

# Thar She Blows! U.S. Whaling Fiscal History of the Civil War Era

## Time Course of the Enterprise

- Whaling Master's Contract
- Insuring the Vessels and Cargo
  - For the Atlantic; War Risk
  - For the Pacific
- Clearing Customs
- Presidential Passport
- Mid-Voyage Financing: Bills of Exchange Drawn in Distant Ports
  - Talcahuano, Chile
  - Manganui, New Zealand
  - Honolulu, Hawaii
  - San Francisco
- Selling the Oil

The purpose of this exhibit is to trace the paper trail of the U.S. whaling industry via revenue-stamped documents from 1862-72, the period of comprehensive Civil War era stamp taxes. Its storyline is the time course of this unlikely enterprise—turning whales into money—from preparation through departure and the chase, and finally selling the oil, as detailed at left.

Whaling was still vibrant in the early 1860s, despite the fact that whalers were forced to venture further and further afield in search of their prey, notably far into the western Arctic Ocean. By the early 1870s, though, whaling's scope and importance had been drastically reduced. Two calamities occurred on the seas:

- destruction of 21 ships by the Confederate raider Shenandoah in 1865
- "the Disaster of 1871," loss of 32 ships trapped by ice in Alaska.

Artifacts from ships lost in both disasters are included here.

Featured here are items of high philatelic importance: the Manifest \$3 rate and incoming bills of exchange from Chile, New Zealand and Hawaii are known only for whaling documents! The storytelling elements are remarkable not only for the fiscal history rarities included, but for the historical significance of four key items:

- 1864 outbound manifest of the *William Thompson*, burned by the *Shenandoah* June 22, 1865
- 1868 passport of the *Elizabeth Swift* and 1869 bill of exchange of the *Massachusetts*, crushed by ice in the "Disaster of 1871"
- 1864 bill of exchange of the *Jireh Swift*, fired on by the *Shenandoah* June 22, 1865, the final shot of the Civil War, and burned.

Red borders and lettering indicate these four and an ultra-rare triple-nation stamping.

## 2.1 Insuring the Vessels and Cargo: for the Atlantic; "War Risk"

Below, May 1863 policy specifically tailored to whaling vessels, insuring bark *Rose Pool*, her whaling outfits, and catchings (enumerated as "Sperm Oil 175 (i.e. \$1.75 per gallon), Whale do 100 (ditto, \$1.00/gallon), Bone 150 (\$1.50/lb)."

Per the attached slip, for an additional 6% premium the company assumed "the risk of loss or capture by Confederate cruisers, privateers, and their vessels of war." Note the change in anchorage to "at the vineyard"; *Rose Pool* was one of relatively few whaleships with home port Edgartown, Martha's Vineyard.

SHIP AND OUTFITS. New Bedford & Fairhaven. No. 3900

By the Pacific Mutual Insurance Company of New Bedford.

This Policy of Insurance Witnesseth,

Edward Mayhew  
 Thru Hazard  
 Bark Rose Pool  
 at from the 29 day of Jan 1863 at noon

to be insured, lost or not lost, on the Bark Rose Pool at from the 29 day of Jan 1863 at noon

wherever she may go on a whaling voyage, with liberty to touch at all ports or places for refreshments, and to sell her catchings, or ship them home at the risk of the assured, or to take freight when homeward bound: whereof is Master for this present voyage, or whoever else shall be Master in the said vessel, or by whatsoever other name or names the said vessel or Master thereof, is, or shall be, named or called: Beginning the Adventure upon the said vessel and outfit

Vessel Valued, Including Premium, \$ 11.000

Outfits, \$ 17.000

Born Oct 175  
 Whale do 100  
 Bone 150

Premium, \$ 18.  
 Policy, 1.  
 \$ 19

AND IT IS HEREBY AGREED, that if the insured shall have made any other insurance upon the vessel and outfit aforesaid prior in date to this Policy, then the said Insurance Company shall be liable for any partial loss on the vessel and outfit unless it amount to five per cent. exclusive, in each case, of all charges and expenses incurred for the purpose of ascertaining and proving the loss; but the owners of such goods shall recover on a general average. Not liable in PARTIAL LOSS for Cables and Anchors. Not liable for partial loss on the vessel, unless it amounts to five per cent. on forty dollars per ton of the vessel's measurement. And in case of any loss or misfortune, it shall be lawful for the insured, factors, servants, and assigns, to sue, labor, and travel for, in and about the defence, safeguard, and recovery of the said vessel and outfit, or any part thereof, without prejudice to this insurance; to the charges whereof, the said Insurance Company will contribute, in proportion as the sum insured is to the whole sum at risk. And so the Company are contented, and do hereby bind their executors, administrators, and assigns, for the true performance of the premises, confounding themselves paid the consideration due unto them for this insurance, by the insured, at and after the rate of per cent, if the risk ends within one year

NEW BEDFORD, May 22 1863

In consideration of an additional premium of six per cent., for two years, with the privilege of terminating the same at any time after the expiration of one year, by paying pro rata, no loss being claimed, the PACIFIC MUTUAL INSURANCE COMPANY assumes the risk of loss or capture by Confederate cruisers, privateers, and their vessels of war, on the within Policy, at and from the 29 Jan 1863 to 1863 Warranting in case of loss full war and marine premiums.

W. J. R. May

New Bedford April 29th 1869

Chas. S. Randall  
 Agent of Bark Live Oak  
 New Bedford

I hereby agree to take Command of the Bark Live Oak for a Whaling voyage, on the following terms and conditions viz

The twelfth (12th) Lay, on all the oil and bone taken while I am in command, and shipped or landed to be shipped to any port in the United States, or any port in Europe, or turned out from the Bark Live Oak at the port of New Bedford;

a Bonus of ten dollars a Barrel (2.00) on every Barrel of sperm oil or its equivalent that I may land or ship from Fayal or other ports, or by vessel during the year 1869; and a bonus of one dollar a Barrel (1.00) on every Barrel of sperm oil or its equivalent, (exclusive of all shipped home in 1869) up to One thousand Barrels (1000); and a Bonus of two dollars a Barrel (2.00) on every Barrel of sperm oil or its equivalent, (exclusive of all shipped home in 1869) over One thousand Barrels (1000); the said lay and Bonus to apply to any oil or bone that I may sell in foreign ports for the benefit of all concerned.

Two thousand dollars (\$2000) to be allowed me as full compensation for my services for selling my articles of trade put on board the Bark for recruiting or other purposes, and for supplying the officers and crew.

## 1. Whaling Master's Contract

1869 contract between agent and master of whaleship *Live Oak*  
 Master to receive a 1/12 "lay" (i.e. share) of the oil and bone taken

Also a bonus of \$2 per barrel (about 3%, based on 35 gal/barrel at \$1.75/gal) on sperm oil landed at Fayal (Azores) or other European ports during 1869;

and a bonus of \$1/barrel on additional sperm oil up to 1,000 barrels, and \$2/barrel above that.

This seems a remarkably modest compensation. The master's skill and judgement were the primary determinants of the success of the "adventure"!

Signed by the parties with Agreement 5¢ tax paid by two 5¢ Certificate (one would have sufficed).

at the expiration of thirty months (30); leaving the Bark well pointed for the continuation of her

John A. Peckerman

New Bedford April 29th 1869

The above agreement is hereby accepted

Chas. S. Randall  
 Agent of Bark Live Oak.

No. 9499

By the Union Mutual Marine Insurance Company of New Bedford.

THIS POLICY OF INSURANCE WITNESSETH,

That the UNION MUTUAL MARINE INSURANCE COMPANY do by these PRESENTS, and in pursuance of their ACT OF INCORPORATION and the BY-LAWS of the said Company, pay

SUM INSURED, \$ 25,000

to be insured, lost or not lost, on the Bark Northern Light at from the 10th of October 1864 at noon to the 10th of October 1865 at noon

wherever she may go on a whaling voyage, with liberty to touch at all ports or places for refreshments, and to sell her catchings, or ship them home at the risk of the assured, or to take freight when homeward bound: whereof is Master for this present voyage, or whoever else shall be Master in the said vessel, or by whatsoever other name or names the said vessel or Master thereof, is, or shall be, named or called: Beginning the Adventure upon the said vessel and outfit

Vessel Valued, Including Premium, \$ 12,000

Outfits, \$ 28,000

Prem., \$ 2,250  
 Policy, \$ 2,250

AND IT IS HEREBY AGREED, that if the insured shall have made any other insurance upon the vessel and outfit aforesaid prior in date to this Policy, then the said Insurance Company shall be liable for any partial loss on the vessel and outfit unless it amount to five per cent. exclusive, in each case, of all charges and expenses incurred for the purpose of ascertaining and proving the loss; but the owners of such goods shall recover on a general average. Not liable in PARTIAL LOSS for Cables and Anchors. Not liable for partial loss on the vessel, unless it amounts to five per cent. on forty dollars per ton of the vessel's measurement. And in case of any loss or misfortune, it shall be lawful for the insured, factors, servants, and assigns, to sue, labor, and travel for, in and about the defence, safeguard, and recovery of the said vessel and outfit, or any part thereof, without prejudice to this insurance; to the charges whereof, the said Insurance Company will contribute, in proportion as the sum insured is to the whole sum at risk. And so the Company are contented, and do hereby bind their executors, administrators, and assigns, for the true performance of the premises, confounding themselves paid the consideration due unto them for this insurance, by the insured, at and after the rate of per cent, if the risk ends within one year

NEW BEDFORD, May 22 1863

In consideration of an additional premium of six per cent., for two years, with the privilege of terminating the same at any time after the expiration of one year, by paying pro rata, no loss being claimed, the PACIFIC MUTUAL INSURANCE COMPANY assumes the risk of loss or capture by Confederate cruisers, privateers, and their vessels of war, on the within Policy, at and from the 29 Jan 1863 to 1863 Warranting in case of loss full war and marine premiums.

W. J. R. May

## 2.2 Insuring the Vessels and Cargo: Pacific Four-Year "Adventure"

1871 whaling vessel policy insuring New Bedford bark *Northern Light*, for \$25,000 on a four year "Adventure" premium \$2,250, stamped with 50¢ Original Process paying Insurance 1864 50¢ rate for premiums above \$50

The *Northern Light* sailed to the North Pacific and Arctic Oceans.

Fire insurance accounts for some 95% of surviving policies; marine insurance comprises most of the rest, but of these only a handful are on whaling vessels, with wording tailored to the enterprise (e.g., see the fine print below).



W. J. R. May Secretary

W. J. R. May President

### 3. Clearing Customs

June 1864 outward manifest of New Bedford whaler *William Thompson*, bound for "North Pacific Ocean"

Stamped with \$3 Manifest paying Manifest \$3 rate  
for vessels with registered tonnage above 300 to 600 tons

Examples of this rate were unknown until a cache of New Bedford manifests surfaced circa 2010.  
Just five recorded with matching \$3 Manifest stamp

## OUTWARD FOREIGN MANIFEST... WHOLE CARGO.

Sold at Kahoy's Navigation Store, 69 North Water Street.

Report and Manifest of the Cargo laden at the Port of New Bedford on board the  
Ship Wm Thompson, F. C. Smith Master, bound for North Pacific Ocean.

| MARKS. | NUMBERS. | PACKAGES, OR ARTICLES IN BULK,<br><small>To be arranged alphabetically, and each kind to be separately inserted, and distinctly described.</small>                               | CONTENTS OR QUANTITIES,<br><small>In gallons, pounds, yards, pieces, &amp;c., to be inserted in figures.</small> | VALUE AT THE PORT OF EXPORTATION.                        |        |   |           |                              |        |
|--------|----------|--|--|--|--------|---|-----------|------------------------------|--------|
|        |          |  |  | <small>Value of Domestic Produce or Merchandise.</small> |        | <small>Value of Foreign Produce or Merchandise.</small> |           | <small>TOTAL AMOUNT.</small> |        |
|        |          |  |  | DOLLARS.   | CENTS. | DOLLARS.  | CENTS.    | DOLLARS.                     | CENTS. |
|        |          | <i>Casks Shooks Provisions and other articles necessary for the prosecution of a Whaling Voyage.</i>   |  |  |        |   |           |                              |        |
|        |          | <i>(20) Twenty Cases Manufactured Tobacco &amp; Lump Navy containing Eight Boxes or Caddies in a Case. M. Novell Inspector Collector District No. 1 Massachusetts April 1864</i> | <i>317 pounds</i>  |  |        | <i>19</i>   | <i>27</i> | <i>20</i>                    |        |

5



*F. C. Smith*

### District of New Bedford

I, *F. C. Smith* Master or Commander of the said *Ship William Thompson* bound from the Port of *New Bedford* do solemnly, sincerely, and truly *swear* that the Manifest of the Cargo on board the said *Ship* now delivered by me to the Collector of this District, and subscribed with my name, contains, according to the best of my knowledge and belief, a full, just, and true account of all the Goods, Wares, or Merchandise, now actually laden on board the said vessel, and of the value thereof; and if any other Goods, Wares, or Merchandise, shall be laden, or put on board the said *Ship* previous to her sailing from this Port, I will immediately report the same to the Collector. I do also *swear* that I verily believe the Duties on all Foreign Merchandise, therein specified, have been paid or secured, according to law, and that no part thereof is intended to be re-landed within the United States; and that if, by distress, or other unavoidable accident, it shall become necessary to re-land the same, I will forthwith make a just and true report thereof to the Collector of the Customs of the District wherein such distress or accident may happen. And I further *swear* that, according to the best of my knowledge and belief, the Certificate hereunto annexed, contains the whole quantity of Beef and Pork on board the said vessel, and that no salted Beef or Pork is shipped on board said vessel for the Ship's company, on freight or on cargo, but what is inspected and branded according to a law of the Commonwealth. And I further *swear* that the said Merchandise is truly intended to be exported to *North Pacific Ocean*.

this *25* day of *June* 18*64* Before me, *Sawden* Collector. *F. C. Smith*

### Burned by the Shenandoah

The *William Thompson* would never return. On June 22, 1865, some two months after Appomattox, she would be captured and burned in the Bering Sea by the infamous Confederate raider *Shenandoah*.

On the 22nd of June, early that morning two ships were reported by the lookouts, two prize crews were readied, [Shenandoah Captain James] Waddell intent in capturing them both simultaneously. One was hampered by having a whale lashed to her side, it was the 495 ton *William Thompson*. One crew was despatched in passing, whilst they went off after the second ship. This was the 364 ton *Euphrates*. Not bothered by the approaching steamer with the Russian flag in evidence [Shenandoah was flying a Russian flag as a deception], she was soon another victim to the Confederate raider.

On returning to the *William Thompson*, her master Francis Smith [who signs twice here] insisted the war was all over, but Waddell took this news as the Captain merely trying to save his ship, and torched the ship anyway, unsure as to the real status of his Southern States. (<http://ahoy.tk-jk.net/MaraudersCivilWar/CSSShenandoah.html>)

ANDREW JOHNSON,

PRESIDENT DES ÉTATS-UNIS D'AMÉRIQUE,

A TOUS CEUX QUI LES PRÉSENTES VERRONT:

QU'IL SOIT NOTOIRE que faculté et permission ont été accordées à George W. Stevan maître ou commandant du navire appelé de la ville de New Bedford 326 and 64 tons de la capacité de 326 and 64 tonneaux ou environ, se trouvant présentement dans le port et hâvre de New Bedford et destiné chargé de Pacific Ocean

qu'après que son navire aura été visité, et avant son départ, il prêtera serment entre les mains des officiers, autorisés à cet effet, que le dit navire appartient à un ou à plusieurs citoyens des États-Unis d'Amérique dont l'acte sera mis à la fin des présentes; de même qu'il observera et fera observer par son équipage les ordonnances et les réglemens maritimes, et remettra une liste signée et confirmée par témoins, contenant les noms et surnoms, les lieux de naissance et la demeure des personnes composant l'équipage de son navire, et de tous ceux qui s'y embarqueront, qu'il ne recevra pas à bord sans la connaissance et la permission des officiers autorisés à ce; et dans chaque port ou hâvre où il entrera avec son navire, il montrera la présente permission aux officiers à ce autorisés, et leur fera un rapport fidèle de ce qui s'est passé durant son voyage, et il portera les couleurs, les armes et les enseignes des États-Unis, durant son dit voyage.

EN TÉMOIGNAGE DE QUOI, nous avons signé les présentes et y avons fait apposer le sceau des États-Unis, et les avons fait contresigner par James W. Smith le jour de ce mois de July de l'an de Grâce le 1868



Countersigned by James W. Smith

SÉRÉNISSIMES, Puissans, Hauts, Illustres, Nobles, Honorables, Vénérables, Sages, et Prudens Seigneurs, Empereurs, Rois, Républiques, Princes, Ducs, Comtes, Barons, Seigneurs, Bourgmestres, Echevins, Conseillers, comme aussi Juges, Officiers, Maires, Municipaux, Justices, et Régens de toutes les bonnes villes et endroits, soit ecclésiastiques ou séculiers, qui voudront ou entendront lire ces lettres présentes. Nous, Capitaine du navire appelé Elizabeth Swift, (ayant comparu devant nous) a déclaré sous serment, que le navire nommé le Elizabeth Swift du port d'environ 326 and 64 tonneaux, qu'il commande actuellement, est un bâtiment des États-Unis d'Amérique, et qu'aucun citoyen ou sujet des puissances présentement en guerre n'y a aucune part ou intérêt, soit directement ou indirectement, et ainsi que Dieu lui soit en aide; et, comme nous désirerions voir prospérer le dit capitaine dans ses affaires légitimes, nous vous prions et requérons tons, et chacun de vous séparément, dans les lieux où le dit capitaine pourra arriver avec son bâtiment et sa cargaison, de vouloir bien le recevoir avec bonté et de le traiter de la manière qu'il convient, lui permettant, en payant les droits et frais d'usage, de passer, repasser, naviguer et fréquenter les ports, passages et territoires, à l'effet de vaquer à ses affaires, en tout endroit et de la manière qu'il jugera convenable: De quoi nous serons volontiers redevables.

En témoignage de quoi, nous apposons aux présentes le sceau de l'Office in the city of New Bedford this day of July 1868



ANDREW JOHNSON,

PRESIDENTE DE LOS ESTADOS UNIDOS DE AMÉRICA,

A TODOS LOS QUE LA PRESENTE VIEREN:

SEA NOTORIO que hemos concedido facultad y permiso a George W. Stevan capitán ó comandante del navio llamado Elizabeth Swift, de la ciudad de New Bedford 326 and 64 toneladas y de la capacidad de 326 and 64 toneladas poco mas ó menos, hallándose actualmente en el puerto de New Bedford y destinado para Pacific Ocean cargado de

que despues que su navio haya sido visitado, y antes de su salida, prestará juramento entre las manos de los oficiales autorizados para el efecto, de que el dicho navio pertenece a uno ó mas ciudadanos de los Estados Unidos de América, cuyo acto se pondrá al fin de la presente; que igualmente guardará y hará guardar por su tripulacion las ordenanzas y reglamentos maritimos, entregará una lista firmada y confirmada por testigos, que contenga los nombres y apellidos, lugares de nacimiento y residencia de las personas que compongan la tripulacion de su navio, y de todos los que se embarcaren en él, los cuales no serán recibidos a bordo sin el conocimiento y permiso de los oficiales autorizados para ello; y en cada puerto adonde entrare con su navio, mostrará el presente permiso á los oficiales autorizados, y les hará una relacion fiel de lo ocurrido durante su viaje, llevando la bandera, armas é insignias de los Estados Unidos durante su navegacion.

EN TESTIMONIO DE LO CUAL, hemos firmado las presentes, poniendo el sello de los Estados Unidos, y las hemos hecho refrendar por James W. Smith el día del año del Señor 1868

Countersigned by James W. Smith

SERENISIMOS, Poderosos, Altos, Ilustres, Nobles, Honorables, Venerables, Sabios, y Prudentes Señores, Emperadores, Reyes, Repúblicas, Principes, Duques, Condes, Barones, Burgomestres, Regidores, Consejeros, como igualmente Jueces, Oficiales y Corregidores, Municipales y Regentes de todas las buenas ciudades y lugares, así eclesiásticos como seculares, que oyesen leer las presentes. Nos, Capitán del navio llamado Elizabeth Swift, habiendo comparecido delante de nosotros, ha declarado, bajo de juramento, que el navio llamado Elizabeth Swift del puerto de New Bedford, de cerca de 326 and 64 toneladas, que manda actualmente, es un buque de los Estados Unidos de América, y que ningún ciudadano ó vasallo de las potencias actualmente en guerra tiene directamente ó indirectamente en él la menor parte y que así Dios le ayude; y como deseamos ver prosperar al citado capitán en sus negocios legítimos, os pedimos y requerimos á todos en general, y á cada uno en particular, en el parage adonde el dicho capitán pueda arribar con su buque y carga, tengais á bien recibirle con benevolencia, y tratarle del modo que conviene, permitiéndole pagando los derechos y gastos de costumbre, pasar, y reparar, nevargar y frecuentar los puertos, parages y territorios, á fin de evacuar sus negocios donde y como le parezca conveniente. De lo que os quedaremos reconocidos.

En testimonio de lo cual firmamos aquí el sello de l'Office in the city of New Bedford this day of July 1868

Countersigned by James W. Smith

ANDREW JOHNSON,

PRESIDENT OF THE UNITED STATES OF AMERICA,

TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:

BE IT KNOWN, That leave and permission are hereby given to George W. Stevan master or commander of the ship called Elizabeth Swift of the burden of 326 and 64 tons, or thereabouts, lying at present in the port of New Bedford and laden with Pacific Ocean

to depart and proceed with the said ship on his said voyage, such ship having been visited, and the said George W. Stevan having made oath before the proper officer that the said ship belongs to one or more of the citizens of the United States of America, and to him or them only.

IN WITNESS WHEREOF, I have subscribed my name to these presents, and affixed the seal of the United States of America, and caused the same to be countersigned by James W. Smith the day of July in the year of our Lord 1868

Andrew Johnson

BY THE PRESIDENT:

William H. Seward Secretary of State

Most Serene, Serene, most Puissant, Puissant, High, Illustrious, Noble, Honorable, Venerable, Wise, and Prudent Lords, Emperors, Kings, Republics, Princes, Dukes, Earls, Barons, Lords, Burgomasters, Schepens, Counsellors, as also Judges, Officers, Justiciars, and Regents, of all the good cities and places, whether Ecclesiastical or Secular, who shall see these presents or hear them read: We, James W. Stevan, do hereby make known, that the master of the ship called Elizabeth Swift, of the burden of about 326 and 64 tons, which he at present navigates, is of the United States of America, and that no subjects of the present belligerent Powers have any part or portion therein, directly or indirectly, so may God Almighty help him. And, as we wish to see the said master prosper in his lawful affairs, our prayer is, to all the before-mentioned, and to each of them separately, where the said master shall arrive with his vessel and cargo, that they may please to receive the said master with goodness, and to treat him in a becoming manner, permitting him, on paying the usual tolls and expenses in passing and repassing, to pass, navigate, and frequent the ports, passes, and territories, to the end to transact his business, where and in what manner he shall judge proper. Whereof we shall be willingly indebted.

In witness whereof, we have hereunto set our hand and the seal of our Office in the city of New Bedford this day of July 1868



ANDREW JOHNSON,

PRESIDENT VAN DE VEREENIGDE STAATEN VAN AMERICA,

AAN ALLE DE GEENEN, DIE DEEZE TEEGEN WOORDIGE ZULLEN, SALUT:

DOEN TE WEEETEN, dat by deezen vryheden en permissee Gegeeven

wordt aan George W. Stevan Bevelhebber van het Schip (of vaartuyg) genaamt Elizabeth Swift van de Stadt New Bedford van groot 326 and 64 tonnen of daar ontfrent, leggende tegenswoordig in de Haaven van New Bedford gedestineert naar Pacific Ocean en beladen met

om te vertrekken, en met zyn voornoemd Schip of vaartuyg des zelfs gemelde reize voort te zetten, zedanjig Schip of vaartuyg gevisiteert zynde, en de voornoemde Schipper of Bevelhebber onder Eede, voor den daer toe gestelden officier verklaart hebbende dat het gemelde Schip of vaartuyg aan een of meerder onderdaanen, volk, of Ingezoeten van de Vereenigde Staaten Van America, to behoort, en aan hem (of hunalleen.)

IN GETUIGENS WAAR VAN ik deze tegenswoordige met myne naam hebbe ondertekend, en het Zegel van deze Vereenigde Staaten Van America daer aan geheft, en het Zelve doen contresigneren door James W. Smith den dag van onzes Heeren Christi, in hetjaar van

BY THE PRESIDENT:

William H. Seward Secretary of State

ALLEE Doorlichtigste, Doorlichtigste, Doorlichtige, Grootmachtigste, Grootmachtige, Hoogh ende weigebourne, wel Edele, Ertfeste, Achtbaare, Wyze, Voorzienige, Heeren, Keizersen, Koningen, Republiken, Princken, Fursten, Hertogen, Graeven, Baronnen, Heeren, Burgemeesteren, Schepenen, Raden, Mitsgarden, Reclteren, Officieren, Justicieren, ende Regenten aller goede steden en plaatsen, het zy geestelike of waereldlyke die deese opene Letteren zullen zien ofte hooren lezen: Doer wy Burgemeesteren en Regeerders der Stadt James W. Stevan, verklaare weteen dat Schipper (voor ons compareerde) by soemen Eede voorklaart heeft dat het Schip genaamt Elizabeth Swift van groot omtent 326 and 64 tonnen lasten t'welk by thans voert in de Vereenigde Staaten van America t'huys behoort, en dat geen onderdaanen van den teegen woordige oorlogende moogendheden daar direct of indirect eenig deel of gedeelte hebben: zoo waarlyk helpen hem God Almagtig. En terwyl wygen voornoemde Schipper gaarne gevorderd zagen in zyne wettigen zaken zoo is ons verzoek: ann alle voornoemde en een yder in't byzonder alwaar den voornoemde Schipper, men zyn Schip en lading aankomen zal hem alle bystand gelieven te verleenen, en behoortlyk te behandelen vergunnende hem op het betaalen der gewoonlyke Tollen enongeld en in het heen en weder vaaren der haveenen stroomen en gebied te laaten passeeren varen en frequenteren, omme zyn handel te drijven alwaar en in wat manier hy zigzal geraandvinden en best oordelen zal, war aan wy ons gaarne willen schuldig agten.

Des te oorkonde hebben het zelve bekrachtigt met het zegel vanden our Office in the city of New Bedford this day of July 1868

4. On the Seas: Presidential Passport

1868 "Sea Letter" in French, Spanish, English and Dutch, stating bona fides of New Bedford whaleship Elizabeth Swift, bound for "Pacific Ocean" Handstamped signature of President Andrew Johnson, signed by Secretary of State William Seward, with Great Seal of the United States Certification by notary public taxed at 5¢ general Certificate rate

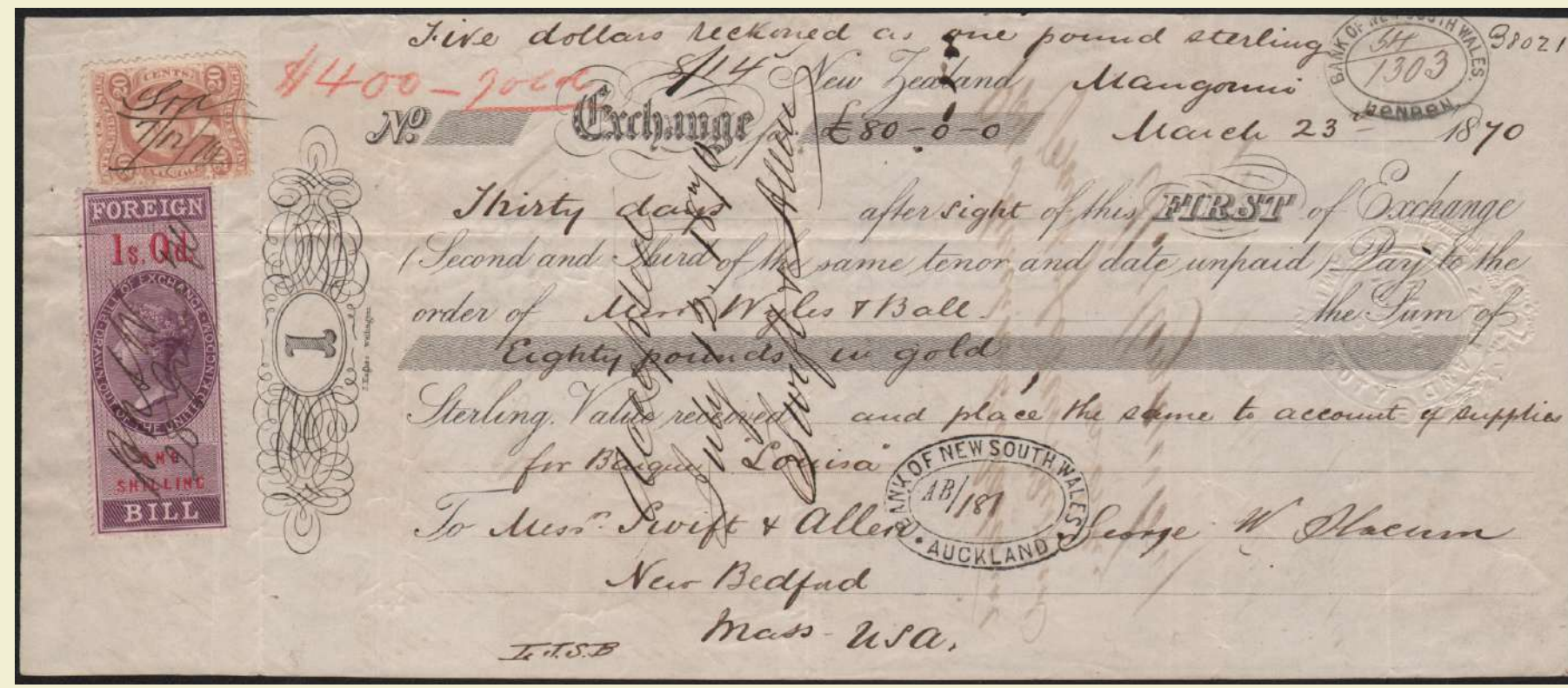
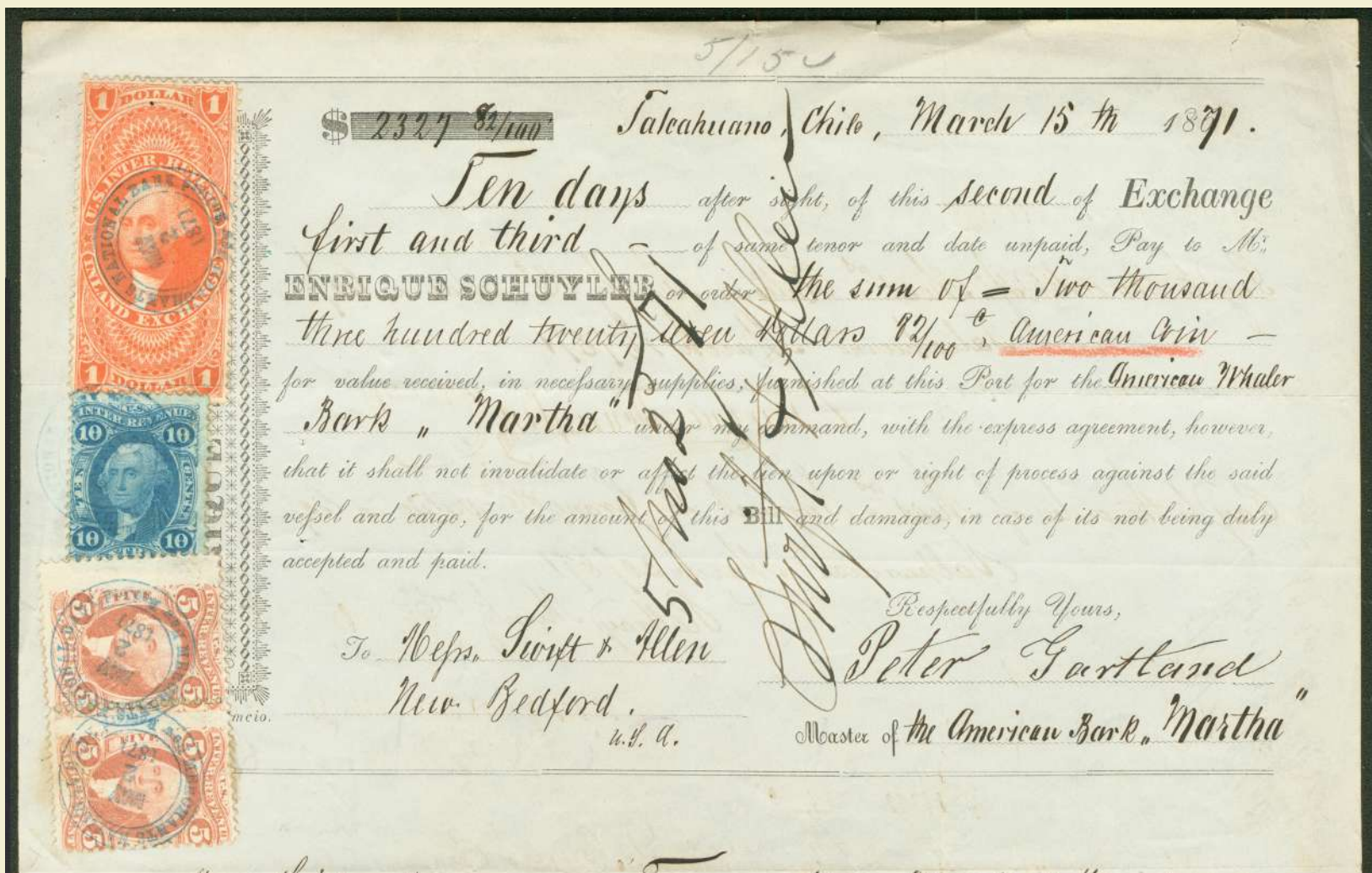
Lost in the "Disaster of 1871"

The Elizabeth Swift would not return. In 1871 she would be among the 32 whaleships trapped in ice off the coast of Alaska and abandoned. This passport must have been one of the few effects to have survived.

5. Mid-Voyage Financing: Bills of Exchange Drawn in Distant Ports

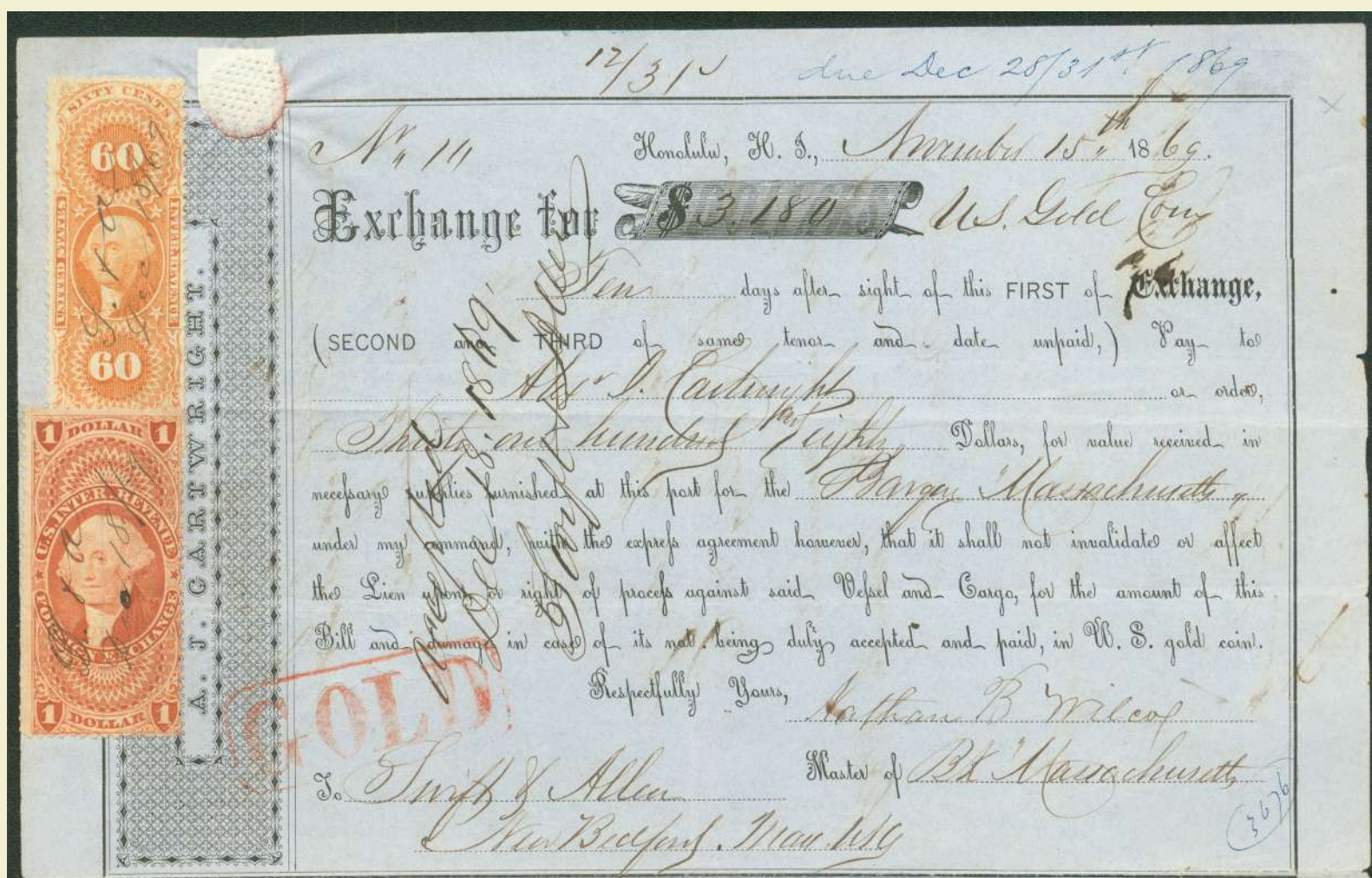
Bills of exchange were executed by masters of vessels to pay for resupply and repairs, drawn on whaling factors Swift and Allen of New Bedford. Upon acceptance in the U.S. they were subject to stamp tax at the Inland Exchange rates.

5.1 Talcahuano, Chile Bark Martha, March 1871, \$2,328 American coin, tax \$1.20 Sole recorded U.S. incoming stamped bill from Chile



5.2 Manganui, New Zealand; Stamps of New Zealand, Great Britain, U.S.

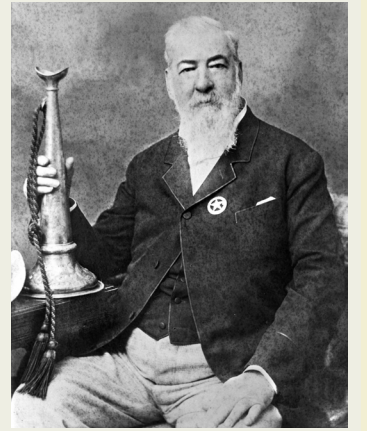
Bark Louisa, March 1870, £80 ("Five dollars reckoned as one pound sterling," thus \$400), bearing: New Zealand Stamp Duty embossed 8d upon execution; Great Britain Foreign Bill is upon endorsement; U.S. 20¢ Inland Exchange upon acceptance. One of two recorded triple-nation combinations of the Civil War Era, ex-Cunliffe.



Crews abandoning whaleships trapped in Alaskan ice, 1871

### “The Man Who Invented Baseball”

Bill of Alexander Cartwright, who had emigrated from New York, signed three times by him. Cartwright’s innovative rules for “New York baseball” included: nine men to a side; three outs to an inning; basepaths of 90 feet; and elimination of “soaking” (putting a runner out by hitting him with a thrown ball). On the basis of these fundamental contributions, Cartwright is considered by cognoscenti to be the “Father of Modern Baseball.” Ex-Lipson.



Cartwright in later life, as chief of Honolulu Fire Dept.

### 5.3 Honolulu, Hawaii; “Disaster of 1871”

**Bark Massachusetts**, November 1869, \$3,180, tax \$1.60 at Inland Exchange 1864 rate of 5¢ per \$100

Like the Elizabeth Swift, the **Massachusetts** would never return to New Bedford; she was trapped in ice on the Alaskan coast in 1871 and abandoned.



### 5.4 San Francisco; U.S. plus California; Final Shot of the Civil War

October 1864 bill of exchange drawn by master of whaling bark **Jireh Swift** of New Bedford (in San Francisco to unload \$100,000 in whale oil!), taxed by U.S. at 2¢ Bank Check rate, by California at 1861–6 Exchange \$2 rate.

On June 22, 1865, the **Jireh Swift** would be captured and burned in the Bering Sea by the infamous Confederate raider **Shenandoah**. The Civil War was over, but convincing proof did not reach the Shenandoah until August 2. The **Jireh Swift** had made a run for the Siberian coast, until a shot whistling past her stern brought her to. This is widely considered the final shot of the Civil War. Twenty minutes later the **Jireh Swift**, with another 400 barrels of whale oil aboard, was in flames.



### 6. Selling the Oil

1866 receipt for sale of “machining oil” by dealer in Sperm Oil, with poignant vignette; to Albany & Susquehanna R.R. Co. Sperm oil was highly prized as an engine lubricant.

### Epilog: Rise of the Petroleum Industry

Edwin Drake’s first U.S. oil well at Titusville, Pennsylvania, in 1859 spurred rapid expansion of the fledgling industry. Most ventures were not profitable, but enough were that petroleum production rose steadily, to about two million barrels in 1864 and ten million by 1873. (Current world production is 78 million barrels per day.) This drastically reduced the need for whale oil as an illuminant. Over the same span, whale oil production fell by 50%.

Nevertheless whale oil remained in demand as a lubricant. Moreover demand for whalebone (baleen, the straining apparatus from the jaw of the bowhead whale) for flexible products like corsets or buggywhips remained high until the advent of plastics decades later. Whaling would continue, but on a drastically reduced basis.