S. A. Otis, esq., which made her outfits at Plymouth. Liverpool was then a small place comparatively to what it is now. Outward cargoes, liver-oil, lumber, potash, then made at Middleborough, whence also the lumber; return cargoes, salt, crates, freight for Boston. Other vessels in the merchant service, say 20. Outward cargoes, fish; destination, Jamaica, chiefly, Spain, and, after the reduction of the French Islands, Martinico, and Guadaloupe. Description. One small ship (the Lion), brigs, schooners, sloops. At the peace of 1783, very few of these remained; some few schooners perhaps; subsequent to which fishing vessels increased in size and aggregate tonnage; yet it may be less in number."[3]

Dwight gives the following account of Plymouth in 1800: "To the inhabitants the fishery is an object of primary importance. To some it is a source of wealth and to multitudes of a comfortable, cheerful living. The most valuable branch of it is the cod-fishery; the next those of mackerel and herrings. All these are sold in Spain and Portugal, or on the islands belonging to these countries. Formerly they were carried to Boston market. The level margin of the ocean for about 2 miles above and below the town is, during the proper season, wholly devoted to this business."[4]

COD-FISHERY AT STRAITS OF BELLE ISLE.—In 1814 it was written:

"The Straits of Bell isle fishery is of modern date in Plymouth, and was increasing previous to the present war. These vessels carry whale-boats, in which the fish are taken, and remain absent through the summer."[5]

FRESH-WATER FISHERIES IN 1815.—The ponds of Plymouth were thus described in 1815:

"Of ponds there are perhaps fifty or more that are permanent; several of magnitude; some containing small islands; two admitting alewives from Buzzard's Bay; and one, Billington Sea, from the Atlantic side. Mr. Hearne, in his journey, tells us that 'turbot, pike, and perch, prefer lakes and rivers bounded and shaded by woods.' If this be the habit of the alewife, as we suspect it is, perhaps it would be well to leave margins of trees on lakes to which they resort. South Pond has expanse and beauty, but no natural outlet. A water course, so called, was cut from it about the year 1701, perhaps half a mile or more, uniting it with the headwaters of Eel River, to attract alewives into it. It did not succeed, as to its primary object. This water course is always passed in going to this pond; a pleasant feature in the landscape, reflecting sands pure and white as the pearls of Ceylon. This is very deep, and contains white and red perch of the largest size."[6]

THE COD AND MACKEREL FISHERIES FROM 1830 TO 1835.—The Gloucester Telegraph of March 20, 1830, states that "during the past season the fishermen of Plymouth have taken 487,366 fish on the Grand Bank, 295,000 in the Straits, and 3,565 barrels of mackerel. The number of barrels of mackerel packed by Hingham vessels the last season is 31,826."

The following statement of the cod and mackerel fishery of Plymouth, for the summer of 1831, is recorded by Thacher:

"Schooners in the cod-fishery 32, averaging $61\frac{47}{64}$ tons, employing 8 men each, and landing 19,165 quintals of fish. The number of barrels of mackerel inspected this season is 2,183. To the inhabitants of the town the cod-fishery is an object of primary importance. To some it has been a source of wealth, and to multitudes of a comfortable, cheerful living.

"The fishermen, in general, are respectable for good morals, correct habits, and civil deportment. The idea prevails with some of them that fishing employment is less honorable than foreign voyages; but let them consider that all honest enterprise and industry is honorable, and that fishing voyages are less liable to sickness and less exposed to dangers and vicious example; and, moreover, that the employment prepares them for services in the navy, where they may have the honor of fighting the battles of their country. It is much to the credit of our fishermen that when on the banks they carefully abstain from fishing on Sundays.

"Those vessels that are employed in the Strait of Belle Isle fishery carry whale-boats, in which the fish are taken

[1] Plymouth Colony Records, vol. vi, p. 218.
[2] Thacher's History of Plymouth, p. 173.
[3] Coll. Mass. Hist. Soc., vol. iii, 2d series, p. 167.
[4] Dwight's Travels, iii, 1882, pp. 113, 117.
[5] Coll. Mass. Hist. Soc., vol. iii, 2d series, p. 168.
[6] *Ibid.*, p. 181.

and kept through the summer. To fit a vessel of 70 tons, carrying 8 men, for a fishing voyage of four months, it requires about 100 hogsheads or 800 bushels of salt (that from the Isle of May is preferred), about 20 barrels of clam bait, 35 or 40 barrels of water, 20 pounds of candles, 2 gallons of sperm oil; these articles are in the fisherman's phrase called great generals, and are paid for from the proceeds before any division of the profits is made. The stone ballast, and a suit of clothes for the men who salt the fish, are also included in the great generals. After these articles are paid for, and the fish sold, the profits are divided in the proportion of three-eighths to the owners and five-eighths to the crew. If the crew furnish their own provisions, each man carries from 30 to 50 pounds of ship-bread, from 3 to 6 gallons of molasses, from 14 to 28 pounds of flour, some butter, lard, and vinegar, formerly 2 to 6 gallons of rum. At the present time (1835) some vessels go entirely without ardent spirits. Each man carries six cod lines, 30 fathoms long, four lead weights of 5 pounds each, two dozen cod hooks, one pair of large boots reaching above the knees, and a piece of leather or oil-cloth to defend his breast from the wet. A few other articles, called small generals, are paid for equally by each man, as two cords of wood, a barrel of beef, 1 bushel of beans, 20 bushels of potatoes, 3 bushels of Indian or rye meal. It is customary for the owners to put on board two or more spare anchors and forty fathoms of cable. The fish are brought home in the salt, and after being washed are spread on flakes to dry."[1]

Review of the whale-fishery from Plymouth.—Thacher, in 1835, wrote as follows: "There were a number of schooners and sloops employed in the whale-fishery in this town previous to and immediately succeeding the war of the Revolution; but there are now no vessels of that class so employed. In the year 1821 a number of citizens associated themselves together and built a ship of 350 tons for the purpose of fitting her for the Pacific Ocean whaling, which they named the "Mayflower" in honor of the ship that brought our forefathers here in 1620. The ship sailed in September, 1821, and after making three successful voyages, and landing rising 6,000 barrels of oil, a part of the owners sold to some gentlemen of New Bedford, where she was transferred in 1831, and repaired, and sailed from that place in April, 1831; a part is still (1835) owned in this place. In 1821 another company was formed, consisting principally of the same persons that built the "Mayflower," and built another ship, which they called the "Fortune," in memory of the second ship that came into these waters. This ship is of 280 tons burthen, and has made three voyages, and landed about 5,700 barrels of oil, and is now on her fourth voyage. In 1830 the ship "Arbella," of 404 tons, and navigated by 35 men, was sent out, and in 1831 the ship Levant, of 385 tons, navigated also by 35 men, sailed for the Pacific Ocean in pursuit of sperm whales. The two last-named ships are of the largest class, and fitted out in a thorough manner; and it is hoped that they may meet with success to induce others of our fellow citizens to embark in this enterprise, which has brought wealth and prosperity to other towns, and is believed can be carried on here to as good advancement as from most other places. The three ships now employed in the whale-fishery amount in the aggregate to 1,060 tons, navigated by 92 officers and seamen; the produce of this fishery may be estimated at about 2,000 barrels of sperm oil annually. Connected with this establishment are the manufacture of about 3,000 oil casks, and about 1,500 boxes, or of 4,500 pounds of sperm candles annually. A fourth ship has this year (1832) been fitted out."[2]

The fishery for eels in 1833.—Concerning Eel River it was written in 1833: "This originates in ponds and springs back of Eel River village, crosses the post road to Sandwich, and empties into the sea near Warren's farm. It is appropriately called Eel River from the abundance of eels which it yields to the support of the industrious poor. Perhaps it will not be extravagant to say that about 150 barrels are annually taken there."[3]

[For a statistical review of the cod-fisheries of the customs district of Plymouth from 1815 to 1879 see page 216.]

TRURO.

Description of Truro and the fisheries in 1794.—"A traveler from the interior part of the country, where the soil is fertile, upon observing the barrenness of Truro, would wonder what could induce any person to remain in such a place. But his wonder would cease when he was informed that the subsistence of the inhabitants is derived principally from the sea. The shores and marshes afford large and small clams, quahaugs, razor-shells, periwinkles, mussels, and cockles. The bay and ocean abound with excellent fish and with crabs and lobsters. The sturgeon, eel, haddock, cod, frost fish, pollock, cusk, flounder, halibut, bass, mackerel, herring, and alewife are most of them caught in great plenty and constitute a principal part of the food of the inhabitants. Formerly the bluefish was common, but some years ago it deserted the coast. Beside these fish for the table there is a great variety of other fish, among which are the whale, Killer or thrasher, humpback, finback; skrag, grampus, blackfish, porpoise (gray, bass, and streaked), snuffer, shark (black, man-eating, and shovel-nosed), skate, dogfish, sunfish, goosefish, catfish, and sculpion, to which may be added the horseshoe and squid. The crampfish has sometimes been seen on the beach. This fish, which resembles a stingray in size and form, possesses the properties of the torpedo, being capable of giving smart electrical shock. The fishermen suppose, but whether with reason or not the writer will not undertake to determine, that the oil extracted from the liver of this fish is a cure for the rheumatism.

"Formerly, whales of different species were common on the coast, and yielded a great profit to the inhabitants, who pursued them in boats from the shore. But they are now rare, and the people, who are some of the most dexterous whalemen in the world, are obliged to follow them into remote parts of the ocean. Two inhabitants of Truro, Capt. David Smith and Capt. Gamaliel Collings, were the first who adventured to the Falkland Islands in pursuit of whales. This voyage was undertaken in the year 1744 by the advice of Admiral Montague, of the British Navy, and was crowned with success. Since that period the whalemen of Truro have chiefly visited the coasts of Guinea and Brazil. A want

[1] Thacher's History of Plymouth, p. 316. [2] *Ibid.*, p. 317. [3] *Ibid.*, p. 322.

of a good market for their oil has, however, of late compelled them to turn their attention to the cod-fishery. In this they are employed on board of vessels belonging to other places."[1]

THE FISHERIES IN 1837.—We have another view of the fisheries in 1837, when they were about at the height of their prosperity. In Freeman's History of Cape Cod, vol. ii, p. 540, we find the following statement:

"In 1837 there were 63 vessels engaged in the cod and mackerel fisheries, producing 16,950 quintals of codfish and 15,750 pounds of mackerel, and together employing 512 hands."

EASTHAM.

SHELL FISH.—As early as 1644 the clam-fishery in Town Cove, a great inlet which opens on the west side of the town, became the subject of regulations by the English settlers. In the first series of the Collections of the Massachusetts Historical Society, volume viii, page 165, we find the following compact:

"In 1644 it was agreed between the English and Indians that such of them as were natural inhabitants of the place should have liberty to get shell fish in the cove; and likewise that they should have a part of the blubber which should be driven on shore, the proportion to be determined by the English."

When Orleans was allowed to withdraw from Eastham as a separate town, the clam-fishery was not forgotten. On page 159 of the Collections above quoted it is recorded:

"By the act of incorporation which separated Orleans for Eastham the benefits of the shell-fishery are to be mutually shared. About a hundred barrels of clams for bait are annually collected in Eastham."

CONDITION OF THE FISHERIES IN 1802.—The vessel fishery at Eastham, now a thing of the past, appears to have been commenced at the close of the last century. By referring to the Massachusetts Collections again, in the same place, we find the following note:

"Three fishing vessels only are owned by the inhabitants, and three coasters, which in summer bring lumber from the district of Maine, and in winter go to the West Indies. Not so many of the young men are engaged in the cod-fishery as in other lower towns of the country, but a number are employed in the merchant service, and sail from Boston."

THE FISHERIES FROM 1830 TO 1862.—In 1830, *according to Mr. Philip Smith, as many as 15 or 20* vessels *belonging* to Eastham lay in the cove above the town. "In 1837," according to Freeman, "the cod-fishery gave 1,200 quintals, and the mackerel 4,550 barrels." The same author, writing in 1862, states:

"The fisheries are prominent. The *whale* fishery has become a thing that *was*; the cod and mackerel fisheries are prosecuted. The benefits of the shell-fishery in Town Cove always formed an item of no inconsiderable profit."

ORLEANS.

THE FISHERIES OF ORLEANS IN 1802.—The following account of the fisheries of Orleans is quoted from volume viii, 1st series, of the Collections of the Massachusetts Historical Society:

"The horse-foot or king-crab was formerly much used for manuring land set with Indian corn and potatoes; and it is still employed in Orleans, in the south part of Dennis, and in other parts of the county. It is chopped into small pieces, and not more than one, and sometimes not more than a quarter, put into a hill. As it contains an abundance of oil, it affords a strong manure; and with it the light land may be made to yield 20 bushels of corn to an acre. It is, however, too hot a manure, and causes the land to exert itself so much that it cannot easily recover its strength. Attention of late is paid to the collection of sea-weed from the shore. When corn is to be raised, it is spread on the land, and it is put into the holes for potatoes. It is a preservative against worms, five sorts of which, in this place and in other parts of the county, are very destructive to Indian corn.

"Fishes are the same as in other towns of the county. A few tautaug are caught in Town Cove. Bass enter the waters within the beach the 1st of June, and are caught with hooks. In the ocean, a few rods from the beach, they are taken with seines during the summer. *Eels* are so plenty that in the winter, when the coves are covered with ice, a hundred bushels are sometimes, by a company of 20 or 30 persons, collected in a day. Though no oysters are to be found on the shores, yet quahaugs and clams are in greater profusion than in any other part of the county.

"The quahaug (*Venus mercenaria*), called by R. Williams the poquan and the hen,[2] is a round, thick shell-fish, or, to speak more properly, worm. It does not bury itself but a little way in the sand, is generally found lying on it in deep water, and is gathered up with iron rakes made for the purpose. After the tide ebbs away, a few are picked up on the shore below high-water mark. The quahaug is not much inferior in relish to the oyster, but is less digestible. It is not eaten raw, but is cooked in various modes, being roasted in the shell, or opened and boiled, fried, or made into soups or pies. About half of an inch of the inside of the shell is of a purple color. This the Indians broke off, and converted into beads, named by them suckanhock or black money; which was of twice the value of their wampum, or white money, made of the meteanhock or periwinkle.

"The razor-shell (*solen*) is so named from its resemblance in size and shape to the haft of a razor. It is said to force itself, not only upwards and downwards, but diagonally. This motion is affected by means of a round fleshy protuberance, as long as the little finger of a man's hand, and composed of rings. There is more irritability in this worm than in the clam. Several days after the razor-shell has been caught, if the protuberance is held between the fingers, and is touched with the point of a knife, the worm draws itself up to it with force. This worm is not common in the bay of Massachusetts, though it has sometimes been obtained there. The open shells, however, are

[1] Coll. Mass. Hist. Soc., vol. iii, 1st series, p. 199.

[2] "Poquanhock, corrupted into quahaug, or quanhog, is the word with a plural termination [See Coll. Hist. Soc., vol. iii, p. 224.]"

to be found on Chelsea beach, a few miles from Boston. The shells, with the living worms in them, can without much difficulty be procured at Orleans and other parts of the county of Barnstable; but as they are not taken, except a few at a time, they are not often eaten.

"The sea clam, which is at present called the hen, the quahaug having lost that appellation, is bivalve (as are also the quahaug and razor-shell) and oval. It is generally found in deep water, and is gathered with rakes, not being buried far in the sand. As it has frequently been known to injure the stomach it is not often eaten. Before the Indians learned of the English use of a more convenient instrument they hilled their corn with hoes made of these shells, to which purpose they are well adapted by their size. If a handle could be easily fixed to them they might be employed as ladles and spoons.

"The clam (*Mya arenaria*) is of the same shape, but much smaller. This worm is buried in the sand from 4 to 18 inches deep. A small perforation, through which, after the tide has ebbed away, it ejects water perpendicularly, marks the spot where it lies. The worm has the power of thrusting upward its black head or snout, and of drawing it down again. This snout is frequently bitten off by flounders and other fishes. Whether the shell moves or not the writer is unable to determine, as he has received contradictory accounts. The Indians were very fond of clams, which they called sickishuog (this is a word with a plural termination. See Coll. Hist. Soc., vol. iii, p. 224. If the author might be allowed to revive an old term he would denominate the common, or small clam, the sicki, a word of easy pronunciation, and which would distinguish it from the fresh-water clam and the three other testaceous worms above mentioned). Being unacquainted with salt, the Indians made use of them and of their natural liquor to season their nausamp and boiled maize. Many of the descendants of the English consider clams as excellent food. But they require strong stomachs to digest them, unless the whole of the snout is rejected. They would be more valued if they were less common. But as long as a peck of clams, which are sufficient to afford a small family a dinner, can be procured with little more labor than a peck of sand they will not be much prized. The clam continues alive several days after it is taken from its hole. This is well known to fishermen, and is proved by the following singular fact. A gentleman, not far from Boston, ordered a number of clams to be dug and to be put into his cellar, intending to make use of them as bait. They remained there several days, when the shells, as is usual, beginning to open, a rat thrust his paw into one of them attempting to pull out the worm. The two shells closed together with force and held him fast. As the clam was too big to be dragged through his hole the rat was unable to make his escape; and at length his cries excited the attention of the family, who came and saw him in the situation described.

"Clams are found on many parts of the shores of New England; but nowhere in greater abundance than at Orleans. Formerly 500 barrels were annually dug here for bait; but the present year 1,000 barrels have been collected. Between 100 and 200 of the poorest of the inhabitants are employed in this business, and they receive from their employers $3 a barrel for digging the clams, opening, salting them, and filling the casks. From 12 to 18 bushels of clams in the shell must be dug to fill, when opened, a barrel. A man by this labor can earn 75 cents a day, and women and children are also engaged in it. A barrel of clams is worth $6; the employers, therefore, after deducting the expense of the salt and the casks, which they supply, still obtain a handsome profit. A thousand barrels of clams are equal in value to 6,000 or 8,000 bushels of Indian corn, and are procured with not more labor and expense. When, therefore, the fishes, with which the coves of Orleans abound, are also taken into consideration, they may justly be regarded as more beneficial to the inhabitants than if the space which they occupy was covered with the most fertile soil. The riches which they yield are inexhaustible, provided they are not too wantonly lavished. For after a portion of the shore has been dug over and almost all the clams taken up, at the end of two years, it is said, they are as plenty there as ever. It is even affirmed by many persons that it is as necessary to stir the clam ground frequently as it is to hoe a field of potatoes; because if this labor be omitted the clams will be crowded too closely together and will be prevented from increasing in size."

WELLFLEET

THE FISHING INDUSTRIES OF WELLFLEET IN 1794 AND 1802.—In the Collections of the Massachusetts Historical Society for the year 1794 (vol. iii, 1st series, pp. 119–121) is found the following account of the fish and fisheries of Wellfleet, written by Levi Whitman:

"The people in this town are engaged in the sea service. A sailor is looked on as one engaged in the most honorable and beneficial employments. There are but few mechanics. Our vessels commonly fit out from Boston, and go thither to dispose of their oil, fish, bone, &c. Perhaps there are but few towns so well supplied with fish of all kinds as Wellfleet; among which are some that are uncommon, such as the swordfish and cramp fish. The latter, which when touched with human flesh, give it an electrical shock, has been caught on our shores. The oil of this fish is said to be beneficial in certain cases. We also have the billfish in great plenty in the mouth of October. No part of the world has better oysters than the harbor of Wellfleet; time was when they were to be found in the greatest plenty, but in 1775 a mortality from an unknown cause carried off the most of them. Since that time the true Billingsgate oysters have been scarce; and the greater part that are carried to market are first imported and laid in our harbor, where they obtain the proper relish of Billingsgate."

Freeman gives the following account of the fisheries in 1802, but does not state whence he derived his information:

"The business of the town at this date [1802] was thus noted: 'Engaged in the whale fisheries were five vessels. They carried salt, that should they not load with oil in the straits of Belle Isle or Newfoundland, they might make up their voyage with codfish. In the cod and mackerel fisheries four vessels were exclusively engaged; in the fisheries around the cape twelve vessels were employed; and in carrying oysters to Boston, Salem, Newburyport, and Portland, four other vessels.'"[1]

[1] Freeman's History of Cape Cod. Boston, 1862, vol. ii, p. 678.

WELLFLEET IN 1844.—The Rev. Enoch Pratt, writing in 1844, gives the following topographical description and historical account of the town:

"There are three harbors in the town, all having about the same depth of water, 12 feet at high tide. One is called the River Harbor, in the north part of the bay; another, in the center of the town, called Duck Creek Harbor; and the third, in the south part, called Blackfish Creek.

"These harbors are of great importance to the town, as they are safe, and afford the best facilities for carrying on the cod and mackerel fisheries, which have always been very extensively prosecuted. These employ the largest portion of the male inhabitants, who derive from them their principal support.

"In some past years there have been more than one hundred sail of vessels engaged, mostly in the mackerel-fishery, and with great success. The vessels are from 20 to 70 tons. For three or four years past they have not been able to take that fish in such quantities as formerly, consequently the number of vessels engaged has been reduced to about seventy at the present time. There are three wharfs and packing establishments. Formerly the whaling business was carried on here extensively, with large schooners, many of which were built here, of timber that grew on the shore."[1]

WELLFLEET MACKEREL-FISHERY IN 1860.—The Barnstable Patriot of August 28, 1860, gives the following account of the fisheries at Wellfleet for that year: "Number of vessels, 75; value, including outfit, $375,000; 20,000 barrels mackerel were sold last year, at $12 a barrel, amounting to $240,000. Not only does the mackerel-fishery prosper, but a new source of thrift in the oyster-fishery is open during a portion of the year that mackerel are not taken."

WELLFLEET IN 1862.—Freeman, in his history of Cape Cod, published in 1862, in regard to Wellfleet, says:

"The employment of the male inhabitants is almost entirely connected with the ocean. The cod and mackerel fisheries have always been extensively prosecuted here. More than one hundred vessels, some years, being engaged in the business. For the accommodation of those thus employed are several wharves and packing establishments.

"From the table-lands of Eastham is a range of hills extending through this town, Truro, and Provincetown, to Race Point. West, and in range of these hills, are several ponds, namely, Duck Pond, in the center of the town, 15 fathoms deep, perfectly round, with a beautiful shore of white sand; Hopkins Pond, one-quarter of a mile farther north, of about the same size, but not so deep; Great Pond, 1 mile in circumference, having several small ponds flowing into it, abounding with red perch; Long Pond about 20 rods distant from the last named, which also abounds with fish, and has near it the village formerly known as Lewis's Neighborhood; Turtle Pond, between Long and Hopkins; Gull Pond, large and beautiful, 1¾ of a mile in circumference, abounds with perch, and being in their season the resort of alewives, lying at the eastern extremity of Hunt's Hollow, near the east side of the cape; Newcomb Pond, also on the east side, and connecting with Great by a small stream: Herring Pond, from which issues Herring Brook, yielding large quantities of alewives in their season; and Squier's Pond, situated in Duck Creek village, also affording fish. Beside there are others less important."

Pratt also describes these ponds, and speaks of the species of fish they contain. He says:

"Great Pond is nearly round, 1 mile in circumference, and abounds with red perch. Four small ponds are near it, the waters of which sometimes flow into it. Turtle Pond is between Long Pond and Hopkins Pond.

"Long Pond is on the eastern side of Great Pond, about 20 rods distant, is 1 mile in length, and contains red perch. Near this pond are four or five dwelling-houses, and the village is called Lewis's Neighborhood. Gull Pond is the largest and most perfect pond in the town. It is perfectly round, 1¾ miles in circumference, and contains herring and perch. It is at the eastern extremity of Pearce's hollow, and near the back side of the cape. Near it is a small pond, called Newcomb's, which is connected with Great Pond by a stream of water, and another, called Herring Brook, from which herring are taken in the spring in considerable quantities. There are three other small ponds near the eastern shore. Squire's Pond is small and round; it is situated in Duck Creek village, and affords perch and eels."[2]

BLACKFISH AND WHALE FISHERY.—According to Freeman, "the whaling business was, in early times, carried on extensively here, and in the taking of whales none were more expert than the Indians then inhabiting the neighborhood, whose services were always in demand. This fishery, once the chief employment, was lucrative; and and by it some large properties were acquired. But little has been done here in whaling since the Revolutionary period, except that occasionally the species of whale called blackfish make their appearance and are taken; or peradventure a whale of the larger kind is seen to blow in Barnstable Bay, possibly in Wellfleet Bay, or Provincetown Harbor, which is the signal for sport that is generally successful."[3]

THE OLD OYSTER-BEDS.—From the statements of the historians Pratt and Freeman, it would appear that at the time of the settlement of Wellfleet great oyster-beds existed in the bay, and that the oyster-fishery, which has now almost entirely died out, during the early years was one of the most important fisheries of the town. In Pratt's history we find the following account:[4] "Oysters and other shell fish were found in the bay in great abundance, at the first settlement, which not only afforded a supply for the inhabitants but in time were taken to Boston and other places for sale. This business has been carried on extensively and profitably to those engaged in it. Shops and stands were opened in Boston, Salem, Portland, and other places, where the oysters were sold in quantities to suit the purchasers.

"In 1770 all the oysters in the bay died. What caused the destruction is not certainly known, but it is supposed

[1] History of Eastham, Wellfleet, and Orleans: Yarmouth, 1844.
[2] *Ibid.*, p. 112.
[3] Freeman's History of Cape Cod. Boston. 1862. vol. ii. p. 655.
[4] *Op. cit.*, pp. 111, 112.

that, as at this time a large number of black fish died and came on shore, where their carcasses remained, producing a very filthy condition of the water, it caused this mortality.

THE FIRST OYSTERS BROUGHT FROM THE SOUTH.—"The inhabitants of the town tried the experiment of bringing oysters from the south, and laying them down on the flats, which succeeded well. In the course of a year they doubled their size, and their quality was much improved. This soon became a large business, and a number of vessels have been employed in the spring of every year in bringing them here. The number of bushels which are annually brought is about 60,000. Nearly all the oyster-shops and stands in Boston and in other cities and towns in this State are supplied from this place, and are kept by persons belonging to this town. This business affords a living for many families." A few pages further on, alluding to the native oyster-beds, he says:

NATIVE OYSTER-BEDS.—"Oysters were found in great abundance on the flats at the first settlement, but at this time (1769) the inhabitants had so increased, and such quantities were taken for consumption and for Boston market that it became necessary, to prevent their entire destruction, for the district to take measures to preserve and propagate them.

LEGISLATION RELATIVE TO THE OYSTER-FISHERY.—1772, "an act had been passed by the general court, regulating the taking of oysters in Bilingsgate Bay. It was now voted by the district to ask the court to repeal the act so far that in the three summer months they should not be taken for Boston market, nor in July and August for the use of the inhabitants.

"The oyster-fishery at this time (1773) appeared to engage the general attention of the inhabitants. A vote was passed to the effect that, whereas the oyster-fishery in this district was the principal support of many of the inhabitants, and of great advantage to the province in general, and, whereas also, it has been greatly hurt and damaged by persons taking the young oysters, and, notwithstanding the law of the province, would be ruined if, not timely prevented, it was therefore agreed to make and adopt by-laws to preserve them."[1]

In 1774 "additional regulations were made for the preservation of the oyster-fishery, in conjunction with doings of the towns of Eastham, and approved by the court."[2]

In 1785 the subject again attracted attention, and among the petitions sent to the general court was one "to prevent the people belonging to other towns from taking oysters and other shell fish in our (Wellfleet) Bay";[3] and once more, in 1798, "a petition was presented to the general court for an act to prevent the destruction of shell-fish."[4]

DESTRUCTION OF THE OYSTER-BEDS.—The beds did not survive, however, the destruction which took place a few years prior to this time, and the native oyster shortly became practically extinct. Some years later a business of very considerable magnitude sprang up in transplanting oysters from southern grounds and replanting in Wellfleet Harbor. By the year 1846 this business had grown to such an extent that the supply of replanted oysters was almost sufficient to meet the entire demands of Boston market. The Gloucester Telegraph of January 21, 1846, gives the following account of the business, quoted from the Yarmouth Register:

"Most of the oysters sold in Boston are supplied by inhabitants of the town of Wellfleet. Between thirty and forty Wellfleet vessels have gone south for cargoes. On their return the oysters are taken out and laid down on the flats in the harbor. Each man has a portion of the flats staked off for his exclusive use, and when wanted in Boston he goes to his submarine premises, takes up his oysters and forwards them to the city by the packets. The custom of laying them down at Wellfleet enables the fishermen to keep the market always supplied with fresh oysters. It is said their flavor is improved by being laid down a few months in salt water. On some years many of the oysters laid down die, but generally the increase in the size compensates for the loss in number."

TRANSPLANTING OYSTERS.—Freeman refers to the destruction of native oysters (which, according to him, took place in 1775) and then alludes to the rise and growth of the business of transplanting Southern oysters in the following words: "The town, however, is still noted for this delicious bivalve; and immense quantities are carried hence to Boston and other cities. The fish is supplied by importations from the South, brought and laid in the harbor where they soon acquire the flavor and richness of the old Billinsgate oyster, and in a single year double their size. The business is one of magnitude. In bringing the fish to the planting-grounds, and in the removal of them after probation, many vessels are employed. Not less than 60,000 bushels was the average of oysters transplanted here annually many years since. The present extent of the business we are unable to define statistically."[5]

BREWSTER.

CONDITION OF THE FISHERIES IN 1862.—Freeman, in his History of Cape Cod, commenting on the condition of Brewster in past days, says: "The fisheries were never a prominent business here. They are carried on here to some extent, less now than formerly. About fourteen or fifteen years ago two vessels, the Emma C. Lathrop and the Miles Standish, were owned in the town. They belonged to Capt. Nathan Crosby, and were employed in the mackerel fishery.

"The extensive salt works, which once formed no unimportant feature of the northerly portion of the town, have, of late years, been fast disappearing. Some remain (1862) but their numbers and importance are greatly diminished.

"The alewife fishery received its annual share of attention, an agent being appointed to take care of the town's right to it. This fishery, in Stoney Brook, is less productive than formerly. Fish weirs, constructed on the flats

[1] Pratt, *op. cit.*, p. 126.
[2] Freeman's History of Cape Cod. Boston, 1862, vol. ii, p. 664.
[3] Pratt, *op. cit.*, p. 133.
[4] Freeman, *op. cit.*, vol. ii, p. 677.
[5] *Ibid.*, p. 656.

making from the shore of this and neighboring towns, now afford large quantities of alewives, bluefish, and in fact most of the varieties found in the bay."

CHATHAM.

HISTORY OF THE CHATHAM FISHERIES.—The fisheries of Chatham, which at the time of the Revolutionary war had grown to very considerable importance, suffered severely during that conflict. From a description of Chatham in the Collections of the Massachusetts Historical Society, vol. viii, 1st series, we learn "that in 1774 Chatham had 27 vessels in the cod-fishery. In the year 1783, four or five vessels only were left in the harbors, but the 'town was filled with widows mourning the loss of their husbands and sons.' With the return of peace, however, the fishery revived and the tears of the wretched were wiped away." That this recovery from the effects of war was very rapid, we may learn from the fact that "in 1790, 40 vessels, a number of them from other places, cured their fish in Chatham Harbor."

In 1802, according to the description above quoted, the condition of the fisheries was as follows: "A few of the young and middle aged men are engaged in mercantile voyages, and sail from Boston; but the great body of them are fishermen. Twenty-five schooners, from 25 to 70 tons, are employed in the cod-fishery. They are partly owned in Boston and other places but principally in Chatham. About one-half of them fish on the banks of Newfoundland, the rest on Nantucket Shoals, the shores of Nova Scotia, and in the Straits of Belle Isle. On board these schooners are about 200 men and boys, most of whom are inhabitants of Chatham, and they catch one year with another 700 or 800 quintals to a vessel. Besides the fishing vessels there are belonging to the town 5 coasters, which sail to Carolina and the West Indies. Fish are plenty on the coast * * * Shell-fish are found in great abundance on the shores, particularly quahaugs and clams. Great quantities of bait are dug for the use of the fishermen. There are excellent oysters in Oyster pond, but they are scarce and dear, selling for $1 a bushel. In no part of the county can wild fowls be obtained in such plenty and variety. Food can so easily be procured either on the shores or in the sea, that with the profit which arises from the voyages, in which it must be confessed they labor very hard, the people are enabled to cover their tables well with provisions."

In Freeman's History of Cape Cod, it is stated that "there were, in 1837, when the population was much less than at present, 22 vessels owned here and engaged in the fisheries, yielding that year 15,560 quintals of codfish, then worth $46,500; and 1,200 barrels of mackerel, worth $9,600."

Prior to 1845 almost or quite all of the Chatham vessels were engaged in the Bank fishery for cod. They frequented to a large extent the Grand Banks, Green, and Western Banks. They would make one long summer trip, and then lay up. If a man made $200 in those days he was considered to have done well.

From this time the bank cod-fishery began to decline and the mackerel fishery to increase. This was largely due to the fact that the harbors of Chatham gradually filled with sand, and in time precluded the use of the large vessels necessary for the bank fishery.

As early as 1840 or 1845 the fisheries were carried on at the southern extremity of Monomoy, where at that time a good harbor existed, both by Chatham fishermen and those of other towns. Fish stores, wharves, and temporary dwellings for summer use were built here. About 1850, or perhaps a few years later, more than fifty vessels were owned here by two Chatham firms. The majority of these vessels were mackerelmen. But this harbor, like the others, soon filled with sand, and the vessels one after another were sold and went to other ports, and the business here gradually died out. Many of the vessels, however, still remained until the time of the late war, and many that were twelve or fifteen years old were sold at prices which equaled their original cost.

In 1866 the business of the off-shore fishery was transferred to Harding's Beach, where at first two firms, and later one, have carried it on to a limited extent up to the present time.

When the vessel fishery had seriously declined, weirs began to be introduced, and at first were very profitable. The fish were sold to smacks which came from Connecticut.

In 1842, as many as 100 boats from Monomoy employed nets for the capture of shad. At that time shad were commonly salted for market.

Seines for bluefish and bass were introduced into Chatham about thirty-five years ago.

"The manufacture of salt," says Freeman, "once prominent, has declined here as in other Cape towns, and from similar causes. There were, in 1837, no less than 80 establishments for the manufacture of salt here, yielding 27,400 bushels, valued at $8,220."

DENNIS.

DENNIS FROM 1844 TO 1876.—It is stated[1] that in 1844 the capital invested in the fisheries in the whole town of Dennis was $36,300.

In 1845 or 1846 the first wharf was built in Dennis Port. Prior to this time there were curing establishments at Herring River in Harwich, and the fish were brought from the vessels, anchored at some distance from shore, in scows. The business rapidly increased for ten or twelve years after the building of the wharf. Between 50 and 70 vessels were then owned here, about one-half of which fished for mackerel and one-half for cod. Hand-lines exclusively were used in the fisheries. Seines and trawls were introduced about ten years ago.

[1] A Complete Descriptive and Statistical Gazetteer of the United States of America, etc., by Daniel Haskel and J. Calvin Smith. New York, 1844, p. 175.

In former years the manufacture of salt was carried on in Dennis very extensively. In 1840 no less than 37,315 bushels were made in the town.

A number of years prior to 1841 as many as 22 mackerel vessels were sheltered in a little artificial harbor at the east of Dennis village, and as many as 10 or 12 vessels wintered there. In 1841 there were 16 or 17 mackerel vessels here. Among these were the Theater, the Isabella, and the Greek Bride. The crew of the latter vessel was lost, taking 21 men out of a little district.

In a few years the number of mackerel vessels increased to 22. Later, codfishing was taken up to a small extent. Four vessels were employed at one time.

About the year 1860 the harbor became choked with sand, and at the present time small cat-boats can hardly go in except at high tide. The fishing vessels, of course, were sold. None have been owned here since 1865. The breakwater, which stood at the mouth of the harbor, was demolished about 1876.

YARMOUTH.

A note on the condition of Yarmouth in 1802 gives the following facts in regard to the fisheries: "On the Yarmouth side of Bass River there are six wharves, three near the mouth of the river, and three a mile north of it. There are here 21 vessels. One brig sails immediately to the West Indies. Ten coasters, from 30 to 40 tons burden, sail to Boston, Connecticut, or the Southern States, and thence to the West Indies. The other 10 vessels are fishermen; 1 is of 100 tons; the rest are from 40 to 70 tons. The fishing vessels go to the Straits of Belle Isle, the shoals of Nova Scotia, or Nantucket Shoals. On a medium, a fishing vessel uses 700 bushels of salt a year. One or two vessels are annually built on Bass River, chiefly on the western side.

"In Lewis's Bay, in Yarmouth, there are 4 coasters, of about 45 tons each, and 10 sail of fishermen, from 45 to 50 tons. They catch fish on the coast from Nantucket Shoals to Nova Scotia." [1]

"In 1837," writes Freeman, "there were in South Yarmouth alone 13 vessels engaged in cod and mackerel fisheries, producing 4,300 quintals of codfish and 2,287 barrels of mackerel."

Twenty years later, however, the fisheries suffered a great decline. Freeman says: "The fishing business had so far declined in 1857 that the Yarmouth Register said of it: 'It has well nigh died out. Not more than 2 or 3 vessels have been sent from this port the present season, where formerly 20 or 30 sail were employed. Our citizens have turned their attention to foreign commerce, or the coasting and packeting business, which pays altogether better than our facilities for carrying on the fisheries, compared with Provincetown, Gloucester, Wellfleet, and other places on the coast.'" There was no increase in the offshore fishing business after this time, and its entire extinction followed speedily. In 1863 the "Register" announced that the last of the fishing fleet had been sold.

The manufacture of salt has been carried on for about seventy years. A great many men turned their attention to this business at the time of the war of 1812, when the embargo laid upon the shipping made it impossible to carry on the fisheries, and from this time it rapidly increased. In 1837 no less than 52 establishments for the manufacture of salt existed in Yarmouth.

SANDWICH.

The historical documents relating to the fisheries of Sandwich are quite numerous, and furnish a more or less connected commentary on their varying condition from the middle of the seventeenth century to the present time.

THE ALEWIFE-FISHERY IN 1645.—The alewife-fishery seems to have attracted much attention from the early colonists, and it is to this matter that the oldest documents relate. In 1645 we have an act regulating this fishery:

"Whereas notwthstanding the free liberty granted for fishing and fowleing," begins the preamble, "It manefestly appeareing that the Towne of Sandwich hath received prjudice by stopping of the passage of the heareing or alwives to their ware by setting of netts to take Basse by private psons to the gen'all prjudice of the whole Towne. It is therefore enacted by the Court that if any pson or psons shall psume to sett any netts in the said River to stopp the passage of the said heareings or Alewives or hinder their comeing vp to the said ware during their season wch is from the middle of Aprill to the last of May shall forfaite tenn pounds as often as hee or they shall so doe, to the Colonies use." [2]

THE WHALE-FISHING FROM 1652 TO 1702.—Seven years later, in 1652, the inshore whale-fishing seems to have come into prominence and to have agitated the legislators of that time. "It was ordered," writes Freeman, quoting the old records, "that Edmund Freeman, Edward Perry, George Allen, Daniel Wing, John Ellis, and Thomas Tobey, these six men, shall take care of all the fish that Indians shall cut up within the limits of the town, so as to provide safety for it, and shall dispose of the fish for the town's use; also, that if any man that is an inhabitant shall find a whale and report it to any of these six men he shall have a double share; and that these six men shall take care to provide laborers and whatever is needful, so that whatever whales either Indian or white man gives notice of, they may dispose of the proceeds to the town's use, to be divided equally to every inhabitant." The court subsequently appointed "agents to receive the oil for the country."

"All the larger fish yielding oil are meant. So numerous were whales in the bay, and such was the activity of the whalemen that instances were frequent of whales escaping wounded from their pursuers and dying subsequently,

[1] Coll. Mass. Hist. Soc., viii, 1st series, 1802, p. 141.

[2] Plymouth Colony Records, vol. xi, 1623–1682, p. 49.

being washed to the shores. Besides these, the grampus and other large fish were often stranded on the flats by the action of the tides."[1]

In 1653 the town provided "that the pay of all whales shall belong to every householder and to every young man that is his own equally."

"The contest for the right of whales seems to have been carried on with vigor. It was further ordered, September 13 [1653], 'that Richard Chadwell, Thomas Dexter, and John Ellis, these three men, shall have all the whales that come up within the limits and bounds of Sandwich, they paying to the town for the said fish £16 a whale.' It was also 'provided that if any of these three men have notice given them by any person who has seen a whale ashore or aground and has placed an oar by the whale, his oath may, if required, be taken for the truth and certainty of the the thing, and the said three persons shall be held liable to pay for the said whale although they neglect to go with him that brings them word. And if they do not go with him then said person shall hold the said whale, and by giving notice to any third man shall have paid him for his care herein £1. And in case there come ashore any *part* of a whale, these four men, Mr. Dillingham, Mr. Edmund Freeman, Edward Perry, and Michael Blackwell, are to be the judges of the whale before it shall be cut off from, to determine the quantity less a *whole* whale; and then, without allowing further word, those three men, viz, Richard Chadwell, Thomas Dexter, and John Ellis, shall make payment for said whale one-third in oil, one-third in corn, and one-third in cattle, all marketable, at current prices, &c.'"[2]

In 1659 "the town appointed 'John Ellis and James Skiff to take care of the whales and all other fish that yield oil in quantity;' and, subsequently, sale was made to John Ellis of 'the right of all such fish coming within the limits and bounds of the town the next three years.'"[3]

At the beginning of the next century, however, it was thought well to divert the resources of chance into a means of supporting the clergy, and the drift-whales became the perquisites of the minister, much as the fees for matrimonial services do at the present day.

"In 1702 the town gave to Rev. Roland Cotton 'all such drift-whales as shall, during the time of his ministry in Sandwich, be driven or cast ashore within the limits of the town, being such as shall not be killed with hands.'"[4]

THE ALEWIFE FISHERY FROM 1674 to 1715.—In the mean time the legislation relating to the alewife-fishery became unsettled, and on March 4, 1674—

"It is granted by the court, that Richard Bourne, of Sandwich, shall have 12,000 of alewives yearly, belonging to that land conferred on him at Pampaspecitt."[5] In 1695 it was ordered "that 4*d.* per M. be paid the town's agent for catching the town's herrings." And, "for the schoolmaster," £10 was appropriated "the present year."[6]

"Until the year 1718 large quantities of herring had been taken from the river for fertilizing the soil; the whole surplus exceeding the quantity required for food; it was now ordered that no herrings shall be taken in future to 'fish corn.'"[7]

CONDITION OF THE FISHERIES FROM 1802 to 1862.—We get a glimpse of the condition of affairs in Sandwich at the opening of the present century from the description by Wendell Davis:

"The fisheries have been repeatedly attempted," he writes, "but never with general success. This line of busines, has always been prosecuted with more advantage in the eastern than in the western part of the country."[8] Freeman, who has examined much of the history of the town, confirms this statement of the non-importance of the fisheries, excepting those for shell-fish. He writes:

"The bays and their inlets still, as formerly, yield their supply of cod, haddock, bass, halibut, sheepsheads mackerel, tautog, scup, bluefish, flounders, smelts, eels, and other fish, whenever a challenge is fairly offered; but piscation was, at no period of the history of Sandwich, a prominent employment of its inhabitants: and of late years its dependence for supplies of this sort has been chiefly on the toils of the inhabitants of other places; labors of more utility taking the precedence here.

"The cod has certainly made no progress in these waters since the day of Wood in 1654. He says: 'Codfish, in these seas, are larger than in Newfoundland, 6 or 7 of them make a quintal.'"[9]

THE OYSTER INDUSTRY, 1634 TO 1862.—We shall have to turn to Freeman's account again in order to learn the history of the oyster fishery:

"Oysters which were once very abundant and of superior quality have not entirely vacated their beds; but, in some of the best locations, have become nearly exterminated. They are yet supplied in diminished quantities from Manomet River; but, from the constant exactions upon them, are of small size. Those in the bays on the south side, formerly abundant and very large and finely flavored, have ceased, except as occasionally the once noted 'bay oyster' is discovered by some lucky wight in deep water, whither they have withdrawn. Bay oysters in their primitive condition, were very aptly described by Wood (1634): 'The oisters be great ones in form of a shoe-horne, some a foot long. The fish without a shell so big it must admit of a division to be got in your mouth.' Clams and quahaugs are yet at hand; the latter especially on the south side. Some of the large sea-clams yet remain on the north side, and lobsters in great profusion.

"Wood says, 'clams, or clamps, lye under the sand, every six in seven of them having a round hole to take air and receive water at. When the tide ebbs and flows, a man running over these clam banks will presently be made all wet by their spouting of water out of these small holes.' The sea clams are doubtless the same of which Wood says, 'In

[1] Freeman's History of Cape Cod. Boston, 1862, vol. ii, p. 50.
[2] *Ibid.*, pp. 50, 51.
[3] *Ibid.*, p. 62.
[4] *Ibid.*, p. 85.
[5] Plymouth Colony Records, vol. v, 1668–1678, p. 140.
[6] Freeman, *op cit.*, vol. ii, p. 83.
[7] *Ibid.*, p. 91.
[8] Coll. Mass. Hist. Soc., 1802, vol. viii, 1st series, pp. 122, 123.
[9] Freeman, *op. cit.*, vol. ii, p. 31.

some places there be clams as big as a penny white loaf.' But we can indulge no further in Mr. Wood's account of the fishes, except to add a few lines from his notice of shell-fish, which we give rather as a specimen:

"'The luscious lobster, with the crabfish raw,
The brinish oister, muscle, periwigge,
And tortoise sought for by the Indian squaw,
Which to the flats dance many a winter's jigge,
To dive for cockles, and to digge for clams,
Whereby her lazie husband's guts shee cramms.'"[1]

FALMOUTH.

THE FISHERIES OF FALMOUTH SINCE 1800.—Freeman thus comments upon the fisheries of Falmouth at the opening of the present century:

"The fisheries were never a very prominent business here; and yet, in 1800, of 60 vessels owned here, of about 55 tons average, 6 were employed in the fisheries; 2 going to the Straits of Belle Isle, and 4 fishing at the shoals."[2]

The whaling business was carried on at Wood's Holl quite extensively forty years ago. There were at one time as many as 8 vessels hailing from that port. There was a candle factory here at that time. The whale oil, however, was sold in New Bedford largely. As the men died who had carried on the business, the vessels were sold one by one, and the business here gradually ceased.

Freeman's account confirms the facts given above, alluding to the former whale-fishery of the town in the following words:

"Considerable ship-building was formerly carried on here; and, at one time, 9 ships, averaging about 350 tons each, were employed in the whale-fishery from this port. The capital invested was about $260,000; the number of men engaged in the business was about 250; and the aggregate return was, of sperm oil, 4,952 barrels, or 148,560 gallons; whale oil, 275 barrels, or 8,250 gallons. This place, like others, has passed through business vicissitudes, but has ever been regarded as in many respects an important and interesting locality.[3]

Prior to 35 years ago there were several fishing schooners at Wood's Holl. At one time there were 2 bankers and 2 which went to Nantucket shoals. Relics of the old fleet are remembered by the names "Ann," "Isaac Cromwell," and "Sea Serpent." The "Sea Serpent" was a sharp-stern pinkie boat. It was finally decked over and changed to the "Wanderer."

Salt-works existed here 30 or 40 years ago to a large extent, but no trace of them now remains. Two dollars a bushel was often obtained for the salt.

MARTHA'S VINEYARD.

Martha's Vineyard was discovered by Gosnold in 1602, though he gave that name to Noman's Land, rather than to what is now the Vineyard.

In 1642 "the Vineyard" was settled by Thomas Mayhew, of Southampton, England. In 1644 it was placed under the jurisdiction of Massachusetts, and in 1664 was transferred to New York, but was restored to Massachusetts in 1692.

HISTORY OF EDGARTOWN AND HOLMES' HOLE.—Edgartown was formerly a whaling port of considerable importance. According to Starbuck, the deep-sea whale fishery was begun here in 1738 by one Joseph Chase, who came from Nantucket and established himself on the shore of Edgartown Harbor, and built a wharf and try-work. He carried on the fishery for two or three years with his sloop, the Diamond, a vessel of 40 tons, but finally stopped on account of his want of success.

In 1739 James Claghorn purchased the Leopard, a sloop of 40 tons, and commenced the fishery, but he also retired in two or three years.

In 1742 John Harper commenced the fishery with several vessels, but ran through the same course as the others, withdrawing in a few years.

Regardless of the results accruing to his predecessors, in 1744 John Newman commenced the whale-fishery. Unfortunately his vessel was lost about a year later, while temporarily engaged in bringing corn from the South to supply the lack at home.

In 1757, an embargo being upon the shipping, John Norton, for Martha's Vineyard, and Abishai Folger, for Nantucket, prayed the general court of Massachusetts that they might be allowed to send vessels on whaling voyages as usual, stating that unless they were permitted so to do many of the people must suffer for the necessities of life.

In 1775 only 12 whaling vessels, with an aggregate of 720 tons, were in use at Martha's Vineyard. This number of vessels was fitted out annually from Martha's Vineyard from 1771 to 1775, and employed 156 seamen, and annually took 900 barrels of sperm oil and 300 barrels of whale oil.

The outbreak of the Revolutionary war affected the whale-fishery at Martha's Vineyard, as it did in other localities in New England. Vessels were seized and carried to England or destroyed, and the business became precarious and loss was almost certain.

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[1] Freeman, *op. cit.*, vol. ii, p. 32. [3] *Ibid.*, p. 421. [2] *Ibid.*, p. 421.

Mr. Samuel Osborne, jr., the owner or agent of the whaling fleet now hailing from Edgartown, states that this place has for many years had vessels in the whale-fishery. In 1858 the fleet numbered 19 sail; in 1879 it was reduced to 4 sail, and in 1881 numbered 6 vessels. In early times many of the Nantucket fleet fitted here, and thus brought considerable profit to the town. During the late war several vessels were sold away from here, and the death of two or three capitalists prior to 1870 caused a withdrawal of vessels to other ports. The business of whaling has made a good many people wealthy in the town. Nearly every voyage in the last ten years has yielded a profit. There are said to be no poor people in the town, the valuation of $3,000,000 being well distributed among the 1,300 inhabitants. A number of retired whaling merchants reside here, and own parts of vessels in other ports. There are also some ladies who own shares in vessels.

In 1778 ships of the British navy made forays in the sea-coast towns of New England. At Holmes' Hole 4 vessels, with several boats, were destroyed, and in Old Town (Edgartown) Harbor, Martha's Vineyard, a brig of 150 tons, a schooner of 70 tons, and 23 whale-boats were destroyed.

In regard to the growth of other fisheries besides the whale-fishery at Martha's Vineyard we have no information until 1807. In 1603, however, the shores are said to have abounded with fish and shell-fish of various kinds.

In 1807 the clam-fishery was carried on at Edgartown. Two thousand dollars' worth of clams, at $9 per barrel, were sold in Edgartown in that year. At that time they were also beginning to be taken in Menemsha Pond and other places for bait. Oysters also occurred on the south shore in two brackish ponds. Lobsters were scarce, and only found about the wharves at Edgartown.

For a number of years prior to 1848 three banking vessels were owned at Edgartown.

In 1807 there was one fishing vessel at Holmes' Hole.

The manufacture of salt was carried on at Martha's Vineyard as on Cape Cod. In 1807 there were three sets of salt works at Edgartown, covering 2,700 feet, and in Tisbury five sets, covering 8,900 feet. The manufacture was then on the increase.

That oysters were once natives of Martha's Vineyard is evident from the following paragraph, quoted from a description of the island in the Massachusetts Historical Collections, second series, 1807, page 58:

"The oyster is found in Newtown Pond, and in two other ponds on the south shore, one of which is in Edgartown, and the other in Tisbury. It is fresh to the taste, but it is improved in its relish and rendered fatter by digging a canal through the beach and letting the salt water flow into the fresh-water ponds. As the southerly wind soon fills up the canal, the digging must be renewed four or five times in a year.

ELIZABETH ISLANDS AND WAREHAM.

EARLY HISTORY OF THE FISHERIES.—On Nonamasset Island in 1807 was "one dwelling, containing two families, and about 900 feet of salt works built in the year 1805. The fishes are the same as those of the vicinity, but lobsters, which are scarce at Martha's Vineyard, are caught in great abundance at all the Elizabeth Islands."[1]

Gosnold's voyagers, in 1602, found at the Elizabeth Islands "divers sorts of shell-fish, as scollops, muscles, cockles, lobsters, crabs, *oysters*, and wilks, exceeding good and very great."[2]

THE FISHERIES OF WAREHAM IN 1815.—The following description of Wareham in 1815 is given in vol. iv, 2d series, Massachusetts Historical Society Collections, pp. 286–289:

"The Wemeantic, the sources of which are in Carver, attains the name of river on the southwestern borders of Wareham, where it may be 3 rods in width. * * * Alewives ascend this stream to two ponds in Carver. * * * Agawam Brook, issuing from a pond in Plymouth, may be 8 or 9 miles long. * * * Trout, which abound, are very partial to this stream, doubtless loving its cold sources. The general course of this brook is southwest, up which the alewives have ever ascended, in vast numbers, to Half Way Pond, Plymouth. * * * The whale-fishery in the West India seas, and on the coasts of the United States, has been formerly pursued with that precarious success incident to the employ, probably before the Revolution, and much more so since. * * * The fish, common to this bay, are found at Wareham, such as tataug, sheepshead (now become rare), rock, and streaked bass, squitteag, scuppeag, eels, with the migratory fish, menhaden, and alewives. One codfish having been caught within the Narrows (say thirty years since), is the only instance of this fish nearer than the open bay, or Gay Head. The quahaug clam is common, and the oyster is taken in two or more places. The latter, which is of small size, is frequently carried for sale overland to Plymouth."

EAST WAREHAM IN 1870–'71.—The Gloucester Telegraph, of May 7, 1870, stated that Wareham realized $605 that year from the sale of the right to catch herring in the Agawam River in that town.

The New Bedford Evening Standard of April 24, 1871, reported as follows for that year:

"WAREHAM.—The first catch of alewives for the season in the Agawam River, in Wareham, was on Friday of last week. The privilege was purchased the present year for $600 by a party in Plymouth, whose inhabitants have equal rights to the fishery with citizens of Wareham.

"Mr. George Sanford, of East Wareham, who has bought the right to fish this stream for the past fourteen years, informs us that there has been a gradual decrease of fish for the last six years, and that although during this period there has been no perceivable diminution of small alewives in their annual passage from the ponds to the sea, the number of adults taken last year was less than one-half caught in 1864. Mr. S. states that large quantities of white perch have been caught in the river this season by hook-and-line fishermen."

[1] A description of Dukes County, August 13, 1807, in Coll. Mass. Hist. Soc., vol. iii, 1807, 2d series, pp. 75, 79.

[2] Coll. Mass. Hist. Soc., vol. viii, 2d series, p. 89.

MARION.

HISTORY OF MARION.—The present town of Marion with the adjoining towns of Rochester, Mattapoisett, and a large part of Wareham were originally known as the Sippican territory, and purchased July 22, 1679, from the Indian chiefs Watuchpoo and Sampson, they receiving permission to sell the territory from King Phillip, the youngest son of Massasoit, *the good*, he being the king or chief ruler of the Wampanoag tribes. Phillip was his successor.

Rochester was incorporated as a town on June 4, 1686, receiving its name from the ancient city of Rochester, England, which was the early home of many of the first settlers. It is recorded in history that the oysters found on those shores were celebrated by the Romans for their excellence; and the pioneers to the Sippican territory, finding an abundance and great variety of excellent fish, gave the name in memory of their old home. For a time Rochester embraced the town of Marion.

In the Collections of the Massachusetts Historical Society, 1815, vol. ii, 2d series, p. 259, is this statement regarding Rochester:

"The town doubtless takes its name from the ancient city of Rochester in Kent, England, a shire from whence many of the first planters of Scituate (and of course Rochester) emigrated. That ancient city had the jurisdiction of the oyster fishery, and it appears in history that these oysters were celebrated by the Romans for their excellence."

And in volume iv, pp. 255, 256, is this description of the varieties of fish to be found there:

"*Fish.*—Tataug, scauppaug, eels are the most common fish near the shores, with alewives in their season. At several places of resort oysters have become less common; the quahaug and lesser clam are found in the place. Without the harbor, the bay affords a greater variety; but not the codfish, nearer than Gay Head."

In volume x, page 31, is this statement, written in 1823:

"The principal manufacture of this town is salt. This business is carried on on an extensive scale, and it is believed that more salt is manufactured in this town than in any other town in the Commonwealth, and it is the most productive of any business here practiced."

And on page 36 of the same special reference is made to the fish found in Assawamsett Pond and Mattapoisett River and Merry's Pond in these words:

"A part of Assawamsett Pond lies on the north side of this town, and the line of the town crosses two islands of considerable bigness in this pond. Assawamsett Pond is the largest collection of water in Massachusetts. * * * In this pond is a vast quantity of iron ore, which increases nearly as fast as it is dug. In the southerly part of this pond are large quantities of fish, such as pickerel, whitefish, perch, roaches, chubs, hornfish, and vast quantities of sea or white perch are taken in the fall of the year, when the young alewives can be had for bait, which is the only bait which can be used with success. * * * On the right hand of the road from Rochester to Plymouth lies Merry's Pond, a most beautiful sheet of water, and is nearly as round as a circle. In this pond are a few fish of the minor species. There is no natural inlet or outlet to this pond, but a few years since the town, at the expense of $100, cut a canal from it to Sippican River, hoping to induce the alewives into the pond. No success attended the attempt. * * * Mattapoisett River, though small, is of some consequence besides what results from the mills, namely, on account of the alewife fishery. The privilege of taking said fish in said river the inhabitants are by law authorized to sell, which brings into the treasury about $400 annually. It would be much more productive if the taking the fish illegally could be effectually prevented."

On July 22, 1879, the three towns—Marion, Rochester, and Mattapoisett—celebrated their bi-centennial anniversary, and among the guests were some of the lineal descendants of the kings Massasoit and Sassacuss. A small band of King Phillip's tribe yet remains in the adjoining town of Lakeville, upon the Indian reserve lands known as Betty's Neck. The Indians there are fully civilized citizens, with their schools and churches, and are highly spoken of by all who know them for their industry, intelligence, and temperance.

NEW BEDFORD.

THE ORIGINAL SETTLERS.—This is a place of much historic interest. It was first discovered by Bartholomew Gosnold, who, in company with thirty-one others (eight of them sailors), sailed from Falmouth, England, in the small ship Concord, on March 26, 1602, with the intention of settling in Virginia. They discovered the group of islands on the east side of Buzzard's Bay, and landed on May 24 at the outer island, now known as Cuttyhunk. They named the group the Elizabeth Islands, and the one on which they landed and built a fort they called Elizabeth, in honor of their queen. The group yet retains the name. The daring explorer and discoverer has not been forgotten, the islands baring the township name of *Gosnold*.

On May 31, 1603, while part of the men were building a fort, Captain Gosnold sailed across the bay, first anchoring not far from Round Hills on the west and working east until he discovered the mouth of the river and the west shore on which New Bedford is now built. The island of Cuttyhunk, on which they built a fort, bore the Indian name of Poocutohhunhunnoh. It contains about 516 acres of land. Finding the Indians friendly, they landed and loaded their vessel with sassafrass root—considered of great value for medicinal purposes—cedar and furs; this last they purchased of the Indians. Part of the company were to return to England with the cargo while the remainder located a permanent settlement. These latter became dissatisfied for fear they would never see their share of the valuable cargo, so they all embarked, and on the 15th of June of the same year made sail for England. Captain Gosnold afterwards returned to Virginia where he died August 22, 1607.

Thus the first attempt at a settlement here was made eighteen years before the landing of the Pilgrims on the

celebrated Plymouth Rock. It was, however, some thirty or forty years after the above landing before a permanent settlement was made by the English. The settlement was called Dartmouth and purchased from the Indian chief Massasoit, and his son, Wamsutta, in 1654. This may be seen by a perusal of the following deed:

"BRADFORD, GOVERNOUR.

"NEW PLYMOUTH, *November* 29, 1652.

"Know all men by these presents that I, Wesamequen, and Wamsutta, my son, have sold unto Mr. William Bradford, Captain Standish, Thomas Southworth, John Winslow, John Cooke, and their associates, the purchasers or old comers, all the tract or tracts of land lying eastward from a river called Cushewagg, to a certain harbor called Acoaksett, to a flat rock on the west side of the said harbor. And whereas the said harbor divideth itself into several branches, the westernmost arme to be the bound, and all the tract or tracts of land from the said westward arme to the said river of Cushewagg, 3 miles eastward of the same, with all the profits and benefits within the said tract, with all the rivers, creeks, meadows, necks, and islands that lye in or near the same, and from the sea upward to go so high that the English may not be annoyed by the hunting of the Indians in any sort of their cattle. And I, Wesamequen, and Wamsutta, do promise to remove all the Indians within a year from the date hereof that do live in the said tract. And we, the said Wesamequen and Wamsutta, have fully bargained and sold unto the aforesaid Mr. William Bradford, Captain Standish, Thomas Southworth, John Winslow, John Cooke, and the rest of their associates, the purchasers or old comers, to have and to hold for them and their heirs and assignes forever. And in consideration hereof, we the above mentioned are to pay to the said Wesamequen and Wamsutta as followeth: Thirty yards of cloth, 8 morse-skins, 15 axes, 15 hoes, 15 pair of breeches, 8 blankets, 2 kettles, 1 cloak, 2 pounds in wampam, 8 pairs stockings, 8 pairs-shoes, 1 iron pot, and 10 shillings in another commoditie, and in witness hereof we have interchangeably set to our hands the day and year above written.

"JOHN WINSLOW.
"JOHN KING.

"In the presence of—
"JONATHAN SHAW.
"SAMUEL EDDY.

"WAMSUTTA. his M M mark."

Another old record gives the boundary of Dartmouth (this embraced the present towns of Westport, New Bedford, Dartmouth, and Fairhaven) as made with the Indian, John Sassamon, agent for Phillip Sagamore, of Pokamockett, &c.

GIVEN THE NAME NEW BEDFORD.—As the little settlement grew into quite a village belonging to Dartmouth, it was thought best to give it a name to distinguish it from the other part of the town, and on a public occasion, Mr. Joseph Rotch suggesting it should be called "Bedford," in honor of Joseph Russel, an old citizen, who bore the family name of the Duke of Bedford, it was adopted, and the old gentleman was after known as the duke, and for many years the place was known as Bedford. On ascertaining that there was another town of the same name in the State it was called New Bedford, and on February 22, 1787, it cast loose from Dartmouth and was duly incorporated as a town, embracing the present town of Fairhaven until April 22, 1812, when that town withdrew and was duly incorporated. A large number of ships were formerly built at New Bedford, the first having been launched in 1767; this was named "Dartmouth" and has become historic from having been one of the vessels which came into Boston Harbor loaded with tea which was thrown overboard December 16, 1773.

NEW BEDFORD IN 1792.—A description follows, written in 1792, of New Bedford and its fisheries: "There are also several other islands in the river, most of them small, yet yielding some pasturage, and very commodious for several purposes, particularly for those who make a business of salting fish. There is good fishing in the river for the smaller kind; and not far distant from the mouth they catch the larger sort. But few markets in any of our sea-ports are equally supplied with variety of fish, and such as are very excellent. Here are sold cod, bass, blackfish, sheepshead, &c."[1]

SALT AND FRESH WATER FISHES.—In 1858 the varieties to be found in the waters of New Bedford were:

"*Fish.*—Salt water: Smelt, tom-cod, herring, shad, menhaden, flat-fish, lump-sucker, whiting, chogset, bass, tautog or blackfish, scup (scuppang, pogies) cod, mackerel, haddock, pollock, bluefish, rock bass, sheepshead, flounder, perch, eel, sculpin, scate, stingray, bellows-fish, rudderfish, squetteague, squid, swellfish, toad-grunter, shark, dogfish, frost-fish, skipjack. Shell-fish: Oysters, quahaugs, clams, lobsters, crabs, scallops, winkles, razors, mussels, star-fish or five-fingres, barnacles. * * * Fresh water: Trout, perch (white, red, yellow), pickerel, chub, carp, silverfish, minnow, hornpout, eel, clam.[2]

THE FISHERIES IN 1870.—Mr. Welcome A. Almy stated to the fishery committee of the Massachusetts legislature in 1870: "I should think there were as many as 25 fishing boats which make a regular business of fishing from New Bedford. Some carry two men and some carry four. There are probably one 100 men engaged in the business. Some go in smacks. There are several hundred who will go fishing more or less. There are some laboring men who go fishing to get food for their families. Formerly there were more men who went for that purpose than now."

THE WHALE-FISHERY.—A brief sketch of the whale-fishery from New Bedford has been given on pages 271, 272, and a much fuller history of this industry will be given in Section V of this report.

[1] Coll. Mass. Hist. Soc., vol. iv, 1st series, p. 233.
[2] Ricketson's History of New Bedford, 1858, p. 403.

THE FISHERIES OF RHODE ISLAND.

RHODE ISLAND IN THE SEVENTEENTH AND EIGHTEENTH CENTURIES.

FISHING BY THE ABORIGINES.—Arnold, in speaking of the food used by the aborigines of Rhode Island in 1622, says: "But of all their different sorts of food, none were more highly esteemed than clams. In all seasons of the year the women dug for them on the sea-shore. The natural juices of this shell-fish served them in place of salt as a seasoning for their broth, their nassaump,[1] and their bread, while the tenderness and delicacy of the flesh have preserved its popularity to this day, amid all the culinary devices of an advanced civilization."[2] Whales, sometimes 60 feet in length, were often cast up on the shores, and, being cut in pieces, were sent far and near as a most palatable present. In the early part of the seventeenth century, hunting, fowling, and fishing were the chief occupations of the Indians. They used nets made of hemp, setting weirs across the rivers, and killing the bass with arrows as the fish became entangled in the meshes of the nets. The head of the bass was considered a great luxury. The sturgeon they caught with a harpoon of their own invention, going out in their canoes to attack it. This fish was so highly esteemed by them that they would rarely sell it to the English.

THE SETTLEMENT; FISHERY PRIVILEGE.—Rhode Island was first settled in June, 1636, at Providence, by Roger Williams, from Massachusetts. Two years later, William Coddington and others, who had, like Williams, been persecuted for their religious belief, came from Massachusetts, and purchased of the Indians the island of Aquidneck. They effected a settlement on this island, now called Rhode Island, and from this sprung the towns of Newport and Portsmouth. In 1643 a third settlement was made at Warwick, by John Greene, Samuel Gorton, and others. This same year Roger Williams sent to England and obtained a patent for the united government of the settlements. The patent was dated March 14, 1643-'44, but did not go into operation till 1647. It defined the settlements as the "Incorporation of Providence Plantations in the Narraganset Bay in New England."

This patent continued in force till 1663, when a charter was obtained from King Charles II, of England, incorporating the colony of Rhode Island and Providence Plantations." In this charter was the following paragraph relative to the fishing industry:

"Provided alsoe, and oure express will and pleasure is and wee doe by these presents, ffor vs, our heirs and successours, ordeyne and apoynt, that these presents shall not, in any manner, hinder any of oure lovinge subjects whatsoever, ffrom useing and exerciseing the trade of ffishing upon the coast of New England, in America; butt, that they, and every or any of them, shall have ffull and ffree power and liberty to continue and vse the trade of ffishing vpon the said coast, in any of the seas thereunto adjoyninge, or any armes of the seas, or salt water rivers and creeks, where they have been accustomed to ffish; and to build and sett upon the waste land, belonginge to the sayd Collony and Plantations, such wharfes, stages and workehouses as shall be necessary for the salting, drying and keepeing of theire ffish, to be taken or gotten upon that coast. And ffurther, for the encouragement of the inhabitants of our sayd Collony of Providence Plantations to sett upon the businesse of takeing whales, itt shall bee lawefful ffor them, or any of them, having struck whale, dubertus, or other greate ffish, itt or them, to pursue unto any parte of that coaste, and into any bay, river, cove, creeke or shoare, belonging thereto, and itt or them vpon the said coaste, or in the sayd bay, river, cove, creeke or shoare, belonging thereto, to kill and order for the best advantage, without molestation, they makeing noe wilfull waste or spoyle, any thinge in these presents conteyned, or any other matter or thing, to the contrary, notwithstanding.

"And further alsoe, wee are gratiously pleased, and doe hereby declare, that if any of the inhabitants of our sayd Collony doe sett upon the plantinge of vineyards (the soyle and clymate both seemeing naturally to concurr to the production of wynes), or bee industrious in the discovery of ffishing banks, in or about the sayd Collony, wee will, ffrom tyme to tyme, give and allow all due and fitting encouragement therein, as to others in cases of lyke nature."

There having been some troubles as to the extent of Rhode Island during the deposition of Charles II, after his restoration to the throne, the people of Rhode Island presented a petition to the King, in which they asked that Rhode Island might be restored to the state and extent of land which it enjoyed when the first charter was granted, and that thus the people might be encouraged to "goe on propagating plantations * * *, promoting of * * * ffishinge, &c."

FISHERY LAWS AND REGULATIONS.—In May, 1680, in the 24th answer to a set of questions from the lords of the privy council, the assembly said: "We answer that a fishing trade might prove very beneficiall provided accordinge to the former artickle there were men of considerable estates amongst us willing to propagate it."

The Rochester court of common pleas, on March 6, 1687, passed an act to encourage fishing in Pettaquamscot Pond.

On June 19, 1716, Starve Goat Island was granted, upon petition of three fishermen of Providence, for the purpose of curing and drying fish.

On October 28, 1719, the Warwick assembly empowered the town council to preserve and improve the fishing in their rivers, forbidding the setting of weirs, dams, or nets; also established vendue masters in their town, to be chosen before the annual election, whose fees were to be 2½ per cent. on the amount of the sales, and who were to settle with the owners of the goods within five days.

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[1] Massaump is a pottage made of unparched meal.

[2] Arnold's History of Rhode Island, from which work, in connection with the colonial records of the State, this historical sketch is compiled.

On August 18, 1735, in order "to protect Pawcatuck River fisheries, it was forbidden to erect dams or weirs on any stream to hinder the passage of fish or to catch them for three days in the week except by hook and line."

And on June 13, 1737, so as "to preserve the perch in Easton's Pond, it was forbidden to draw seines either in the ponds or creek."

April 1, 1741: A petition by James Greene and others to place a dam across the south branch of Pawtuxet River in the town of Warwick, and to erect works thereon for the refining of iron. This petition was against former decisions [as being an obstruction to the fish] but was granted.

On October 28, 1761, "a lottery was granted to raise £1,500, old tenor, for making a passage around the Pawtucket Falls, so that fish of almost every kind who choose fresh water at certain seasons of the year may pass with ease." It was represented that the country above the falls would derive much advantage by thus facilitating the access of the fish to the upper waters. Twelve years later, in August, 1773, the assembly passed "an act making it lawful for any one to break down or blow up the rocks at Pawtucket Falls to let fish pass up. * * * And the said river was declared a public river."

September, 1765: An iron-ore bed was discovered on Pawtuxet River, in Cranston, early in the spring of 1765, and in September following the petitioners prayed for a dam, and were allowed to build one on condition that they would construct a suitable passage for fish round it, and maintain the same from April 10 to May 20 annually, agreeable to a law that had been in force thirty years.

February 23, 1767: "An act to prevent the Pawtuxet and Pawcatuck Rivers from being obstructed by weirs and seines, so as to prevent the passage of fish, was enforced by a penalty of £50."

THE WHALE-FISHERIES, 1731 to 1789.—"June 14, 1731: To encourage the whale and cod fisheries a bounty of 5 shillings for every barrel of whale-oil, 1 penny a pound for bone, and 5 shillings a quintal for codfish caught by Rhode Island vessels and brought into this [Rhode Island] colony was offered."

June 11, 1733: "The whale-fishery had long been conducted on a small scale within the colony. Whales frequented the quiet waters of Narragansett and were often taken with boats. A stimulus had been given to this enterprise by the recent premium placed upon it, so that vessels began to be fitted out for the purpose. The first regularly-equipped whaleman from Rhode Island of which we have any knowledge arrived in Newport at this time with 114 barrels of oil and 200 pounds of bone, upon which bounty was paid. It was the sloop Pelican of Newport, owned by Benjamin Thurston, and about fifteen years before smaller sloops had begun to be used at Nantucket for taking whales. At this time some 25 sail, all under 50 tons burden, were there employed, obtaining about 3,700 barrels of oil annually." This was the commencement of "that victorious career of industry," long afterwards illustrated in the British House of Commons by the splendid rhetoric of Burke:

"Look at the manner [said Burke] in which the people of New England have of late carried on the whale fishery. Whilst we followed them amongst the tumbling mountains of ice, and beheld them penetrating into the deepest frozen recesses of Hudson's Bay and Davis's Straits, whilst we are looking for them beneath the Arctic Circle, we hear that they have pierced into the opposite region of polar cold, that they are at the antipodes, and engaged under the frozen serpent of the south."[1] * * *

Had not the war with England occurred, no doubt Rhode-Island's fisheries would have grown with very rapid strides. Its disastrous effects to the fisheries were acutely felt, as will be seen in the next item:

"In consequence of the war the Jews, who had done much for their adopted state, had all left by the fall of 1779. Aaron and Moses Lupez at one time owned 27 square-rigged vessels, several of which were whaling-ships, besides many smaller craft."

The whaling-boats were in this same year (1779) put to a use other than that for which they were built. We next read:

"In July, 1779, Colonel Barton's corps of infantry were raised for the special purpose of protecting the sea-board of Rhode Island from Tory forays. They were furnished with whale-boats built expressly for that service."

THE PROVIDENCE FLEET IN 1789.—An item in Arnold's history, concerning the Providence fleet, and dated July 5, 1789, says:

"At this time 101 vessels, exclusive of river craft, were owned in Providence, amounting nearly to 10,000 tons, more than three-fourths of which were employed in the foreign trade and on whaling voyages. The ship General Washington returned from China after an absence of nineteen months. This was the first arrival at Providence direct from Canton."

[1] Speech on moving resolutions for conciliation with the colonies, March 22, 1775.