40TH CONGRESS, 2d Session. } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 317.

LIGHT-HOUSE AT BLACK ROCK.

LETTER

FROM

THE SECRETARY OF THE TREASURY,

WITH

Communication from the Light-house Board relative to a light-house at Black Rock, Connecticut.

JULY 27, 1868.—Referred to the Committee on Commerce and ordered to be printed.

TREASURY DEPARTMENT,
June 25, 1868.

SIR: In reply to the letter of the Committee on Commerce of the House of Representatives under date of 21st March last, transmitting petitions for a light-house at Black Rock, Connecticut, I have the honor to enclose copy of a letter from the Light-house Board, to whom the subject was referred, dated 24th instant, from which it will be seen the board concurs with the report of the committee on lighting in recommending the erection of the light in question. The recommendation is approved by the department. The petitions are herewith returned.

I am, very respectfully,

H. McCULLOCH,
Secretary of the Treasury.

Hon. SCHUYLER COLFAX,
Speaker House of Representatives.

TREASURY DEPARTMENT,
Office Light-house Board, June 24, 1868.

SIR: I have had the honor to receive the papers in the case of petition for a light at Black Rock, Connecticut, referred by you to this board.

A copy of the report of the committee on lighting of this board, to whom the subject was referred, and which report is concurred in, is herewith transmitted.

The papers are herewith returned.

Very respectfully,

W. B. SHUBRICK, *Chairman.*

Hon. H. McCULLOCH,
Secretary of the Treasury.

MAY 28, 1868.

The committee on lighting, having fully considered the petition and reports relative to the necessity for a light off the entrance to Black Rock harbor, (Long Island sound,) concur in recommending the erection of a light-house.

The committee would suggest that if, on inspection, Huncher Rock should be found available as a site for the light-house needed, the beacon proposed to be placed on the Cows might be dispensed with.

Otherwise the committee concur in the recommendation of the light-house inspector that the structure should be placed on Penfield reef.

It is further suggested by the committee, with reference to the possibility of other requirements of like character as aids for local or general purposes in the navigation of the western part of Long Island sound, that the light now recommended should be made distinctive, so that it may be readily recognized in the extension of the system of marks required in the sound.

Respectfully submitted:

BENJAMIN PEIRCE,
Chairman Committee on Lighting.

To the Senate and House of Representatives of the United States of America in Congress assembled:

The undersigned, residents of New London and Middlesex counties, in the State of Connecticut, respectfully represent, that a light-house is very much needed on Black Point, a few miles west of the entrance to New London harbor, and ask your honorable body to establish one at that point, and to make the necessary appropriation for its speedy erection.

JANUARY 20, A. D. 1868.

Lemuel H. Beebe.
Lyman R. Beebe.
William E. Beebe.
Frank A. Harris.
Henry Harris.
Henry N. Dunbar.
Wm. B. Cone.
Henry Le Marc.
John Gates.
Wm. J. Poole.
George W. Howard.
Charles H. Williams.
George Huntley.
Almerin L. Sherman.
N. J. Huntley.
Lyman Clarke.
George M. Beckwith.
Austin A. Brown.
Turner C. Haynes.
William A. Chappell.
Charles R. Howard.
Lemuel Dunbar.
Oliver C. Meigs.
Erastus Lester.
Abraham L. Bush.
James H. Manwaring.
Cornelius Beckwith.
Ben. Reosell.
Eugene Davis.
John L. Harris.
Willard M. Beckwith.
Albert Harris.
J. C. Edwards.
G. W. Congdon.
H. Nelson Beebe.
Wm. E. Clark.
David C. Quimley.
George Congan.
James M. Philips.
Jeremiah Clark.
Daniel W. Smith.
S. L. Crocker.
Washington Reed.
Enoch Howard.
William Bump.
Charles F. Beebe.
C. S. Manwaring.
Ozias B. Smith.
Ira V. Schofield.
John W. Fanell.
Eli T. Smith.
Henry Gardner.

William Woods.
E. W. Beckwith.
Spencer C. Howard.
John S. Smith.
Freeman B. Smith.
Charles Reed.
A. O. Carter.
Frank H. Beckwith.
Harry Gates.
H. R. Harding.
Thos. F. Beckwith.
D. T. Richards.
Justus Arnold.
H. B. Holt.
H. E. Buckingham.
William H. Swathel.
William D. Worthington.
J. N. Sanders.
Luther Morse.
Edwin Parmalee.
James S. Ray.
Fred. L. Ray.
Fred'k W. Shipman.
Ashbel Ray.
C. H. Shailer.
Wm. H. H. Bingham.
W. R. Goodspeed.
F. J. Attwood.
F. Bordman.
C. S. Gladwin.
William A. Smith.
Horace J. Cook.
Gamaliel R. Tracy, jr.
Samuel Cook.
Philip Bokel.
H. H. Smith.
Orin Fuller.
John Squires.
N. Daniels.
Edwin R. Johnson.
Merit Buell.
E. A. Parmelee.
William H. Russell.
H. B. Niles.
E. W. Mather.
Willard Hathawy.
Frank S. Edwards.
Michiel Quilty.
Silas C. Edwards.
W. H. Edwards.
James B. Lord.
R. M. Lord.
E. M. Pratt.
A. J. Pratt.
Jerome A. Pratt.
William Smith.
Edward Noble.
James Howard.
R. S. Loyd.
Marcus Haynes.
John P. Clark.
J. N. Manwaring.
J. F. Bush.
Joseph Smith.
John A. Beebe.
Austin E. Jones.
D. O. Parmelee.
S. F. Buckingham.
O. C. Carter.
S. Kellogg.
Wm. L. Bates.
James Walsh.
Gilbert Laplace.
Martin Morse.
J. R. Greenfield.
Thomas Greer, jr.
C. D. Payne.
W. C. Reynolds.
William Attwood.
C. P. Bagley.
Jared P. Bunce.
J. Attwood.
Robert Minty.
J. F. Johnson.
J. M. James.
A. H. Palmer.
C. D. Sweet.
H. R. Rodgers.
H. B. Tracy.
W. H. Hayden.
J. P. Phelps.
Joseph Kidder.
James P. Kidder.
J. M. Kidder.
George W. McIntosh.
R. A. Robbins.
Jabez Southworth, 2d.
E. S. Mather, jr.
J. H. Hobart Starkey.
Horace H. Starkey.
P. S. Hayden.
E. Williams.
W. H. Doane.
C. R. Doane.
James J. Lord.
J. C. Redfield.
Selden Watrous.
Captain William Gladwin.
John S. Collins.
L. W. Braddock.
N. H. Williams.
John G. Hayden.

O. H. Whiting.
M. W. Comstock.
John Grace, jr.
David M. Dart.
Thomas W. Gardner.
Captain Steven R. Morse.
Edwin Howard.
G. T. Geer.
Edward Luce.
James V. Luce.
Richard Jerome.
Josiah Lester.
James A. Keeney.
Alonzo Lewis.
Norman Starr.
Charles P. Fitch.
William H. Beckwith.
J. T. O'Brien.
Captain Charles Chappell.
William Packer.
Captain C. Merrell.
James Dickinson.
Joseph A. Allen.
Captain Thomas Braman.
Hon. John Dickinson.
Captain G. Baker.
S. Miner.
Asa Kelley.
John Clark.
Joseph D. T. Strickland.
H. C. Lauphin, captain City of Lawrence.
F. L. Allen.
E. B. Harvey, engineer City of Boston,
John Girdurs.
Charles Corning.
Jesse D. Mitchel.
J. K. Pearce, steamer Escort.
Benjamin F. Rogers.
P. F. Lewis.
Oscar F. Stroul.
Joseph Lewis.
John W. Miner.
William Manwaring.
John W. Emmons.
Henry C. Beckwith.
John C. Avery.
Robert G. Sherman.
John Haynes.
Burtis W. Harris.
Henry Hempslim.
R. M. Waterman.
William L. Peckham.
Henry G. Roath.
R. W. Saunders.
James R. Huntley.
John H. Price.
Lineus Thompson.
C. A. Brown.
George R. Kimberly.
William T. Croker.
A. J. Comstock.
J. C. Whittelsey.
J. D. Ingraham, Pilot.
Samuel N. Dickinson.
Charles Williams.
E. Dickinson.
John I. Hutchinson.
James Treadway.
John Raukin.
R. C. Whittlesey.
William A. Spencer.
George S. Rankin.
James Rankin.
C. W. Stafford.
George H. Mootry.
O. H. Kirtland.
Edwin Ayer.
S. E. Harvey.
E. Sanford.
Henry Hart.
Robert B. Chalker.
R. M. Bushwell.
A. E. Platts.
S. H. Lord.
Richard E. Pratt.
R. C. Sheperd.
William R. Clarke.
R. Chapman.
D. W. Clarke.
Richard E. Ingham.
C. A. Sheffield,
F. Kirtland.
F. A. Kirtland.
John E. Whittlesey.
Richard Whittlesey.
Charles Waterhouse.
Joseph D. Billard.
John J. Burt.
H. D. Billard.
Alfred Ingham.
S. L. Spencer.
Cephas Brainerd.
E. H. De Lavergn.
W. W. Hart.
D. Chadwick.
J. M. Huntly.
L. M. Smith.
Charles W. Bailey.
S. D. Shimes.
W. E. Bates.

Henry Smith.
J. J. Otis.
William Jeffers.
G. A. Colby.
Levi Warren, M. D., Norwich, Ct.
William Greene.
George F. Rowland.

UNITED STATES LIGHT-HOUSE DEPOT,
Tompkinsville, Staten Island, New York, April 24, 1868.

SIR: I have to report that, in obedience to your instructions under date of March 9, I yesterday, in company with Mr. Joseph Lederle, acting assistant engineer of the district, made a personal examination of Cliffwood Point, opposite Keyport, New Jersey, and have to report that a small light on it would be a good guide to vessels to clear the long shoal off Cowaskonck Point, New Jersey, when bound to Keyport or Middletown creek. The trade to these points is local, being chiefly confined to passenger steamers, oyster and market vessels.

The bluff on which the light is asked for and wanted, if one is established, is quite high, full seventy-five feet I judged; and a story and a half house, with a lantern on it, and a sixth order illuminating apparatus, would answer all the purposes required.

The land is owned by Mr. Henry L. Clark, a lawyer, residing at No. 12 East 29th street, New York; his office 78 Wall street, room No. 10.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Light-house Inspector Third District.

Rear-Admiral W. B. SHUBRICK, U. S. N.,
Chairman Light-house Board, Washington, D. C.

UNITED STATES LIGHT-HOUSE DEPOT,
Tompkinsville, Staten Island, New York, April 22, 1868.

SIR: In reply to your letter of the 27th of March, relative to the necessity for a light at Black Rock, Connecticut, I have to report that Penfield Reef, of which the Cows is a part, is one of the great dangers to the navigation of Long Island sound; it extends quite two miles from the land and is covered with rocks, either single or in clusters, like the Cows and Penfield rocks, many being above water.

I am of the opinion that either a light-vessel moored in a suitable position to guard them, or a light-house erected on Penfield Reef, is very much needed, and would be a great aid to the navigation of the sound.

A light-vessel would, I think, be preferred by the masters of steamers, as they could run directly for and pass her close by; but as a vessel is always liable to be moved by ice or heavy gales of wind at times when she is most wanted, and is also expensive, I am of the opinion that a light-house on Penfield Reef, with the beacon on the Cows, would thoroughly protect the position and answer all the purposes required, and I would therefore recommend one.

Mr. Lederle, the acting assistant engineer of the district, has made an examination of the reef, and will present an estimate for the cost of a light-house.

The petition for the light and the papers accompanying are herewith returned.

I am, very respectfully, your obedient servant,

A. LUDLOW CASE,
Light-house Inspector Third District.

Rear-Admiral W. B. SHUBRICK, U. S. N.,
Chairman Light-house Board, Washington, D. C.

Noah E. Brock.
Henry R. Stevens.
Richard Champion.
M. Murphy.
E. S. Munger.
Henry C. Arnold.
Gamaliel Conklin.
J. S. Reid.
E. Denison Post.
G. W. Hoyden.
Geo. K. Stillman.
H. S. Smith.
S. G. Stevens.
Horace W. Starkey.
Edwin Pratt.
Albert Parker.
Edward W. Pratt.
James C. Doane.
Henry L. Pratt.
S. M. Pratt.
G. Parker.
D. C. Gater.
R. E. Champlin.
H. Crocker.
B. F. Manning.
F. E. Morgan.
Samuel J. Smith.
A. F. Perkins.
J. P. Comstock.
Albert Ames.
W. F. Chadwick.
J. P. Morgan.
James Stebbins.
Joseph B. Chadwick.
Courtland Clark.
B. S. Fisk.
Nelson H. Peckham.
Charles H. Chadwick.
John Palmer, jr.
James Rathbun.
Alvin Rathbun.
Albert Rathbun.
S. C. Morse.
Thomas Potter.
James Potter.
James Manwaring.
Orrin E. Miner.
S. W. Fish.
Robert A. Brown.
William H. Ebbets.
Benjamin F. Latham.
William Ashbey.
Levi Spicer.
Gilbert Fowler.
Edwin H. Weaver.
James R. Davis.
Ezra Pratt.
R. H. Sizer.
C. A. Gladwin.
R. S. Tripp.
A. N. Mack.
K. Pratt.
N. A. Tripp.
W. D. Braddock.
Jared E. Redfield.
A. H. Hough, M. D.
G. H. Post.
William Saunders.
F. W. Williams.
Horace P. Parker.
John Babcock.
Henry L. King.
John J. Smith.
O. H. Norris.
O. B. Champion.
John E. Rockwell.
M. H. Post.
Latham Ashbey.
B. Ashbey, jr.
Henry E. Davis.
William S. Fish.
R. H. Peckham.
Stephen Murphy.
H. W. Myers.
John T. Main.
Gurdon L. Daboll.
J. W. Douglass.
Silas Spicer.
J. A. Way.
N. W. Rogers.
E. J. Chipman.
James D. Sherner.
John Fitzgibbon.
William W. Chappell.
Michael E. Judge.
James A. Latham.
Stephen L. Dickinson.
W. M. Burton.
Stephen Mooire.
William P. Willcox.
Albert B. Lamb.
David McGuire.
John D. Latham.
William W. Latham.
Daniel W. Chester.
Charles H. Fitch.
Peter Custt.
William Palmer.
Gustavus L. Green.
J. L. Fish.
James W. Latham.
George P. Wilbur.

Joseph Potter, jr.
Albert Morgan.
Charles I. Chester.
Charles L. Morgan.
Nelson Morgan.
Elihu Spicer.
John Rogers.
Thomas S. Carroll.
Josiah A. Libby.
Charles F. Reynolds.
John S. Libby.
George E. Spring.
William E. Spicer.
R. B. Fitch.
Aaron Main.
Joseph Raub.
Ezra Daboll.
Asa Ashby, 2d.
John Daboll.
Horace W. Davis.
Hiney Wilbur.
Roswell P. Sawyer.
Henry A. Wilbur.
Isaac Thomas.
George Brown.
John D. Spicer.
Peter Baker.
James H. Latham.
Lorenzo D. Chappell.
Charles W. Davis.
Henry P. Dwyer.
John Clark.
Orin N. Howard.
Josiah H. Manwaring.
John Thompson.
Captain A. B. Chafford.
Captain Josiah Crocker.
Captain C. C. Fengar.
Captain Benjamin Prentis.
Captain John M. Kunz.
Captain John M. Quinn.
Captain John G. Chappelle.
A. R. Harris.
Robert Y. Tate.
George Keeney.
John H. Berry.
Andrew Main.
W. B. Tate.
Benjamin R. Tate.
Charles O. Harris.
Alexander Jones.
C. H. Smith.
Captain Christopher A. Harris.
Eliphalet Crocker.
C. Arnold Weaver.
Captain Joseph M. Avery.
George Ashby.
James R. Davis, jr.
Lynch Tinker.
Calvin Rathbun.
Harlem Baker.
James B. Smith.
W. H. Beckley.
James Church.
William H. Hempstead.
William R. Keeler.
Albert Manice.
G. W. Welden.
Asa Holt.
James P. Davis.
Calvin Lestor.
Captain Nathan Keeney.
Andrew Quinn.
James Fitch, jr.
Elias Smith.
C. H. Miner.
Captain Leonard Smith.
Lawrence & Co.
Thomas J. Fengar.
Morgan Fowber.
Samuel Keeney.
W. H. Tiffany.
W. Wrisley.
Daniel Douglas.
Frederick Havens.
William P. Barker.
Henry Chapel.
N. Beckwith.
A. J. Smith.
Erastus Keeney.
William Hamilton.
E. V. Stoddard.
James Perry.
Henry Scovell.
S. D. Barnes.
C. E. Suell.
D. F. Chapman.
S. Smith.
John M. Chapman.
Charles L. Fenner.
Henry C. Dawes.
Eben Clark.
James C. Brown.
Calvin Read.
George R. Miller.
Washington Reed.
H. M. Holdridge.
W. H. Wheeler.
Thomas F. Prentis.
W. H. H. Comstock.
O. C. Gorton.
J. C. Howard.

OFFICE LIGHT-HOUSE ENGINEER, THIRD DISTRICT,
Tompkinsville, April 22, 1868.

SIR: Complying with instructions of March 27, in relation to establishing a light-house on Black Rock, Connecticut, I have the honor to report as follows:

Having carefully examined the locality referred to, I fully agree with the views of the light-house inspector of this district, and the petitioners, as to the necessity of having a light to guide clear of the shoal extending from Fairfield, about two miles distant.

This dangerous shoal is now marked by a day beacon and two buoys, sufficient guides for vessels passing by during daytime. At night the mariner is left without any mark to warn him of the danger; hence the many disasters which occur at this shoal.

I enclose herewith the coast survey chart of the harbors of Black Rock and Bridgeport, showing the locality referred to. The extreme end of the shoal is marked by three points, which are known as the Cows, Huncher Rock, and Penfield Reef. On Huncher Rock is the Black Rock beacon.

A line drawn through the light-houses at Norwalk island and Stratford Point is marked on the enclosed chart in pencil.

It is respectfully recommended to put the proposed light-house on Penfield Reef, in about four feet water at low water, on rocky bottom, and to construct the same on a circular pier of 60 feet in diameter; the pier to be built of large blocks of granite, well tied together. The tower connected with the keeper's dwelling is recommended to be built on the plan approved by the board for the Hudson river stations. It is further recommended to furnish this station with a powerful fog signal. The estimated cost for the whole structure, including the fog signal, is $55,000.

Very respectfully, your obedient servant,

JOSEPH LEDERLE,
Acting Light-house Engineer.

Admiral W. B. SHUBRICK,
Chairman Light-house Board, Washington, D. C.

BRIDGEPORT, CONNECTICUT, *March* 26, 1867.

GENTLEMEN: Having for years past seen the necessity of some more reliable beacon to guide the mariner during the many dark and stormy nights he is compelled to pass that most dangerous locality off the harbor of Black Rock, known as the Cows, (which, in my opinion, presents more real danger than any other point between Sand's Point and New London,) I would most earnestly request that your honorable body will give this subject the important attention the subject demands, and grant the prayer of the petitioners for a light-ship. During the past winter some four vessels I have known to have brought up on these rocks. Among them was a steamer with passengers. Owing fortunately to moderate weather, and timely arrival of a steam-tug from this harbor, three of said vessels were extricated, and one proved a total loss. Some three years since the steamer Rip Van Winkle, from Bridgeport, with a valuable freight and large number of passengers, barely escaped total destruction on said rocks, and no doubt there are many other instances of escapes made which have never been reported. If necessary the testimony of hundreds could be affixed to the accompanying petition. Hoping, gentlemen, you will give this subject a more thorough investigation, and that you will grant the prayers of the petitioners,

I remain, respectfully, &c.,

B. S. LUPTON.

The Hon. BOARD OF LIGHT-HOUSE COMMISSIONERS.

ROOM COMMITTEE ON COMMERCE, HOUSE REPRESENTATIVES,
March 12, 1868.

SIR: I herewith transmit papers in relation to "light-house off Black Rock," with the request of the committee for the opinion of your board.

By instruction of the committee.

Very respectfully, your obedient servant,

LEVI P. LUCKEY,
Clerk Commerce Committee, H. R.

Admiral SHUBRICK,
Light-house Board.

BRIDGEPORT, CONNECTICUT, *June* 27, 1867.

GENTLEMEN: I would most respectfully call your attention to the necessity of something different from what is now placed upon it to mark the position of that dangerous reef putting off over two miles from the land, in the direct track of vessels navigating Long Island sound, and called the Cows.

I have been master of a vessel for 40 years, and speak facts when I say that a light-ship and fog-bell would be of incalculable value to all who navigate these waters. The present beacon does well for a day-mark in clear weather, but in thick weather, or at night, nothing is left to mark this dangerous place. Vessels are stranded here every year, and our increasing commerce calls attention to something so important for its protection.

I am, gentlemen, very respectfully, your obedient servant,

BENJAMIN PENFIELD.

The BOARD OF COMMISSIONERS OF LIGHT-HOUSES,
Washington, D. C.

UNITED STATES STEAM REVENUE CUTTER BROUX,
Bridgeport, April 17, 1867.

GENTLEMEN: I would respectfully call your attention to the necessity of having a light and fog-bell on the Cows (off Black Rock.) I consider it to be the most dangerous locality, during fogs and snow-storms, upon Long Island sound.

During the last two years the cutter under my command has, by order of the honorable Secretary of Treasury, been cruising upon the sound, and I have frequently experienced the necessity of having something upon the Cows, to determine its position at times when the beacon at present upon it could not be seen.

I am, gentlemen, very respectfully, your obedient servant,

D. C. CONSTABLE, *Captain.*

The Hon. BOARD OF COMMISSIONERS OF LIGHT-HOUSES,
Washington, D. C.

CUSTOM HOUSE, DISTRICT OF FAIRFIELD,
Bridgeport, May 30, 1867.

This is to certify that I have been employed in the navigation of Long Island sound, as master of a sailing vessel, from 1812 to 1824—12 years, and from 1824 to 1864, inclusive—40 years; and am well acquainted with the dangers and obstructions, especially between New Haven and New York, and do not hesitate to say that the bar and reef extending off from Fairfield beach, south of the

entrance into Black Rock harbor, at the outer end of said bar, is the rocks and reefs called the Cows, and is one of the most dangerous, and on which more disasters occur and losses are met with than on any other or all the others from the Race, east end of Long Island sound, to Sand's Point, at the west end of said sound. There is a low light on the point of Fayerweather's island, at the entrance of the harbor of Black Rock, as a guide for vessels making for said harbor in dark and stormy nights, and in which harbor hundreds and hundreds of vessels during the year find an anchorage, and in a good harbor. But the outer point of the reef, called the Cows, lies about 1½ miles off, about south, into the sound, and which is a very dangerous reef, and on which scarcely a week passes over but some one of the numerous coasters navigating the sound runs on and is damaged, and great losses occur, and on which a light-house should be built or a light-ship stationed; and if I was consulted in the matter, I would recommend a light-house on iron piles, similar to the light in the Chesapeake bay before you reach Baltimore, on account of the liability of injury by ice in winter time. The point of the Cows where this reef lies is in a line nearly parallel with Stratford Point light and Norwalk, and as you pass Black Rock light in the night, appears far off. But the land near the water being so low, and the light on Fayerweather's island very low, is very deceptive, and I hope, for the sake of rendering the navigation of Long Island sound and protection to commerce more safe, that a light be located on the outer point of said reef. During the last winter two steamers were there on the rocks, and if the weather had not proved favorable would have gone to pieces.

In regard to my name and experience in this matter I shall be most happy to refer you to the Hon. Mr. Perry, United States Senate, and also Mr. Barnum, of House of Representatives, from Connecticut.

JOHN BROOKS,
Collector of Customs, Bridgeport, District of Fairfield.

To the honorable Board of Light-house Commissioners:

GENTLEMEN: The undersigned, masters, owners, &c., of vessels navigating the waters of Long Island sound, would most earnestly direct your attention to the danger of the rocks known as the Cows, off Black Rock harbor, and would respectfully urge upon your honorable body the necessity of placing a light-ship at that locality. During the past winter some four vessels have run upon said ledge, among them the steamer Loyalist. One of said vessels proved a total wreck, and the rescue of the others from destruction was mainly due to moderate weather and the opportune arrival of a steam-tug. During foul weather or snow the light at Black Rock is not visible from the reef. For the sake of humanity, we hope your honorable body will see the justice of our request, and cause a light-ship, or some suitable beacon, to be placed at the aforesaid rocks, for the protection of life and property; for which your petitioners will ever pray.

BRIDGEPORT, CONN., *March* 26, 1867.

John G. Bowns, master steamer Continental.
Peter Albrecht, pilot steamer Continental.
Daniel A. Mills, master steamer City of Hartford.
Charles F. Buell, pilot steamer City of Hartford.
George Parmelee, pilot City of Hartford.
Charles G. Baker, master steamer Neptune.
D. P. Morgan, master steamship Mary Sanford.
D. A. Stannard, master steamer Granite State.
Nathaniel Stevens, pilot steamer Granite State.

E. A. Dibbell, pilot steamer Granite State.
A. W. Snow, master steamer New Haven.
Richard Lane, pilot steamer New Haven.
H. Sherwood, master steamship Dirigo.
William H. Bradley, pilot steamship Dirigo.
Charles D. Coffin, master steamer Eutaw.
Charles Lockwood, Hell Gate pilot.
Gershom B. Allen, coast pilot.
Abraham Faulklin, coast pilot.
B. K. Babbidge, ship-master.
William W. Davis, pilot Euluie.
D. B. Sturges, master steamer City of Norwich.
H. L. Tracey, pilot City of Norwich.
J. O. Reynolds, second pilot City of Norwich.
D. G. Keeney, pilot Old Colony.
Jacob B. Lewis, pilot steamer Galatea.
Edward A. Osgood, second pilot steamer Galatea.
Baylies Davis, captain steamer United States.
John Hammond, pilot steamer United States.
N. T. Wilber, master steamer Northampton.
Henry Bennett, master steamer Monitor.
Henry Sherwood, coast pilot.
Daniel Henderson, mate steamer Franconia.
James Sherman, captain St. Santee.
Cleve. Gear, pilot St. Santee.
William W. Sherwood, steamer Franconia.
A. Torrey, pilot steamer Oceanus.
Arthur Mellon, pilot steamer Bridgeport.
John Brooks, collector customs, and 52 years master of steamers and sailing vessels.
John McNut, steamer J. B. Schuyler.
John H. Tuttle, pilot.
Charles Weeks, captain steamer Bridgeport.
Richard L. Ball.
Richard P. Ball.
Uriah B. Fisk.
D. B. Hawley, schooner G. W. Ray.
A. McNeil, propeller S. F. Washburn.
N. B. Lent, Croton, N. Y.
A. A. McNeil, pilot.
T. Phillips, schooner J. Lorillard.
J. K. Kaen, schooner Escort.
M. W. Allen, schooner Diadem.
Richard Etsell, schooner Flying Fish.
John B. Hays, schooner Josephine.
George Bellows, schooner Cynthia Jane.
George Newton, schooner Ida A. Jayne.
James Homan, schooner Gust, N. J.
Henry Jarvis, schooner Henry Lyman, L. I.
Daniel O. Conner, schooner Henry Burden.
Stephen T. Allen, sloop Ella Jane.
Charles Allen, schooner Josephine.
Charles H. Allen, sloop Emily.
Jarratt Muford, vessel and steamboat owner.
Captain Wm. Gladwin, sloop Vianna.
Captain Charles W. Hill, brig Henry Gilbert.

Thomas Ransom, vessel owner.
Ira Gregory & Son, vessel owners.
H. W. Benedict & Co., vessel owners.
George A. Chapman.
L. W. & P. Armstrong, vessel owners.
Hotchkiss Bros & Co., vessel owners.
T. Towner & Co., vessel owners.
Hotchkiss & Co., vessel owners.
H. Trowbridge's Sons, vessel owners.
David T. Hotchkiss, vessel owner.
Isaac T. Hotchkiss's Sons, vessel owners.
James C. Woodward, vessel owner.
Jesse Ludington, vessel owner.
Captain H. V. Eldridge.
Jos. Lemington, vessel owner.
Alfred Thomas, vessel owner.
Lafayette J. Coates, vessel owner.
Willis Barnes, vessel owner.
J. D. Auger, vessel owner.
Willet Hemingway, vessel owner.
George Hulty, vessel owner.
Lyman Woodwore, vessel owner.