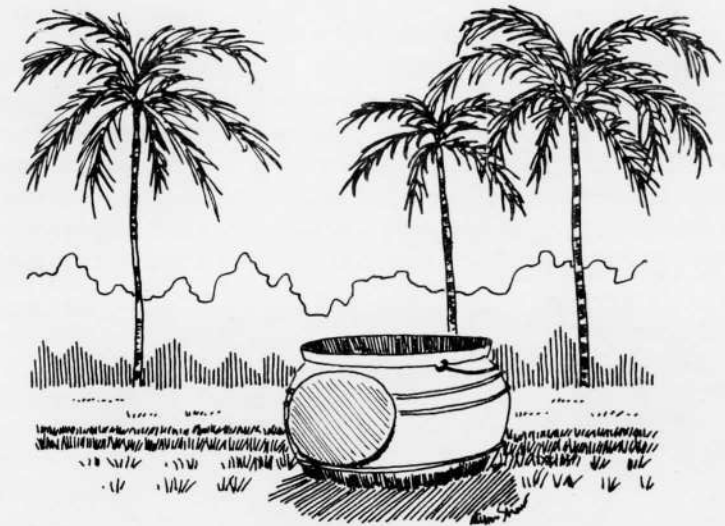


THE DUKES COUNTY INTELLIGENCER

Published by
DUKES COUNTY HISTORICAL SOCIETY, Inc.
EDGARTOWN, MASSACHUSETTS



The Economic Impact Of Martha's Vineyard Whalers On The Peruvian Port Of Paita

BY
JAMES B. RICHARDSON III
AND
ELENA B. DÉCIMA ZAMECNIK

Some Gay Head People Of Long Ago

Jeremiah Pease's Diary (Continued)

DCHS News

February, 1977

Vol. 18, No. 3

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The Economic Impact Of Martha's Vineyard Whalers On The Peruvian Port Of Paita

by

James B. Richardson III

and

Elena B. Décima Zamecnik

This article stems from a long standing research interest in the prehistory of northwest Peru where we have been able to document man's cultural development from 10,000 B.C. to the Inca period. Recently, we have been utilizing the United States consular dispatches from the U.S. consuls in the western South American ports of Talcahuano and Valpariso, Chile; Arica, Callao, Lambayeque, Paita, and Tumbes, Peru; and Guayaquil, Ecuador in order to reconstruct the weather patterns for the past 200 years.



Paita main square looking southwest toward the church.

In these reports we came across repeated discussions pertaining to the American whaling industry, whose ships came into Paita for supplies, to place ashore injured and sick seamen and to recruit. In

May and June of 1976, we returned to the Talara region of northwest Peru to study Inca, early Spanish (1527-1700 A.D.) sites and to record as much as possible about the impact that the American whaling industry had upon the economy of the Peruvian ports of Paita and Tumbes. Also we wished to determine if there was any visible evidence (artifacts, etc.) of the passing of hundreds of whalers along this part of the Peruvian coast.

Paita

Most whaling log books spell the port name, Payta; however, on all current maps the spelling is Paita. Paita is situated between the mouths of the Chira and Piura rivers and is the main port town for the city of Piura, the capital of the Department of Piura (map). Paita was established soon after Francisco Pizarro began his conquest of Peru in 1532 A.D. and was attacked on numerous occasions by pirates, and it was a main departure port for west coast shipping from Lima to Mexico.



Paita main square looking south.

In 1788, the whaling ship *Emilia* (270 tons) left London and discovered the great Peruvian whaling grounds off Paita, north to

the Galapagos Islands. On its second voyage, Captain James Shields stopped at the Lobos Islands, south of Paita and took 30,000 seals and in 1790 the *Emilia* entered Paita, the first whaleship to enter this South American port (Dodge 1965, Stackpole 1972:129). Between 1791 and 1793 there were 41 whaling ships in the Pacific (23 English, 8 Dunkirk, 7 Nantucket, and 1 each New Bedford, Hudson and Boston); 30 of which were under the command of Nantucket captains (Ibid:130). From 1790 to 1860, Paita was a major port for whalers and due to the economic rewards in supplying whaling ships, American and British agents opened a lucrative business in selling ships necessary stores. By 1800, these merchants were made consuls for their various governments and at the height of the whaling period there were consular officers representing the United States, England, France, Spain, Portugal, and Ecuador. Each consul acted as an intermediary between the Peruvian customs officials and of course had a captive clientele for their merchandise, for if they did not purchase their supplies from the appropriate consul, he could withhold the necessary papers for entering and leaving port.

In 1976 we took photographs of the existing buildings that remained from the whaling era and although the American consul's home and business had been destroyed twenty years ago,



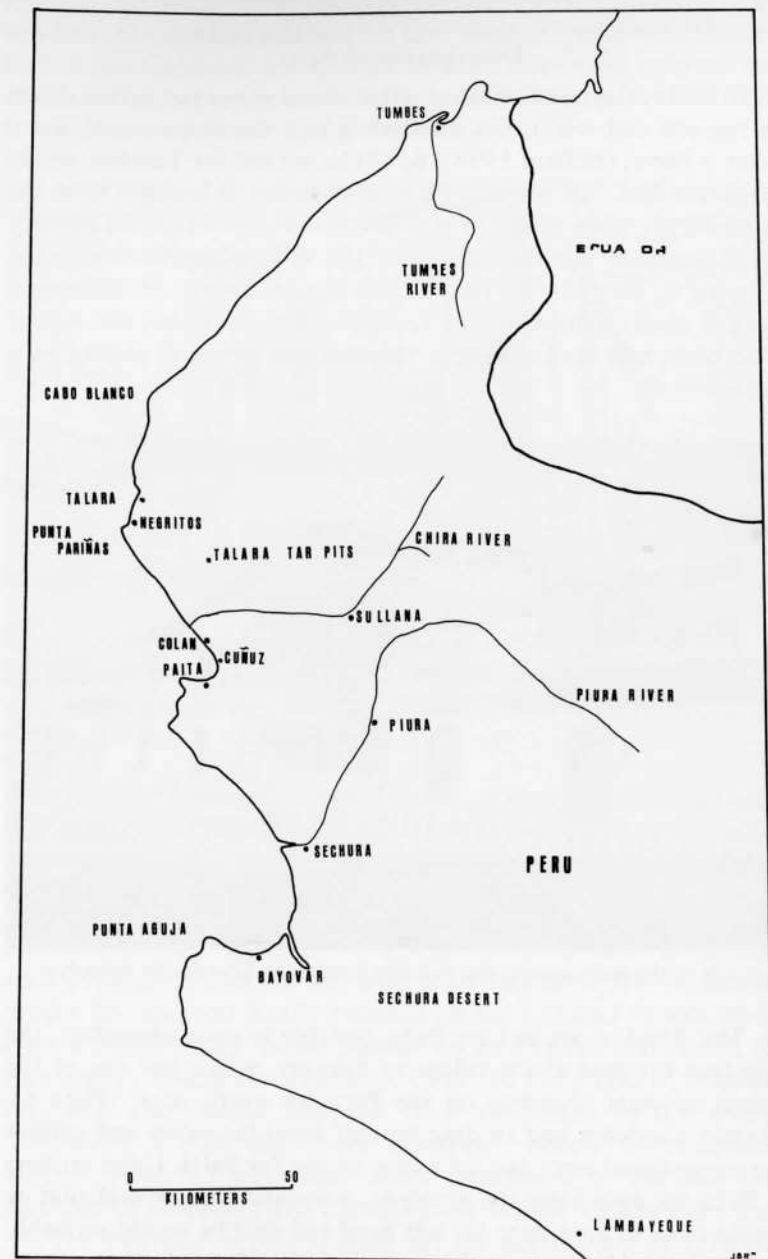
Paita post office facing on the ocean.

the British consul's business was still standing, and is now being torn down (Plates 1-5). The main square still maintains the flavor of the whaling period with its wooden two-story buildings and balconies (see Brewington, 1969 for prints of Paita).

With the American Civil War and the discovery of oil in Pennsylvania and then in Peru 30 miles north of Paita in 1863, the whaling industry, which supported the port, decreased in intensity and by the 1870's Paita had reverted to a small fishing town. In the 1950's a Japanese whaling station was established there and in the early 1970's the Peruvian government built a huge fishing complex for their fishing fleet and is now constructing a series of factories to process the ocean resources. So once more Paita is a bustling port and many of the buildings and structures dating to the whaling period are rapidly being altered or torn down. Thus over the past 200 years Paita has owed its economic ups and downs to the vagaries of the fishing and whaling industry.

Paita is also famous as the residence of Manuela Sáenz, the mistress of Simon Bolivar. She resided in Paita from 1835 to 1856 when she died at the age of 59. Since she spoke English, she was of great aid to the American consul, Alexander Ruden, in his dealings with Peruvian officials. Although the consular correspondence does not include letters from Ruden in the month of November 1841, Von Hagen (1952:286-287) states that the *Achusnet* put into Paita and that her crew of twenty-six men stormed ashore. After three days of fighting in the streets and other disruptions, Ruden took the depositions of the crewman which Manuela translated into Spanish, concerning the ill treatment that the master of the *Achushnet* had accorded them. The crew apparently returned on board the ship, but the second mate deserted in Paita. One of the crewmen to declare that Captain Pease was not humanely treating his crew was Herman Melville, the author of *Moby Dick*. Arvin (1950:50-51) says, however, that it was the first mate who deserted in Paita sometime during the voyage. Von Hagen was using Spanish documents in Piura and Lima and may have located the records of the incident that Manuela Sáenz had translated for use by the Peruvian authorities.

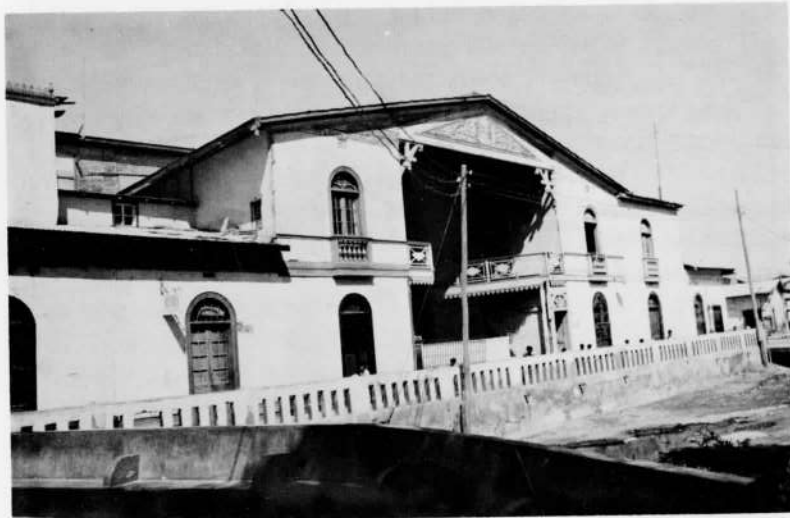
During the whaling period, there was a hospital for foreign sailors, a foreign cemetery and it was the port of call for the United States' west coast squadron.



The Whalemen's Coast of Peru.

Descriptions of Paita

In 1811, Captain Gardener, after a year at sea put into to Paita for recruits and water, but on finding that the water would cost a dollar a barrel (Bullard 1958:16, 17) he set sail for Tumbes, where water was free. All water in Paita, even today, is brought from the Chira River, nine miles to the north. On the 21st of February 1816, Gardener was the captain of the whale ship *Winslow*, when in trying to harpoon a whale he fell into its mouth. He suffered a crushed skull, right arm and shoulder, a broken jaw, the loss of some teeth and his tongue cut through and left hand pierced by a whale's tooth.



East side of the main square, the building houses the Ecuadorian consulate.

The *Winslow* set sail for Paita, but due to poor navigation, the ship first touched at the village of Sechura, which has one of the largest colonial churches on the Peruvian north coast (Plate 6). Captain Gardener had to drag himself from his cabin and correct the navigational error and set a new course for Paita. Upon arriving in Paita six days after the accident, a Spanish doctor said that he would have to amputate his left hand and that he would probably also die. Gardener sent to Piura for another Spanish doctor, who came thirty-six hours later. So on the eighth day after the

accident, the captain received his first medical treatment. The new doctor had Gardener transported in a cot suspended between two mules and as part of a hundred mule train, they set out for Piura at night to avoid the heat of the desert.



What was the British consul's business establishment facing the ocean. The living quarters are in the building behind the car.

The doctor nursed Captain Gardener back to health and after two months in Piura (of which he gives an excellent description), he returned to his ship and set sail for Nantucket arriving in June of 1817 (Ibid:22, 28, 29).

On July 27, 1850, Mrs. D. M. Bates left Baltimore with her husband, Captain Bates on their ship the *Nonantum* of Boston, with a cargo of coal for the west coast steamers. The *Nonantum* caught fire and was finally beached on the Falkland Islands where after a month, they found passage on an English coal vessel, the *Humayoon*, bound for Valpariso, Chile. In the Straits of Magellan this ship also caught fire and they transferred to the nearby *Symmetry*, a coal ship from Liverpool, bound for Acapulco, Mexico. After 17 days they again transferred to the coal ship *Fanchon* of Newburyport, Captain Lunt, bound for San Francisco.

The *Fanchon* began to burn off the north coast of Peru and was finally beached when it was determined that the ship could

not be saved. The fires aboard all of these coal ships were started due to internal combustion. The *Fanchon's* last resting place was about 30 miles south of the fishing village of Sechura, located at the mouth of the Piura River. The captain, his wife and the crew of the *Fanchon* camped on the beach and in caves and were soon discovered by the Sechura fishermen who came in through the surf in their balsa rafts. For several days they were supplied with water and food by these fishermen while they waited for the first mate to return from Paita with help from the U. S. Consul. They were finally rescued by Captain Hillman, whose bark had been chartered by Alexander Ruden, the U. S. Consul, after the first mate had arrived in Paita with the news of the plight of his shipmates and passengers.

The following is the description of Paita in 1850 by Mrs. M. D. Bates as she came into Paita (Bates 1860:73-79):

As you enter the harbor of Payta from the sea, the town presents a most uninviting appearance. It is built at the base of sand hills. The houses have the appearance of mud huts; the roofs covered by tile. Upon a nearer approach, not a green thing can be discovered except the balconies of some of the finer houses. The consul, tired, as he said, of eternally seeing sand hills and sand-colored dwellings, had relieved the monotony of the scene by substituting green paint wherever an opportunity presented. At this time the town numbered about four thousand inhabitants. They came to anchor some distance from the shore and were soon surrounded by boats. The English, French and American consuls came on board, each equally desirous of giving us a home, and contributing in any way to render our stay with them as pleasant as possible. We repaired to the house of the American consul—Mr. Ruden, of New York, who has a mercantile house established there. This house is very spacious, constructed wholly after the manner of South American houses. The whole front of the lower part is appropriated to business.

A wide and pleasant balcony surrounds the entire house at the second story. Large windows and still larger doors, open upon this balcony, and render it an airy and delightful residence. From this balcony you have a fine view of the harbor, dotted with ships of almost every nation. In addition - and not a very

pleasant auxiliary, to be sure - are multitudes of natives constantly sun-bathing and frolicking in the water. I often wondered if some of them were not really amphibious. Mr. Ruden's household consisted of himself and four gentlemen belonging to the firm. All his servants were male natives and he employed quite a number, with a major domo to superintend them . . . Mr. Ruden was a bachelor . . . Eighteen years of his life had been passed in South America where he had amassed quite a fortune.



The Sechura church built about 1750.

I often availed myself of the use of Mr. Ruden's library. In this room was suspended a hempen hammock, in which I enjoyed many a delightful siesta. The bedsteads were all of polished brass, and very beautifully curtained with bright-colored satin. Some of them cost as high as one thousand dollars. The pillow-slips and counterpanes were solid embroidery, executed by the delicate hands of the lovely Spanish señoritas. They were placed over the beds over a lining of pink or blue cambric, thereby displaying to great advantage the fine needle-work. Even the toilet-towels were embroidered at each end a quarter of a yard in depth, and then fringed . . . The fruit, together with the water, and all the vegetables consumed in Payta, and

all with which shipping is supplied, is transported across a desert of sixteen miles in width, upon mules' backs, from a town called Piura - a perfect garden of Eden, through which flows a pellucid river. When the ladies of Payta visit Piura to refresh themselves with a sight of the beautiful in nature, they are transported in a palanquin, which is rested on the shoulders of natives. On the desert there is not a tree or shrub to mark one's course. It is deep sand, from which footprints are quickly erased. A pocket compass is indispensable in crossing.

While at Payta, the United States sloop-of-war *Vincennes*, Commander Hudson, arrived in port. The officers frequently dined with Mr. Ruden. By invitation of Captain Hudson, we all dined on board the *Vincennes*. We were welcomed alongside by a salute of twenty-one guns - a compliment usually conferred upon a consul when he visits a ship of the line... It was a beautiful moonlight eve when we left the *Vincennes* in the captain's barge, rowed by those men-of-war sailors, dressed with such uniform neatness... When we were at Payta, we were informed that no rain had fallen during the preceding seven years.

In October of 1853, nineteen New Bedford, Nantucket, Westport and Fairhaven whaling captains sent a letter to the President of the United States asking him to remove Alexander Ruden as the U. S. Consul at Paita. They accused Ruden of not attending to their official business while they were in port. The president heeded the petition from these irate whalers, for he appointed Fayette Ringgold in January of 1854. In writing to the Secretary of State in 1854, Ringgold described Paita as presenting "... in many respects a desolate and uninviting appearance. Barren to the extreme, not a green shrub to relieve the eye, wretched looking, dusty, dirty houses, irregular narrow streets. The only suggestion that presents itself to the mind in what could have been the inducement to build a town in such a position ... is ... answered by the beautiful, safe and commodious bay which borders out in front of the town where vessels of the largest class can lie within a few hundred yards from shore during all seasons of the year ..."

George Greene of Robertsville, Connecticut, who was discharged from the ship *Hector* on October 1, 1862, describes

Paita in a letter to his parents just before he died of consumption on February 20, 1863. He writes that "... there is no signs of vegetation within ten miles of here. All fresh water is brought on mules' back, two kegs of ten gallons on each animal. Mail steamers call in here on the first and fifteenth of each month, connecting with Panama and New York."



Cuñuz. Site of the cemetery for foreign seamen.

Martha's Vineyard Whalers in Paita

The records of the U. S. consuls in Paita are not as complete or as accurate as those of consuls in other South American ports. The following is a list of the Martha's Vineyard whalers that are noted to have entered the port in the consular documents in the U. S. National Archives. Unless otherwise stated, all the ships are from Edgartown.

August 31, 1832	<i>George and Martha</i> , Capt. Lawrence, 8 months out with 500 barrels of oil.
February 3-9, 1835	<i>Loan</i> , Capt. Grafton Luce. Abraham Osborn, owner. 22 Americans on board. 80 barrels of oil.
February 14-23, 1835	<i>Almira</i> , Capt. Henry Merchant. A. Osborn, owner. 23 Americans, 850 barrels of oil.

April 8-12, 1835	<i>Loan</i> , Capt. Grafton Luce, 22 Americans, 110 barrels of oil.
April 23-29, 1835	<i>Meridian</i> , Capt. Hiram Fisher, Grafton Luce, owner, 300 barrels of oil.
June 3-8, 1835	<i>Meridian</i> (Ibid), 300 barrels of oil.
May 1, 1840	<i>Splendid</i> , 40 barrels of oil.
January 15, 1841	<i>Sarah</i> 850 barrels of oil.
March 1, 1841	<i>Omega</i> , 200 barrels of oil.
May 2, 1841	<i>John</i> , 100 barrels of oil.
August 13, 1842	<i>John</i> , 500 barrels of oil.
September 13, 1842	<i>Sarah</i> , 2200 barrels of oil.
February 21, 1845	<i>Walter Scott</i> , 200 barrels of oil.
May 31, 1845	<i>Sarah</i> 5 barrels of oil.
February 9, 1847	<i>Sarah</i> , 800 barrels of oil.
September 9, 1848	<i>Sarah</i> , 400 barrels of oil.
September 12, 1848	<i>Almira</i> , 500 barrels of oil.
September 24, 1849	<i>Vineyard</i> , 2080 barrels of oil.
June 18, 1850	<i>Sarah</i> .
October 27, 1854	<i>Page</i> , Capt. Monhance, arrived from San Francisco, bound for Tumbes, in balast.
June 22-28, 1856	<i>Monterey</i> , Capt. Humphrey, owner and captain, built in Essex in 1849, 100 barrels of oil.
March 11, 1858	<i>E. A. Luce</i> , arrived from Tumbes, built in Stonington in 1853, 266 barrels of oil.
April 10 -23, 1859	<i>Monterey</i> , Capt. Goodwin, F. Downing, owner, built in Edgartown in 1850, 154 barrels of oil.
November 15-16, 1868	<i>Splendid</i> .

Burned and Wrecked Whalers Reported at Paita

There are numerous references in the consular documents of wrecked and burned whalers, some of which were suspected to have been set on fire by their crews. The following accounts are the Paita consular records and the date refers to the date of the letter and not to the incident.

June 18, 1842 The Ship *Orbit* of Nantucket, Capt. Issac Gardener wrecked 30 miles north of Paita

October 12, 1851	The <i>Ann Alexander</i> of New Bedford, Capt. J. Deltois was struck by a whale which stove in its bows at 5.50 south and 102 degrees west. Her boats were picked up by the whaler <i>Nantucket</i> and the men were landed in Paita on September 15.
May 28, 1853	The <i>Mariner</i> of Nantucket, Capt. David Coffin was condemned and sold in Paita.
October 24, 1853	The <i>Emma</i> of New Bedford, Capt. Jeremiah Austin was burned to the waters edge on the 14th of October at night and was sold at auction. There was a strong suspicion that the bark had been set on fire by its crew.
November 12, 1853	The <i>Brandt</i> of New Bedford, Capt. Henry Bonney, was lost at Chatam Island in the Galapagos and its crew was brought to Paita.
August 10, 1857	The bark <i>Susan</i> of New Bedford was wrecked at the mouth of the Rio Esmeraldez in Ecuador and part of its crew was brought to Paita by Capt. Thomas M. Gardener of the <i>Phillipe de la Noye</i> .
October 12, 1863	The ship <i>Hesper</i> of Fairhaven, Capt. Joseph Hamblin arrived in a leaky condition on the 27th of April and was sold at auction to a citizen of Peru.
January 10, 1870	The <i>Mary</i> (1184 tons) of Boston, Capt. Clarence B. Hayward, sailed from Callao with a cargo of guano on the 30th of November, 1869, for Cork, Ireland. The ship leaked and sank in a severe gale at

24.21 S and 89.58 W on December 13, 1869. Capt. Hayward, the first mate and nine crewmen left the ship in an open boat and 19 days later reached Paita. Seven other crewmen in the other boat have not been heard from.

Other Incidents at Paita

On July 4, 1849, Captain Thomas Sullivan of the ship *Christopher Mitchell* of Nantucket discovered that one of his crewmen was a female. Captain Sullivan put into Paita, but Alexander Ruden would not take responsibility for the woman unless the captain paid all her expenses for sending her back to the United States. Sullivan finally paid \$84 for clothing, \$19 for room and board, \$100 for passage, \$20 for traveling expenses; \$2 for postage and \$11.25 as a commission to Ruden; a total of \$236.25. The owners of the ship protested to the Secretary of State, but the final outcome was not reported in the consular documents.

On December 11, 1860, the Secretary of State wrote to the consul at Paita asking him to take a boy, by the name of John Cornell, from the bark *Anaconda* of New Bedford, Captain Paun. The boy had run away from home and his parents wanted him returned. On January 15, 1861, the consul wrote to the Secretary of State and said that the *Anaconda* had come into Paita, but he did not find the boy on board. On October 10, 1861, the assistant Secretary of State wrote to the consul at Paita and said that the boy had been returned to his parents.

In the consular correspondence there are several discussions of the evils of the Peruvian slave trade during the American Civil War. In a letter to Captain Dorman of the barque *Balaena* in Paita, John Davis the first mate of the Peruvian ship *Adelante* (captained by August Grassan) describes the outfitting of his ship for a slave voyage into the Pacific. An American owned ship, the *Adelante*, was chartered by the Peruvian Government in 1862 to proceed to the New Hebrides to pick up a cargo of Kanakas (a general term for slaves from the Melanesian region). The Peruvian Government stated that the Kanakas from the New Caledonia area were far superior to Chinese slaves. The ship was to make several trips and within a year's time was to bring to Peru several thousand slaves



Air photograph of the Talara tar pits. 1) The site of the Spanish processing factory. 2) Spanish pits to recover oil.

on a ship that Davis describes as being equipped more as a man-o-war than a merchant vessel. Davis' letter was enclosed in the consular dispatches to the Secretary of State in hopes that Peruvian slaving by American owned vessels could be stopped.

On December 31, 1862, the consul wrote to Washington and stated that a Peruvian ship was outfitting at Paita and that it had an American captain. The ship was leaving for Easter Island and various islands in the Pacific for the purpose of capturing the islanders for slaves to be sold on Peruvian plantations, according to the consul.

In 1863 a newspaper article in both English and Spanish appeared in the Piura paper, attacking Dr. C. F. Winslow, the U. S. Consul in Paita, as an incompetent administrator. Although the article was not signed, Winslow soon found out that the perpetrator of this slander was a Captain Grafton Hillman of Martha's Vineyard. He further states to the Secretary of State (April 2, 1863) that Hillman has been an exile from the United States for fifteen years for bigamy and that he had coveted Winslow's consular position for the past seven years.

Of the many letters concerning Winslow and Hillman in the consular dispatches, there is one from Richard Spruce (March 22, 1863) in Piura. Spruce was a renowned English botanist who says, that although he does not know Winslow he does know that he hates Englishmen and thus Spruce felt that Winslow should not be given any aid in clearing his name.

Captain William Wood, late captain of the whaling bark, *Active*, of New Bedford says that Winslow is the worst U. S. Consul on the west coast of South America (letter, 29 September 1863). It seems there was some substance in the charges against Winslow.

In addition the consular documents contain lengthy descriptions of the geography, industries, weather, population, and imports and exports in the Paita region.

The Foreign Cemetery in Paita

In 1862 there were two commercial firms in Paita; Ruden and Company and Charles Higginson and Company, who furnished funds for the support of a hospital for which they were reimbursed by the U. S. government. In October of 1861, there

were 18 sailors in the Paita Marine Hospital. Many of the sick that had been discharged from various whalers were buried in the foreign cemetery which was located at a place the consul called Cabo Llanquillo. There is no geographic spot on the coast by this name and the name is probably a corruption of the word Tranquillo (tranquil). In asking the older residents of Paita as well as the major, they said that there was no place called Cabo Tranquillo, but that the foreign cemetery was at a place north of Paita called Cuñuz. In the references in the consular dispatches to the cemetery, the consul said that the cemetery was about five miles north of Paita, which would fit with the location of Cuñuz. He also stated that the dead were rowed in longboats to the cemetery. Cuñuz is the only place on this section of the coast where whale boats could be drawn up, since the tablazo cliffs rise 100 feet along the beach from Paita to Colán. Cuñuz is a large semi-circular depression formed by the collapse of the cliffside (Plate 7). We spent an afternoon at Cuñuz attempting to locate the graves, but due to the fact that the gravemarkers were probably made of wood, no trace of the cemetery is visible from the surface.



Site of the Spanish factory and boiling ovens. 1976.

The cemetery probably contains over a hundred American and British seamen, and the following list is from the sporadic listings found in the U. S. Consul's letters.

September 3, 1837	Capt. Barzillai Morselander of the ship <i>Charles</i> of New Bedford leg was broken by a cask and amputated in Paita where he died.
October 28, 1841	Seaman Joseph Ellis of the ship <i>President</i> of Nantucket, captained by R. J. Starbuck, died.
October 29, 1841	William Johnson, a black, fell down a hatch and died. He was the cook on the ship <i>Rousseau</i> of New Bedford, Capt. John Brayton.
May 10, 1842	Lot Luce was left at Paita by the ship <i>Joseph</i> of Fairhaven where he died.
March 7, 1842	Henry Giddings, cook on the ship (?), Capt. Holly was sent to the hospital in Piura, but deserted the hospital and returned to Paita still ill where he died on March 7.
June 16, 1842	The ship <i>Aurora</i> of Nantucket left a slave sick in Paita by the name of Jone Hodges, who died.
July 29, 1842	Lawrence Marshall, 3rd mate on the ship <i>Orbit</i> was shot by Gayotano Galindo of Chile. His funeral was attended by all the officers and men of the various whalers in port. Galindo escaped capture.
June 3, 1844	Henry Bradley, the cook on the <i>Corinthian</i> of New Bedford died the 11th of January.
September 18, 1845	Amasa M. Webster of the ship <i>Hesper</i> of Fairhaven died.
June 31, 1844	On the 2nd of February, Holmes Jernegan of the ship <i>Charles W. Morgan</i> of New Bedford was discharged sick at Paita where he died on the 7th of March. The consul states that he has his bed and sea chest and will forward them home.

February 22, 1863	Seaman Green from Robertsville, Conn., of the ship <i>Hector</i> died.
June 31, 1863	John Remsby of the ship <i>Mary and Susan</i> of New Bedford died.
March 30, 1867	Anthony Vincent of the <i>Ellen Morrison</i> died.

Captain Presbury N. Luce, Acting U. S. Consul at Tumbes

In the consular records for Tumbes, the U. S. Consul Ralph Abercrombie left for the U. S. and placed Presbury N. Luce in charge as the acting consul. Captain Luce was living in Tumbes at the time and he immediately applied to the Secretary of State to be made the permanent consul. In his letter he stated that he had been the captain of a whaling ship for 20 years and had served during the Civil War as a volunteer officer on board the *U. S. Augusta* and the *U. S. S. Dunagul* and that he received an honorable discharge. He lists his references as Daniel Fisher of Edgartown and his brother, Captain E. A. Luce of Tisbury. He also enclosed a letter from Captain William Brown of the bark *Narcissa* to attest to his good character. Captain Luce served as acting consul from June 9, 1871 to June 30, 1873 when Orville McGeorge was made the U. S. Consul in Tumbes.

Whaling Artifacts in Paita and Talara

There are few vestiges of the whaling period on the north Peruvian coast. In Paita there is a wooden figurehead of a woman attached to the side of a building with a date of 1888 on it that may have come from a whaler. Except for this artifact and the remaining buildings on the town square there is little left in Paita that reflects the enormous impact that American whalers had on the town.

Near Talara there are tar pits which have been used from 10,000 B. C. to the present either as a place to hunt animals or to secure oil and tar (Richardson 1973 and Richardson and Zamecnik ms.). When Peru was conquered by the Spanish in 1532, the tar pits were used to process tar to be shipped from Paita to the great Spanish shipyards at Guayaquil, Ecuador. By the 1870's this industry collapsed, for in 1863 South America's first oil well was

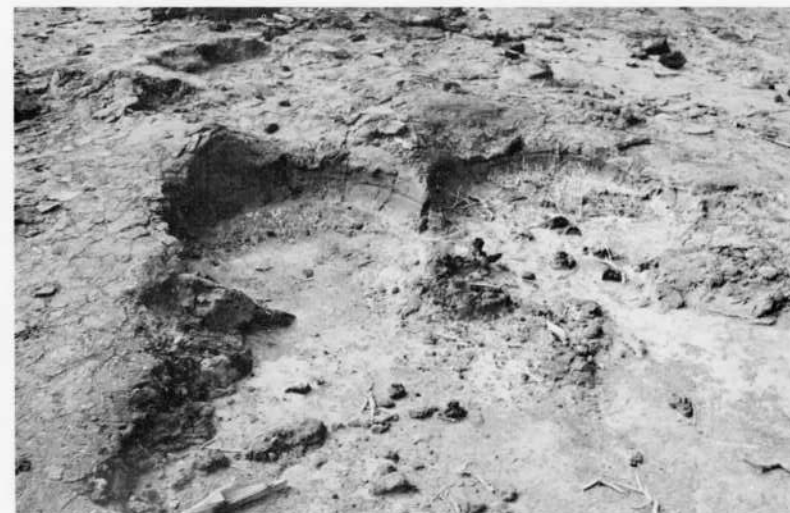
drilled at the tar pits. The first shipment of Peruvian oil went out of Paita on the U. S. bark *Veteran* on September 29, 1870, bound for England. The oil had been refined and loaded in Tumbes at the refinery owned by James Bishop of New York. The consul also noted that Mr. Thorne, an American, had been successful in his drilling venture at Negritos, a town just south of Talara.



The remains of an oven for boiling tar.

The whaling ships and other commercial and navy vessels used tar on their riggings and after the abandonment of the tar processing factory at La Brea, whaling try pots were brought to the tar pits to continue what must have been a sporadic operation (Plate 8, 9, 10, and 11). In a photograph of the tar pits taken in 1920 (Bosworth 1922, figure 140, p. 379) there are five of the try pots still in evidence. Two of the try pots (Plate 12 and 13) are now in Punta Arenas in Talara, the headquarters for Petro Peru in the northwest sector. The sign which accompanies them reads: receptacles used by the Spanish in order to boil tar at La Brea in 1532. These pots, however, were not brought by Francisco Pizarro and date some 250 years after his entrance into Peru and were introduced by American whalers. Captain Nathan M. Jernegan of the ship *Splendid* of Edgartown, notes in his log that

on September 8, 1870, an English warship bought tar in Paita and tarred down its rigging (Log of the *Splendid*, October 2, 1869 to May 17, 1872. Dukes County Historical Society Library).



The position of the try pots in the Spanish factory.

Economic Impact of Whalers on Paita and Tumbes

Without access to historic documents relating to the Pacific whaling industry, little would be known of passing of hundreds of whaling vessels along the South American coast. Archaeologists have paid little attention to the impact that prehistoric shipping (by balsa raft) must have had upon the cultures and economies on the Peruvian and Ecuadorian coasts, due to the fact that there are few archaeological remains that reflect the use of watercraft for intensive fishing, trade or war.

Tumbes is situated at the mouth of the Tumbes River and geographically is on the southern edge of distribution of tropical vegetation that characterizes the coast line to the north. To the south of Tumbes the parched Peruvian Desert begins. Thus Tumbes had ample wood, water and food supplies within its own river valley system. Paita, however, located as it is on the margin of the desert, has no water, wood or food available locally and all

these commodities had to be brought to Paita from either the Piura or Chira River valleys to the north and south of it. Paita existed only due to the fact that it is located between these two rivers and is the only deepwater port along this section of the coast, except for Talara, 35 miles farther north.

E. C. Cornell (1873:132) visited Tumbes on board the *Apollo* in 1816 and noted that "... alligators were thick as June-bugs." The *Apollo* purchased sweet potatoes, sugar which came in large brown cakes and wood, the most common of which was the mangrove (*Rhizophora mangle*). The log of the ship *Planter* of Nantucket also notes that the Tumbes River in 1847 abounds in alligators (Paddack 1893:46). During the time that we spent in the Tumbes area, we did not see any alligators and in talking with some of the local inhabitants in previous years, it appears that they are very rare, having been killed almost to extinction for their skins.

The following list of imports from the United States to Paita in the year 1852, during the height of the whaling period, illustrates the enormous amount of supplies for whalers that were being used by the various merchant houses to supply the whaling industry. In 1851, \$44,716 of merchandise from the United States was imported and taxed by Peruvian customs at \$12,622; in 1852, \$103,777 of goods taxed at \$21,915; and in 1853, \$44,324 of merchandise was taxed at \$9.768.

U. S. Imports to Paita, 1852*

White drills	167,766 yds.	White sheeting	238,569 yds.
Blue drills	67,329 yds.	Pantaloon stuff	1,484 yds.
Ships stuff	22,131 yds.	Canvas	54 pieces
Bagging	12,984 yds.	Canvas	3,075 yds.
Ticking	90,622 yds.	Maddapolans (?)	16,590 yds.
Denims	55,539 yds.	Cotton	15,210 yds.
Domestics	407,500 yds.	Copper nails	1,261 lbs.
Salt beef	86 CW	Iron nails	54 CW
Biscuits	65 CW	Copper in sheets	317 CW
Sea Crackers	944 lbs.	Copper in bars	9 CW
Flour	172 CW	Looking glasses	233 doz.
Hams	2,528 lbs.	Oakum	69 CW
Butter	834 lbs.	Brooms	50 doz.

Oysters in the tin	120 lbs.	Slush	635 CW
Sardines in the tin	478 lbs.	Matches	135 Gross
Florida water	20 doz.	Glass Lanterns	35
Castor oil	204 liters	Paint	275 lbs.
Linseed oil	2,977 lbs.	Powdered Paint	1,246 lbs.
Linseed oil	100 gals.	Oars	397
Tar	106 CW	Cane Bottom chairs	47 doz.
Pitch	11 CW	Wood chairs	60 doz.
Buckets	5 doz.	Iron locks	6,522 bundles
Shoe makeup	50 doz.	Ink	2,300 lbs.
Shirts for sailors	50 doz.	Patent candles	750
Bed Sheets	4 doz.	Shoes	280 pairs

*CW = a hundred weight.

Additions in 1853

Cotton handkerchiefs	5,553 doz.	Rocking chairs	14 doz.
Varnish	100 gal.	Sofas	3
Knives	40 doz.	Mahogany chairs	5
Rope	179 CW	Brass bedstead	1

In addition to the imported goods from the United States that had to pass through the Peruvian customs house in Paita, American whalers could sell five hundred dollars worth of stores from their ships without paying custom duties.

Whaling ships were supplied in their home ports with stores of materials and food needed for their long voyages, but had to put into the various South American ports to replenish their depleted stores of water, fresh vegetables, potatoes and wood. The log of the *Splendid* contains one of the most complete listings of the items purchased in Paita and Tumbes during its five-year voyage. The two ports that the *Splendid* used to resupply were Talcahuano, Chile, and Tumbes, Peru, since this whaler was cruising the area from the Galapagos Islands to the southern coast of Chile and back.

From April 20, 1868, to May 1, 1868, the *Splendid* took on water, potatoes, flour, and replaced seamen who had deserted in the port of Talcahuano, Chile. She then set sail for the whaling grounds around the equator and on October 28th the *Splendid*

arrived in Tumbes where she stayed until November 10. During this period, the following supplies were brought on board: 195 casks of water, 160 barrels of sweet potatoes from the companies of A. M. Manual and Davis of Tumbes; and 95 pumpkins from Manual. The water was rafted to and from the ship and at 6 p.m. on November 4th, the captain, Nathan Jernegan, reports that they felt the shock of an earthquake.

From Tumbes they set sail for Paita where they stood off until the 16th, when they went whaling. While tacking off Paita the captain went into port twice to leave and pick up letters and recruit seamen. Captain Jernegan was unsuccessful in obtaining crewmen as was the *Sea Ranger*, also in port for the same purpose. The *Splendid* left George Merchant of Edgartown in port since he was too ill to continue the voyage.

The *Splendid* obtained 1100 barrels of whale oil, which it shipped from Panama (September 12-29, 1869) to New York so that it could continue its voyage along the South American coast. The ship arrived in Tumbes on October 23, 1869, and loaded 160 barrels of fresh water to add to the 210 barrels already stored in the hold of the ship. Captain Jernegan also purchased 18 cords and three boatloads of wood, and 147 barrels of sweet potatoes. While in port, the bark *Maggie Hill* of Valpariso, Chile, came into port

with its flag at half-mast due to the fact that eight men had mutinied and escaped in three boats the previous night. On November 7th, the *Splendid* sailed for Paita where she again laid off port while the captain went into town and returned with eight barrels of onions and two bags of berries. On November 12th, they proceeded to the Chilean whaling grounds, where she replenished her stores between April 6 and 20, 1870. The only commodities that she secured in Talcahuano that she did not ever purchase in Tumbes or Paita were bread and flour (10,000 lbs. of bread and 26 barrels of flour).

On October 21, 1870, the *Splendid* was once more in Tumbes where she loaded 48 casks of water, 30 cords and three boatloads of wood, 123 barrels of sweet potatoes and 14 barrels of oysters. The oysters were probably the mangrove species *Ostrea columbiensis* since oysters are rare farther to the south. On October 29 they sailed for Paita where they anchored on the 7th. While the *Splendid* was in port, a ship arrived from China with slaves for Callao. Captain Jernegan discharged two men: Andrew Bragton from Portugal who was sick and Isaac H. Daggett of Edgartown. . . "who was sick of whaling." The *Splendid* left for Chile on the 11th and put into Talcahuano after further whaling



Try pots from the Spanish factory in Punta Arenas, Talara.



Close-up try pot in Talara.

on May 14, 1871, where she stayed to resupply until June 4th. In addition to water, bread and wood, Captain Jernegan purchased new rigging, ten bags of beans, sugar and peaches as well as buying a new starboard boat from the *Andrew Hicks* for eighty dollars. The *Splendid* again sailed northward, but did not stop in either Tumbes or Paita for provisions. She returned to Talcahuano on January 20th, 1872, and again resupplied until February 10th when she at last set sail for Martha's Vineyard, arriving off Block Island on May 17th.

The supplying of whaling, merchant ships, the passenger ships bound for the California goldfields and the west coast passenger steamers must have had an enormous impact on the local economies of these South American ports (Monaghan 1973). However, we know little of the merchant houses that were established in these ports, their methods of supply or the volume of their business. To our knowledge, historians have not researched the whaling industry from the viewpoint of the impact that this North American, British and French industry had upon South American ports. It is our intent to begin to research the whaling industry from the viewpoint of the South American ports and not from the New England ports where the economic impact of whaling has been well researched. Except for notations in whaling logs and in books written by whalers about the ports that they touched at, we know nothing of the history and development of the South American ports of Guayaquil, Tumbes, Paita, Lambayeque, Callao, Arica, Valpariso or Talcahuano which were so critical to the maintenance of the American whaling fleet.

Acknowledgements

We wish to thank Ms. Allison Heaps de Peña, Pedro Peña and Mark McConaughy for their aid in gathering data included herein. We are also deeply indebted to Sr. Pedro Fernandez, The Braniff agent in Talara, for his help in making contact with various persons in Paita. In addition the personnel of Belco Petroleum Company and Petro Peru were of inestimable aid in conducting our archaeological work on the north coast of Peru.

We are also in great debt to Dr. Thomas Norton and his staff of the Dukes County Historical Society Library for their aid in completing this research.

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Some Gay Head People Of Long Ago

Editorial Note:

These portraits of Gay Head people are all from an old album of daguerreotypes, ambrotypes and tintypes that was found by Stuart Bangs and Jim Tuck in the Vineyard Haven dump. With the album there was also a large collection of photographs of later Gay Head people as well as hundreds of negatives. Eventually we hope that all of the negatives will be developed. Among them are portraits of many later Gay Head people and Gay Head scenes. Also there are at least three pictures of whaleships under full sail.

Gloria Levitas who is tremendously interested in Gay Head history asked permission to take the collection to New York with her and to ask her husband, who is an editor of the *New York Times*, to see if he would ask the photographic department of the paper to undertake the work of copying and developing the pictures in the collection. Of course we were happy to give Gloria that permission, and we are happy that the *New York Times* photographic department is doing the work. The portraits in this issue are among the first of the pictures to come back to us.

The identifications were all in pencil under the portraits in the album. Unfortunately many of the portraits were not identified. Supposedly all of the people portrayed were living in Gay Head between about 1850 and 1870. Between those years and later many Indian people from other parts of the Island were moving to Gay Head. The Belains originally came from Chappaquiddick. DeGrasse was a Christiantown name. The Rodmans originally lived in the Sengekontacket and Farm Neck country. Most of the other names seem to be of people long established in Gay Head.



Unidentified



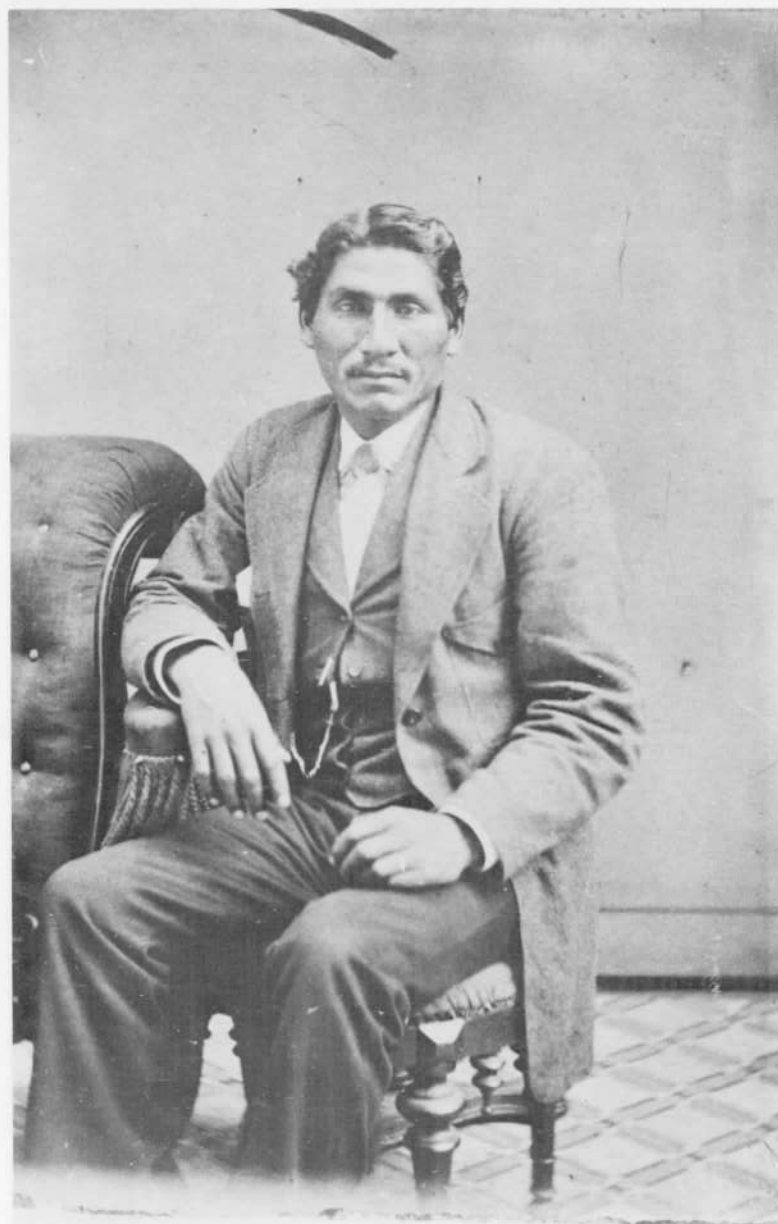
Frank Peters left and Alonzo Belain right.



Eddy Vanderhoop



Rosana Rodman



Joseph Peters



William Cook



Unidentified



Eliza Adams



Unidentified



George DeGrasse



Albertina Cook

Jeremiah Pease's Diary (Continued)

November 1831

- 2nd. Wind W. Pleasant. Returned from New Bedford quite sick.
- 6th. Wind W. Pleasant. William Osborn's child aged about 6 weeks dies.
- 7th. Wind N. Pleasant. Funeral of said child.
- 8th. Wind N. Pleasant. Ship *Richard Mitchel* of Nantucket sails and returns. Could not get out.
- 9th. Wind SE. Very pleasant. *Richard Mitchell* sails and returns.
- 10th. Wind ESE. Cloudy. Ship *Richard Mitchell* sails.
- 12th. Wind N. Clear. Ship *George and Mary* arrives from Mattapoissett, New.
- 13th. Wind N. Cloudy. Ship *Harvest* arrives from Cape Horn. Full, 2700 bbls. Ship *Ganges* arrives from Cape Horn. 1,700 bbls.
- 14th. Wind N. Cloudy and Rainy. Ship *Ocean*, E. Coffin master of Nantucket arrives from Cape Horn.
- 15th. Wind NW. Pleasant. Ship *Zenas Coffin* of Nantucket, Joy, master arrives from Cape Horn with 2600 bbls. I measured the Ship *George and Mary*.
- 17th. Wind N. Fresh breeze and cool. G. R. Marchant's child dies.
- 18th. Wind N to W. Funeral of said child. Service by Rev'd E. Kilby.
- 19th. Wind NW. Cool. Engaged painting house inside.
- 25th. Wind NW. Ship *Ocean* goes to Nantucket. Went to the Register's ⁽¹⁾ office with Capt. J. O. Morse.
- 26th. Wind W. Pleasant. Painted the roof of my house⁽²⁾ Ship *President* sailed for Cape Horn.
- 29th. Wind NW. Cold Commenced using winter oil.

December 1831

- 2nd. Wind NW. Cold. Went to Holmes Hole. Returned at night. Ship *Spartan* of Nantucket sails for Cape Horn.
- 4th. Wind E to W. Rains thunders and lightens with a tremendous hail squal. Wind E at night. Snows considerably.

(1) To the Register of Deed's office at Pohoganut.

(2) One supposes that that means the shingles were painted. This seems to have been a custom in Jeremiah's day. The roof of Parson Thaxter's meetinghouse was painted a dull red. (Devens, *Sketches of Martha's Vineyard*, Boston, 1838 - p. 39)

- 5th. Wind NW. Cold. Smothers. Engaged at the Custom House.
- 7th. Wind NW. Cold. Ship *George and Mary* hauls off.
- 10th. Wind NE. Moderate. Boiled out the lamps.
- 13th. Wind West. Cold. Mrs. Abigail Coffin wife of Daniel Coffin dies aged 72.
- 14th. Wind N. Cold. Mrs. Coffin is buried. Ship *George and Mary* George Lawrence master sails for Cape Horn.
- 19th. Wind NW. Set out for Quick's Hole. Went to Holmes Hole, from thence in the *Superior* to Tarpaulin Cove. Found the British Brig on shore at Quick's Hole bilged with a cargo of salt.
- 21st. Wind NW. Returned home.
- 25th. Wind NW. Pleasant. Capt. Obediah Pease dies of old age suddenly at 4 o'clock P.M. aged 87 years 1 month.
- 26th. Wind NW. Funeral of Capt. Pease, service by Rev'd E. Kilby.
- 31st. Wind SSE. Snows at night. So ends 1831.

At this point Jeremiah Pease resumed keeping his diary himself. Remember that for some time past it had been kept by Jeremiah's son Joseph Thaxter Pease. The interesting thing, however, is that Joseph continued to keep his own diary until July 4, 1833. Thus from January 1st 1832 until July 4, 1833 we have two diaries.

So now we will begin again with Jeremiah's own diary. But when Joseph puts in something that his father left out we shall include it. And we shall do the same thing when there are important differences in the two diaries.

January 1832

- 1st. Wind NNW. Cold with much snow and ice on the ground. We have had the most severe weather this winter that I ever knew for the season. Many wrecks have been seen at sea. During the past year a glorious revival of God's work has been experienced in this town. It commenced in March. Many were brought to rejoice in God their Saviour.
- 2nd. Wind NNW. Light and calm. Changes at night to SE. Engaged in writing at the Custom House.

3rd. Wind SSW. Engaged at the Custom House.
 4th. Wind N. Cold. Went to Tisbury and Holmes Hole. Wind SE at night.
 5th. Wind S. to SSE and SSW. Went to Woods Hole. Called on Capt. Hatch to see if he would attend to the measure of salt from Brig *Sampson* cast away at Quixe's Hole. From there I went to the Cove and then by land to the Brig where Capt. Hatch engaged to meet me the next day.
 Joseph: Went to Robinson's Hole in Sloop *Branch*.
 6th. Wind SE to SW. Rainy. Much snow dissolves.
 7th. Wind NW to NNE. Light. Capt. Hatch not arriving and some ice about Woods Hole I returned by land to the Cove from thence in the Cutter *Vigilant*, Capt. Cahoon. Arrived (Home) about 2 oclock. Engaged in the afternoon at the Custom House.
 11th. Wind SSW. Thomas Coffin and Freeman Butler commences plastering my new house. 4 vessels from the West Indias arrive.
 14th. Wind SW to SSE and calm. Engaged all this week about plastering.
 16th. Wind SW to S. Engaged in painting my house these days.
 18th. Wind S. Foggy.
 Joseph: Ship *Congress* comes from Nantucket to fit.
 19th. Wind SW to W. Fresh breeze. Miss Betsy Pent dies of fits which she had been subject to for several years.
 Joseph: Betsey, daughter of Samuel Pent dies suddenly at 7 oclock, aged 18 years and 5 days. Cutter arrives.
 21st. Wind S to E and NW. Snows at night. Funeral of Miss Pent. Service by Rev'ds Ure and Kilby. Cold at night.
 23rd. Wind S to SSE. Light and foggy. Engaged in painting. Exchanged my horse.
 Joseph: Exchanged horses with Mr. Rotch. \$15.00 to boot.
 27th. Wind ESE, calm and NNE foggy. News of the death of Capt. Jethro Daggett arrives. He was born in this town and had done business here. And he was the first founder of the Cape Horn whaling from this place. The town was much indebted for his activity, generosity and perserverance as he promoted that business for a number of years and was a large owner in a number of ships. He moved to Rye, New York about a year ago and died very suddenly of the apoplexy.
 Joseph: Samuel Osborn's child dies. an infant aged 1 month.

30th. Wind ESE. Fresh breeze. Engaged in painting.
 31st. Wind SW to W.
 Joseph: Boarded 3 vessels from the West Indies.
 February 1832
 1st. Wind SSW to WSW. Clear.
 Joseph: Ship *Congress* of Nantucket sails for Cape Horn.
 2nd. Wind SW. Thick. Fresh breeze.
 Joseph: Boarded a West Indies schooner.
 3rd. Wind SW. Fresh breeze. Received a letter from Br. John Adams ⁽¹⁾
 8th. Wind N to ENE. Snowstorm cold at night.
 Joseph: Boarded Ship *Planter*, Charles Fisher master arrived from the Banks with 2,100 bbls.
 10th. Wind NW. Cold. Went to the Cove in the Schooner *Benjamin Dewolf* Boarded and received the manifests of the ships *Currier* and *Martha* of New Bedford.
 Joseph: Set out in the Pilot boat *Dewolf* for Robinson's Hole at about 11 oclock A.M.
 11th. Wind Calm and SSE. Went to Robinsons Hole to attend to the cargo of the Schooner *Emulous* which was wrecked near there. Saw Capt. R. Luce the inspector there. Ascertained that bags of coffee and 200 hides were landed. The schooner had been got off and towed down to Edgartown by Schooner *Superior* and Sloop *Hero*. Returned to Holmes Hole in Sloop *Sarah*. Lodged aboard the Cutter *Vigilant*. Mr. Hudson 1st lieutenant in command. Capt. Cahoon's wife being sick he stayed at Newport this cruise. Storms at night wind SE, rain, heavy gale.
 Joseph: Schooner *Emulous*, Capt. Hanover, arrives from Robinson's Hole having been got off and towed full of water. Loaded with hides and mahogany. The coffee having been taken out at the Cove.
 15th. Wind SW. This day we moved our family and furniture into our new house under very different circumstances than when we moved to the house we just left. Thanks to our kind Father of Mercies for the blessing granted us. Attended the discharging of

(1) This was Reformation John Adams. At this point Jeremiah was tremendously interested in religion and very active in the Methodist Church as exhorter and lay preacher.

the cargo of the wrecked Schooner *Emulous* of Boston.
Joseph: Ship *Eagle* of Boston arrives from St. Petersburg and is ordered to lie at quarantine.

16th. Wind NE. Very cold.

Joseph: Schooner *Emulous* commences unloading her cargo of hides, mahogany, and logwood.

17th. Wind E to SSE. Rains at night. The vessel *Emulous* is discharged today.

18th. Wind WSW. Br. F. Baylies, Jr. visits us from New Bedford.

Joseph: The ship from St. Petersburg sails.

19th. Wind SSE. Foggy.

Joseph: Mr. Bartlett Allen and Miss Cordelia Coffin are married.

20th. Wind S to SSW.

Joseph: Engaged in surveying wharves &c.

21st. Wind NNW. Cold.

Joseph: Engaged in surveying wharves and drawing draft. Ship *Rambler* of Nantucket, William Worth 2nd master arrives from Cape Horn full.

22nd. Wind NE Storm. Engaged in surveying for A. Coffin. Drew a draft to send to General Court.

Joseph: Ship *Planter* goes to Nantucket. W. Bass, Edgartown deputy marshall arrives and libels the Schooner *Emulous*.

24th. Wind N. Cold. Commenced using summer oil.

26th. Wind ESE. Rainy and foggy.

Joseph: The news of the death of Francis Wimpenny at sea arrives. He sailed in a ship from Salem and was carried out of the boat by a whale.⁽¹⁾

27th. Wind calm and SW. Launched the Revenue Boat.

March 1832

3rd. Wind S. Rains A.M. P.M. SW to WSW Clear. Capt. Charles Fisher pays me \$649.29 the balance due for the house which I sold him.

Joseph: Schooner *Emulous* being repaired sails.

4th. Wind SSE to S. Pleasant. A baptism of two at the waters edge and two in the Meeting House, and addition of several to full connection in the church with a very pleasant sermon at the Communion services by Br. Kilby.

(1) As we can see from these entries, at this point Joseph was much more interested in shipping and whaling than his father was.

7th. Wind WNW. Cold. Fresh breeze. Went to Chilmark and paid Capt. A. Tilton \$350 and E. Skiff Esq. \$100. Took no receipt from either on account of haste and other circumstances, did not find Capt. Tilton at home and Esq. Skiff had no pen or ink in his new house where I paid him the money.

8th. Wind W to SW. Fresh breeze and cool.

Joseph: Boarded a West Indies brig. Schooner packet *Eliza* of sails for Philadelphia having been here all winter

repairing &c.

9th. Wind SW. Pleasant. Revenue Cutter *Vigilant* arrives, Capt. R. Luce comes in her. Gave a letter to Lieutenant Tracy.

10th. Wind SW. Pleasant. Cutter sails. Capt. Luce goes in her.

Joseph: Engaged in laying out a road.

12th. Wind S. Foggy.

Joseph: Town Meeting. Chose me Moderator⁽¹⁾

13th. Wind NNW. Cold. Went to Holmes Hole with L. Thaxter.

Joseph: carting manure.⁽²⁾

20th. Wind SSW. Cold. Went to Holmes Hole on business of the Custom House. Bought a boat of Abijah Luce for the Inspector at Tarpaulin Cove.

23rd. Wind SW. Cold. News of the death of Elder Edward Hyde.

24th. Wind SW. Engaged at the Custom House in writing, A.M. P.M. Went to Chappaquiddick being an auction there.

Joseph: Auction on the Jernegan farm.

26th. Wind S. Gale with rain. Engaged at the Custom House A.M. P.M. went to the Ship *Columbus* being at anchor without Cape Poge in the Sound. There being a heavy sea along side did not board her. Wind moderates at evening.

Joseph: Ship *Columbus* arrives from the Banks. 1,900 bbls.

27th. Wind NNW. Cold.

Joseph: Ship *Peru* arrives from the Islands.⁽³⁾

29th. Wind SSW to NE. Ship *Japan* arrives from the Pacific Ocean. Snows.

30th. Wind S. Paper found in (?)

Joseph: Ship *Eagle* arrives.

(1) Joseph still seems to be writing the diary as though his father were doing it. He undoubtedly means that his father was chosen moderator.

(2) To put on the land because it was almost time for spring plowing.

(3) Probably Joseph means the Azores.

31st. Wind SW. Fresh breeze.

Joseph: Mary Ann wife of Capt. George Manter dies of the consumption after a long illness.

April 1832

2nd. Wind WSW. High Wind. Engaged at the Custom House.

3rd. Wind SSE to ESE. Gale with rain. P.M. NW. Engaged in writing at the Custom House. Gale of wind at night. Ground freezes hard.

4th. Wind NW. Fresh breeze. Cold. About 10 minutes past 6 o'clock this afternoon my wife was put to bed with another daughter. Blessed be the Lord - which I named Eliza.

5th. Wind NNW. Light breeze. Very cold. This day is set apart by the Governor and Council for fasting and prayer. Our Quarterly Meeting is held today. Present Br. Lambert presiding elder, Brs. Kilby and Brown.

7th. Wind ESE to SW. Capt. Bunker informs me that the boat was stove by means of a severe gale at night &c.&c.

8th. Wind NE. Gale. Very cold for the season. This day through the mercy of God completes the 40th year of my age. How short is life, how few our days.

9th. Wind NNW to NE. Ice on vessels decks that arrive today. Attended the adjournment of Town Meeting.

Joseph: Fast day. Quarterly meeting.

12th. Wind SW. Engaged in whitewashing Light House and fence.

13th. Wind SW. Engaged in whitewashing. Assisting the Collector move his furniture from the house he lately occupied to the house of Jeremiah Banning. Schooner *Nelson* arrives last evening.

14th. Wind NE. Very cold. Engaged at the Custom House, Esq. Norton being on a visit to his father's. Attend to business of the estate of John Holley - charge one day.

16th. Wind NE. Storm, rain and gale. Attended a meeting being chairman of a committee of 14 chosen by the Temperance Societies to call upon the retailers to request them not to sell spirituous liquors.

17th. Wind NE. Storm, rain and gale. The Committee named above were Chase Pease, Isiah D. Pease, Thomas L. Baylies, Samuel G. Vinson, Clement Norton, Samuel Daggett and myself from our Temperance Society. Daniel Fellows, Jr., Heman Arey, John

Vinson, Hervey Bailey, William B. Fisher, Jared Coffin and Thomas Coffin from the other Temperance Society. At the meeting above mentioned voted and chose Jeremiah Pease chairman. Voted to call upon all retailers and others and request them not to sell spirituous liquors in small quantities to any person. And if after this request any should sell we will endeavor to bring them to justice. We all assembled at the store of T. L. Baylies and Co. and from there went to all the retailing stores in town and made known our business. May the Lord smile upon this undertaking and take away this great evil.

21st. Wind NW. Very cold.

Joseph: Boarded ship *Reaper* of Nantucket, William Swain master, from Cape Horn. 2,000 bbls.

23rd. Wind ENE to SSW. Freezes this night. Commenced plowing. Joseph: Ship *John Adams* arrives from the Banks.

24th. Wind NE to East. Engaged in plowing. Seaweed frozen. Plowed in ice.⁽¹⁾ Missionary Tract Bible and Preachers' Aid Society formed last evening at the vestry of the Methodist Meeting House. May the Lord bless this Society.

25th. Wind SW. Fresh breeze. Ship *Ontario* arrives with loss of her captain. Finished plowing.

26th. Wind SW. Foggy. Engaged planting potatoes.

May 1832

1st. Wind NE to SW. Moderate. Engaged in whitewashing the inside of the Light House.

2nd. Wind N. Very cold.

Joseph: Surveyed land on the Plain for Dr. Daniel Fisher.

3rd. Wind SW to NE. Engaged at the Light House and surveyed land for John O. Morse. Engaged surveying land on the Plain for Dr. Fisher &c.

Joseph: Ship *Cyrus* arrives from Cape Horn.

7th. Wind E to ESE.

Joseph: Set out for Gayhead. Went as far as Quampechi. Heard that a brig from New York was ashore. Returned home.

9th. Wind E to SSW.

Joseph: Ship *Edward* arrives from Cape Horn.

(1) Seaweed - rockweed - was good dressing for the land, also snow or ice on the surface plowed into the ground putting nitrogen into the soil acted as fertilizer.

14th. Wind SW. Pleasant. Engaged in whitewashing the Light House.
15th. Wind SW. Engaged in painting the Light House. Received a newspaper called the Nantucket Enquirer where I find an anonymous publication about the Light House &c. See a copy on file.

16th. Wind SW. Engaged at the Light House. Sent a letter to the editor of the Nantucket Enquirer by Capt. Francis Coffin. Requested him to deliver it himself.

17th. Wind NNW. Pleasant. Engaged in surveying land for P. Pease and others.

Joseph: Surveyed land for Benjamin Kidder.

18th. Wind N to NE. Revenue Cutter *Vigilant* Capt. Cahoon arrives. Engaged at the Light House.

20th. Wind SW, NE and N. Plentiful rain being much needed.

21st. Wind W. Fresh breeze. Engaged in making fence. Court sets.

22nd. Wind N to NE. Gail. Cold. Engaged at the Light House. Received a letter and communications from the Editor of the Nantucket Enquirer relating to an anonymous publication.

24th. Wind ENE to NE. Gail with rain. Severe storm at night. Daniel Fellows dies aged about 80.

26th. Wind SW. Pleasant. Planted corn. Wind NE at night, storm with rain and cold.

28th. Wind W to SW. Light. Engaged planting potatoes.

29th. Wind SW. Pleasant. Engaged at the Light House. E. S. paints the lantern, boiled the lamps &c.

31st. Wind ENE to NE. Heavy gale with rain and cold. Thus ends the month of May being I think the coldest and most stormy of any month of May that I ever saw.

June 1832

2nd. Wind N. Clear. Cold. P. M. ENE. Set out to a brig cast away at Miskeket.

3rd. Wind NNE. At 2 A.M. set out again to go to the brig. Arrived at 7 oclock. Found her to be the *James Mckay* of Wilmington North Carolina with a cargo of sugar, molasses and coffee, went on shore on the shoals near Miskeket on the night of May 31st. and bilged. Left her there, there being an officer of the Customs on board from Nantucket.

4th. Wind NNE. Engaged at the Light House and boarding vessels.

5th. Wind NNE to SW and S. A large fleet of vessels sail for the East, Boston &c. Engaged in whitewashing the Light House, Painting the interior &c.

6th. Wind NNE to NE. Engaged at the Custom House.

9th. Wind ESE. Light. Foggy. Revenue Cutter *Vigilant* arrives.

10th. Wind S to SSW. Mr. Hudson 1st and Mr. Tracy 2nd lieutnants of the Cutter visit the Light House this morning.

Joseph: A Quakeress preaches in Unitarian Meeting House ⁽¹⁾

11th. Wind S to SSW. Cutter sails on a cruise.

12th. Wind SW. Variable. Engaged in surveying land for Allen, Thomas Cooke and others. Cutter arrives.

14th. Wind SW. Pleasant. Cutter sails on a cruise.

15th. Wind SW. Pleasant. Went to Holmes Hole East Side ⁽²⁾

16th. Wind SW. Pleasant. Engaged painting the roof of my house. Cutter arrives. Received a deputy Collector's Commission.

17th. Wind SW. The Collector leaves for New York, goes in the Cutter *Vigilant*. Sails about 4 P.M.

18th. Wind SSW to SW. Fresh breeze. D. Henshaw Esq. Superintendent of Light House arrives in the Cutter *Hamilton* from Boston to visit the Light House here. Informs me that I may paint the lantern or whitewash the Light House &c when I think it necessary. May put piles under the middle of the house, make steps at the edge of the hill &c. Attended at the Custom House.

19th. Wind NE to SW. Attended at the Custom House most of the day. Engaged in making out quarterly reports &c. William Cooke calls at the house of Esq. Norton when I am absent. See my minutes made in the office this day on file. Surveyed land for Dr. Daniel Fisher near James Roberts' house.

Joseph: Widow Deborah Marchant dies aged about 80.

20th. Wind NNW to SW. Pleasant. Engaged in the Custom House all the hours.

22nd. Wind SW. Assisted in setting the shoulder of Capt. Peter Coffin which was badly dislocated. Dr's Fisher, Young, and Dr. Allen were present.

Joseph: Met in the vestry of the Methodist Church for the purpose

(1) Joseph must mean the Old Meetinghouse - Parson Thaxter's church. At the time of his death Joseph Thaxter was pretty close to Unitarianism.

(2) The present Eastville.

of making arrangements for singing at the celebration of the 4th of July next. Planted potatoes.

23rd. Wind SW. Dry weather. Planted potatoes. Engaged at the Custom House office hours.

27th. Wind S. Foggy.

Joseph: Received oil &c. for the Light House.

30th. Wind SW. Fresh breeze. Town meeting.

July 1832

2nd. Wind SW. The Collector arrives from New York about 12 P.M.

3rd. Wind SW. Pleasant. Cow calves this morning. Engaged at the Custom House.

4th. Wind NW. This day an oration is pronounced at the old Meeting House by Mr. Walton Burgess. The oration, singing, reading of the Declaration of Independence and appearance of the Meeting House and all the arrangements of the Committee gave great satisfaction to the inhabitants.

Joseph: . . . oration delivered in the Unitarian Meetinghouse by Mr. Walter S. Burgess.

5th. Wind N to S. Pleasant. William Vinson mows the meadow back of the house. Town meeting relating to the Asiatic cholery.

7th. Wind SW. Engaged at the Custom House. Got my hay into the barn. This day the news of the Asiatic cholary being in New York seems to be confirmed by the arrival of the Smack *Columbia* L. Norton master. At about ½ past 1 oclock at night I was called to go to a vessel ashore at Manamshie Bite. The health committee sends two. The vessel proved to be a British schooner probably from Halifax with Irish passengers which they would have landed on the Island if they had not been prevented from doing so by the exertions of a few of the inhabitants. The cholary having made its appearance in New York would probably prevent the landing of passengers there. And if they could have been landed here the voyage would have been completed.

Joseph: . . . she got off before I got there.

9th. Wind NE.

Joseph: It rains for the first time of any consequence in 5 weeks.

10th. Wind NE. Some rain. Planted beans.

12th. Wind SW. Rainy.

Joseph: Boarded a brig, Ephraim Marchant master from the coast of Africa bound for Boston.

13th. Wind SW. Engaged with hay.

Joseph: John S. Smith's house is raised.

14th. Wind SW. Engaged with hay.

15th. Wind SW. Engaged with hay. Br. Epaphras Kilby preaches his farewell sermon this afternoon having labored here a little more than 2 years to the great appreciation of the most of the Society. ⁽¹⁾

16th. Wind S. Br. Kilby and family get ready to move to Ipswich, a vessel from Falmouth having come for them. Engaged with hay.

17th. Wind SW. Br. Kilby leaves town for his new station. Br. J. J. Bliss arrives with his family this afternoon being stationed here this year by the New England Conference. May the Lord bless his labours the ensuing year.

20th. Wind NW. This day set aside by the New England Conference as a day of fasting and prayer on account of the cholary. Meeting in the Meeting House. Sermon by J. J. Bliss A. M. P. M. Prayer meeting. E. Lewis paints the Revenue Boat.

21st. Wind SW. Squall of rain.

Joseph: Capt. Benjamin Pease of Chappaquidic dies.

23rd. Wind SE. Flattening. Very warm.

Joseph: Funeral of Capt. Benjamin Pease.

25th. Wind SW to W by S. Little rain at night. Eliza visits her mother and her sisters.

Joseph: F. Baylies Jr. comes from New Bedford.

27th. Wind SW.

Joseph: F. Baylies, Jr. goes to New Bedford.

28th. Wind SW. Very dry weather.

Joseph: The news arrives that there has been two cases on board a vessel in quarantine in New Port.

30th. Wind S. Foggy. George Lawrence house raised. F. Baylies, Jr. moves his family from New Bedford.

Joseph: E. G. Pease's store is raised about this time.

(1) The Methodist Church was often called the Methodist Society in its early years on the Vineyard.

August 1832

1st. Wind S. to SE.

Joseph: Fine showers of rain it being very dry.

3rd. Wind SSW to SW. Ship *Vineyard* of Edgartown arrives from Rochester or Mattapoisett being new.⁽¹⁾

4th. Wind SW. Engaged in measuring Ship *Vineyard* to ascertain her tonnage. She is 380 and 59/95 tons.

7th. Wind SW. Deposited the certificate of measurement of Ship *Vineyard* in the Custom House.

8th. Wind SW. Foggy and rainy. Clears.

Joseph: William J. Athearn and Miss Susan Coffin are married by Rev'd J. J. Bliss.

9th. Wind S. Rainy.

Joseph: Fast day appointed by the Governor on account of the cholera.

10th. Wind SE to NNE. Heavy squalls of rain. P. M. clears, wind SW.

Joseph: A Quakeress from England via Nantucket preaches in the Unitarian Meeting House.

17th. Wind E. Rains. Meeting at Br. Daniel Butler's.

Joseph: The news arrives that the cholera is in Boston. Two fatal cases.

18th. Wind NE to SSE. Pleasant. Went to Chapaquidic blackberrying with the children.⁽²⁾

22nd. Wind NE to SSW. Pleasant. Commenced going to a writing school kept by a Mr.

23rd. Wind SW.

Joseph: The news arrives that Capt. Valentine Pease, Jr. had lost a boat and crew in the night by endeavoring to save a man who had fallen overboard at sea. George Courtney of this place was among the number lost.⁽³⁾

25th. Wind NNW. Very cool. Quarterly Meeting. Present Brs. Lambert, Bliss and Jansen. Brs. H. Chase, T. West, W. Daggett and others from Holmes Hole.

(1) Mattapoisett had been a village in the town of Rochester. This entry probably means that it had now been incorporated as a town. Many fine whaleships were built in Mattapoisett.

(2) It is good to see that Jeremiah would sometimes take time off from the lighthouse, the Custom House and from his surveying and religious duties to spend some time with his children.

27th. Wind SW. Warmer. News that one other case of cholera occurs in Boston. Fatal.

31st. Wind NNE to SSW. Attended a meeting at Br. Huxford's at Chapaquidic. Br. J. J. Bliss preaches.

(3) That voyage Captain Pease was the master of the ship *Honqua* of New Bedford. Starbuck p. 283, has this to say about the accident, "Lost a man overboard and in saving him lost second and third mates, two boat steerers and two men." This would seem to indicate that the man overboard was saved. It surely indicates that the crew of the rescue boat was a volunteer one. Perhaps the boat was smashed against the side of the vessel after the man overboard had been hauled aboard. The log of the *Honqua* for that voyage, if it exists, would tell the whole story. Captain Pease was the prototype of Melville's Captain Ahab in *Moby Dick*.

DCHS News

Weather is frequently a topic of both everyday conversation and historical inquiry. For years people of my generation have been hearing about how "hard" the winters used to be, but we have always had our doubts. Recently, I took advantage of our current wintry conditions to make the point to my father that his infamous winters could not possibly have been any worse than this. In a quick rejoinder, he replied, "No! But now you know what I have been talking about all these years." For everyone reading this *Intelligencer* in warmer localities (if you were able to find any), we hope that you do not feel too badly over missing this most historic winter.

Despite the storms and freezing temperatures, we have been getting a great deal accomplished. The most pleasant event was the publication of Dorothy Poole's *A New Vineyard*, which just missed coming out in time for Christmas but was a good way to welcome in the new year. This is the first entirely new book that we have published since 1973, and we are particularly proud to have *A New Vineyard* in our list of publications; it is a most interesting product of original research about the lives of those Vineyarders who migrated to the Maine wilderness after the American Revolution. Everyone interested in genealogy, Vineyard History, or Maine history should have a copy of the book, and it is available from the society for \$12.95 plus 65 cents postage.

We were also very pleased in December to receive Arthur Friedlander's portrait of Capt. Hartson H. Bodfish. This handsome painting was a gift from Mrs. D. Miles Tourison, who is the Captain's grandniece. Historically the painting is of considerable importance since Captain Bodfish was one of the last whaling masters and was the author of *Chasing the Bowhead* (which contains a photograph of our new accession).

As most of you will remember, on December 7, the members of the society had an official special meeting to approve a raise in dues. It had been a number of years since the regular dues had been raised, and it was obvious to our budget committee that the society would have found it nearly impossible to function in 1977 without an increase in operating funds. The five dollars for dues in

1976 was just barely meeting the cost of producing and mailing the *Intelligencer*. About forty people turned out for the special meeting and unanimously approved the raise. Afterwards, we all enjoyed a pleasant social hour around a table of cookies and apple cider provided by Doris Stoddard and Rachael Williams.

We would like to take this opportunity to thank all of you who have been sending in your dues and donations to the Preservation Fund. In the next issue of the *Intelligencer*, we will publish a list of the contributors.

Thomas E. Norton

Some Publications

OF THE DUKES COUNTY HISTORICAL SOCIETY ON SALE
AT ISLAND BOOK STORES AND IN THE SOCIETY'S LIBRARY.

The Mammals of Martha's Vineyard by Allan R. Keith. Illustrated, paper. 50¢.

People To Remember by Dionis Coffin Riggs. Illustrated, paper. \$4.95.

The Heath Hen's Journey to Extinction by Henry Beetle Hough. Illustrations. Paper 50¢.

The Fishes of Martha's Vineyard by Joseph B. Elvin. With 36 illustrations of fishes by Will Huntington. Paper, 50¢.

The History of Martha's Vineyard by Charles Edward Banks. A new edition. Indices, illustrations, three volumes. Cloth, \$30.00.

"Cap'n George Fred" Himself. The autobiography of Captain George Fred Tilton of Chilmark. A new edition. Cloth. \$6.50.

Wild Flowers of Martha's Vineyard by Nelson Coon. Illustrated. Paper \$3.95.

Indian Legends Of Martha's Vineyard by Dorothy R. Scoville. Paper \$2.50.

An Introduction To Martha's Vineyard by Gale Huntington. Illustrated, paper. A new edition. \$3.95.

A New Vineyard by Dorothy Cottle Poole. Illustrated, cloth, \$12.95 plus 65¢ postage.