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The Captain's Medicine Chest

BY DOROTHY COTTLE POOLE

Captain Allen Tilton And Papers Of The Ship *Loan*

BY DORIS COTTLE GIFFORD

Jeremiah Pease's Diary (continued)

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 Edgartown, Massachusetts

The Captain's Medicine Chest

by

Dorothy Cottle Poole

Accidents and illness aboard whaleships were common, but not as frequent or widespread as they were in the merchant fleet because whaleships were required by law to go into port every five or six months, and usually skilled medical help could be obtained then. There is no evidence that a medical practitioner was ever signed on board a New England whaleship, in his professional capacity, for a full cruise,⁽¹⁾ but sometimes doctors were taken aboard for a few weeks or a few months to treat a particular patient or to vaccinate the whole crew for smallpox. Occasionally, a doctor went on a cruise to benefit his own health. However, whalemen had their troubles, which often could not wait weeks or months for attention, so the master of the ship doubled as doctor or surgeon.

Illness and injury were noted in the ships' logs but, usually treatment was not. The very early whaleships, and those that made "plum pudding" voyages, had no regular supply of drugs. Later, all vessels were expected to carry a medicine chest, its size and contents depending on the size of the ship and the generosity of the owners.

With only a small chest of drugs and its accompanying booklet of instructions, the master of a whaleship had to treat all common and many rare diseases and to perform surgery which might cover anything from sewing up a small gash or pulling an ulcerated tooth to amputating an arm or a leg.

The Dukes County Historical Society has a captain's medicine chest, a sturdy wooden box, with lock and key, put out by Wheelock Finlay and Company, Wholesale Druggists and Importers, New Orleans. It has thirty-two partitions above a full-size drawer and contains a booklet entitled, *Directions for Knowing and Treating the Diseases and Accidents Incident to Seamen. Medicine Chests for Ships, Vessels, and Families. Prepared and Replenished at Short Notice According to the Within Directions.* By Edward Munro, Druggist and Apothecary, Water

(1) *Medicine and Pharmacy Aboard New England Whaleships* by Arthur G. Lipman, College of Pharmacy, University of Rhode Island.

Captain Jared Fisher, Jr., doubtless had a medicine chest with its booklet of symptoms and cures, issued by his owners, and he also had the all-inclusive *Every Man His Own Doctor*, printed in 1816, 560 pages of extremely fine print listing "causes, knowledge and cures" of diseases on over 400 pages and medicinal qualities of plants for 50 more. The latter describes indigenous and naturalized plants quite clearly, but is somewhat vague and confusing as to how these may be used to counteract diseases.

The last section of the book surely merits toting it over the seven seas on a four-year whaling voyage for it tells in great detail how to buy a horse (and other farm animals) and how to cure their various ailments.

Another part of this remarkable book gives receipts for the cure of jaundice, heartburn, scratches, sore throat, piles, headache, whooping cough, sprain, cramp, weak stomach, warts, et cetera. These are interposed with methods for preserving foods, including "an excellent catsup which will keep good more than 20 years." Mingled with these are directions for making liquid blacking, dying yarn, destroying vermin, making glass and additional remedies for ailments of animals.

One can understand this book being in the home of a farmer-fisherman, but why Captain Jared Fisher took it to sea with him is less clear. Apparently he did not wholly rely on this volume for his log and other books contained many hand-written "receipts for the cure of dysentery." Four of them follow:

1.

15 drops laudanum to 5 drops white vitriol - the vitriol must be dissolved in water as strong as it can be made.

2.

Tincture of camphor, rhubarb, laudanum - equal parts. 1 teaspoon 3 times a day. Brandy and Castile soap.

3.

Take 10 grams calomel & 8 grams of opium - mix - make same into 12 pills - take 1 morning, noon and night - also take a moderate dose of rhubarb every 2nd or 3d day. Diet should be light as possible. Rice water for drink.

4.

1 oz. tincture cinnamon

½ oz. laudanum

½ oz. tincture of kince

¼ oz. camphorate spirits

Mix together. Shake well before using. Take 1 teaspoon in a little brandy - the 2nd dose generally cures - as soon as the disease is stopped, stop taking the medicine as the kince is rather poisonous.

None of these books was "fool-proof," but combined with the skills and common sense that most whaling masters had, they and the medicine chest were valuable in treating minor ailments and in first aid for others until the ship could put into port.

However, there were times when nothing could be done. One of these was when Mr. Warren, a boatheader in the *Belvedere*, was hit in the pit of his stomach by a whale's flukes. Young Ellsworth West took him aboard his boat and rushed him back to the vessel where it was found that his pelvis and right thigh were broken and that he had internal injuries. He died within a few hours and his body was packed in salt until it could be taken to San Francisco for burial.

Sometimes no one knew what was wrong, as when James Leary, second officer on the *Belvedere*, Captain Joseph Whiteside, was "ailing" for some time. Suddenly, he became very ill. He was taken ashore to a small hut which had been prepared for him, and two shipmates took turns caring for him. He died in the spring and was buried on the east side of the Mackenzie River. The cause of his death was never known.

A similar thing happened to a harpooner aboard the *Freeman*, Captain John Cook. For two days the man complained of pains in his back, but no one paid much attention to him. On the third day he was found dead in his bunk and his body was committed to the deep. Inevitably, some whalers died at sea, but the marvel is that their number was so few.

Accidents were numerous and many were unusual and serious. In 1816, off the west coast of South America, the *Winslow* Captain Edmund Gardner, had all boats down on smooth seas with many whales in sight. Five times his boatsteerers missed easy strikes, so Gardner went to the bow of his boat and sang out for the mate to do the same. Captain Gardner harpooned his whale, but was badly hurt in doing so. Bleeding copiously, he was rushed

to the ship where it was found that one whale's tooth had entered his skull, another pierced his hand and a third had ripped his right arm from shoulder to elbow. His shoulder and jaw were broken, five teeth knocked out, his tongue cut through, and many bones smashed. The mate and the second officer bound his wounds and set his arm and the ship headed for Paita. Weak from loss of blood, Captain Gardner fainted frequently and had to be fanned continuously for two days. (After that fans were included in the Captain's Medicine Chest.) On the sixth day after the accident, the *Winslow* anchored at Paita and a doctor from a Spanish ship examined Captain Gardner. Through an interpreter, he said Gardner's wounds were very bad and his left hand must be cut off. (His head also was bad, but the Spaniard did not suggest cutting that off.) He did, however, recommend an immediate visit from a chaplain to hear Gardner's confession as he felt there was little chance of the captain's recovery. Instead, Gardner's mate sent for another doctor from Piura who took the captain ashore, saw that he had proper care and saved his hand. In two months, Captain Gardner had recovered enough to return to his vessel which, in the meantime, had been successfully whaling nearby.

Accident victims in the Arctic very often could not be taken to a doctor. Captain Hartson Bodfish tells in *Chasing the Bowhead*⁽¹⁾ how, as a young man stepping a new fore top-mast aboard the *Mary D. Hume*, the took on the pennant block broke and a piece of the hook struck young Bodfish's foot, breaking one toe and smashing another. He knew he'd have to lose his toe, so he asked the steward to get the captain to amputate it. The captain could not come at once. The foot was numb and Bodfish knew the longer he waited the more painful it would be, so with the steward and the cabin boy "looking on and groaning," he whetted his knife, cut off the smashed toe, and had his foot all bandaged when Captain Tilton came below. The foot healed, but some time later Bodfish had to have it re-opened to remove a sliver of bone which he had missed.

Many years later, two young officers, West and Cottle, were wintering at Hershel Island aboard the *Freeman*,⁽²⁾ Captain John

Cook, when they set out with a sled, six dogs and a canoe to get some deer meat. At the edge of the ice they left their sled and piled everything, including the dogs, into the canoe. There were a few ducks flying over the open water and Mr. Cottle loaded a shotgun and brought down several. Reaching shore, the men hauled their canoe up on the beach and began unloading tents, fishnets, camping gear, provisions and firearms. In his haste, Mr. West got hold of the muzzle of a gun. As he hauled it toward him, the hammer caught and the contents of both barrels went through his right arm. With the help of Mr. Eldredge, an officer from the *Alexander* which was nearby, Mr. Cottle applied a tight tourniquet which undoubtedly saved West's life. Aboard the *Freeman*, West refused to have his arm amputated, even though several of the captains agreed it had to be done to save his life. Finally, West told Captain Cook, "I put my life in your hands. Do as you think best. But do you think you can operate successfully?" Cook replied, "You may die if we operate. You will surely die if we do not."

There was no ether, so chloroform had to be the anesthetic and Captain Bodfish administered it. Captains McKenna and Cook assisted Captain Leavitt in the operation. Theoretically, they knew how to proceed, for they had studied all the medical books in the fleet, but they had neither instruments nor knowledge to read the condition of the patient's heart. They gave West a good stiff glass of whiskey before using the chloroform, reasoning that it would stimulate the heart, lessening the danger from the anesthesia. They sterilized their tools as best they could, applied a tight tourniquet to reduce the loss of blood and hung a watch from the ceiling so Captain Bodfish could time the pulsations of the heart. They thought they understood how to pick up the arteries after cutting through the flesh, but confronted with a conglomeration of black powder, pieces of a deerskin shirt, clotted blood and shattered bones, they could not pick out the arteries so they left a flap of skin to go up over the shoulder and be sewn on top after the bone was cut. Then they could detect the large arteries by the pulsations and they quickly caught them with forceps and tied them with catgut, carried in the medicine chest for that purpose. Small veins were cauterized with nitrate of silver. All particles of bone and foreign matter were removed and the wound thoroughly cleaned. An hour and fifty minutes after West was anesthetized,

(1) Hartson Bodfish, *Chasing the Bowhead*, Cambridge, Harvard University Press, 1936.

(2) Capt. John A. Cook, *Pursuing The Whale*, Cambridge, Houghton Mifflin Co. 1926.

the cabin was thoroughly aired and he slowly regained consciousness.

Four times the wound had to be opened and resewn, but gradually it healed and West regained strength, though his whaling days were over. The captains, officers and engineers of the fleet donated \$1400.00 for West to start a new life in San Francisco.

Another strange accident happened right after World War I when Captain Ellsworth West chartered an old wooden freighter, *Ocktarara*, to carry lumber to Cuba. His chief engineer was engaged in making repairs on the refrigerating system where a slight leak had developed in the ammonia tank. Suddenly the bolt on which he was working blew out, releasing the contents of the tank directly into his face, totally blinding him. He was suffering such terrible agony that two men had to hold him to keep him from jumping overboard. Captain West sent a wireless message asking for information on how to treat the wounded man. Two replies came within twenty minutes. An American ship wired it didn't know what to do. An English vessel reported a remedy suggested in an old medical book they had was vinegar. The captain snatched up a cruet from the dining room and emptied it right into the man's eyes. In less than five minutes, he had relief. The next morning he refused a chance to go ashore to the hospital for, although his eyes were still badly inflamed, he was not in pain.

Accidents sustained aboard ship were as varied and unpredictable as those ashore. Diseases were often attributable to the unhealthy climate of ports of call and to replacements of crew members. Cramped quarters of shipboard life made it very difficult to quarantine the sick, so disease spread rapidly.

The most common disease among seamen was seasickness for, though we often think of that in connection with landlubbers or greenhorns, people who have been to sea most of their lives are frequently subject to seasickness. Doctor Nathaniel W. Taylor, who spent twenty-one months on a whaling voyage to the Antarctic aboard the *Julius Caesar* of New London⁽¹⁾, writes that on the fourth day out they encountered a thunderstorm in the Gulf Stream and he experienced the "indescribable feelings of

seasickness." He continues, "Seasickness is an inverted peristaltic action of the muscular coat of the stomach and the intestines. The feelings are beyond the power of language to describe and are only known by those who have experienced them.In certain constitutions and in peculiar states of the system, inflammation is induced which, if not speedily arrested, may end in death.

"Spare diet and exercise on deck are the only preventives. Acidulated drinks help. Salt water or warm tea is a sailor's remedy," as is a half cup of vinegar.

In January, 1822, Moses E. Morrell on board the *Hero* out of Nantucket wrote:

"Most all our hands being unaccustomed to the motion of the ship, those countenances that before had been expressions of pleasure and health, in a moment became dejected, pale and terrificsuch a scene is difficult to describe. Literally, it was a floating hospital. Some would lay prostrate on deck, regardless of spray. Others lying on their chests, sighing to be home where some friendly hand would administer to their wants, instead of which their shipmates, more accustomed to the boisterous elements, stood and laughed at their calamity."⁽¹⁾

Doctor Usher Parsons in his revised edition of the *Sailor's Physician* prescribes as a prevention for seasickness 40 - 80 drops laudanum and then retire to berth ½ - 1 hour before vessel reaches swell of the sea, thus sleep away part or all of the sickness.

Though seasickness might be the most prevalent disease, smallpox was the most dreaded, especially in the cramped quarters of a whaleship. Captain William Mayhew and his wife Caroline in the *Powhatan*, outward bound from Edgartown in April 1846, underwent a protracted siege of smallpox.⁽²⁾ Breaking out in the forecabin, it spread rapidly and when the ship reached the southern part of the Cape Verde Islands, eight men were ill, while several had recovered. The ship was in quarantine at St. Jago for twenty days before it was cleared and health officers gave permission to land. All seemed well, and early in June the *Powhatan* sailed. As soon as it reached warm weather, more cases

(1) Nathaniel W. Taylor, M.D. *Life on a Whaler*, New London, New London Historical Society, 1929.

(1) Lipman, Arthur G. *Medicine & Pharmacy Aboard New England Whale Ships*, University of Rhode Island.

(2) Whiting, Emma Mayhew & Henry Beetle Hough. *Whaling Wives*, Boston, Houghton Mifflin Co., 1953.

of smallpox appeared. Captain Mayhew kept the ship in the cool trade winds until the men recovered and then resumed his course. When they neared the heat of the Equator, more men fell ill, including Captain Mayhew. Caroline had bravely and efficiently nursed them all, but now she had to be nurse and navigator, too. In addition to being thoroughly familiar with the contents of the Medicine Chest and methods for using them, Caroline was a firm believer in cleanliness and fresh air and in separating the ill from the well as much as possible. Undaunted, she cured her husband of a severe case of smallpox while keeping the ship on course. Inevitably, she fell victim to the disease and suffered through it. Thanks in large part to her skillful ministrations, not a man was lost.

Another two-month infestation of smallpox occurred aboard the brig *Sullivan*, Captain William Hagerty, in 1905.⁽¹⁾ Louis Lopes, mate, noted in the log:

- 10/29/05 picked up 10 men at St. Nicholas, Cape Verde Islands
- 11/4/05 one man broke out with smallpox
- 11/16/05 buried one of ten men got at St. Nicholas
- 11/20/05 saw sailing vessels. Captain went alongside to try to get a little sulphur for sick men- would not let him have any because he had no money.
- 11/23/05 another man sick with smallpox so Captain has started for land
- 11/30/05 second mate and another have smallpox
- 12/01/05 put into another village & doctor came aboard and claims disease smallpox all hands vaccinated today at Benvente we are ordered away from here to Rio de Janiero - have a man on board looking out for sick
- 12/04/05 One of sick can't take food
- 12/05/05 One died at 3 P.M. Buried at 4 P.M.
- 12/08/05 Got on way at noon and arrived on quarantine grounds at 5 P.M. - the doctor came aboard - also the custom house officer Men were ordered to hospital
- 12/09/05 laying at Rio, the fumigator came alongside

(1) Lipman, Arthur G., *Medicine & Pharmacy Aboard New England Whaleships*, Kingston University of Rhode Island Press.

fumigated ship - no one able to sleep below tonight
Fumigating consisted of placing pans of water about decks - every twenty feet, lighting sulphur and sealing ship completely for two days and one night.

- 12/13/05 the doctor ordered the ship painted
- 12/17/05 three men not feeling well
- 12/18/05 two men went to hospital today with smallpox
- 12/20/05 one more man went to hospital today - fumigator has been alongside again fumigating
- 12/22/05 one of our men came out of the hospital today
- 12/27/05 one of our men came out of the hospital

Scurvy, less common now than in whaling days, was a dreaded disease of seaman. Attributed to salt provisions, grease and fat, want of cleanliness, and laziness, it was particularly serious aboard whaleships icebound in the Arctic and unable to get any fresh foods. A lichen, discovered by Dutch seamen in Iceland, became known as "whalemen's cabbage."⁽¹⁾ This moss was apparently rich enough in ascorbic acid to prevent scurvy and was used prophylactically by whalemen even before the cause and cure of scurvy were known.

Doctor Taylor, whom we quoted earlier,⁽²⁾ wrote that at Desolation the men aboard the *Julius Caesar* "were driven ashore" to gather cabbages. Captain Morgan had known of seamen "buried alive" because they had scurvy and it was not an uncommon occurrence. My husband's grandfather, Anderson Poole, was mate aboard a Bristol brig, trading to the west coast of Africa shortly after the Civil War, when the second mate went ashore with several crewmen to bury them in the sand to alleviate the scurvy. He packed sand over each man, leaving only his head exposed, and then strolled down the beach while the "cure" took effect. When he returned, a horrible sight greeted him for wild dogs had come out of the brush and killed all the sailors.⁽³⁾

(1) Ibid.

(2) Taylor, Nathaniel W., M.D., *Life on a Whaler*, New London, New London Historical Society, 1929.

(3) The vessel was so short-handed as a result of this tragedy that it was wrecked and the survivors had to walk many miles along the African coast. Their only drinking water was salt water poured through a bucket of sand, over and over. The mate grew insane and died before they reached home.

Dana writes, "Scurvy broke out on the way home. One man was disabled and off duty, another in a dreadful state, growing worse daily. His legs ached and swelled with rheumatic-like pains so he could not walk. His flesh lost its elasticity, his gums swelled so he couldn't open his mouth. His breath was offensive and he lost strength and spirit. He could eat nothing - growing worse every day. Medicines were nearly all gone, but they wouldn't have helped. Fresh provisions and being ashore are the only help for scurvy."⁽¹⁾

Then they met a brig, out of Bermuda, and bought half a boat load of potatoes and onions. The men ate them raw with beef and bread for every meal and filled their pockets to eat between meals. One of the victims soon recovered, but the other could hardly open his mouth so the cook pounded potatoes in a mortar and the patient swallowed a teaspoonful every hour until he could open his mouth to eat raw potatoes and onions pounded to a pulp. In ten days he was back on duty.

In 1832, the *Franklin* of Nantucket was lost and scurvy was the indirect cause. The ship had been whaling in the Pacific and had rounded Cape Horn on its homeward voyage, when Captain George Prince and five of his men died of scurvy. Matthew Clark, a boatsteerer, took command, but the vessel encountered severe storms and was lost on the coast of Brazil.⁽²⁾

Captain John Cook says that during six winters in the north with crews of fifty to fifty-five men, he had only one case of scurvy. He attributes the immunity to "a plentiful diet of fresh game (moose, rabbit, deer, bear) provided by hired hunters while the whalers were frozen in their winter quarters."⁽³⁾

Captain Hartson Bodfish of Vineyard Haven agreed with this procedure. He changed a patient's diet from cooked to raw food - in this case deer meat - but gave no medicine. In two weeks the man was allowed a slice or two of bread and a cup of tea for variety. A few victims did not respond to this treatment and their legs contracted and turned black. They were taken ashore and put in a snow house with their legs packed in mud. All recovered in less than a month.

(1) Dana, R. H. Jr., *Two Years Before the Mast*, New York, A. L. Burt Co., 1840.

(2) Clark was the senior officer remaining, but he knew little or no navigation.

(3) Cook, John A., *Thar She Blows*, Boston, Chapman & Grimes, Inc., 1937.

Another constant danger in the Arctic was frostbite and there are many incidents of men deserting their ships only to crawl - or be brought back - with badly frozen limbs, like a deserter from the *Narwhal*. Captain Leavitt had to amputate and put in the man's legs, one below the knee and the other at the thigh.⁽¹⁾

Christopher Nelson was one of a crew of forty who survived when the *Helen Mar* sank in the ice in 1892. He and a companion had been on an ice floe with their whaleboat for more than thirty-six hours when the other man lost hope and fell over the side of the boat, capsizing it. Nelson climbed astride the keel of the boat and saw the lights of the *Freeman* which, with the *Belvedere*, had been steaming along the ice pack looking for some sign of the *Helen Mar*. The crew of the *Freeman* heard Nelson's cries and rescued him, but his legs and feet were frozen so badly that his toes were amputated at once. Stimulants were given to him, while his legs up to his knees were put in ice water to draw out the frost. Hot poultices made of potatoes in their skins were applied until the live flesh began to separate from the dead. Then charcoal and flaxseed meal poultices were substituted. Granulated sugar was sprinkled on plentifully as a purifier and a great healing agency. The parts were syringed every day with a solution of carbolic acid to keep them healthy. The patient began to improve; small pieces of bone came out occasionally, but finally this stopped and the flesh began to look better, new skin growing over the raw flesh.

On November 8th, crossing the Bering Sea, the *Freeman* met a Revenue Cutter and signalled for a doctor. The doctor and the captain of the cutter came aboard and looked the patient over. The doctor said to Captain Cook, "You have done well, but to try to save those feet is utterly useless. The skin will never grow over that flesh. The only thing to do is to amputate the feet." Captain Cook tried to tell the doctor that the feet were healing, but the doctor was sure amputation was necessary. Captain Cook was as sure it was not, so he refused to send Nelson aboard the cutter and, instead, took him to San Francisco and put him in the Marine Hospital there on November 18th. The next February when Captain Cook was again in San Francisco, he met Christopher

(1) Bodfish, Hartson, *Chasing the Bowhead*, Cambridge, Harvard University Press, 1936.

Nelson, his feet now healed so he could walk very well.⁽¹⁾

Snow blindness on Arctic voyages was common and painful. The whalers knew they should wear smoked glasses, but they got careless and then were afflicted by an inflammation caused by the glare of the light on snow. Their eyelids felt as if they were packed full of needles, all pointing inwards and each one pricking with every wink. "The cure is a drop of molasses in the eye seven or eight times daily. Fine sugar can be used, but is not as effective," and Captain Bodfish said, "Boracic Acid and other things in the Medicine Chest have no effect whatever.

Eskimos wear hollowed out wooden goggles, covering their eyes and projecting about an inch in front, with a very narrow slit through which to see."⁽²⁾

In very fine print, the introduction to *The Sailor's Physician* by Usher Parsons, M. D., says:

"It may be safely doubted whether attempts to diffuse medical science among all classes of people, and make every man his own physician, be conducive to the interests of the medical profession or the cause of humanity."

Just how many men owed their lives to the contents of the Captain's Medicine Chest, and the captain's skillful use of it, can not be reckoned, but there is no doubt that without it the fatalities would have been much greater.

(1) Cook, John A., *Pursuing the Whale*, Cambridge, Houghton Mifflin Co., 1926.

(2) Bodfish, Hartson, *Chasing the Bowhead*, Cambridge, Harvard University Press, 1936.

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Indigenous Plants Are Given and Adapted to Common Practice with an Appendix Containing a Complete Treatise on the Art of Farriery, with Directions to the Purchasers of Horses and Practical Receipts for the Cure of Distempers Incident to Horses, Cattle, Sheep and Swine; to All of Which Are Added A Choice Collection of Receipts, Useful in Every Branch of Domestic Life - Making in All a Complete Family Directory. New Haven: Nathan Whiting, 1816.

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Captain Allen Tilton And Papers Of The Ship *Loan*

by
Doris Cottle Gifford

Editorial Note:

Allen Tilton was the great grandfather of Doris Cottle Gifford. Mrs. Gifford can not remember him, of course, for he died long before she was born, but she does remember her great grandmother, Allen's widow.

Mrs. Gifford has long been interested in Vineyard history and particularly Vineyard family history. She has written for the *Intelligencer* before. Her late husband, Flavel M. Gifford, also wrote for the *Intelligencer*. He was president of the society for some years and was also the society's genealogist.

It seems to be necessary here to say a few words about the two voyages that Allen Tilton made as master of the ship *Loan*, of Edgartown and the ship *Omega* of Nantucket. Starbuck in his *History Of The American Whale Fishery*, p. 238, does not give us the day and month of the sailing of the ship *Loan* on her first voyage with Allen Tilton as master. It was July 16, as we know from Jeremiah Pease's diary and the year was 1821. She returned August 7, 1823, with 1,700 bbls. of sperm oil. A good and fast voyage.

But for the second sailing of ship *Loan* with Allen Tilton as master there seems to be an error in Starbuck. He gives the year of sailing as 1823 but again does not give the day and month. He says that she returned Dec. 26, 1825 full. All of the signings for that voyage are for 1824. And it looks as though she must have sailed in November of that year. If that is true, and it looks as though it must be, it was an exceedingly fast voyage.

Captain Tilton sailed as master of the ship *Omega* of Nantucket on August 24, 1826. If we had Jeremiah Pease's diary for 1823, 1824, and 1825 we could verify these dates, but unfortunately the diaries for those years are lost.

Captain Allen Tilton was the son of Daniel and Lavinia Allen Tilton. He was born in Chilmark near the Roaring Brook on the

north side of the North Road. He went to sea at an early age walking to Edgartown to his vessel over the old dirt roads. Even after he had his master's papers he still always walked to Edgartown to take command of his vessel.

He retired from the sea at the age of forty and invested some of his whaling money in mills and railroads and became quite wealthy. Soon after his retirement he married Mary Ellis McCullum, a Chilmark girl, eighteen years younger than he, and bought a hundred acres of land on the north side of the Middle Road not far from the Tisbury line for a farm, and there near the road he built his house. It is the first house on the right after passing what is now the West Tisbury line. In that house most of his children were born.

Mostly Captain Tilton raised sheep on the farm, for sheep raising was then an exceedingly profitable business on the Island. Many years later Ernest Correllus bought the farm and worked it successfully for many years so today the house is known as the Correllus place.

Captain Tilton was very active in town affairs. In 1861 he was Representative to the General Court. At that time he was a Bell-Everett Democrat. Bell was a candidate for President on the Constitutional Union ticket. Allen Tilton was strongly conservative and was opposed to the Personal Liberty Act. Mary Tilton, his wife, was much less conservative and became an ardent Methodist. But he remained a faithful member of the old Congregational Church that stood to the north of Chilmark's Abels Hill cemetery. Every Sunday he would drive his family to the Methodist Church that was then on the Middle Road near Tea Lane and then continue on alone over the Meeting House Road to his church. He would pick up his family on the return trip.

Allen Tilton died in 1872. His wife died in 1900. During her lifetime she was widely known for her hospitality to everyone. Within her own family a cousin, two nieces, and a brother became part of her household in their time of need.

Allen Tilton made two voyages as master of the ship *Loan* of Edgartown. The ship's papers which follow are for the second voyage. About the first voyage begun in 1821, Jeremiah Pease in his diary which is printed in the February 1975 issue of *The Dukes County Intelligencer* has this to say about that first voyage:

"March 7, 1821 - attended a meeting of the owners of the ship *Loan* Mr. Allen Tilton was appointed master..... Captain Tilton was mate of her late voyage." There are two references to Captain Tilton's logbooks in Amelia Forbes Emerson's *Early History of Naushon Island*. Page 332 refers to the 1821 voyage and page 335, when Captain Tilton was master of the Ship *Omega* of Nantucket, for a voyage begun August 24, 1826.

Allen Tilton retired in 1832 when he was forty years old. He had spent more than twenty of those years at sea. Two of his sons-in-law became masters and two of his grandsons also followed the sea. One of them was master of steam whalers in the Arctic for many years.

It is interesting to note that Richard Holley, who was Captain Tilton's first mate of the ship *Loan* in the papers that follow, had just married Allen Tilton's sister. He later became master of his own vessel and died at sea in 1829. And Jared Fisher was Richard Holley's first cousin.

Papers for a voyage of Ship *Loan*

Agreement and Crew list.

It is agreed between the owners, master, seamen, and mariners of Ship *Loan* of Edgartown Allen Tilton, Master, now bound on a whaling voyage to the Pacific Ocean and elsewhere that in consideration of the shares afixed to our names, we the said Seamen and Mariners will perform a whaling voyage from Edgartown and will return to Edgartown or some other port of discharge in the United States, promising thereby to obey the lawful commands of the said Master and other officers of said ship and faithfully to do and perform the duty of seamen as required by said Master by day and by night on board this ship and in her boats, and on no account or pretence whatever to go on shore without leave first obtained from said Master or commanding officer. Hereby engaging that forty-eight hours without such leave

shall be deemed a total desertation. And in case of pillage, embezzlement, or desertion the said mariners do forfeit their shares together with all their Goods, Chattels on board the said ship. Hereby for themselves, heirs, executors and administrators, renouncing all right and title to the same. And the owners of said ship hereby promise upon the above conditions to pay the shares of all that shall be obtained during the said voyage agreeably to the Shares set against the names of Seamen and Mariners of the ship after the return of said ship to Edgartown as the oil and whatever may be obtained can be sold and the Voyage made up by the owners of said ship and further in case of death or other casualty we agree that our shares or lay shall be in proportion to the time we served on said ship. In testimony of Our free Assent, Consent and Agreement to the Premises We have hereunto set our Hands, the Day and Date affixed to our Names.

Time of Entry	Name	Quality	Witness to Signing	Shares
April 10th, 1824	Allen Tilton	Master	William Cooke	1/17
May 8th, 1824	Richard Holley	First Mate	Jeremiah Pease	1/28
May 8th, 1824	Jared Fisher	Second Mate		1/40
May 23rd, 1824	George R. Marchant	Third Mate and Boatsteerer	Jeremiah Pease	1/65
May 23rd, 1824	Henry Cleveland	Boatsteerer	Jeremiah Pease	1/65
May 23rd, 1824	James Smith	Boatsteerer	Jeremiah Pease	1/65
May 23rd, 1824	Francis Speir	Cooper	George W. Arey	1/48
May 21st, 1824	Richard Libbock	Seaman	Jeremiah Pease	1/110
May 8th, 1824	John D. Williams	Deserted on		
May 21st, 1824	Harrison Vincent	November 1, 1824	Jeremiah Pease	1/110
May 8th, 1824	John x Bentin his mark	Seaman	Jeremiah Pease	1/115
May 12th, 1824	Charles Sutton	Cook	Thos. W. Vinson	1/110
May 15th, 1824	George W. Stewart	Seaman	Samuel Whiten	1/115
May 15th, 1824	Obed Nickerson	Seaman	Jeremiah Pease	1/110
May 24th, 1824	George x Brown his mark	Seaman	Jeremiah Pease	1/115
May 28th, 1824	Gilbert Hillman	Seaman	Jeremiah Pease	1/110
May 28th, 1824	Lemuel B. Allen	Seaman	Jeremiah Pease	1/115
May 28th, 1824	John Stewart	Seaman	Jeremiah Pease	1/110
May 29th, 1824	Paul Pratt	Seaman	Jeremiah Pease	1/110
May 29th, 1824	Woodward Lewis	Seaman	Jeremiah Pease	1/110
June 9th, 1824	John Hales	Seaman	William Cooke	1/115
November 4th, 1824	Daniel P. Stanton	Seaman	John Thaxter	1/135
April 20th, 1824	William x Penn his mark	Ordinary	Jeremiah Pease	1/120
			Jeremiah Pease	1/115
			Jeremiah Pease	1/120
			Humphrey Hatch	1/105
			Jared Fisher	1/110
			Jared Fisher	1/180

Jeremiah Pease's Diary (continued)

July 1833

- 4th. Wind SW. Pleasant. Being the day of the birth of the nation, an oration was delivered in the old Congregational Meeting house by David Davis. It was an excellent oration of every candid man's judgement, I think. At evening a splendid display of fireworks in front of the new academy.⁽¹⁾ I saw no man drunk today. The temperance cause has exerted a mighty influence.
- 5th. Wind SW. Engaged with hay.
- 6th. Wind SW. Engaged with hay. Br. Charles Daggett sails for Florida in the schooner *Saco* of Boston.
- 7th. Wind SSW. Rains a little. Set out for Chilmark, returned on account of rain.
- 8th. Wind SW. Pleasant. Revenue Cutter *McLane* arrives. Engaged with hay. Received a visit from my friend William Mitchel of Nantucket. He came on the steam boat,⁽²⁾ stayed a few hours and returned. He brought 2 of his sons with him.
- 9th. Wind SW. Br. J. J. Bliss arrives today on a visit and attends prayer meeting.
- 10th. Wind W to SW. Warm. Fresh breeze A.M. P.M. light. Engaged with hay.⁽³⁾
- 11th. Wind SW. Pleasant. Went to Holmes Hole to the dedication of the new Methodist Meeting House⁽⁴⁾ Services. Commenced by reading a hymn by Rev'd Daniel Fillmore of the New Bedford Station. The choir, H. P. Worth leader performed the occasion remarkably well. Prayer and reading the scriptures by Rev'd J. J. Bliss of the Sandwich Station. Sermon by Rev'd D. Fillmore. Concluding prayer by Rev'd J. Risley. Hymn by Rev'd Mark Staple of the

(1) This was undoubtedly Leavitt Thaxter's academy on the corner of what are now School Street and Davis Lane. Three years later David Davis established a competing academy across the street from Thaxter's. Joseph Thaxter Pease calls the "New Academy" the Edgartown Academy.

(2) This was probably the *Telegraph* which went into operation in 1833.

(3) In Jeremiah's day when all the work was by hand - mowing, raking, and tedding, haymaking was a long and tedious operation.

(4) This building is the present Masonic Hall on Church St.

Holmes Hole Station. It was a pleasant and interesting time. Returned same afternoon.

- 14th. Wind SW. Very warm. Went to Chilmark. Attended prayer meetings there and at Tisbury at 6 o'clock. Returned at night.
- 15th. Wind NNW to SW. Schooner *Napoleon*, arrives, with supplies. And supplies the Light House with the following articles numbered.
80 tube glasses
15 lbs whiting
4 gross cotton wicks
20 yards cotton cloth.
7 glass sockets
4 thimbles.
For which I have receipted. They repaired the lamp.
- 16th. Wind SW. Went to Chabbaquidick with J. Hancock and D. Fellows, Esq. to settle a dispute between Joseph Huxford, Jr. and the coloured people regarding the Indian woodland, so called.⁽¹⁾ Engaged all day. Sick during the night.
- 17th. Wind SW. I was quite unwell this day. Br. Daniel Webb arrives to attend quarterly meeting.
- 19th. Wind SW. Engaged in repairing the Revenue Boat for painting. Mr. Marsten commences sawing and preparing boards to drive down around the Light House pier, the former boards having been eaten off by worms at the edge of the flats. William begins with Mr. Marsten, assists in sawing, etc.⁽²⁾
- 23rd. Wind SW. Painted the Revenue boat.
- 24th. Wind SW. Tristram Pease's house raised.
- 25th. Wind NE. Light. Engaged painting the Revenue Boat.
- 28th. Wind N to ENE. Fresh breeze. The ground is very dry.

(1) About this time the Indians began to be called colored people, which may infer a fairly large infusion of negro blood. But Jeremiah seems always to have been a friend of the Indians.

(2) William was Jeremiah's son, perhaps apprenticed to Mr. Marsten. It almost sounds as though the boards were being sawed from whole logs by hand.

August 1833

- 1st. Wind SW. Painted the Light House boat. Very dry weather.
- 2nd. Wind NE to ENE. This day is appointed for fasting and prayer by the New England Conference for the revival of the work of God. That we should raise up, qualify and send forth those laborers into the Vineyard of the Lord. The call for ministers and preachers - the need - being very great.
- 3rd. Wind NE to SSE. Steamboat *Benjamin Franklin* arrives with 150 passengers from Providence and Newport.⁽¹⁾
- 4th. Wind SW. Peter Belain a coloured man of great respectability dies suddenly. He was considered a pious and worthy citizen and lived on the island of Chapaquidick.
- 5th. Wind SW. Attended the funeral of Peter Belain. Service by Rev'd Ebenezer Poor. It was a solemn and affecting scene. The deceased left a widow and eleven children the youngest being an infant of five months old.
- 8th. Wind NNE. The Ship *Almira* arrives commanded by J. W. Coleman who went out as mate. Capt. Eldridge having proved drunken the ship has returned with a small voyage.⁽²⁾
- 12th. Wind SSW. Went to Tisbury on business. Returned P. M. The Baptist Association meets this week.
- 15th. Wind SW. Very warm. Got some hay of J. B. P.
- 21st. Wind ESE Light. Went to Tarpaulin Cove in the Revenue Cutter *Vigilant*. Returned with Capt. Richard Luce to Lumbert's Cove. From there to Christiantown and returned at ½ 6 P.M.
- 27th. Wind SW. Engaged in measuring Sloop *Hero* &c.

September 1833.

- 3rd. Bros. T. C. Peirce and William Hinman arrive from Nantucket.

(1) So excursions to the Vineyard, which later became very popular, began early. The *Benjamin Franklin* was built in 1828 and for some years ran between New York and Providence. As larger and faster boats were being built for that run she was more and more used for excursions. (Heyl, *Early American Steamers*, vol. II, pp. 17-18, illustrations.

(2) Starbuck puts it a little more politely. On p. 281 he says that Capt. Eldridge was left at Oahu, sick. Had 1,600 bbls. sperm oil.

- 6th. Wind WSW. Went to Holmes Hole with Br. Hinman. Returned at evening. Cutter *Vigilant* arrives.
- 7th. Wind N to NE. Esq. Norton goes with F. Butler to Holmes Hole.
- 9th. Wind N to NE. Light. Attended meeting at Chapaquidick with Br. Hinman.
- 10th. Wind ESE to SSE. Light. Rains a little Four days meeting in Chilmark commences.
- 11th. Wind SW. Went to Chilmark to meeting. Schooner *Potomac* stopped.
- 15th. Wind SW and calm. The Collector goes to Boston. I went to Chilmark.
- 28th. Wind SW to NNW. Went to Holmes Hole on account of a British brig and schooner detained there by the Deputy Collector for having on board more passengers than by law they are allowed. The brig was permitted to proceed, the schooner was detained. I received orders from Esq. Norton to proceed to Boston with letters to the District Attorney. I set out for Boston at ½ past 11 oclock. Arrived at Falmouth about 1 oclock next morning. At 4 oclock took the stage. Arrived in Boston about 5 oclock P.M. delivered the letters &c. Left Boston Tuesday morning and arrived home Wednesday evening at 10 oclock, Thursday went to Holmes Hole, the Marshal having come with me served his papers on the Captain of the British schooner.⁽¹⁾

October 1833.

- 4th. Wind SW. Schooner *Eclipse* permitted to depart from Holmes Hole.
- 5th. Wind N to NE. Light. Revenue Cutter *McLane* arrives. Funeral of our sister Eliza Marchant. Services by Rev'd Johe E. Risley. She died yesterday at 2 oclock A.M. She was a worthy member of the Methodist E. Church, has left a husband and an infant. And numerous connections and the church to mourn her early departure from time to

(1) Although Jeremiah does not say so the passengers on the British brig and schooner were almost certainly immigrants. The captains of packets carrying immigrants from British ports would sometimes pack them in like slaves in a slaver. The result very often was ship fever or typhus. Perhaps the schooner *Potomac* stopped on the 11th, was also carrying immigrants.

eternity. Blessed are the dead that die in the Lord.

- 13th. Wind SSE to SSW. Heavy gale with rain. Some boards come up from around the Light House.
- 17th. Wind SSW. Rains. Revenue Cutter *McLane* sails. Miss Frances Hancock daughter of Capt. Samuel Hancock of Chilmark dies very suddenly.
- 19th. Wind WSW. Cool. Went to Chilmark with my wife. Attended the funeral of Miss Hancock. Services by Rev'd Mark Staples of Holmes Hole and Rev'd Jesse Pease of Edgartown. It was a very solemn time. A greater number of carriages and horses than I ever saw at a funeral on this island before. There were a great number of people attended on this occasion. Returned at ½ past 5 P.M.
- 22nd. Wind ENE to S. Rainy. Four Days Meeting commences. Br. Peirce arrives from Nantucket to attend meeting.
- 23rd. Wind SW. Revenue Cutter *McLane* arrives. Returned from meeting sick. Remained very unwell during the night.
- 24th. Wind SW. I was a little better.
- 26th. Wind SW. Brs. Paine and Swinnerton return to New Bedford and Fair Haven. Br. Bliss goes to Chilmark. Br. Staple to Holmes Hole. Br. T. C. Peirce remains here to attend the quarterly meeting instead of Br. Webb the leading elder.
- 27th. Wind SSW. Ship *Statira* arrives from the Pacific.

November 1833

- 2nd. Wind WSW to NW. Mrs. Betsy Rawson dies aged about 80.
- 8th. Wind SW. B. Spaulding arrives to teach a singing school.
- 10th. Wind W. Fresh breeze. New Ship *Champion* arrives from Rochester. ⁽¹⁾
- 11th. Wind SW. Town Meeting for the choice of Governor, Senator and Representative.
- 12th. Wind SW. Rains a little at night and today. Measured the Ship *Champion* of Edgartown.
- 13th. Wind WSW. This morning at 1 o'clock the appearance of stars shooting was remarkable. It will be noted and

(1) Starbuck says the Ship *Champion* was built in Mattapoissett. Was Mattapoissett still a village in the town of Rochester or had it become a town? Ship *Champion* made many voyages from Edgartown until she was lost in the ice in 1871.

described by writers particularly as it continued until daylight.

- 14th. Wind SSW. Revenue Cutter *Hamilton* arrives from the Cove where she had been to carry a party to shoot deers &c. Rainstorm at night.
- 17th. Wind N. Cold. Went to Holmes Hole with Br. J. E. Risley. Attended meeting. Returned at night. Snow at night. Very cold.
- 21st. Wind SSE. Got a load of wood from my woods.
- 24th. Wind WSW to SW. Revenue Cutter *Vigilant* arrives. Capt. Cahoon hurt his left shoulder by falling. I set it for him.
- 26th. Wind NNW. Ship *Phebe* arrives from the Pacific Ocean.
- 28th. Wind NNW. Fresh breeze. This day set apart by the Governor and Council as a day of Thanksgiving.
- 29th. Wind NNW, SSW, calm and ENE. Got a load of wood. Revenue Cutter *McLane* arrives.

December 1833

- 1st. Wind ENE Mr. Simon Vincent's wife dies very suddenly.
- 8th. Wind ENE. Mr. Simon Fisher is drowned this day coming from Nantucket. Oh the evil of intemperance. Severe storm at night. Some of the boards around the Light House pier come up.
- 10th. Wind WNW. Ship *Almira* drops down to the outer harbour. H. H. Merchant master.
- 12th. Wind NNE. Light. Ship *Almira* sails for the Pacific Ocean.
- 15th. Wind NE. Gale. Very high tide. Some boards come up from around the Light House pier.
- 21st. Wind NW, calm and SW. Very light. Ship *Champion* sails for the Pacific Ocean, Benjamin Worth master. Engaged at the Custom House.
- 23rd. Wind NE. Light. Went to New Bedford. Arrived about 4 o'clock.
- 24th. Wind NE to ENE. Gale.
- 25th. Wind Calm A.M. P. M. NE. Returned from New Bedford at about 5 o'clock.

January 1834

- 1st. Wind WNW. Pleasant for the season. Engaged in surveying land for S. Banning and Thomas Coffin.

- 3rd. Wind NNW. Cold. Revenue Cutter *Hamilton*, Capt. Howard arrives.
- 4th. Wind NW. Cold. Revenue Cutter *McLane* Lieutenant Sturgis and Revenue Cutter *Vigilant*, Lieutenant Hudson arrive.
- 5th. Wind ENE. Snow storm the first this winter.
- 6th. Wind NE. The three Cutters above mentioned sail on a cruise up the Sound. The *Vigilant* beats the others although their sails are newer than the *Vigilant's*. The Collector J. P. N. Esq. goes to Falmouth in the *Vigilant*. The *Vigilant* returns at 5 P.M. Engaged at the Custom House.
- 9th. Wind calm A.M. P.M. SW. Very pleasant. Got some hay from Chapaquidick.
- 12th. Wind W. Light breeze. Rainy and foggy. Ship *Phoenix* of Nantucket arrives from the Pacific Ocean. Esq. Norton arrives from Boston.
- 14th. Wind W to WSW. Pleasant. Ship *Susan* of Nantucket arrives from the Pacific Ocean.
- 19th. Wind calm A.M. P.M. West. Clear. Capt. Barman of the Light Boat visits me today.
- 23rd. Wind NNW. Very cold. Ice makes across the harbour to the east of the Light House.
- 24th. Wind NW to NNW. Very cold. Three vessels go out through the ice today. Freezes all day. Kept a fire in the lantern at the Light house until 1 or 2 oclock this morning. Hauled the Revenue Boat to the shore. Took out the ballast.
- 28th. Wind W. to SW. Veessels sail for Boston and other Eastern ports.
- 31st. Wind NNW. Received a letter from David Henshaw late Superintendent of Light Houses saying the Light House under my care is placed under the superintendence of John P. Norton Esq. and that my accounts must hereafter be addressed to him.

February 1834

- 7th. Wind NE to N. Snowstorm. Went to Holmes Hole. Returned at night.
- 16th. Wind NNW. Went to Chilmark. Attended prayer meeting at Tisbury in the evening with Brs. T. L. Stewart and T. L. Baylies. Returned at night.

- 18th. Wind SSW. Light. Clear. Engaged in surveying land for R. Beetle, T. Pease, S. Vincent and others.
- 19th. Wind SSE. Engaged at the Custom House. Rains a little at night.
- 22nd. Wind SW. Foggy. Engaged in surveying on the Plain for Mr. Seth Vincent. $\frac{3}{4}$ day. Revenue Cutter *McLane* arrives.
- 23rd. Wind SE to NE. Went to Chilmark. Attended prayer meeting with Br. Stewart. Rains P. M. Returned.
- 28th. Wind SW. Pleasant. Engaged in surveying land for Seth Vincent on the Plain.

March 1834

- 4th. Wind SW. Gale. Ship *Ploughboy* arrives from the Pacific Ocean.
- 8th. Wind NW. Gale. Br. Chase Pease arrives from Boston having been there this winter attending the General Court being the Representative of this town.
- 9th. Wind SW. Fresh breeze. Revenue Cutter *Vigilant* and *McLane* arrive.
- 17th. Wind ESE. Went to New Bedford on business.
- 19th. Wind SW. Returned from New Bedford.
- 20th. Wind SSW. Rains at night. Engaged in surveying land for Joseph Mayhew and Joseph Kelly.
- 21st. Wind WNW. Engaged in surveying land for Jared Coffin.
- 22nd. Wind WNW Very cold. Gale of wind. Quarterly meeting.
- 23rd. Gale. Cold. Wind WNW A.M. P.M. SW. Fresh breeze. Br. Webb preaches today.
- 28th. Wind NNW to W and SW. Sowed spring rye.
- 31st. Wind SW. Ship *Pacific* arrives from Trustene Islands ⁽¹⁾

April 1834

- 9th. Wind NE. Rains a little in the morning. Clears off at 1 oclock. Went to Tisbury attended Temperance Meeting. Returned P. M. Rain Storm Gale.
- 12th. Wind SW. Ship *Franklin* arrives from the Indian Ocean. Wind SW. Went to Chilmark. Bought 6 bushell of potatoes. Very warm.

(1) Where were the Trustene Islands? Starbuck says that the voyage was in the Indian Ocean.

- 17th. Wind SW to NE. Light and calm. Gale at night.
- 18th. Wind NE. Fresh breeze. Several vessels drifted ashore last night.
- 19th. Wind SE. Light. Revenue Cutter *McLane* arrives and assists in getting the schooner *Columbia* of Westport off. She being ashore on the point.
- 25th. (Wind not given - most unusual.) Capt. Jonathan Mayhew of Schooner *Columbia* of West Port requests me to give his thanks to Capt. Sturgis of the *McLane* for his assistance in getting his vessel off by publishing it in the *New Bedford Gazette*.
- 27th. Wind S to WSW. Rain hail and snow. A Cold squally day. The ground was nearly covered with snow in the morning and nearly covered with hail in the afternoon.

May 1834

- 1st. Wind SW to WSW. Capt. Abraham Osborn's house raised.
- 5th. Wind SE. Schooner *Benjamin Dewolf* arrives with a deck load of whale oil picked up at sea. ⁽¹⁾ Went to Holmes Hole on account of a schooner cast away at Sow and Pigs. Cutter returned at evening. Gale at night. rains.
- 6th. Wind SE. Gale. Rains until 11 P.M. Clears off. Schooner *Superior* arrives with oil picked up at sea.
- 8th. Wind SW to N and calm. Cloudy. Engaged in making a pen. ⁽²⁾
- 13th. Wind N to NW. Mr. Charles Butler arrives from the Springs ⁽³⁾ having been there on account of his health which is now very low. Watched with Mr. Butler this night.
- 14th. Wind N. Very cold. Mr. Butler dies about 5 oclock P.M. aged 46 years. He renounced his former belief in Universal Salvation about 14 days previous to his death and was fully convinced of the necessity of new birth and faith in our Lord Jesus Christ.
- 17th. Wind N to SW. Very cold A.M. P. M. warmer. Funeral of Mr. Butler. Service by Rev'ds Poor, Risley and Pease. It was a solmn season.
- 18th. Wind NW. Light breeze. Went to the East Side of Holmes

(1) In casks, of course. That was pretty valuable salvage.

(2) Pig pen, no doubt.

(3) Could this have been Saratoga Springs, and could it have been a health spa so early?

- Hole. ⁽¹⁾ Attended prayer meeting with Br. S. G. Vinson. A good season. News of the reappointment of J. P. Norton Esq. as Collector.
- 19th. Wind NW. Light breeze. Revenue Cutter *McLane* arrives and fires a salute in honour of the reappointment of the Collector. Attended prayer meeting at East Side of Holmes Hole. One soul hopefully converted to God. Brs. SGV and TLB were there.
- 21st. Wind SW. Revenue Cutter fired another salute. A number of gentlemen visit her in company with the Collector.
- 23rd. Wind NNE. Light rain. Went to East Holmes Hole. Attended prayer meeting with Br. T. L. Baylies.
- 24th. Wind SSW. Gale. Ship *Loan*, Jason Luce master arrives with a full cargo of sperm oil from the Pacific ocean.
- 27th. Wind NE to E. Very foggy. Revenue Cutter *McLane* arrives. Brings the Court. Judge and lawyers. Court sits.
- 28th. Wind E. Cold. Court sets and adjourns. Finished business.
- 29th. Wind NE. Snowy, rainy. News of the death of Capt. Jonathan Fisher arrives. He went to the Pacific master of a fine ship, ⁽²⁾ had been out 8 months and was taken sick. Returned in the on the 28th inst. and died the 29th leaving a widow and child and numerous train of connections to mourn his early loss. Br. T. C. Pearce arrived yesterday on his way to the conference.
- 30th. Wind NNE. Steamboat *Telegraph*, Capt. Barker arrives from New Bedford with the body of Capt. Fisher. It being expedient to bury him on this day the funeral was attended at 3 oclock P. M. Service by Rev'd T. C. Peirce and Rev'd Mr. Poor. A numerous train of friends attended the funeral at the Methodist Meetinghouse. The Captain and crew of the U.S.R.C. *McLane* attended. It was a sober season. The colors of the vessels were hoisted half mast. Br. Peirce leaves town for the conference.
- 31st. Wind NE to E. A.M. P.M. SSW. Vessels sail for Boston and other ports.

(1) East Side Holmes Hole is how Jeremiah usually puts it. It was to be the special vineyard in which Jeremiah would labor for the next some years. At that time Eastville was supposed to be the most sinful place on the Vineyard.

(2) Captain Fisher's ship was the *Amethyst* of New Bedford.

June 1834.

- 1st. Wind SSW to S. Went to East Side of Holmes Hole with Br. S. G. Vinson. Attended prayer meeting at Br. Joseph Linton's. It was an interesting season. The Lord by his Spirit liberated one labouring Soul, Nancy Davis, in a very interesting manner. She had lately lost an affectionate son who died suddenly at sea. She had attended meeting a number of times and had felt the need of faith and hope in our blessed Lord and Saviour. And this afternoon while in meeting her soul was brought to joy to rejoice in the Lord of her Salvation. To God be all the glory and make her a shining light in His Cause and faithful unto death is my prayer. We returned at evening. Rains plentifully at night.
- 8th. Wind SW. Very warm. Went to East Side Holmes Hole. Attended prayer meeting with Br. J. D. Pease, Thomas Stewart and T. L. Baylies. Returned at night.
- 9th. Wind SW. The Collector sails in the Revenue Cutter *McLane* to visit the Light Houses under his superintendence.
- 11th. Wind SW. Attend business at the Custom House.
- 14th. Wind NE. to S. Light. Went to East Holmes Hole. Attended prayer meeting in company with Br. T. L. Baylies. Stayed all night. Attended prayer meeting at sunrise next morning. Attended prayer meetings during the day and evening and returned. This was one of the most solemn and interesting days of my life. Br. Thomas Stewart was there.
- 17th. Wind NE. Light. Painted the Light House boat's bottom. Went to East Holmes Hole with Br. J. D. Pease. Attended prayer meeting. Br. Staples preaches. An interesting time. Br. Staples preaches. An interesting time.
- 19th. Wind SW. Revenue Cutter *McLane*, Commander Sturgis arrived with the Collector from visiting Light Houses. Ship *Meridian*, Hiram Fisher master arrives from the Pacific with a full cargo of sperm oil.
- 22nd. Wind SW. Warm. Sunday. Attended Prayer Meeting with Brs. T. Stewart and T. L. Baylies of this town, Br. H. Chase of Holmes Hole West Side, Br. W. Davis and P. Rogers of West Tisbury. It was a day long to be remembered. 2

Baptist preachers were there. They were sent by Rev'd Mr. Ure of Holmes Hole who went to the continent to get them. They were much dissatisfied by Mr. Ure (for) they did not preach by request of the inhabitants of the town and returned on Monday morning. Reformation still continues. Returned this evening.

- 23rd. Wind SW. Warm. Attended the Ship *Meridian* discharging her cargo on the South Wharf being the first cargo of oil landed there.
- 24th. Wind SW.. Attended the ship above mentioned. Went to East Holmes Hole. Attended prayer meeting. Returned at night.

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- 4th. Wind SW. This day was celebrated in a remarkable manner for this place. A company of riflemen came from New Bedford with about three hundred passengers in the steamboat. They parade through the town, attend an oration at the Old Meeting House delivered by the Rev'd Mr. Poor and then partake of a dinner prepared for the occasion under a tent near Capt. Abraham Osborn's new house. They then visit the Collector, myself and Mr. Timothy Coffin and at ½ past 5 set out for New Bedford in the steamboat much gratified with their visit. The good order of the inhabitants reflected much honor on the town. All things were conducted very decently. Attended prayer meeting with T. L. Baylies at East Holmes Hole.
- 9th. Wind E to W. Went to Holmes Hole, attended Temperance meeting at the Methodist Meeting House. Address by T. L. Baylies. Prayer meeting in the vestry at evening. Returned same night.
- 11th. Wind SW. Rain. Clears off at 5 P.M. Did not attend meeting this evening at East Side of Holmes Hole being the first time that I have been detained since the Reformation commenced.
- 12th. Wind E. Light. Got my hay from the meadow near the house into the barn.
- 15th. Wind SW. Fresh breeze. Went to the East Side of Holmes Hole. Attended a funeral of a child of Capt. Charles Smith.

- 17th. Wind SW. Foggy. At about ½ past 10 oclock A.M. another daughter born. Blessed be the Lord. Velina P.
- 19th. Wind S, NE to S. Got in my hay from the lower meadow.
- 21st. Wind SSW to SW. A ship from Calcutta runs aground on the shoal back of Cape Poge. I boarded her in the afternoon and returned. She remains on shore about 2½ hours or three hours and then gits off and comes into the harbour. Anchors off the mouth of the harbour.
- 22nd. Wind SW. A.M. Ship mentioned sails. P. M. calm. Did not attend meeting at Holmes Hole on account of the illness of my wife.
- 25th. Wind NNW to SW. Very warm. Went to the West Side of Holmes Hole on business relating to the Custom House. Returned at about 4 P.M. At ½ past 5 oclock set out for East Side Holmes Hole. Attended meeting at Br. Linton's with Mrs. Banning, Sherman of Nantucket, T.L.B., and Anthony. Returned at night. Revenue Cutter *McLane* arrives.
- 26th. Wind SW. The Cutter sails for Bass River. The Collector goes in her. Very warm.
- 27th. Wind SW. Br. Staple preached at East Holmes Hole. I did not go on account of sickness at home.

DCHS News

Along with the beautiful blossoms of the Tamarisk tree on the School street side of the grounds, the summer season at the Society started off brightly with our crew of charming and attractive guides who show visitors through the Thomas Cooke House. As usual, nearly every visitor expresses delight with our exhibits, and we are sure that the interpretive skills of the summer staff have much to do with these many favorable responses. These guides are Martha Bush, Shirley Drogin, Irene Fuller, Hilda Gilluly, Laura Gordy, Lucille Kenney, and Tina Osborn. In the library, Muriel Crossman continues her efforts to reorganize our collections while at the same time greeting visitors and attending to many routine chores. Other familiar faces in the library include Doris Stoddard and Marian Halperin, who donate a good deal of their time to the work of the Society. As has been their custom for several years now, the Snowden Taylor family spent a morning here working on our antique clocks and checking the operation of the lighthouse. David Taylor, who was with us as a guide one summer, is now a student at the University of Chicago.

On the grounds and in the Cooke House, visitors will notice a number of changes this summer. The most obvious development will be the construction work on the new addition to the library, which was described in the last issue of the *Intelligencer*. At the front door of the Cooke House, visitors will see that a small entrance porch has been added and that extensive restoration work has been done on the doorway. The winter kitchen has gone from being a rather drab location to one of the bright spots in the house. Starting out just to repair the plaster, we then found it necessary to paint the woodwork. All of this was done with money from the Preservation Fund, and we also plan this summer to use the fund for repairs on the roof of the carriage shed.

Every year exhibits are changed and improved in the library and the house, but this season the changes are much more noticeable. Our major effort has been to make the customs office look much more like what one would expect to find in such a place of business. In addition, much of the furniture in the house has been rearranged, and several new paintings from the group that were

restored last year are now on display. Some of these paintings are still not on display due to difficulty in obtaining proper frames. If any members of the Society have any old frames in good condition that they are not using, we would be delighted to have them.

The annual meeting this year will be held at the Federated Church in Edgartown on August 9 at 8:00 p.m. We are delighted to have with us this year Gloria Levitas, who will speak on the Indians of Martha's Vineyard. Please come and bring a guest.

Thomas Norton, Curator

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.

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.