

The Goddard Papers: The History of a Nineteenth-Century Shipbuilder and Merchant

Frances Brennan

On 30 December 1833, a young man, who had apprenticed at his father's side, affixed his signature to a Partnership Agreement by which the firm of William Goddard and Son was founded. With an investment of only five thousand dollars, William Warren Goddard stepped into the world of shipbuilding and mercantile trade in the Port of Boston. The elder Goddard brought to the partnership three extremely seaworthy vessels; namely, the ship *AMERICA*, the ship *MOUNT VERNON*, and the Brig *CONGRESS*. It was also part of the Agreement that he would supply additional cash, as required, and thereafter devote such time and attention to this new endeavor as he would find convenient. William W. Goddard agreed to apply his whole time and ability to the business of the firm.¹ By this mutual agreement the career of one was diminishing, while that of the other had just begun. Within two years his father was dead, and William W. Goddard, who was then twenty-three years of age, became the sole owner of the firm.

The success of most men in the maritime industry, in the years when sail dominated the seas, was either as builder, captain, or merchant. William W. Goddard had the brilliance of the builder, and the astuteness of the merchant, and went on to excel in both. His fame as a builder is best evidenced by recounting the essence of an article published on 15 April 1868 in *The Boston Traveller*, in which two of his ships, *HARRIOT ERVING* and *CRUSADER*, were included as the remarkable ships of the Port of Boston:

*Designed and built by W.W.Goddard . . . all the work upon them was performed under his personal inspection. They were intended to be able to carry the heaviest cargoes, and built for the express purpose of bringing copper and copper ores from the coast of Chili. After eighteen to twenty years' service these ships have been opened inside and outside, so that the timbers were exposed for the purpose of examination and classification by the marine inspectors of our principal seaports, all of whom agree in declaring them the best vessels they ever examined: no defect was found, all the iron was better than much that is new, and neither vessel shows the slightest strain in any direction. Indeed, they have each of them more copper fastenings than any six ships of the same size built here within the past ten years, besides which they are fastened with long locust toenails, driven 'through and through' and wedged at both ends. These vessels are a great credit not only to their owner, but to the port of Boston, where they were built, and voiding accident, will be good ships thirty years hence. Indeed, Mr. Goddard has always said that he built his ships to last fifty years, and we are credibly informed they have never yet damaged cargo, though carrying many in the highest degree susceptible to damage . . .*²

Carrying on in the tradition of his father, and with confidence in his well-built ships, Goddard soon established his own shipping routes. The ships of his father's time had plied the transatlantic waters almost nonstop. Instructions to his captains were always waiting at the next port-of-call, since the elder William Goddard would have none of his ships return to Boston until

all possible trading had been accomplished. By the time his ships left Havana for Gibraltar the cargoes would comprise not only cotton from the States, but also the rich products of the tropics, such as sugar and coffee. From Gibraltar the port of call might include some Spanish ports, but more likely the French ports of Havre and Marseilles. To sail into a Spanish port was an invitation to be subjected to quarantines and commissions that only a higher rate of freight would justify. If fear of ice in the Baltic Sea was not an imminent threat, the ships would trade at Bremen, Amsterdam, and St. Petersburg. Products such as isinglass, hempseed, and flems³ were part of the cargo if trading had been done in those ports. A stop made in Liverpool would oftentimes precede a surreptitious trip to Newcastle-upon-Tyne⁴, and would be reflected in the cargo of coal on board for the homeward voyage.

(112) (a) N^o. _____

CUSTOM-HOUSE, *Swansea*

38089 *26* day of *Oct* 186*6*

These are to certify that Mr *Norton*
 the *Captain* Official Number _____
 of *3018* Tons Register of *America* from *Spain*
 to *Calparaiso* (b) by _____
 hath paid the sum of *Five* Pounds *thirteen* Shillings
one Pence, for Light &c. Duties for the said Voyage, as under stated.

Signature *Wm G. Smith* Collector.

	Rate.	Amount.
General Coast Lights.....	per Ton ... <i>4 3/4</i>	
	per Vessel.	
Local Lights.....	per Ton ...	
	per Vessel.	
By Order in Council, Dated 26th July, 1866, Abatement 55 per Ct.		<i>12 1 3</i>
Net Amount.....		<i>0 18</i>
		<i>573 1</i>

(c) Duties last paid at _____ on the _____ day of _____ 186*6*

(a) See Rule 7, to be observed in the Collection of Light House Tolls by the Collectors in England.
 (b) When two or more entries are open to a Vessel, it is requested that the one toll be specified.
 (c) It is particularly requested that this information be inserted.

Figure 1: Custom House Paper No. 38089 Dated 1 December 1866 at Swansea, England Coll. 238. G.W. Blunt White Library. Mystic Seaport.

The ships of the Goddard firm now, in addition to some European commerce, found prosperity in east and west coast ports of the North and South American hemisphere. It was the successful buying and selling of choice commodities that made William W. Goddard respected and extensively well known in business; while personally establishing him as a millionaire. The goods carried by his ships, other than the highly profitable copper and copper ore, were determined by their marketability at any given season, taking into

consideration price when bought and price when delivery would be made. His ships, like so many others in the days of sail, could languish at their port destination if the market had changed drastically in the course of their voyage. He was seldom entrapped in such a situation, which was a further reflection of his skill.

For the most part Goddard gave over the logistics of the sailings to his masters, or captains; but his letters to them concerning the loading of cargo, and the schedules he expected them to keep were most explicit. In 1848 when the new ship, *HARRIOT ERVING* – named after his wife, Harriot Miller Erving – was ready to sail, her first master, Captain J.H. Millett, received the following instructions:

“As the between decks of this ship are higher than most vessels of much the same depth, it will be necessary to have more than an ordinary proportion of weight above the lower deck to prevent the ship’s being laborious. When necessary to set up the rigging, I would have your personal attention given to it that it be not strained too taut, for the Russia Rigging unlike any other will stretch but very little.”⁵

Goddard continued to give each succeeding captain special instructions for the proper handling of what he considered a very costly and beautiful vessel. *“Do not allow a dent or chafe to occur that can be avoided and unless she should be near a sinking condition do not have a caulking iron applied to her except on the hatches. In no event go through the Straits of Magellan.”⁶* The latter warning was also given to captains of the *CRUSADER*. On the first voyage of each of these ships he sent bunting to make a burgee that had a blue background with red border and white letters, wishing them to be similar.

He also made it very clear that in the absence of any personal contact with him, his captains were to consider the decisions of George J. Foster, his agent in Valparaiso, Chile, or in Foster’s absence, the House of Messrs. Alsop & Co., to be his decisions. The relationship between Goddard and Foster during this time was a very successful one. Goddard for his part thought very highly of Foster; perhaps because Foster seldom erred in carrying out any orders that came from Goddard. His high respect for this agent was the closest Goddard ever came to giving anyone, outside his family circle, direct authority when handling his business.

The same personal inspection that Goddard gave to the building of his ships reflected in the buying and selling of commodities delivered by these ships. Although positioned in Boston, his letters were written without fear of the possibility of being lost or even becalmed at sea. As an added insurance he would send copies of his letters via the Isthmus, while the originals followed the Cape Horn route. Records show that at times triplicate copies were sent. In one instance he planned to use the clipper *SEA WITCH* – a ship of 908 tons, known to be the fastest ship of her time – but was hesitant since her owners had not decided whether to send her to the coast (of South America) or back to China.⁷

The copper that his most valued customer, Messrs. Phelps, Dodge & Co., bought from him was as much under his watchful eye, both for quality and price, as Panama straw hats, or if the season warranted it, wool felt hats. Among the goods shipped regularly in his vessels were: Russia cordage, linen Florette paper, Florida water, and Spanish brandy. Brandy was shipped in state prison barrels with two iron hoops. He was very particular about shipping containers as they reflected on the cost of successful shipping.

Other goods carried by his ships were Milan steel, Merino wool, Osnaburg, denims, wood, skins and guano. Always alert to the needs of the market, he found the latter to be an especially good product for California in the days of its early settlement. Since it was a product that could do considerable damage to a ship, Goddard advised Captain John A Russell of the bark *ROCKET*: *“It will be exceedingly important to prevent the Guano from getting into the frame of the Bark, which would be most likely to occur at the extreme ends, the deck frames and air holes, therefore it will be well for you to reserve any damaged Gunny Bags you may have for*

that purpose unless you can purchase some old stuff or oakum that would come cheaper. Please give this your personal attention so as to be sure that every crevice is perfectly closed.”⁸

As early as 1847 Goddard was aware of the immensely profitable trade to be made in California, and by 1850 when California was admitted as the thirty-first state, San Francisco had become a regular destination for his ships. Although it was new territory, he knew his business so well as to warn his agent to “never send a dull product to an expensive place like California, simply because it is a drug on your market. It had better be returned to Boston.”⁹

Prior to the California trade, payment for goods delivered had been made in gold dust or prime bills. On 4 January 1853 in his letter to Captain James Miller, he cautioned: “I have only to say that your remittances whether to Valparaiso or Boston had probably better be made in Bills, for I learn that it is customary with all the Houses in San Francisco to charge one percent for the purchase of gold dust whereas consignees get nothing for buying of Bills. Do not ever have anything to do with a bill that is not entirely beyond doubt.”¹⁰

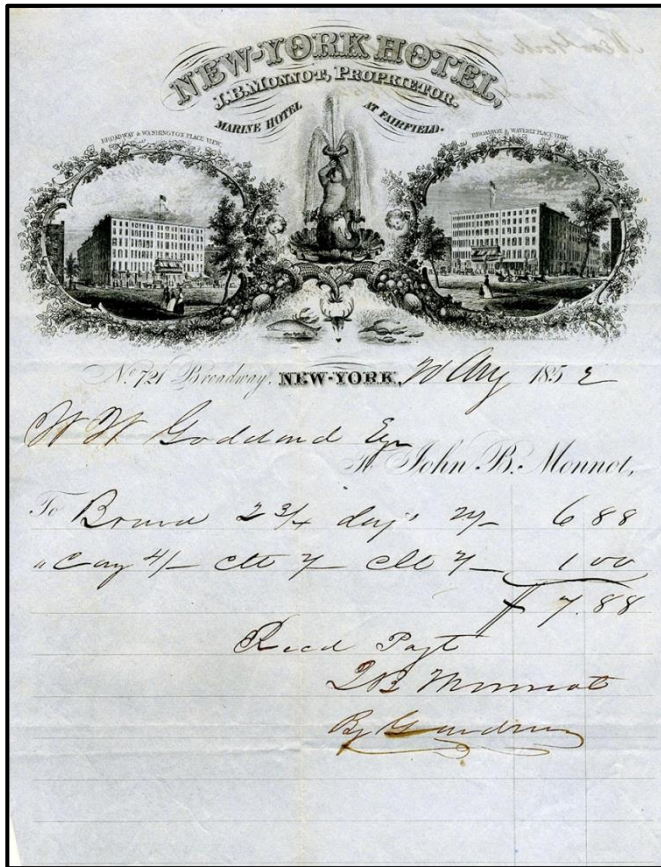


Figure 2: New York Hotel Bill Dated 20 August 1852
Col1. 238. G.W. Blunt White Library. Mystic Seaport.

The California trade was an expansive yet logical move for the Goddard fleet, but it did not detract from continued activity in the copper market. According to a letter to Messrs. Phelps, Dodge under date of 16 April 1847, Goddard had imported 1,000,000 lbs. of copper and stated that he could vouch for the quality being equal to any he ever saw. On 7 May in a letter to Foster listing cargo sailing aboard the ship *CHARLOTTE*, he advised him to secure “usual proportion of copper and it must be as good as the three last cargos. Indeed copper will be our best remittance unless you can buy Hides & Wool at a low figure & that you will be able to do so I count greatly upon . . . besides I shall be the only bidder here which will be a great advantage.”¹¹

The copper and copper ore purchased by Goddard was not sold exclusively to Messrs. Phelps, Dodge & Co., although their business surpassed others such as Messrs. Crocker Bros. & Co., Humphreyville Copper Works, Messrs. Hendricks Brothers, and Taunton Copper Works. In addition, Goddard

invested in Taunton and Humphreyville and became proprietor of the New Haven Copper Works. He also encouraged his son-in-law, Henry E. Sprague, to invest and buy into copper

firms. It was Henry who maintained an office on Goddard's behalf at 35 Front Street, New York City. This was a very auspicious address in the days of sail. It was located in close proximity not only to the South Street docks, but to the offices of major companies, such as the one that Anson Phelps and William Dodge had established.¹²

During the year 1849 Foster came to Boston and, while he was absent from Valparaiso, Goddard directed his correspondence to Messrs. Alsop & Co., as in his letter of 12 May:

I have the CRUSADER now ready for sea bound to Valparaiso & your address in case Mr. Foster who will leave here on the 19th Inst. for your place via the Isthmus should not arrive out in season. This cargo has been got up with great care & I expect a good result, it comprises some few articles to which I would call your particular attention especially the Prints which were selected under the supervision of Mr. Foster, they are entirely of American Manufacture & will show you the high state of perfection to which the art has arrived in this country, the great obstacle to sending them heretofore has been the high price, these are said to cost lower than they could be procured in England & possess the great advantage of being American cloth so that I count on a large profit, should it prove otherwise the shipment cannot in all probability be repeated as these prices are ruinous to the manufacturers & such goods were never known so low before, 12 mos. since they would have cost 75% more . . . ¹³

By 1850 George Foster was again in Valparaiso, and on 27 February foreseeing an upswing in the copper market, Goddard sent instructions which would secure him sufficient amounts of copper before the price became prohibitive.

“Copper has recently advanced in England to £82 per ton for Chili Pig . . . This you see is a very important advance so much that you would probably be perplexed to secure yours at previous rate but for the advantage of Alsop & Co. contracts. Should you still be able to contract for copper at cheap price I would not now hesitate a moment but secure a year's supply at least regardless of what action may be had by Congress on our Tariff.

The CRUSADER and ERVING will be so near together that I shall probably send one other vessel in July.

*Your Sincere Friend,
Wm. W. G.* ¹⁴

While copper was Goddard's mainstay product, when he was apprised of the fact that the women of Peru were adopting European fashions, he was not above shipping bonnets. The bonnets actually cost the maker four dollars per dozen, and early sales soon brought a return of eleven dollars per dozen. More substantial items, such as the handsome chairs of Messrs. Heywood and Comes with their wide seats and painted fruit patterns on gold bronze backgrounds, were shipped in lots of one hundred or more.

The ships of the Goddard fleet also carried passengers, although his correspondence in this regard is limited to two examples:

On 26 February 1850 he informed Captain Miller:

“I wish you as Master of my ship the CRUSADER to proceed direct to Valparaiso . . . I wish to call your particular attention to the comfort of the two Messrs. Haviland who go out with you as passengers, they are sons of one of the richest and most respected men in Chile & being young much allowance must be made for them . . .”¹⁵

On 4 February 1853, following an inquiry from Captain Francis C. Coffin of Nantucket, Goddard advised:

“In answer to your application for a passage of two persons to Valparaiso per HARRIOT ERVING, I would state that my terms are \$200 each and for any freight I might take on board the rate would be one cent per pound in weight or twenty dollars per ton of 40 cubic foot measurement . . .”

On 16 February he sent this note of clarification:

“It was my intention to have named the sum of four hundred dollars in my letter of the 4th inst. as the most price for a passage from Valparaiso in my ship HARRIOT ERVING for the lady and her daughter, as I should have been entirely averse to granting passage to the mother alone short of two hundred fifty dollars. At this season of the year it is extremely difficult to name the precise day of sail for the ship, but she will probably be ready for sea in a week.”¹⁶

Despite the precautionary measures set up by Goddard for the smooth operation of his business, the year 1850 brought him a major crisis with not only Messrs. Phelps, Dodge, but also Revere, Taunton, and Humphreyville companies, when poor quality copper was shipped from Valparaiso. Goddard deemed it a fraudulent shipment “that bore every appearance of being a good article . . . Everyone in the trade was deceived in some manner, and indeed a large quantity of it went to England.” Phelps, Dodge returned at least 3,000 pounds out of 400,000 pound shipment, and Taunton completely rejected their shipment, which was of lesser quantity. This happened at a time when copper was selling at 17-17¼ cents per pound. This incident proved to be distressful for the next few years, as his buyers continued to refer to that shipment. Not wanting to lose their confidence, and believing the entire affair has been “an outrageous, intentional fraud which should subject the smelters and vendors to imprisonment and heavy damages . . .”, he thereafter had his copper refined by three different concerns.¹⁷ This was a suggestion that had been made many times previous by his agent, George Foster.

By 1853 the market had changed and from his counting house at 17 Union Wharf in Boston, Goddard was again in command; as evidenced by his letter of 19 February to Shirley Erving:

“Pig copper is very scarce here and within a week Chili Pig has advanced to 30 cents per pound . . . this in consequence of recent advices from England . . . the diminished Stocks in England are not merely owing to increase of consumption but mainly to the fact that the Australia mines from which large quantities have heretofore been received are now yielding next to nothing and also to the scarcity of miners in England many of whom have left for that region in search of gold. My own opinion is that copper is going higher indeed. I would not sell from the CRUSADER . . . under 35 cents a pound. Being fully impressed with the correctness of these views . . . I have instructed Messrs. Alsop & Co of Lima to negotiate the release of ROCKET’s Guano charter and to dispatch her at once for Valparaiso even at the full cost of penalty . . . You will please load and dispatch for

Boston soon as possible the ROCKET with all the copper you can procure together with what wool can be secured at any decent price . . . some Lima wood will be required for dunnage . . . I advise you to secure at once and permanently what copper may be required for the ERVING and CRUSADER whatever may be the cost. I intend that the ERVING's cargo shall reach about \$150,000 and the CRUSADER will go very far beyond that amount as I have already contracted for some 2,300 packages cotton goods. .
„18

He also instructed Alsop & Co. at their Lima location that if the bark ROCKET was out of reach they were to buy off the charter of the ship *DAUNTLESS* at the full cost of the \$5,000 penalty; this being \$1,000 more than the penalty for the release of changing cargoes as copper was at its highest value in six years.

By necessity Goddard had an ongoing vigilance for his competitors; the stiffest of whom was Augustus Hemenway. There were many facets of Hemenway's operation that caused Goddard concern. Hemenway's fleet, with the exception of his ships *INDEPENDENCE* (864 tons) and *MAGELLAN II* (1,073 tons), were for the most part smaller and did not stop at the same number of ports. Consequently their voyages were of shorter length. If a product did not enjoy wide distribution, Goddard would avoid sending it to Valparaiso as Hemenway might have already supplied the market. Goddard was not a church-going man but his moral convictions were very strong and he did not hesitate to condemn Hemenway's habit of attaching a T.M. label to goods that were not "trademark". "That he should be allowed to sell the goods for what they are not is unjust."¹⁹

The competition between the two men extended also to the securing of able and trustworthy captains; especially when a new ship was launched. An incident occurred at the time of the launching of the *HARRIOT ERVING*, which proved to benefit Hemenway.

Although Goddard was a stern taskmaster in all facets of his business, he did have many faithful captains who sailed his ships for the greater part of their careers. The customary terms of employment included the payment of interest on the captain's chronometer, with Goddard holding himself answerable as the insurer under a policy issued by Boston insurance offices. He would not, however, underwrite the expense of rating the chronometer. Captains also had the privilege of taking freight on board ship of certain tonnage – sometimes three tons, in other instances five tons – consisting of unobjectionable goods for their own account. Wages were set by the month or by the annum, usually payable after each year's service. Upon becoming master of the ship, *DAUNTLESS*, James Miller was given a contract which stated: "You are to continue in my employ at the above rate of compensation (\$125 per month) until you shall conclude to permanently retire from sea service . . ."²⁰

One other person would certainly have been favored to stay in Goddard's employ until retirement; namely, George J. Foster. Despite the high esteem each had for the other, events came unto play which caused a divisive rift between them.

From the beginning of his employment on 3 October 1843, there was an agreement, carrying a term of five years, whereby Foster was to receive 1/10th of the firm's net South American trade profits. At that time the vessels designed for the trade were the ships *ROBIN HOOD* (981 tons) and *GENTOO* (779 tons), the bark *ROSCIUS*, and the ship *VALDIVIA*. By 15 January 1849, \$30,000 was owed to Foster who, on his return to the United States in that year, chose to leave the whole of his share, except \$2,000 in the hands of Goddard. In May 1849 Foster again proceeded to Valparaiso on the west coast of South America to devote all his time in those parts, as well as in Mexico and California, to the management of William W. Goddard's business. For the tour of duty Foster was entitled to 1/4th part of the net profits of the business in that trade. He again agreed to the same arrangement, whereby he would leave such emolument with William W Goddard, bearing interest, less \$2,000. The money was not to be extracted until Foster withdrew from the present arrangement. Goddard reserved the right to annul the agreement whenever he might choose. Foster was given authority to displace any and all masters of vessels that may be sent out by Goddard and replace them with others should he find it expedient. The vessels designated for the trade now included the ships *HARRIOT* *ERVING* (second and third voyage) and *CRUSADER* (second voyage). The new agreement did not carry any term of years and Foster was at liberty to withdraw at any time.²¹

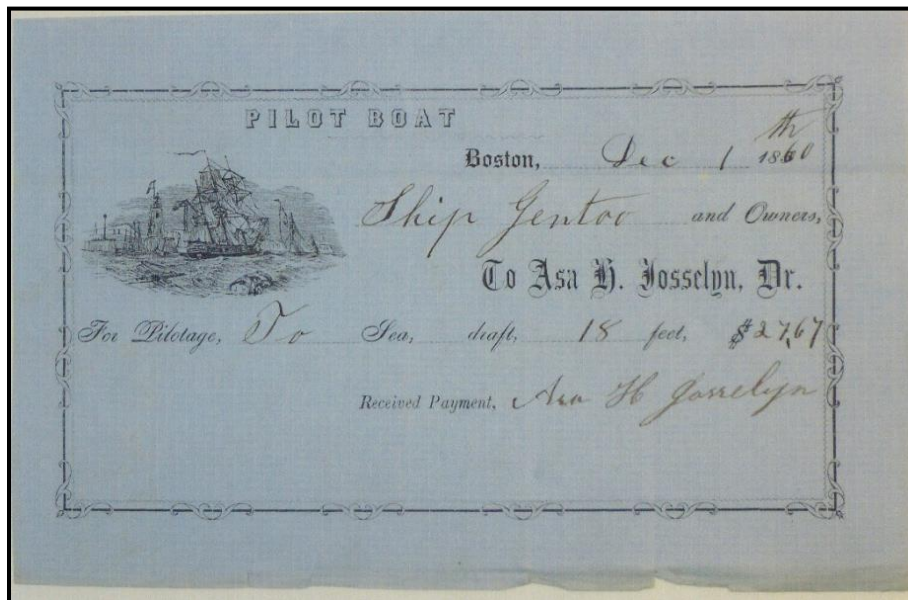


Figure 3: Pilot Boat Certificate Dated December 1860 at Boston. Coll. 238. G.W. Blunt White Library. Mystic Seaport.

George Foster began to have second thoughts about the terms of the agreement, since the rate of interest was six percent and that was less than other agents were receiving. Goddard made it quite clear that he considered the offer liberal and could not increase it, emphasizing that he would not have made such an offer to anyone else. From that point on the confidence and respect that had been in place for so many years began to erode. Foster decided to join the house of Alsop & Co., and wrote to Goddard requesting an accounting and proceeds of his trade profit shares.

At the same time that Goddard received this news he was dealing with disturbing information with regard to the *HARRIOT ERVING*. Captain Hasdell, who was then master of the ship, had completely gone against Goddard's order and had her caulked at Valparaiso.

This infuriated Goddard for several reasons. The ship was only two years old and he did not believe the job needed to be done. He also expected there would be poor workmanship and it would have to be redone on her return to the states, which would double the costs involved. At the New York insurance offices where both the *ERVING* and *CRUSADER* were considered to be superior ships, there would now be “much talk”. He accused Foster of never sending him a ship that could be called deeply laden and believed that a few extra hands were all that was necessary to get the ship back to Boston.

“I do not make the statement because I want the ERVING and CRUSADER loaded to 22 feet, you know that I prefer to have our vessels in trim to make good passage, but that you should not be influenced by what ship masters . . . may say, for there is not one in a hundred who knows anything about a vessel.” To this highly opinionated letter of 13 April 1850, William W Goddard then added two final remarks: *“I am very glad to learn your decision to join the House, it being what I would have advised for your own interest. Your wishes will be complied with as speedily as possible.”*²² George Foster received two payments totaling Twenty-five thousand Dollars from Goddard by the end of the year 1850, and joined the house of Alsop & Co. on 1 January 1851. On 25 January, Foster confided to Goddard: *“I have wished a thousand times that I was back with you.”*²³

That would never happen again, as Goddard had engaged his brother-in-law, Shirley Erving, to be his agent in Foster’s place. Foster continued to serve Goddard until Shirley Erving arrived; even though it was against the rules of the house of Alsop & Co. for him to be so involved. He did so in his own personal time and took no payment. Since Shirley Erving did not arrive in Valparaiso until 1 November; and as Goddard was not forthcoming with a further accounting of funds due, relations deteriorated to an even greater degree.

Correspondence continued between these two men and by early fall, 1856, it was obvious Foster considered taking legal action. Goddard’s response on 3 November, though speaking to their friendship, carried a cold warning: “Coercive measures, I feel quite sure, would not hasten this event (completion of accounts) or tend to strengthen the friendly interest I have ever entertained for you.”²⁴ On 8 May 1857 George J. Foster brought suit against William W. Goddard in the Circuit Court of the United States, Massachusetts District.

The second matter which played a prominent part in that legal action concerned the ship *VALDIVIA*. It was a new vessel contracted by Goddard in 1846 during the term of the first agreement between the two men. The *VALDIVIA* never sailed under Goddard’s ownership, as she was sold to the United States Government for approximately \$10,000 above cost and renamed *SUPPLY*. It was Foster’s contention that he was owed money for the trade carried on by that ship. Goddard claimed that from the time she was launched until the time she was sold, she and her cargo were in constant preparation for the business, and therefore no trade had ensued.

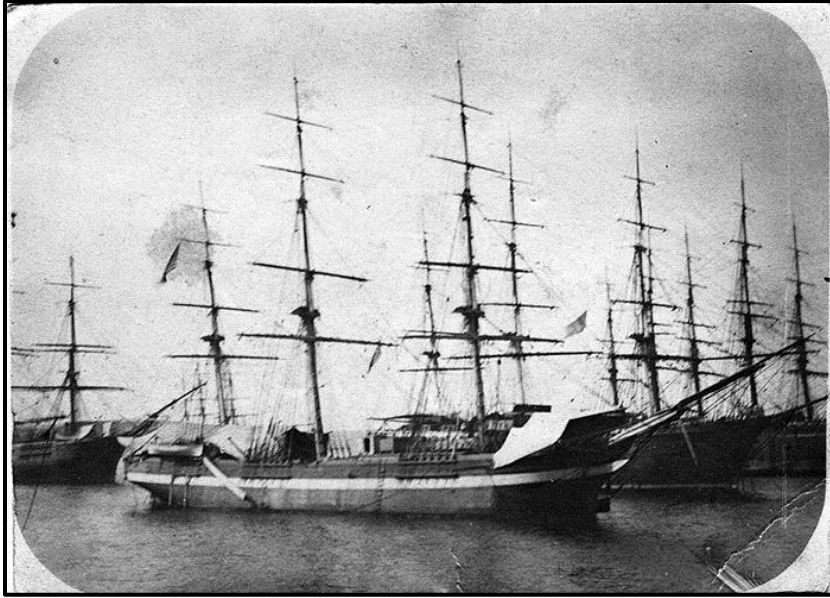


Figure 4: Photograph of the Ship *GENTOO* at Chincha Island Taken April 1866
Col1. 238. G.W. Blunt White Library. Mystic Seaport.

The matter of the account proceeds owed to Foster was a more difficult issue to clarify, as Foster had not, according to Goddard, provided a detailed record of trade from which to determine the balance of his profit shares. The suit settled in Goddard's favor, leaving a disgruntled Foster in debt with legal bills.

This seemed to portend the turn of events to come. By the late eighteen-sixties the prosperous days of William W. Goddard, like the era of the clipper ships, had begun to fade. Declining in health and foreseeing an end to his career,

he chose to transfer the title of his beloved ship *HARRIOTT ERVING* to his son-in-law, Henry E. Sprague, while the ship was still without encumbrance. Two of his other ships, the *CRUSADER* and the *GENTOO*, were conveyed by Bill of Sale to his relatives, Nathaniel and Benjamin Goddard. This was done in order to secure advances they had previously made to him. *The New York Journal of Commerce* reported on January 4, 1875 that both ships, weighing a total of 656 tons, were sold by N. and B. Goddard for \$18,000.²⁵

Even beyond his death on 4 August 1874, complicated legal actions would further diminish his wealth. Litigation had been instituted by Goddard against the United States Government for the recovery of war risk premiums under the Alabama Claims. Another suit for the recovery of war risk premiums was brought against the estate by the widow of Charles Thompson, Jr., whose partnership with Goddard was short term but occurred during the Civil War years. A third suit was brought by two Bostonians, Oliver Ditson and John W. Draper, who held notes totaling \$100,000 on property at 99 Beacon Street, Goddard's last known residence. The first suit was settled by judgment, and the latter two by compromise; but each subjected Goddard's estate to extensive legal fees before any decisions were handed down.

From the day William W. Goddard signed the partnership agreement with his father, he fulfilled the major requirement of that contract by devoting his whole time and ability to the business of the firm. This resulted in a very comfortable lifestyle for his wife and children. During the peak years of William's career, his family enjoyed the prestige of a home on Marlborough Street in Boston, in addition to a seasonal home at Lake Dunmore, New Hampshire. To escape the New England winters, it was not unusual to find his wife and children vacationing in Rome or Florence. When his son, Edward, married Elizabeth Leeds of England – whom he had met during sojourns on the Riviera – they honeymooned on the Riviera and for the most part lived in Italy with their children for the rest of their lives. His daughter, Harriot,

married well; her husband being Henry E. Sprague, former United States Consul at Gibraltar. Goddard's eldest daughter, Mary, who was the first wife of Henry Sprague, died at Gibraltar, as did her daughter, Mary Josephine, at the age of three.

It was Goddard's son, William – in his youth worrisome to his father due to his extravagance and independence – who became the support and guidance this strong willed man needed. While carrying on the family name and with no extensive business experience, with affection and common sense, he encouraged his father to sell his mill holding before all was lost. Goddard at first considered it an affront for his son to suggest this. Eventually he not only agreed, but gave orders for what would become his last successful business venture. The mill was sold to one of his long time competitors, Hendricks Brothers. They sought to buy the mill in order to diminish competition never knowing that abandonment of the mill had been a consideration.

It was also William who, with John D. Bryant, Esq., Administrator of his father's estate, pursued the Probate Court proceedings to their completion as William W. Goddard left a Will dated 23 July 1874 in which his wife had been named the sole heir. When the estate finally settled in accordance with an Order of Distribution issued by the Suffolk County Probate Court, the records show that Harriot M. Goddard had chosen to share her inheritance. Although she never flaunted the fact while her husband was alive, it now became apparent that her personal income gave her additional security. She survived her husband by twenty-four years.

Sixteen years elapsed before a Fourth and Final Account was filed with the Suffolk County Probate Court and any remaining monies were distributed to Harriot M. Goddard and her living children. Edward had died nine years after his father at the age of thirty-nine. His two children – residents of Florence, Italy – received his share.

During his forty-one years as a shipbuilder and merchant, many of Goddard's ships sailed from the Port of Boston "with the first fair wind."²⁶ That could only occur when the wind was in the west. When the wind was in the east, even the most perfect ship had to be towed out by steam. In a sense, this was analogous to the life of William W. Goddard. Although it was best said by Goddard himself in a letter to his son, William, written several years before his death:

*"I ought to have returned from business some years since. I should have done so but for the hope to benefit my sons by continuing, the reverse has proved to be the case."*²⁷

ATTACHMENT #1

Brennan

Excerpts for Captain Daniel Bradford's Letter to William W. Goddard, written during a troubled Pacific voyage, tells its own story

While this letter had been saved for posterity, it was illegible on many pages. This did not hinder Captain Eaton's concern and details of the voyage from coming through to the reader. Despite the urgency of his writing, one had to wonder just how long it took the letter to reach Goddard.

*Ship Crusader at Sea
March 1870*

*We sailed from Bakers Dec. 4th. Left the buoy while yet the **Kanaka** was swimming ashore. It was my intention if the weather proved tolerably good, and the S.Easterly winds allowed us to **fetch** them, to touch at some one of the islands of the Samoan, or Navigator group. We did **fetch** and pass near one of them, but 'twas late in the afternoon before we came in sight of the village; could not have "worked up" to it before dark, and the weather being threatening I passed on. Passed to the Eastward of the Tonga, or Friendly Isles. The weather so gloom and stormy, the sea so turbulent, that at one time I was afraid we were to have one of the fearful gales which sometimes sweep so furiously and devastatingly over and among these beautiful, fruitful and otherwise favored lands of Polynesia. It was the season when "trades" – the prevailing wind of the year - are interrupted by calms, heavy rains and the Northerly & Westerly storms which the Tongaese call "foolish, the Samoans "knock-down, winds. Prudence said "keep on; we did so, and worked along on our Southern route, tho' very reluctantly leaving the last chance in those regions of getting anything fresh & anti-scorbutic.*

*When I was last this way – Tasmania to London, 1885 – we were 34 days from Cape Horn to Pernambuco, and thought it long. At this present writing – 18th March & 42 days past the Cape – we are off Rio Janeiro and 1000 miles from Pernambuco . . . we shall on arrival have been more than six months afloat – in fact 'tis 6 months this very day since we left Honolulu – and 180 to 190 days are quite enough on one stretch. We are want of bread and coals. Of bread we had a good supply for 8 or 9 months when leaving San F. but despite care in picking over, drying and barreling, the hot weather vermin in shape of wee pismires, weevils and worms **infested** and spoiled much of it. We have not 50 lbs on board, nor yet sufficient flour or water to supply the jacks with "soft tack" entirely. I reserve for **lastly**, the most potent and urgent reason for calling; the want of fruit & vegetables, for scurvy is beginning to show itself, and I would not keep the ocean for the further time usually required from this to Europe – say two months – for a kingdom.*

*We manage to keep things as well up to mark and in as good shape as practicable with a very inefficient crew. You will please recollect I lost officers and all in San Francisco. There must be changes again on arrival at port of discharge, if not at Cork. Have now a sick cook which I shall land at P.buco if the **officials** will allow it.*

March 24th. And we are yet 300 miles from P.buco; shall be more than 50 days from the Horn; some people can have fair winds all the way, and go to London in that time. I begin to believe I am myself the Jonah, & that someone else might have "better luck." I hope I shall not fret myself into sea-scurvy or a skeleton. One seaman is getting bad, & the cook I **must** leave when we reach an anchorage.

Yours truly, Dan'l Bradford¹

ATTACHMENT #2

Brennan

Excerpts from the Captain's Log of William R. Eaton²

The Goddard Collection includes many captains' logs. Some emphasize the captain's religious nature and caring, while others reveal an unbending authority. Depending on the ports of call, the captain might exhibit camaraderie with the crew and accompany them on a city tour; i.e., San Francisco at the time of the gold rush, where entire crews were lost to the search for gold; or a Chinese city where their well-being might be compromised.

The following excerpts from the Log of William R. Eaton, Captain of the Ship *INO*, detail a more common hazard - the voyage itself.³

Monday, July 9th, 1860 Cast off from Union Wharf. . . Mr. Goddard with his two sons & his friends are with us to take the trip down the harbor . . . discharge the Pilot with Mr. Goddard and all his friends. They gave three hearty cheers which we returned. There came up a squall at that time from NW with rain and much wind. I saw no more of the Pilot boat or the many friends that left us – Goodbye friends and those I hold so dear to me. If it is God's will I am in hopes to see you all in six months time. This day will end in six hours to make civil time with sea account.

Such was not the destiny of the *INO*, as evidenced by the following entries:

81 Days Out

Monday, October 1, 1860 . . . the ship laboring heavily & her leak is increasing to 3 inches per hour. The ships drift these 24 hours is about 48 miles to leeward. The "Crusader" never served me so for she would hold on to all you made to windward I never saw anything slide off so fast as she does here I am now in 70 west three days ago I was in 75 west hard times these to get along with the ship making more water.

84 Days Out

¹ Coll. 238, Correspondence 1870, Box 1, Folder 20

² Ibid., Box 2/34

³ The *INO* did some excellent sailing at times but made few very fast completed passages. The *INO* was well modeled and sparred (although too large) for an illegitimate trading armed merchantman (such as an opium runner) or for a privateer, and during the Civil War she was a United States cruiser and made a fine record as a fast handy war vessel mounting eight 32 pounders. William Armstrong Fairburn, *Merchant Sail*, (Center Lovell, Maine: Fairburn Marine Educational Foundation, Inc. 1945-1955) 4:2198

Thursday, October 4, 1860 . . . Cape Horn NE about 40 miles. . . Commenced blowing hard from WNW Saw another iceberg. . . .How in the name of God our fore yard held on as it did is impossible for me to tell. The Ship fairly trembled from head to her stern . . . You can judge my care and feeling at this time. It is now 10 days since I have had my Boots of(f) my cloth(e)s I have not taken of(f) for 20 days only for to put on clean under ones. My feet and hands are swollen badly in fact I am pretty well used up. How the men keep up in the forecastle is more than I can tell...Sounded the pumps three ½ feet of water the leak increases a little more Gales violent.

87 Days Out

Friday, October 5th 1860 . . . I am afraid Mr. Goddard you will hear sad accounts of the Horn this season. God forbid but what they all may go safe as I have done so far. There is nothing like looking to the windward and saying you will be there one of those days sure. Her leak is increased the last few gales . . . I have not seen a dry deck for 30 days.

88 Days Out

Sunday, October 7th, 1860 . . . Any ship that passed the Equator 30 days after me I do believe is just as far ahead as I now am. Such is the luck of this place.

90 days out

Wednesday, Oct. 10th, 1860 . . . Some of the crew are getting bad with sore hands. 4 of them now can't use only one hand. the Mate has a Felon on his hand and cant use it. The 2nd Mate has three or four Biles on his neck. For myself I Still live.

93 days out

Wednesday, October 28th, 1860 . . . at 8 AM saw Valparaiso . . . At 10 AM came to anchor . . . so ends this day and passage which makes my longest one ever made. Also one of the more trying and boisterous one that ever I made in my life, and how the ship could go through what she has and not leak more than she does now in port is astonishing to me. I have seen her take over the bows a sea as high as the foot of the staysail also one time put her jib boon under. The anchor now is down the crew most of them has refused duty the reasons they complain of is the forecastle they say they are half drowned out they were put in irons and now keep on bread and water until they turn too.⁴

Valparaiso Oct. 28th, 1860
to William W. Goddard, Esq.
Boston

P.S. please to excuse all errors for it was written at sea when I hardly could hold a pen in my hands.

Yours,
W.R.E

⁴ The realities of hurricane and broad shouldered calm wrote their tough fibred story on many a rugged face. Common among the expressions of a generation ago were references to “steel trap jaws.” It was no mere figure. The clipper captains were as individual as their ships, but in the matter of jaws there was no variation. They were all “steel traps” and when they clamped down on an order with a roar like a bull seal, forty men who feared God not a whit, jumped as though the devil were behind them. Carl C. Cutler, *Greyhounds of the Sea*, (New York: Hacyon House 1930) 218

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ENDNOTES:

¹ Manuscripts Collection 238, William Goddard Papers, Box 2/8

² Ibid., Box 1/18

³ Flemish woven cloth, <http://www.theotherside.co.uk/tm-heritage/background/medieval-wool.htm>

⁴ Coll. 238, Manuscripts Collection, op. cit., Letter Book, Volume 31, 21 May 1830.

⁵ Ibid., 101

⁶ Ibid., 138

⁷ Ibid., 57

⁸ Ibid., 405

⁹ Ibid., 403

¹⁰ Ibid., 414

¹¹ Coll. 238, Manuscripts Collection, op. cit., Letter Book, Volume 17, 12

¹² Robert Greenhalgh Albion, *The Rise of New York Port* (Boston: Northeastern University Press, 1984), 248-249

¹³ Coll. 238, Manuscripts Collection, op. cit., Letter Book, Volume 17, 125

¹⁴ Ibid., 175

¹⁵ Ibid., 172

¹⁶ Ibid., 427, 438

¹⁷ Ibid., 208, 346, 347

¹⁸ Ibid., 432, 433

¹⁹ Ibid., 102

²⁰ Ibid., 324

²¹ Coll. 238, Manuscripts Collection, op. cit., Box 2/19

²² Coll. 238, Manuscripts Collection, op. cit., Letter Book, Volume 17, 179

²³ Coll. 238, Manuscripts Collection, op. cit., Box 4/2

²⁴ Coll. 238, Manuscripts Collection, op. cit., Letter Book, Volume 17, 117

²⁵ Coll. 238, Manuscripts Collection, op. cit., Box 4/6

²⁶ Coll. 238, Manuscripts Collection, op. cit., Letter Book, Volume 17, 431

²⁷ Coll. 238, Manuscripts Collection, op. cit., Box 1/17