

The Journal of Martha's Vineyard and the Elizabeth Islands History



# THE DUKES COUNTY INTELLIGENCER

Vol. 28, No. 1

August 1986

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by ALVIN J. GOLDWYN

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Letters

Bits & Pieces

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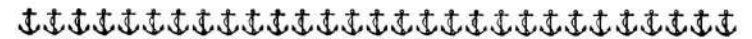
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The Dukes County Historical Society was founded in 1922 to preserve the history of Dukes County for the public benefit. It is a nonprofit institution supported entirely by membership dues, contributions and bequests, which are tax deductible. Its annual meeting is held in August of each year in Edgartown.

The Society maintains the Thomas Cooke House, the Francis Foster Museum and the Gale Huntington Library of History, all located on its grounds at the corner of School and Cooke Streets in Edgartown.

Acquired by the Society in 1935, the Thomas Cooke House was built in about 1765. It has been established as a museum and its twelve rooms are devoted to historical displays that reflect past eras of Vineyard Life. It is open to the public during the summer with a nominal fee being charged to non-members.

The Francis Foster Museum and the Huntington Library are in an adjacent building and are open to the public all year round. In the Museum is an exhibition of the Vineyard's maritime heritage with displays of fishing, coastal trade, whaling, navigation, plus a wide variety of scrimshaw. The Library contains collections of ship's logs, journals, genealogies and other Island documents, plus thousands of volumes of historical works.



## His Majesty's Sloop *Falcon*: Scourge of Vineyard Sound

by A. BOWDOIN VAN RIPER

ON APRIL 17, 1775, His Majesty's Sloop *Falcon* sailed into Boston harbor after a voyage of more than a month from England. Her planned mission has been lost to history. Perhaps she was to replace another ship bound for home, perhaps it was to shore up the Crown's crumbling authority in New England. Whatever the reason, within 48 hours of her arrival, any such sailing orders had been forgotten.

On the morning of April 19, 1775, five years of growing political unrest reached a climax at Concord Bridge and the American Revolution had begun. The men of the *Falcon* prepared to go to war.

No Colonial Navy existed in 1775 and none was to be built for nearly a year, but the citizens of New England's coastal towns were far from defenseless. Coast-defense militia -- coastal counterparts of the "embattled farmers" who stood off Pitcairn's troops at Concord and Lexington -- were organized to defend the harbors, arming themselves with pistols, muskets and sometimes small cannon.

At sea, however, there was no defense. The Colonial merchantmen and fishing schooners had neither the armament nor the tactical knowledge to fight their way past the British blockade. Faced with economic ruin if they stayed in port, the seamen continued about their business, relying

A. BOWDOIN VAN RIPER first came to the Vineyard at three months of age and has returned every summer and most school vacations ever since. Currently, he's far from salt water at the University of Wisconsin, working on a master's degree in the history of science. During vacations and spare moments in the school year, he remembers the salt water and continues his research into the maritime history of Martha's Vineyard and points beyond.

on speed and local knowledge to carry them safely past the British warships.

In the first tumultuous months of the war, *Falcon*, carrying 16 guns, was one of those British warships. Earlier than many of the King's troops, her crew discovered that they were facing an ingenious, determined enemy. The narrative that follows is based on the log of her master, Captain John Linzee, Royal Navy, from April to August 1775.

If you intend to blockade the New England coast, one place to begin is Vineyard Sound. It is not only the logical route for any ship passing the Cape (sailing between the Vineyard and Nantucket, or south of both islands, lengthens the voyage and increases the risks), but also the Sound is narrow enough for a single ship to control. Even more fortuitously, the narrowest point in the Sound, the five-mile gap between Nobska Point and West Chop, is flanked by two excellent harbors. No doubt with this in mind, Captain Linzee brought *Falcon* into Holmes Hole on May 11, 1775. For the remainder of the month, she would shuttle between there and Tarpaulin Cove, bringing Vineyarders their first taste of the war less than a month after its beginning.

The day he dropped anchor at Holmes Hole, Linzee "detained a ship from Maryland bound to Cork, laden with flour and corn." The fact that she was not seized suggests that the vessel was either British or travelling with the approval of the Crown. Since she was bound for an Irish port, that would not be surprising. A sloop from Nantucket was not so lucky. She was "seized for having no clearance" at six o'clock on the morning of the 12th. A British crew of thirteen men, commanded by the gunner's and surgeon's mates, was put aboard with orders to sail the sloop to Boston and turn her over to the proper authorities.

The departure of the sloop left Linzee shorthanded and, because the prize crew would have to await another British warship to carry them back, he had no way of knowing how long they would be gone. Realizing that he could not afford

to lose a dozen of his crew each time he took a prize, Linzee made other plans. For the two weeks between May 13 and May 27, *Falcon* remained near her Tarpaulin Cove anchorage, "bringing to" five vessels, but allowing a sixth which ignored the warning shots fired at her to get away. This suggests that the prizes were stopped in the customary manner, by firing a shot across their bows. Once stopped, they were ordered to sail into Tarpaulin Cove or be blown out of the water. Anchored inside the tiny cove, they were easily guarded by *Falcon*. A small party of Royal Marines may have been put aboard each vessel to discourage any thought of escaping. Riding at anchor under *Falcon's* guns, the prizes must have been an impressive sight: a ship, a sloop, a brig and two schooners, hailing from ports as close as Nantucket and as distant as the West Indies.

On May 29, a tender from HMS *Swan* returned the thirteen men who had taken the first prize to Boston. That same day, a landing party from *Falcon* went ashore on Naushon to demand food and water from Elisha Nye, the island's innkeeper. According to Nye, whose story was recounted in the *Intelligencer*, May 1981, they left with a number of sheep and pigs, some water from his well, and his only means of defense, a musket. Feeling, no doubt with good reason, that he had been taken advantage of, Nye applied to the local authorities in Barnstable County for reimbursement. Whether he received any or not is another matter.

With fresh provisions and his prize crew now safely aboard, Linzee prepared to return to Boston with his five prizes. Before leaving Vineyard Sound, however, he had some "recruiting" to do: on the night of May 23, three of his crew had deserted. Although the men, two marine privates and a purser's steward, were hardly vital to the working of the ship, their loss was the single black mark on *Falcon's* otherwise spotless wartime record. Following standard Royal Navy procedure, Linzee sailed into Holmes

Hole with the intention of pressing Colonial sailors into service as replacements. At Holmes Hole on May 31, Linzee's crew successfully "boarded two sloops and prest two men" into service, but not without a fight. Unfortunately, we are not told who these two men were or where they came from.

*Falcon's* log doesn't go into detail about the fight either. There is only a notation that the crew fired four six-pounder cannon loaded with roundshot and grapeshot to "bring to" a boat. Considering that even the largest of Linzee's prizes had surrendered after only two such shots were fired, the weight of Linzee's salvo suggests that the Holmes Hole target was both armed and on the attack.

Nor does Linzee explain another discrepancy in his log. Although he had "brought to" five ships off Tarpaulin Cove in the previous weeks, the captain wrote that he departed Holmes Hole "in company of a Brigg, Sloop, and Schooner." What became of the ship and the second schooner remains a mystery. The most plausible explanation comes from a brief reference in some naval histories stating that Vineyarders pursued and recaptured two vessels which had been taken by *Falcon*. The prizes in these accounts, however, are listed as sloops. It is possible that poetic license was taken by contemporary chroniclers in order to create a more inspiring tale.\*

Whatever the circumstances of her departure, *Falcon* never returned to Vineyard Sound. Arriving in Boston with his prizes on June 2, Linzee spent the next six weeks on a series of rather mundane auxiliary missions: on June 17, he bombarded rebel positions during the battle of Bunker Hill; June 23 and 24, he removed cannons from an abandoned fort in Portsmouth, N.H.; and he spent July 19 and 20

\*The *New England Chronicle*, May 18, 1775, described the battle this way: "the People (of the town) fitted out two Vessels, went in Pursuit of them, retook and brought them both into a Harbour, and sent the Prisoners to Taunton Gaol." It is not clear where the "People" came from or into which harbor they took the vessels. The Taunton reference would seem to indicate that they chased the vessels into Buzzards Bay. *A Naval History of the American Revolution*, Gardner W. Allen, Houghton Mifflin, Boston, 1913, vol. 1, p. 14.

gathering information along the shore of Cape Cod Bay. Though important to the war effort, such missions brought neither the glory nor the monetary rewards of commerce raiding. During these six weeks the only prizes *Falcon* took were two armed whaleboats from Mashpee. No doubt, the crew was relieved when Linzee was finally ordered north to continue his attacks on the Colonial merchant fleet.

It was on this assignment, in the waters between Cape Ann and Boston, that *Falcon* enjoyed her most successful voyage, taking eight Colonial vessels and a French sloop within two weeks. Being only a few hours from his base of operations, Linzee could send the captured vessels directly into port, rather than having to keep them under guard as in Vineyard Sound. This gave him greater freedom of action and he took advantage of it by chasing and capturing vessels which might have evaded him off Tarpaulin Cove. By August 4, however, *Falcon's* luck had deserted her and, within two days, three prospective prizes simply out-sailed her, disappearing over the horizon despite Linzee's best efforts to bring them to.

Looking, perhaps, for a more fertile hunting ground, he sailed north, taking up station off the mouth of "Cape Ann" (probably Gloucester) Harbor. here his luck did improve and on August 8 he took a schooner bound from Salem. The next day, he sighted two more schooners and seized the smaller one. The larger, perhaps by virtue of her greater spread of canvas, escaped and took refuge in Gloucester harbor, a port held by the Americans.

What passed through Captain Linzee's mind then goes unrecorded in his log. Perhaps he was only being efficient, or perhaps his pride had been stung by the loss of three prizes within a few days. Whatever the reason, his tactical sense seems to have deserted him. Rather than being content with the smaller schooner as a prize, he sailed both her and *Falcon* into the rebel-held harbor, intending to seize the larger vessel as well.

Details of the engagement which followed are presented only sketchily in the log, but an account in Gardner Allen's *Naval History of the American Revolution* (Houghton Mifflin, Boston, 1913) supplies additional information. Finding the larger schooner at anchor, Linzee dispatched two barges and a total of thirty men to capture her, with Lieutenant Thornborough, Royal Marines, commanding the raid from a small boat. Boarding the schooner through her cabin windows, Thornborough and his party captured her, but only after losing three men. The people of Gloucester, firing from behind rocks, buildings and vessels along the waterfront, kept the British sailors pinned down, unable to weigh anchor or raise the schooner's sails.

To distract the rebels, Linzee sent a party of men ashore on the opposite side of the harbor to set the town afire. The plan went awry when a barrel of powder exploded prematurely. Linzee then began a bombardment of the more thickly settled part of town, but it was no more successful and, according to local reports, injured nobody. Attempts to take the men off the anchored vessel, first by *Falcon's* sailing master in a cutter and later by British seamen in the small schooner, were unsuccessful, only adding to the number of men trapped aboard the would-be prize. At seven in the evening, concluding that his captain had run out of ideas, the sailing master surrendered to the rebel forces. The next morning, *Falcon* weighed anchor and departed for Boston, leaving both schooners, four small boats and more than thirty men behind in Gloucester harbor.\*

\*Rev. Daniel Fuller, pastor, Second Parish Church of Gloucester, described the event this way in his diary:

"Lyndsey, Capt. of a man of war, fired it is supposed near 300 Shot at ye Harbour Parish. Damaged ye meeting House Somewhat, Some other buildings, not a Single Person killed or wounded with his Cannon Shot. We Retook two vessels belonging to Salem, his barge & another Boat, also we took together with Them about thirty of their men, with the loss of only two of our Men. His Boatswain likewise in attempting to set the town on fire by firing the Train of powder to some combustible Matter prepared, providentially the fire was communicated to ye powder iron in his hand which occasioned an explosion and it is said he lost Hand if not his Life."

Quoted in *The Port of Gloucester*, James B. Connolly, Doubleday, Doran & Co., N.Y., 1940, pp. 59-60.

The war dragged on for nearly eight years. *Falcon* was given a new commander and sent south to attack Colonial ships off New Jersey and Long Island. Capt. Harry Hammond, her new commander, had some successes, but he never equalled the record amassed by Linzee off the Massachusetts coast.

Linzee apparently passed through the remainder of the war without incident. It is said that he retired to America when it was over and that one of his old opponents served as a pallbearer at his funeral.

As the Revolution continued there were more pressing matters at hand and the Royal Navy doubtless forgot about the loss of four boats and thirty men at Gloucester, writing it off to the fortunes of war. The effects of such skirmishes on morale, however, could not be written off so easily. Though tactically insignificant, such small triumphs gradually tarnished the Royal Navy's reputation for invincibility, giving the Colonials hope that the line might be held until an American government -- and navy -- could be organized. Now mere historical footnotes, these skirmishes were vitally important in the summer of 1775.

They were victories, at a time when victories were badly needed.





## Frederick Mayhew, Limner: Chilmark's Little Known Artist

by DORIS C. STODDARD

THERE were three outstanding Vineyard artists in the mid-1800s: Edward Dalton Marchant, Cyrus Pease and Frederick Mayhew. The first two were Edgartown men, the third was born in Chilmark. All three lived off-Island for much of their productive period and Pease, who returned here after retiring from the U. S. Revenue Service, was the only one to die here.

Least known of the trio is Frederick Mayhew, who moved to Ohio some time after 1830 at about 45 years of age. Recently, interest in him was stimulated by an inquiry from Joyce Hill, curator of the Museum of American Folk Art, New York City. She had located several portraits attributed to him in preparing the American Folk Art exhibit at the New York museum in 1984 and she wanted to know if, as she had heard, he was a native of Martha's Vineyard. The portraits attributed to him were in the Kendall Whaling Museum, Sharon, Massachusetts, and in private collections. Tracing the artist to Ohio, she learned of his Vineyard roots and hence her query to us.

We were pleased to be able to help, especially so because we have in our collection three portraits by him painted before he left for Ohio. When informed of this, Joyce Hill included two of them in the New York exhibition.

Frederick Mayhew was born in Chilmark, July 6, 1785,

DORIS C. STODDARD is a past President of the Society and has been its Genealogist and Council member for many years. Hundreds of individuals all over the world are indebted to her for research into their family histories. As often happens, her research into a family history uncovers unusual facts about individuals. This article is such an uncovering.

Kendall Whaling Museum Collection



*Portrait of Capt. and Mrs. Caleb Kempton, probably of New Bedford, c. 1825, by Frederick Mayhew.*

son of Abner and Martha (Tilton) Mayhew. His mother is erroneously given as a Hillman in Charles E. Banks's *History*, v. III, but a correction was made in the 1966 Addenda. At the time of his birth, his parents probably lived on the homestead property of Frederick's grandfather, Timothy Mayhew, who died in 1781. Timothy's property, most of it in Menemsha, was divided among his children (he had eleven). He also owned land at Nashaquista and Squibnocket.

In 1802, at age 17, Frederick married Zelinda Tilton and in 1824 he purchased 20 acres at Roaring Brook, Kephigon, Chilmark. It is this deed that definitely established that he was the painter Ms. Hill was inquiring about, as it gives his occupation as a "limner." Until this deed was found, it was not certain which Frederick Mayhew was the artist. There were two other Fredericks on the Island at the time -- the artist's nephew Frederick, and another, the son of Capt. Jeremiah Mayhew. It is interesting to note that the artist Frederick painted portraits of Captain Jeremiah and his twin brother, Hilliard Mayhew, now owned by descendants. Island legend has it that Frederick made some of his pigments

of ground Gay Head clay, which he mixed with dogfish oil.

Apparently in anticipation of their move to Ohio, Frederick and Zelinda sold their property to George W. Stewart in 1831. In addition, Frederick sold to Truman Cottle his right and title to a 1/6th interest in the Herring Creek and smokehouse at Squibnocket.

Undoubtedly, Frederick had to augment his income by farming and fishing during his years at Kephigon (now known as Cape Higgon). His portraits in that period sold for as little as \$12, the figure noted on the back of a painting of Capt. Arnold Crowell, so it is logical to assume that he had other sources of income. In the *History of Noble County, Ohio*, he is listed as a landscape painter and a mariner. He probably turned his talents to landscapes in the sparsely settled Morgan (now Noble) County.

Frederick and Zelinda had only one child, a daughter, Lucinda, born in Chilmark in 1812. At fifteen, she married Levi Lou Davis of Kennebec, Maine, and some years later they moved to Ohio to join her parents. The family's move west may have been encouraged by Zelinda's uncle, Joseph Tilton, who, with his wife, Didamia Davis Tilton, were pioneer settlers of Ohio, having moved there about 1812. Several other relatives besides the Mayhews followed.

Before leaving the Island, Frederick painted many portraits and some miniatures, most of which are now owned by descendants. Three of the portraits are at the Society, where they are on display in the Thomas Cooke House.

Ellen Stokes, writing in the *Vineyard Gazette* about 1950, had this to say about Frederick's paintings:

"Mayhew's work is primitive, reminiscent of those earliest American painters who wandered over the country, painting portraits to order, which, as a matter of fact, is very likely just what Mayhew did, as he received no help whatever from his family, who disapproved of the idea of his becoming an artist, so that he would often paint in exchange for his room and board.

Collection of Stephen Walker

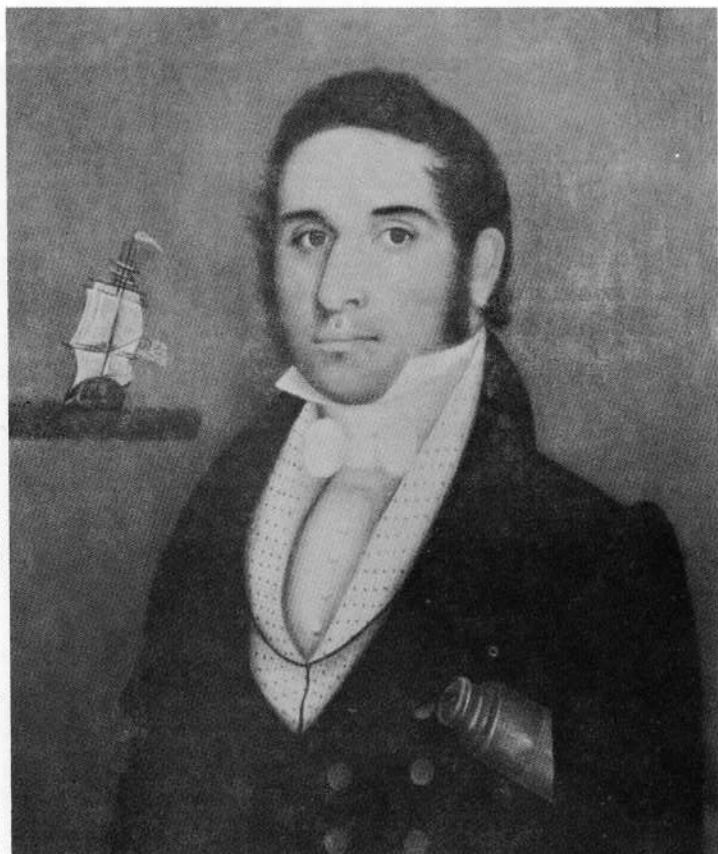


Portrait of Mrs. Sylvia Howland Almy and daughter, Sarah, probably of New Bedford. Dated 1823, signed F. Mayhew.

"It was customary at the time to have a batch of canvasses completed, except for the heads in each one, and then the customer could look them over and pick the body that suited him. Also this practice saved time. The Mayhew portrait of Wilmot Smith\* in the Dukes County Historical Society

\*Our records at the Society indicate that the portrait is not of Wilmot Smith, but of the Rev. Jonathan Smith, pastor of the Chilmark church from 1788 to 1827.

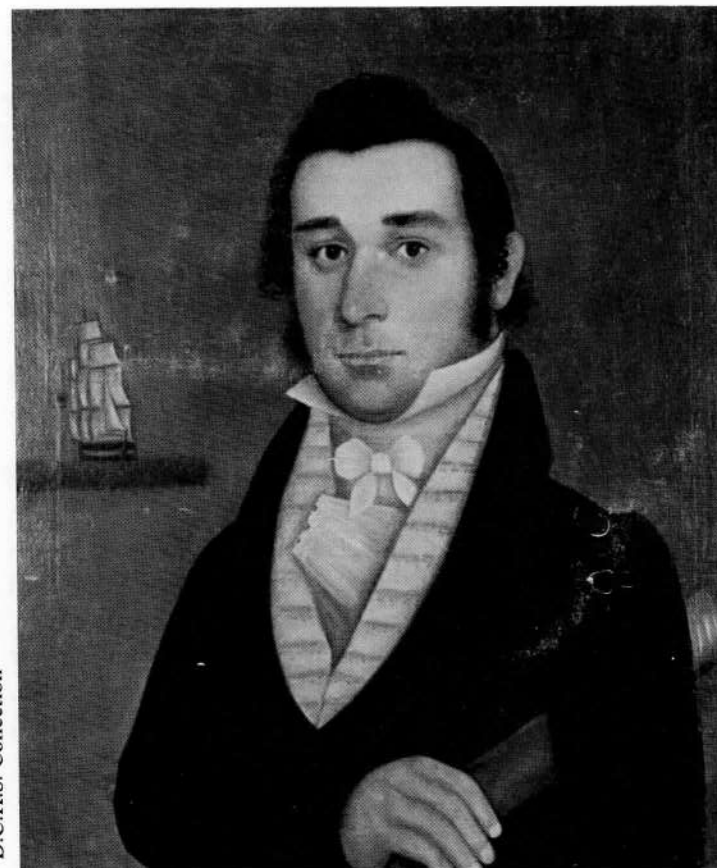




*Capt. James Townsend, probably of New Bedford, c. 1830.*

building looks as though this had been done. The technique of painting the body is much rougher than that of the face, over which the artist has taken great pains.

"While Mayhew had no idea of perspective, he could make a portrait look alive through his sensitive treatment of facial expression. Many of these self-taught wandering artists of the late 18th and early 19th century would turn out pictures which made their subjects look like the people out of a toy Noah's ark, but Mayhew, despite his more obvious faults, had real artistic ability. His Mayhew family trees, of which



*Capt. Richard G. Luce, probably in 1826, the year of his marriage.*

he made a good many, show a real and sensitive sense of design and a good eye for color, two attributes notoriously lacking in a great many of the American primitives."

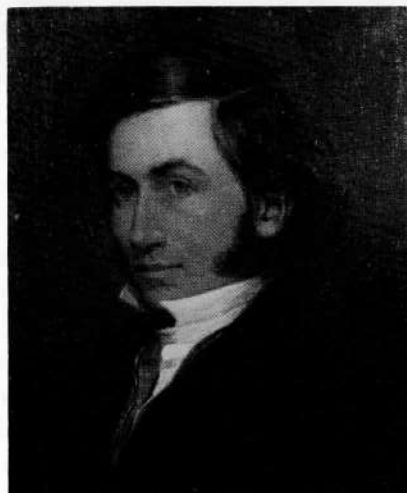
The press release describing the 1984 exhibition at the Museum of American Folk Art had this to say about the Mayhew paintings:

"Periodically through the years, distinctive, naive portraits have surfaced on Martha's Vineyard and in the New Bedford area. Stylistic elements as well as several signed works have helped identify the artist as Chilmark's Frederick

Mayhew, called 'limner' in a deed of 1824. His early work is characterized by a linear style, though his later paintings demonstrate a movement toward a quite sensitive modelling of the face. The 'Portrait of Captain and Mrs. Caleb Kempton' is a good example of the artist's ability to capture facial expression, as well as portray something of the inner spirit of his subjects."

Joyce Hill, writing in *The Clarion*, the journal of the Museum of American Folk Art, pointed out that in his later work Mayhew, who often painted sea captains and their families, generally depicted the mariner's vessel, "placed not within a traditional vignette but curiously suspended in mid-air and riding on a stylized bed of waves."

Frederick Mayhew died October 17, 1854, at 69 years of age and is buried, along with Zelinda, in the Tilton Cemetery, Cambridge, Ohio. His will left his property to Zelinda, "as long as she remains my widow." He had previously given 100 acres of his property to their daughter, Lucinda. The will provides that after Zelinda's death their seven grandsons were to divide his remaining real estate, each of them being required to give their sister, Martha, one hundred dollars, as her share.



Tristram Mayhew, of Chilmark, Frederick's cousin. Some doubt that this was painted by Frederick Mayhew.

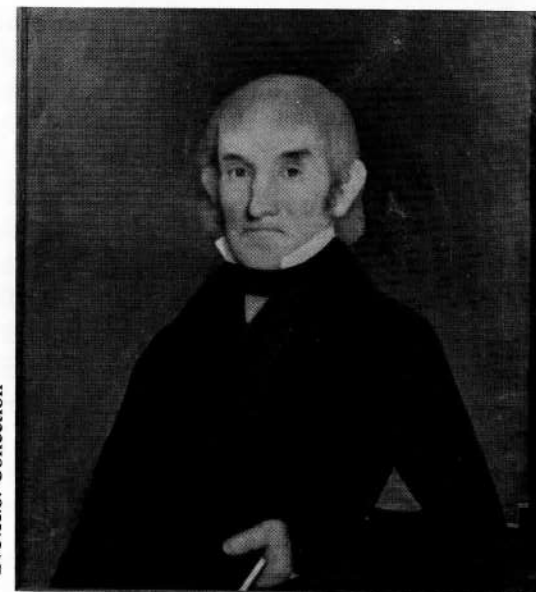
D.C.H.S. Collection

Virginia Manchester Luce, bride of Capt. Richard G. Luce.



D.C.H.S. Collection

Photographs by Mitch Eagan



D.C.H.S. Collection

Reverend Jonathan Smith, who was minister in Chilmark from 1787 until 1827. This was painted late in his pastorate.

## Letters from Two Attics Provide More Insight on Capt. Wm. Pease

by FLORENCE KERN

ANYONE owning an old house on the Vineyard should be on the lookout for treasures from the Island's past that might be tucked away in the dark corners of the cellar and the dim reaches of the attic. Old letters, deeds, diaries, portraits and photographs may be discovered, especially when vintage buildings undergo restoration or repair. Each year, finds of this kind are brought to the Historical Society for identification and, in some cases, for donation.

Some, like the century-old pamphlet found in the attic of the Capt. William Cooke Pease house on Starbuck Neck in Edgartown add to our knowledge of history far beyond that of our own Island. Printed in April 1863, the pamphlet quotes letters from more than a hundred of the Captain's friends in San Francisco who opposed his transfer to the East coast. They wanted the Revenue Service to re-assign him to the Pacific where he had served them well for over 15 years as the commander of several cutters in the United States Revenue Marine Service (now the United States Coast Guard). He had been abruptly ordered East during the Civil War when an erratic Customs Collector on Puget Sound falsely accused him of being a Southerner and of collaborating with Confederate privateers. The letters in the pamphlet served to exonerate

FLORENCE KERN, a long-time summer resident of Chappaquiddick, is the biographer of Capt. William Cooke Pease and an authority on the United States Revenue Service and Coast Guard. Her most recent work is a history of the Revenue Service during the Civil War years. Enamored of archives, she is presently engrossed in researching the history of customs houses on Martha's Vineyard. In the winter she lives in Bethesda, Maryland, a short drive from the National Archives.



*Captain Pease bought the Baylies house on Main Street (second from the right) in 1853. It is now on Starbuck Neck.*

him, although he was never re-assigned to the Pacific.

William Cooke Pease, son of diarist Jeremiah Pease, was born in Edgartown in 1819. He was commissioned in the Revenue Service in 1839. In 1842, he married an Edgartown girl, Serena Pease, daughter of the whaling captain Valentine Pease, who became famous as Captain Ahab in *Moby Dick*.

At first they rented an apartment in the Capt. Edwin Coffin House on North Water Street. By 1849 they were able to buy their own home, the third house up from the bank on South Water Street.

Four years later, now a 1st Lieutenant and expecting a promotion to Captain, he bought the beautiful house that architect and builder Frederick Baylies, Jr., had built for himself on Main street on the site of today's Edgartown Market. The Pease family lived there from 1853 until 1922 when the Captain's son, William Worth Pease, died and the house was sold. Sawed in half, it was moved to its present location at 42 Starbuck Neck Road. Travelling with it on the move were some of the Pease possessions, including the pamphlet.



The captain spent very little time in his handsome new home for his was a life afloat. He commanded cutters at many ports on the Atlantic, supervised the building of six cutters on the Great Lakes, lost a cutter in a Key West hurricane, and sailed two cutters from New York to the Pacific, around Cape Horn. He had two tours of duty on the Pacific Coast; from 1850 to 1853, and from 1854 to 1863. On his second tour, in 1861, he took command of his first steam cutter at San Francisco, just as the Civil War began.

It was because he had twice been assigned to duty in Charleston, S. C., and had many friends throughout the South, that he was falsely accused of being a Southerner and plotting with Confederate privateers on the Pacific. After he returned East, via the Isthmus of Panama, in March 1863, he was exonerated by President Lincoln and the Revenue Marine Service, but was not given back his Pacific duty. He was assigned to Newport, R.I., and later put in command of the steam cutter *Kewanee* convoying vessels with confiscated cotton from Savannah to New York.

After 12 years in California, Oregon and the Washington Territory, he found the eastern climate intolerable and wanted to return to San Francisco as much as the merchants, lawyers and other San Francisco notables wanted him back.

The letters printed in the 1863 pamphlet found in the Starbuck Neck attic had been sent to the Hon. Salmon P. Chase, Secretary of the Treasury, in Washington. All were notarized. The first, signed by 48 San Francisco merchants, was notarized by E. P. Jones who stated that he was "well acquainted with a large majority of the gentlemen who have signed the foregoing Petition, and also all the Houses represented by them, and for character, wealth and respectability they stand first in rank on the Pacific Coast."

The merchants' letter reads:

Having been informed that the Government intends sending from the East to this Port a Steam Revenue Cutter,

Photo courtesy Anna McKay.



Capt. William Cooke Pease of the U. S. Revenue Marine Service, c. 1860.

to take the place of the steamer, *Shubrick*, the undersigned merchants of San Francisco, take this occasion respectfully to suggest, and request, that Captain William C. Pease be placed in command of the vessel designed for the protection of Commerce at this port, having full faith in the capabilities of Captain Pease as an Officer and Seaman, he having acquired a thorough knowledge, as we believe, of this port, the Pacific coast generally and its requirements, by an experience of over twelve years. We take great pleasure in recommending that he be ordered to return her in command, knowing that no one more competent or better

acquainted with the arduous duties of this very important position could be chosen to carry out the views of the Government.

A similar petition was written by 52 San Francisco lawyers who spoke of the Captain's "urbanity of manners, his exceptionable character, both as an officer and gentleman, and his vigilance in the performance of his arduous duties [which] have greatly endeared him to the people of California." They commended him for his "zeal and promptitude in the preservation of lives and property" and stated that "the knowledge which he has acquired, during his long residence here, of our commerce, as well as of the Coast and harbors, are, of course, of inestimable importance."

The three Port Wardens of San Francisco and two United States appraisers also petitioned for his return, calling him "a capable and efficient officer" and an "accomplished, faithful officer, and popular gentleman." Letters were also written in his behalf by Master L. W. Horton, whose ship *Sierra Nevada* Pease had saved on Fort Point when a 13-inch hawser parted, and also by the British, French and Peruvian consuls in San Francisco who had had vessels from their countries aided by him. The British consul wrote of mutinies that Pease had subdued at Benicia; the Peruvian consul of his "kindness and activity in rescuing the crew of the Pamana schooner *Eliza Kniper* totally wrecked at Halfmoon Bay."

This informative pamphlet, thanks to the present owners of the Captain Pease house, is now in the Archives of the Society where it is available to researchers.

Thanks to another attic discovery, the Archives has additional details, these more intimate, of the Captain's life. A year after the 1863 pamphlet was found, an electrician, repairing some wiring in the dusty attic of another Starbuck Neck house, found two Pease letters to his wife and a copy of one of her letters tucked under the eaves. How the letters got there is a mystery. The house, at the time the letters

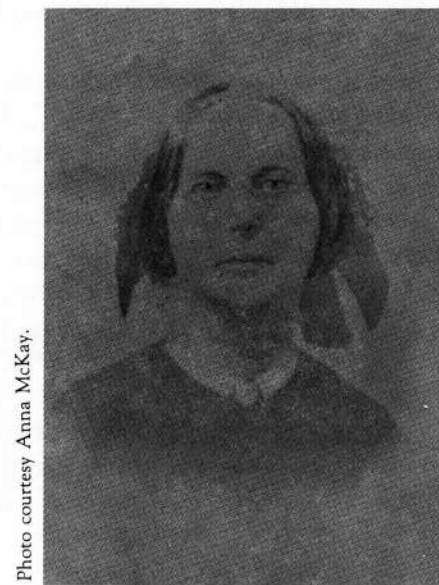


Photo courtesy Anna McKay.

Serena Pease, the Captain's wife.

were written, was owned by Captain Pease's brother, Jeremiah, Jr. (It is still owned by a descendant.) One can only surmise that Serena herself may have hidden them there after her husband's death.

The first of the two letters was written by then-Lieutenant Pease while on board the tiny cutter *Argus*, stationed at Benicia, California, on Sept. 13, 1852. *Argus* had only the most primitive accommodations for her commander and crew. There was no standing headroom, indeed, the men could not even sit upright when eating. At the time, the officer, then 32 years old, had been away from home for more than two years. Leaving Edgartown on March 29, 1850, he wrote in his diary:

To leave my wife and dear little babes, very hard. Willie stood at the door and looked melancholy as my things were being put on the coach. Poor little fellow, he little knew I was going away, although he seems to do so.

Son Willie was then only two years old and his younger

brother, Valentine, named for Serena's father, was less than one year.

The next two and a half years were difficult times for the young couple. Baby Valentine died April 11, 1851 and Serena's letters to her husband were full of despair and, at times, delirium. Her husband had always accused her of being extravagant and now she began making purchases for their house which were beyond the means of an officer on government pay. He chided her for putting him into debt to other members of his family and she responded by accusing him of letters so unkind that they would kill her. Many of her letters were already in the Society Archives and the letters from him that were found under the eaves added to the story of the strained relationship of William and Serena as they fought loneliness and grief while 3000 miles apart.

William's letter to Serena reads:

U. S. Revenue Cutter *Argus*  
Benicia, Cal. Sept. 15, 1852

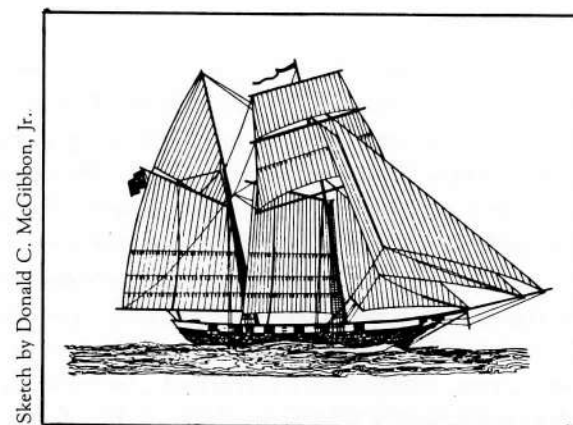
My dear Serena,

I have just returned from Angel Island, near San Francisco, and as the mail left here last night, I am not sure you will get this until the next mail. Your letter of Aug. 1st was rec'd. by the last mail.

You complain because I did not continue writing you when I commenced. The reason is, I found that you did not write again, as the mail arrived before it was time to write, and I did not feel as tho' I cared to write you when you had neglected to do so. You say the reason is you did not know as your letter would be acceptable.

What reason had you to think so? I never told you so, and unless the letter was filled with complaints, you had no reason, that I know of, to think I did not care to receive a letter from you. Hence I cannot perceive that I am anymore unkind in not writing, then you were. I am sorry Willie would not have his Daguertype (*sic*) taken as I have been looking out for it for some time.

My feelings toward your uncle Joseph have not altered in the least; they are fully expressed and set forth in my



Sketch by Donald C. McGibbon, Jr.

Cutter Jefferson Davis that Pease sailed around the Horn

letter to him, and I have seen no reasons to alter them. The world is wide enough for both him and me:- he can go his way, and I can go mine.<sup>1</sup>

You allude to my coming home this fall. I cannot see any prospect of it at present, notwithstanding I have been here now two years and from home 2½ years.

Almost all the officers who came out on the *Polk* have gone home; I believe only two, beside myself, remain in the Country and when I ask to return home they will know it at Washington. I will ask no favour of them, but wait until the Administration changes when I can get what I want, perhaps.<sup>2</sup>

Yours always,  
William C.

He did get leave a year later, leaving San Francisco June 15, 1853, and arriving in Edgartown, via the Isthmus of Panama, a month later. In September, he bought the Baylies house on Main street, together with a carpenter shop behind it, for \$1875, but before the family was able to move in, he was ordered to the Brooklyn Navy Yard to commission two new cutters and to sail one of them around the Horn

<sup>1</sup>It is not certain who Uncle Joseph was. Serena had two of them: Joseph Cleveland, who married her mother's sister Mary; and Joseph Ripley, who married her mother's sister Lydia.

<sup>2</sup>William's prophecy was correct. Democrat Franklin Pierce defeated Republican Winfield Scott by a landslide in November, changing the party in power.



to the Pacific.

It would be two years before he got back to Edgartown to his wife and their new home. When he did return, in June 1856, he was Captain Pease, having been promoted prior to leaving New York to sail to the Pacific. At 34 years of age, he was the youngest captain in the Revenue Service. The next months, the summer of 1856, appear to have been happy for the Captain and Serena, although before leaving he did mortgage his new house to his more prosperous brother Joseph for \$3500. No doubt, he was proud of his home, it was large, comfortably furnished and handsome. And no doubt his family was proud of him, handsome in his Revenue Service uniform. The Pease family was among the most prominent in Edgartown. His father, Jeremiah, was Deputy Collector of Customs and a leading Methodist, having been the person to select the site of the Wesleyan Grove Campground. His older brother Joseph was Cashier of the newly founded Martha's Vineyard National Bank. His Uncle Isaiah was County Sheriff for 40 years.

The captain's son, Willie, was nine years old at the time and doubtless was proud to be seen with his dashing father as they walked together on Edgartown's streets. Captain Pease seems to have made no effort to encourage Willie to become a sailor.

The happy summer was followed by an assignment to superintend the construction of six cutters in Milan, Ohio, hardly a port to inspire a Yankee mariner. The following year, after a brief leave in Edgartown, he was re-assigned to the Pacific and did not see his family again until 1863 when he was summoned East to answer the spurious charges of disloyalty.

By this time, the East did not seem to satisfy him and he yearned to return to California. Even though he was in command of a cutter that frequently called at Edgartown, he was too crippled with rheumatism to enjoy his home port. Whether he planned to take Serena and Willie to California,

if he was re-assigned, we'll never know, as he never went back.

In the final year of the Civil War, he was made commander of the new steam cutter *Kewanee*, convoying the Cotton Fleet from Savannah to New York. It was during this period that he wrote the second letter found under the eaves of the Starbuck Neck house. He was in New York after the first of his two convoy voyages when he wrote this:

U. S. Revenue Steamer *Kewanee*  
New York, Feb. 25 [1865]

Serena,

Your two letters in one received, but I cannot read one of them.<sup>3</sup> I am under orders for Savannah, Georgia, and will sail this evening or tomorrow morning. I shall probably not remain there long, but can't say. The [first] cruise out to Savannah was a pleasant one. I witnessed the bombardment of Fort Fisher near Wilmington, the explosion at Savannah, the awful Grandeur of the scene is indescribable.

I convoyed the whole cotton fleet, 21 in number, from Savannah to Port Royal, then to New York. Took a severe gale off Cape Hatteras, and one off Barnegat, when I suffered in some degree an anxiety of mind that was unpleasant, — I put into Newport covered up with ice, and then came here.

I struck on a sunken Rebel Ram in the Savannah River and tore 40 sheets of Copper off the bottom. This Ram was one of the obstructions in the Savannah River.

Don't write me anymore crosswise letters, — As for Willie he can do as he pleases. He is old enough to judge for himself. So far as the Portuges [is] concerned, I guess that amounts to nothing. He probably wants a little Kifor and that's all.<sup>4</sup>

I am sorry for the death of Capt. Worth. He always appeared as though he belonged to our family, at least I always thought so. He was a good kind soul. Farewell my old and dear friend. I always was attached to him. He always had a kind word for me and I shall miss him much, and

<sup>3</sup>Popular at the time, to save on postage, was the practice of writing two letters on the same sheet of paper. The second letter was written on top of the first with the writing at a 45-degree angle to the other. They were called "crosswise" letters and were most difficult to read.

<sup>4</sup>Does anyone know what "a little Kifor" means?

always cherish his memory.<sup>5</sup>

I will send you some sweet potatoes and money, too, on my return.

Always Your,  
Wm.

This may have been one of the last letters the Captain wrote to Serena. As far as is known, he saw her only once after that. Their relations continued to be strained. When he returned from Savannah, the war had ended. On harbor duty in New York, he was ordered to take Revenue Marine officials to Boston on a tour of inspection. The *Kewanee* stopped overnight on August 10 at Holmes Hole on her way to Boston and he may have met Serena then. Most certainly, he met her and son Willie on August 16, 1865, when, on the trip back to New York, the cutter docked at Edgartown shortly after dawn, spending the day there before leaving for New York at sundown. In New York Captain Pease was ordered to duty in Charleston, where he died on board the cutter December 30, 1865.

The third letter discovered in the attic is a copy of the letter composed by the Captain's twin brother, Cyrus, and penned by Serena to Commander Joseph Irish of the *Kewanee* after William's death. It reads:

Edgartown, Feb. 3, 1866

Dear sir --

In answer to your letter conveying to me the sad intelligence of the death of my dear husband I must express to You and the officers of the *Kewanee* my heartfelt gratitude for the kind attentions shewn him in his sickness, the expressions of sorrow at his death and the kind words of sympathy and condolence to myself.

When stricken by sorrow and illness may each of you be surrounded by friends as true and faithful as you have proved yourselves to have been to him. All the members of his family wish to me convey to yourself and to all the

officers their heartfelt acknowledgments of your kindness and attention.

With deep gratitude, I am  
Dear Sir  
Your Obedient Servant  
Serena Pease

But for the thoughtfulness of the owners of these old houses and the vigilance of an electrician, these old documents might have gone to the dump. Now they are preserved in the Archives of the Dukes County Historical Society for historians seeking data on the Vineyard's connections with the Civil War.

Who knows what other treasures may turn up in other old buildings, old middens, or, for that matter, in the good earth on which our native Indians made their camps.

Be alert, Vineyarders of today. There is still much to be learned of our Island's past.

<sup>5</sup>William's mother was Eliza Worth Pease and perhaps the Captain Worth he was so fond of was on her side of the family. A Captain Thomas Worth was lost at sea at about this time.

## Squibnocket Landing

by PETER COLT JOSEPHS

THE sublime coastal vista known today as Squibnocket Town Beach was earlier known as Squibnocket Landing, where the barge ferries to No Man's Land berthed while hauling people, goods and livestock, especially sheep, back and forth between the two islands. Fishing smacks were hauled up on the beach and small fishing shacks dotted the shore.

Nearby was the Massachusetts Humane Society Life-Saving Station on "Money Hill," just southwest of the present rip-rap and from which, according to accepted local folklore, gold coins still wash out periodically. A herring run had once been open between the ocean and the southeastern finger of Squibnocket Pond, just west of the present parking lot.

Squibnocket Bight, known to earlier coastal mariners as Squibnocket Roadstead, is a remarkably protected and safe anchorage from all but the occasional southeast storm. The gently sloping sand shelf and relatively rock-free bottom from beach to deep water provided a great "pocket" anchorage behind the hooked point of rocks to the southwest which is itself in the lee

of Squibnocket Point, jutting out farther southwest.

As such, it was the first major port-of-entry for Chilmark Town, the early demographic center of which was at Abel's Hill. The Old King's Highway, which ran across the cobbles of Stonewall Beach before the bridging of Hariph's Creek in 1847, connected the center to the Landing. Sailing vessels of various sizes, including an occasional whaler, would drop anchor for the night just offshore. Freight, passengers and livestock were off-loaded here for sundry up-Island destinations. Crews from the vessels, as well as the No Man's Land based pilots, would come ashore for "liberty" or to spend the night at one of Chilmark's noted early inns.

In the early decades of the present century, an initial trickle of summer visitors began using the Landing as a bathing beach, often bathing with a bar of salt water soap! In 1905, the dredging and rip-rapping of Menemsha Creek by the Army Corps of Engineers, creating the harbor we know today, brought a rapid decline to the ferry trips from Squibnocket to No Man's.

Quickly, the name changed from

Squibnocket Landing to Squibnocket Beach. The community use of the Landing, now the Beach, had an acrimonious and abrupt interruption in the 1930s with a determined, but unsuccessful, attempt by the Hornblower family to barricade access to the sea by the public. The Hornblowers had bought their large adjacent tract of Squibnocket Point land a short while before, in the 1920s.

Promptly, Chilmark town officials took the Hornblowers to court. The court decreed that the town owned a

40-foot strip of land and right-of-way from the State Road to the sea, known historically as Squibnocket Town Landing. After the ruling, the Hornblowers began to lease, for a nominal fee, additional strips of beach to the southwest to the town to enable it to accommodate the ever-increasing summer population.

Thus, Squibnocket Landing, known variously through the years as the Bight and the Roadstead, is today's Squibnocket Beach, one of the Island's loveliest.



Photo courtesy E. Gale Huntington.

Beach at Squibnocket Landing, about 1920.

PETER COLT JOSEPHS is the son of the late Roswell C. Josephs and Frances Sheffield Josephs who were among the pioneer summer residents in Chilmark. A graduate of Johns Hopkins University, he is currently a candidate for a Master's in political science at the University of Rhode Island. He lives, with his blue-ribbon Yellow Labrador retriever, Meadow, in the brick barnhouse in Chilmark, about which he has written in this journal, May 1974.



## Diamond Jubilee Of Banks's History

by ALVIN J. GOLDYWN

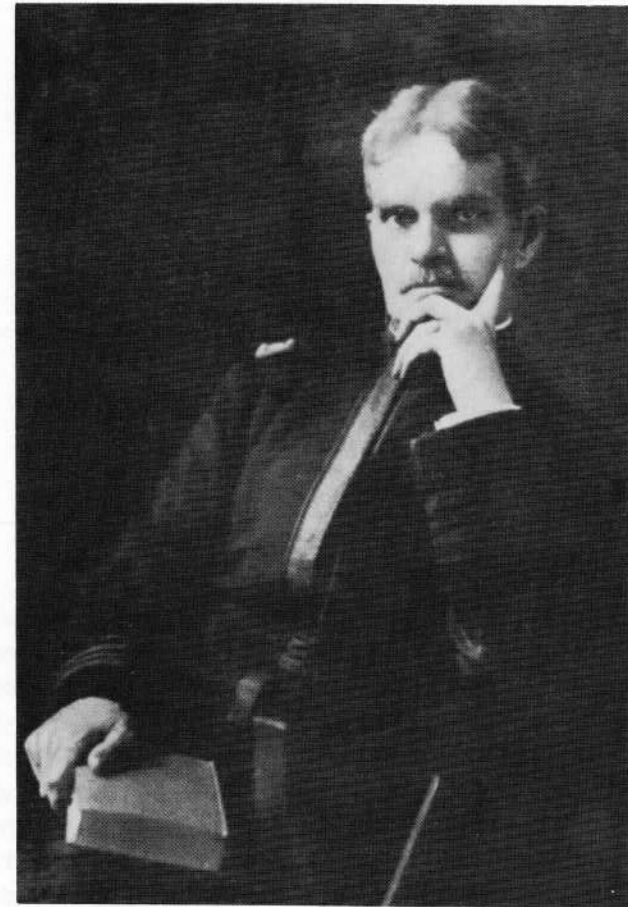
ON THE occasion of the 75th anniversary of the publishing of Charles E. Banks' *History of Martha's Vineyard*, no praise would be excessive. Every comment, every note, since 1911, which has to do with Martha's Vineyard has carried the badge: "Banks says," or "Banks<sup>1</sup>." Historian Banks drew on many sources and was always generous in acknowledgement. But his was the hand that brought it all together.

This brief note can only suggest the importance of Banks's achievement to generations of genealogists, to countless later chroniclers of Island history, and to the Dukes County Historical Society. Without his work, our annals would be much sparer.

On May 11, 1911, the *Vineyard Gazette* noted that "Dr. Bank's (sic) book was available for sale." Volumes I and II were being published at the author's expense; at 600 pages each, they "comprise the entire history from its beginnings." There is mention of the author's "indefatigable researches in this and foreign countries." Banks was to make at least two more trips to England, 1922-1924, before the third volume would appear in 1925. The current three-volume edition is a 1966 reprint, with minor changes, published by the Society.

Charles Edward Banks was born in 1854 in Portland, Maine. His interest in genealogy was stimulated by his heritage: he was descended from six of the *Mayflower*

ALVIN J. GOLDYWN is Librarian/Archivist of the Society and thus has an especial appreciation of the work of Dr. Banks.



Dr. Charles Edward Banks, United States Public Health Service.

voyagers. He was graduated from Dartmouth Medical School in 1878. From 1880 until his retirement in 1920, he served in the United States Public Health Service. From 1889 to 1892, he was posted in Vineyard Haven. It was there, largely, it is said, through his own initiative, that a new marine hospital building was built. Decommissioned years ago, it still commands a view of Vineyard Sound. In addition to his historiographic skills, Banks had considerable talent

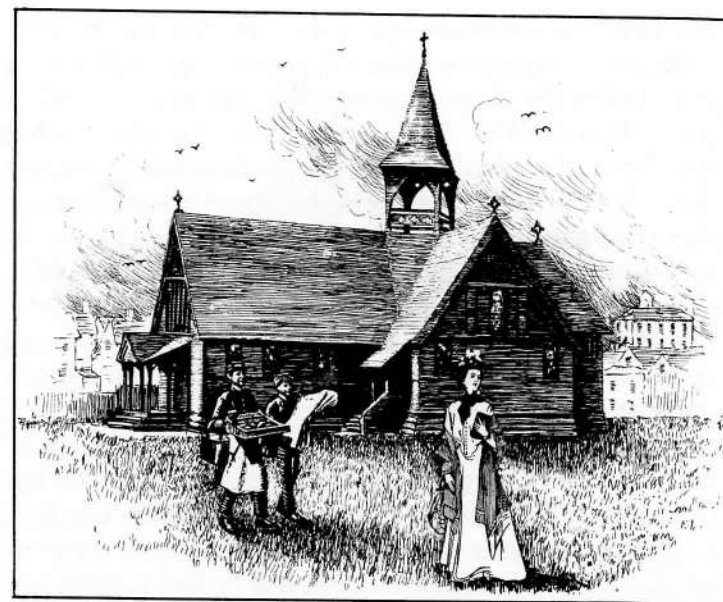


*Banks's drawing of Marine Hospital with Gosnold pasted in.*

as an artist. The most remarkable of his many attractive and useful sketches for the *History* is a view of the hospital (1895) with Bartholomew Gosnold (1602) standing on the lawn.

Banks held a number of positions of varying importance in the Public Health Service, including representative of the United States at a World Medical Congress in Madrid in 1898. Further research may reveal how that conference survived the pressures of the Spanish-American War; in any case, the trip may have provided support for detours to visit government record offices in England to bolster Banks' pre-Colonial Vineyard documentation. In 1916, Banks directed government measures to combat the then insidious spread of infantile paralysis. When he retired in 1920, he was administrator of a three-state Public Health Service district.

At home and abroad, he continued to regard Vineyard Haven as his home. He founded the Duodecimo Club there in 1892; it survived as an elite literary and cultural society for many years. For her part, Florence M. Banks, the



*Episcopal Church, Oak Bluffs, with vendors and elegant parishioner.*

doctor's wife, sparked the organization of the Sea Coast Defence Chapter of the Daughters of the American Revolution. At one of its first Council meetings, the DCHS voted him honorary membership in recognition of his remarkable contribution to the Vineyard. That Council also began negotiations with George H. Dean, a Vineyarder with offices in Boston who was his original publisher, to bring Volume III to press.

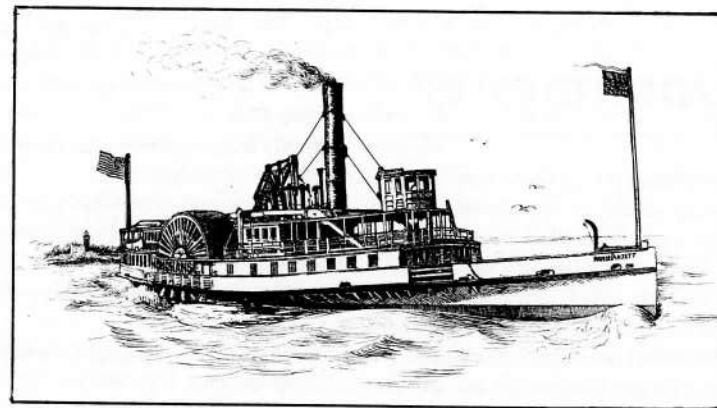
Banks was only 35 years old when he cast his lot with Martha's Vineyard. He was nearly 60 when Volumes I and II of the *History* were published. The frontispiece shows him in his Colonel's uniform, appearing to be somewhere between John Philip Sousa and Admiral Dewey. When he died in 1931, he was buried with honors from Grace Episcopal Church in Vineyard Haven, to which his family had contributed a baptismal font, a replica of the one in Tisbury, Wiltshire, where Governor Thomas Mayhew was baptized. He did not live to finish the work which he

planned as his *magnum opus*, a history of York, Maine.

Banks had been promising and promoting the *History* for years before the *Gazette* reported the "pleasant surprise" of publication in 1911. As early as January 27, 1898, he had run a long ad announcing that "he has determined to supply the lack of authentic history of the island by collating and preparing this material for such purposes." His object, he said then, was "not commercial, but literary success." After the turn of the century, he petitioned the towns for support. On March 26, 1901, the Vineyard Haven Town Meeting voted to raise and appropriate \$309.00 "to aid the publication of a history of this town, and to receive from the author sixty copies of such history, when published." Similar articles were presented at Edgartown Town Meetings from 1901 to 1904. Banks produced an attractive brochure in 1905, stating that the size of the edition would depend on the number of advance orders, and he had subscription forms printed. When DCHS finally engineered publication of Volume III, it included a loose sheet "*In Rei Perpetuam Memoriam*," heading a list of 63 "names of those who have underwritten the cost...."

Indefatigable researcher to the end, Banks identified as late as 1927 a hitherto unknown passenger on the *Mayflower*. The *Cleveland Plain Dealer* remarked editorially on the havoc which that discovery would wreak among the ranks of the Society of Mayflower Descendants. Age has not withered nor custom staled the value of his work. Doris Stoddard, Genealogist and past President of DCHS, has nothing but praise for the family histories in Volume III. Through her efforts and those of many others, the lists have been lengthened and in many cases brought into later generations; these are updates and extensions, rarely corrections to what "Banks says."

In the pages of Banks's *History of Martha's Vineyard*, almost three hundred years of the Vineyard record unfold like the Bayeux Tapestry. The background is stitched in: the villages of Tisbury and Chilmark in England; the bustling



Banks titled this, "*The Monohansett leaving the Vineyard on her last trip. West Chop in the distance.*"

Colonial setting on the mainland; the several American and international capitols under whose flags the Mayhews reigned; finally, the whole political, geographical, archeological, ethnic circumstances of Martha's Vineyard. Boldly in the foreground from the first are the names and faces of the Vineyarders: the Abishais and Prudences, the Beriahs and the Amys, Bathsheba and Parnell, Samuel and Thomas and Mary. Doctors and judges, mariners and carpenters, fence viewers and farmers and fishermen. Banks's landscape is peopled with figures holding a gavel, a prayerbook, a harpoon, or a churn.

The *History* is a record of the people who have lived on Martha's Vineyard. His was not the grand style of Macaulay or Gibbon, broad sweeps across the canvas with only the leaders shown plain. He is blunt about the nature of the fiefdom imposed by the Mayhew oligarchy. But he was instinctively closer to modern historians like Barbara Tuchman. He saw history as the sum of thousands of individual lives. Banks did not invent the *History of Martha's Vineyard*; no one man could. He made it plausible and real.

The three-volume set of Banks's *History of Martha's Vineyard* is available to members of the Society for \$40.50 plus \$3. for mailing (for non-members: \$45. plus \$3.).

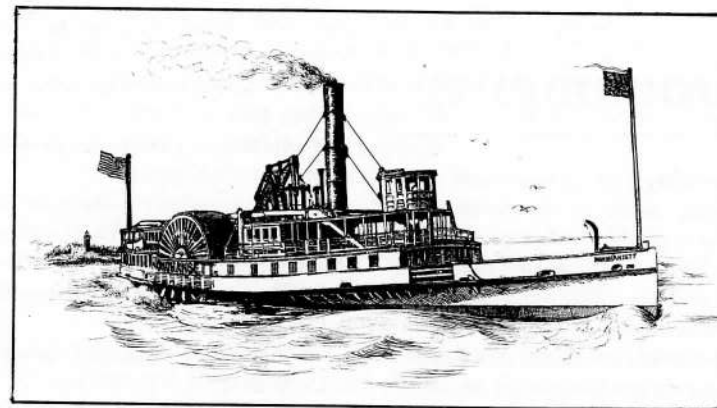


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In the pages of Banks's *History of Martha's Vineyard*, almost three hundred years of the Vineyard record unfold like the Bayeux Tapestry. The background is stitched in: the villages of Tisbury and Chilmark in England; the bustling



Banks titled this, "*The Monohansett leaving the Vineyard on her last trip. West Chop in the distance.*"

Colonial setting on the mainland; the several American and international capitols under whose flags the Mayhews reigned; finally, the whole political, geographical, archeological, ethnic circumstances of Martha's Vineyard. Boldly in the foreground from the first are the names and faces of the Vineyarders: the Abishais and Prudences, the Beriahs and the Amys, Bathsheba and Parnell, Samuel and Thomas and Mary. Doctors and judges, mariners and carpenters, fence viewers and farmers and fishermen. Banks's landscape is peopled with figures holding a gavel, a prayerbook, a harpoon, or a churn.

The *History* is a record of the people who have lived on Martha's Vineyard. His was not the grand style of Macaulay or Gibbon, broad sweeps across the canvas with only the leaders shown plain. He is blunt about the nature of the fiefdom imposed by the Mayhew oligarchy. But he was instinctively closer to modern historians like Barbara Tuchman. He saw history as the sum of thousands of individual lives. Banks did not invent the *History of Martha's Vineyard*; no one man could. He made it plausible and real.

*The three-volume set of Banks's History of Martha's Vineyard is available to members of the Society for \$40.50 plus \$3. for mailing (for non-members: \$45. plus \$3.).*

## Documents

*This diary, which we have been publishing since 1974, is the best continuous account of life on Martha's Vineyard that we know of. The diarist, Jeremiah Pease (1792-1857), was active in many fields and, although no Pepys (as one member has commented), he does give us details we would never get elsewhere.*

*The period covered here is notable principally for the weather: it is an exceptionally cold winter. Although in his 60s, Jeremiah continues as a active surveyor, spending several days on the controversial question of Indian land boundaries. His religion continues to take much of his time and energies.*

*On January 1, 1856, he began to use a new book for his journal. It is the sixth book he has used since he began in 1819 (he may have had earlier diaries, but we don't know of them). It will be the last as he died, suddenly, on June 5, 1857.*

*The new book has 120 numbered pages of light blue paper, unlined. The spine and corners are leather covered. It came from "J. & W. McAdams, Account Books and Stationery, 94 State Street, Boston," and cost 45 cents.*

### November 1855

3rd. NE, thick damp weather. Funeral of Sanford Simpson who died very suddenly, fell down dead while engaged in hoisting schr.'s foresail.

5th. NE. Danl. Norton died yesterday of a canser in his face. Funeral of Danl. Norton, service by Rev'd. S. Benton.

16th. SW. My Wife goes to North Bridgewater to visit our Daughter Velina. Engaged surveying Indian land at Deep Bottom.

18th. NNW to W, little rain. Attended Meeting at Pohoganut.

24th. W. Engaged at Surveying at Deep Bottom. Sister Velina Baylies dies at about 4 A.M.

26th. W to WNW. Engaged surveying at Deep Bottom.

27th. W to WNW. Engaged surveying at Deep Bottom.

28th. WSE, pleasant. The Funeral of our Sister Velina Baylies was attended this afternoon by a numerous train of connections and friends, her death is and will long continue to be senciably felt by all Friends of the Church has sustained a very great loss. She was deeply pious and very useful in the cause of her Blessed Redeemer, had been a member of the Church for many years and actively engaged.

29th. NW, cool. Thanksgiving day. I dined with our Son Joseph, my Wife being on a Visit to our Daut. Velina at North Bridgewater.<sup>1</sup>

### December 1855

2nd. SW to W, little rain. Attended Meetings at Middle District.

6th. SW to NW, pleasant. Went to Chilmark, attended the Funeral of Rev'd. John Tasker, he died on the 3rd. Inst. of consumption. He was stationed there by the last Conference and was very useful and much esteemed by all who knew him. There were a large

<sup>1</sup>The relationship between Jeremiah and his wife, Eliza, is unclear. There is evidence that she was unhappy about his religious fervor.

number present at his funeral which was held in the M. Meeting House where he had preached, it was a solemn time, many eyes were filled with dears (sic) while the services were being performed. Rev. Sanford Benton of this place preached the sermon. There were a number of Ministers of different denominations present. Br. Tasker was 37 years old, left a Widow and one child.

8th. SWS. My Wife returns from a visit to N. Bridgewater and E. Boston.

9th. SE, Gale with rain. Did not attend meeting at Pohoganut.

12th. NW, very cold. Went to H. Hole to attend the Funeral of Capt. Richard Luce who died on the 7th. Inst. very suddenly, aged 75 years. The funeral was attended by a large number of connections and friends in the Baptist Meeting House. Service by the Baptist, Methodist and Congregationalist Ministers of that place. It was a solemn season.

17th. SSW. Went to Gay Head with the Commissioners to run the lines between the White Inhabit. and Indians.<sup>2</sup>

18th. W, cool. Engaged at G. Head. Retd. at nt.

19th. NW, cold. Engaged on the Road to H. Hole setting up bounds, etc.

20th. NW, cold. Engaged drawing Draught of G. Head.

<sup>2</sup>A petition had been filed by Howwaswee and other Gay Head Indians to require the state to settle the dispute over the boundary line between the "white" land and that of the Indians. Jeremiah was hired to survey the line that the Commissioners decided upon. He also was involved in a similar dispute at Deep Bottom in Tisbury.

21st. NW to SW. Ditto.

22nd. SW, light variable. Wid. Nancy Davis dies on the 12th Inst. at E'Ville, aged 66. She was esteemed a pious woman.

23rd. SW to W, very pleasant. Attended meetings at E'Ville.

25th. Ely, light A.M. P.M. SE, rains.<sup>3</sup>

30th. W to NW, cold. Funeral of Mrs. Ruiann Coffin, Wife of Deacon Thomas Coffin. She died on the — Inst. Service by Rev'd. W. Holmes. She was the last Cousin on my Mother's side that resides in this Town and was highly esteemed by all her acquaintances for her Religious and moral character. She was kind and affectionate and an excellent woman, aged about 56. Did not attend Meeting at E'Ville on acc't. of snow & ice.

### January 1856

6th. NE. A very heavy gale with snow, the tide rose higher than I have seen it since the September Gale of 1845. Did not attend meeting at E'Ville.

7th. S to SW, very pleasant. The banks of snow are very high.

9th. NW, very cold. Makes ice very fast in the harbor.

12th. Ely, light and calm. Harbor nearly closed with ice. SE Gale with rain at nt.

13th. SE, heavy Gale AM, PM SW to W, moderate. Did not attend meeting at E'Ville.

25th. NW, very cold. Harbor closes with ice at Nt.

27th. NNW, moderate. Did not go to E'Ville on ac't of snow and ice.

31st. W, cold, icy and snowy month.

<sup>3</sup>Christmas Day, Methodists, such as Jeremiah, ignored it.

**February 1856**

1st. Light, Ely. Moderate, some snow squalls.

3rd. WNW, fresh wind, very cold. Did not attend meetings at E'Ville.

6th. WNW, moderate. Cold. Harbor remains closed up with ice.

8th. W, light, pleasant. Steamer *Metacomet* makes an attempt to get through the ice, but found it so thick she gave it up after getting about half way through. Ice about 14 inches thick.

9th. NW, snow squalls, cold.

10th. W, pleasant. Thaws in the sun, did not go to E'Ville, there being still a great quantity of snow and ice upon the ground.

11th. SW, light, thick weather. A great number of men have been employed in cutting a channel through the ice in the harbor last week. They commenced again today and after cutting a track from the Light House through the middle of the channel, and then from the Long Point to Gurnet Point and then to the middle track, the ice began to move in the PM. The wind continued SW with a little rain all night.<sup>4</sup>

12th. SW. This morning the ice is all out of the harbor. The ice closed up the harbor on the 25th of Jan. and remained very solid until it moved off.

13th. NW, very cold. Harbor freezes up again.

14th. NW, very cold. Thermometer 3 above Zero. The Steamer *Metacomet* comes through the Ice 5 miles into the wharf.

16th. NW, very cold. Ice closes up the Harbor.

<sup>4</sup>Can any member identify these points in Edgartown harbor?

17th. NW, very cold. Snow storm, did not attend Meeting at E'V.

21st. W, pleasant, thaws. Ice still closes the harbor.

23rd. SW, pleasant. The ice breaks up and the harbor is open. Three times the harbor has been closed with ice this winter.

24th. W to NW, cool. Attended Meeting at E'Ville. Mr. Peter West of that place professed Religion 4 days after my last visit there. He appears, and converses, like a young convert and is much engaged in the good cause of our Blessed Lord. He has appeared to pay but little attention to heavenly things for many years past, he very seldom attended any religious meetings. He was very glad to see me when I visited him today.<sup>5</sup>

28th. N, light, cloudy and clear PM. A large quantity of snow and ice remains on the ground, where it fell in banks on the 29th of Dec. and 5th & 6th of January.

**March 1856**

1st. NW to SSW, light, pleasant. Snow and ice melts quite fast.

2nd. SE. Gale with snow and a little rain. Mrs. Jane Silvie dies about 4 o'clock AM. Clears off at PM. Wind NW at Nt. and cold. Did not attend meeting at E'Ville.

3rd. NW to WNW, cold, fresh wind. Capt. L. C. Wimpenny arrives in Schr. *Ann E. Cox* from Mobile, having been wrecked at sea, and blown off this coast several times, and had to put into Savannah. He sailed about the 12th of

<sup>5</sup>It has been two months since he attended a meeting at Eastville, the severe weather being the reason.

Dec. last, for Boston and is now on his way there.<sup>6</sup>

4th. W, light, pleasant. Funeral of Mrs. Silvie, service by Rev. Mr. Holmes, Brother S. Benton & Cong. Minister. Littleton sailed for Boston at 11 AM.

5th. NW, cold. Funeral of Mrs. Prudence Cleveland, service by \_\_\_\_.

9th. NW, very cold. Attended meeting at E'Ville.

10th. NW, Gale, very cold. Makes ice in the harbor fast today.

12th. NW, Gale, very cold. About as cold as any time in winter.

13th. WNW, very cold. Harbor nearly frozen over. Today the news of the death of Sister Lydia B. Wardwell of Providence arrives. She was an amiable and Pious person, embraced Religion in 1834 at E'Ville, since which she has been a usefull and worthy member of the Church of Christ, as I trust much with propriety might be said of her Christian character.<sup>7</sup>

15th. W to WSW, moderate. Went to Christian Town with B. C. Marchant, Guardian to the Indians.

16th. WSW to W. Attended Meetings at E'Ville. It was and (sic) solemn & interesting time. Capt. Peter West, having lately embraced Religion, was present and spoke of his enjoyment, etc., a number of times during the day.

17th. WNW, moderate breeze, cool. Sister Lydia B. Wardwell died on the 12th Inst. at about 1 o'clock P.M. at Providence, R.I.

<sup>6</sup>Capt. Wimpenny is Jeremiah's son-in-law, having married daughter Isabel.

<sup>7</sup>The year she "embraced Religion," 1834, was the year in which Jeremiah began dreaming of holding a camp meeting in the nearby oak grove. It became a reality the following summer.

19th. E to NE, light. Snow falls about 4 inches deep, very light.

23rd. ENE, cold, snow squalls AM. Attended meetings at E'Ville.

24th. SW to ESE, cloudy. PM fresh breeze. Rodolphus finishes raising his Shop and boards a part of it.<sup>8</sup>

25th. NE, fresh breeze. Velina and her husband visit us today from North Bridgewater.

28th. NW, cold. Freezes all day, snow squall at nt.

30th. NW, cold. Attended Meetings at E'Ville. Rev. A. McKeown preached there today.<sup>9</sup>

31st. NW to NW. Rev. A. McKeown left us today for Conference at Providence.

**April 1856**

1st. SW, pleasant, cool, freezes at nt. Went to Gay Head to see the son of Abner Howland whose leg I set on Friday last.<sup>10</sup>

6th. NE, cool. Attended Meetings at E'Ville. Br. Geo. Weeks was there and preached AM. It was an interesting season.

7th. SW. Ship *Vineyard*, Capt. Thos. N. Fisher, arrives from the Pacific Ocean with a very valuable cargo of oil.<sup>11</sup>

<sup>8</sup>Jeremiah's son Rodolphus was a carriage builder. This shop, much enlarged, still stands on North Water Street and is now a residence.

<sup>9</sup>Rev. McKeown was another of Jeremiah's sons-in-law, having married his youngest child, Velina.

<sup>10</sup>They must have brought the boy to Edgartown to have Jeremiah set the leg. He would have mentioned going to Gay Head.

<sup>11</sup>The *Vineyard* had left July 16, 1853, nearly 3 years before. She brought home 281 barrels sperm, 2064 barrels whale and 26,200 pounds of whale bone.



8th. SW, pleasant. The Years roll rapidly away and I am again reminded of my own frailty and approach to the Eternal World. "Life is a span, a fleeting hour."<sup>12</sup> Mr. Aaron Fisher dies of a sore in his neck.

9th. SW, pleasant. Funeral of Mr. Fisher.

10th. NW, pleasant, fresh breeze. Fast day.

13th. NE to SW. Attended meetings at E'Ville. Had an interesting time.

14th. SW, cloudy, cold. It has made ice at Nt. for a number of nights past. Steamer *Metacomet* leaves this morning for the last time, the *Eagles Wing* is to take her place.

15th. NE, light, cloudy. Steamer *Eagles Wing* arrives on her first trip today.

17th. NE to SW, rains PM, with Thunder and lightning.

18th. SW, pleasant. Funeral of Br. Daniel Butler who died on the 16th. Inst. Service by Revd. S. Benton. Br. Butler was esteemed a worthy, pious man and died in the Lord as we trust. He was 64 years old.

19th. SW, pleasant. Daniel Fellows, Esq., died at about 11 o'clock AM. Bark *Ellen*, Capt. S. Huxford, arrives from Ind. Ocean.

20th. NE, Rains a little. Attended meetings at E'Ville.

22nd. SSW to S. Funeral of Esq. Fellows, service by the 3 different ministers.<sup>13</sup>

23rd. Ely. Went to N. Bedford on

<sup>12</sup>Jeremiah's 64th birthday.

<sup>13</sup>Daniel Fellows was Clerk of the Courts, owned Gothic Hall on Main St., and the John Coffin House, 55 South Water St. His importance is indicated by having ministers of three different churches at his funeral.

business of L.C.W.

27th. SW, clear, cool. Attended meetings at Pohogonut.

28th. SW, light, calm PM. Our Daut. Velina and Husband leave for Bristol, R.I.

29th. NEly, light. Ship *Mary*, Capt. Chas. Marchant, arrives from the Pacific Ocean with a good voyage. Went to Christian Town, exchanged a cow with Asa Peters.

#### May 1856

1st. S to SSW, pleasant. Rec'd. the cow from Asa Peters.

5th. NE, clear. Bark *Rose Pool* arrives from Boston, having been recently bo't for a Whaler.

13th. NEly, cold. Surveyed land at Christian Town for Asa Peters & others. (For the next five days, he worked on the Christian Town survey.)

20th. SW, foggy. Ship *Champion*, Capt. Thos. M. Pease, arrives from the Pacific Ocean with \_\_\_\_lbs.<sup>14</sup>

22nd. SW, pleasant. Engaged surveying land at Christian Town.

23rd. SW, pleasant. Engaged draughting, etc.

25th. NE, pleasant. Attended meetings at E'Ville. In the afternoon, Revd. Mr. Thomas of the Baptist Church at H. Hole, sent me an invitation to attend meeting with him in the Baptist Meetinghouse and likewise to those who usually attend Methodist Meetings at that place. We accepted, and attended his meeting, it was a very pleasant season. He preached a very

<sup>14</sup>Jeremiah often forgets to fill in the blanks he leaves for details. The *Champion* had sailed Sept. 9, 1853, and brought home 1857 barrels of whale oil plus 16,700 pounds of bone. She had sent home 10,440 pounds of bone earlier.

good sermon.<sup>15</sup>

#### June 1856

1st. SW, fresh breeze. Attended meetings at E'Ville.

8th. NNE to E, little rain. Attended meetings at Pohogonut.

10th. SW, warm. Surveyed land at H. Hole for Chas. Holmes.

11th. SW, warm. Ditto at Tisbury for Ellis Skiff.

12th. SW, warm. Went to Deep Bottom on business of Indians.

13th. SW, warm foggy. Went to Deep Bottom on business relating appt.

21st. SW, light, variable and calm. Very warm. Engaged surveying the new road to H. H. near a piece of land owned by Wm. Norton of that place.

24th. E to SSW, warm. Widow of Capt. B. Kidder dies, aged 84.

25th. S, cloudy, cool. Funeral of Wid. Kidder, service by Revd. Mr. Holmes.

28th. SW, fresh breeze. Funeral of Mr. Crowell's daught., an amiable young woman, at M.D. or head of the Pond.

29th. SW, fresh breeze. Attended Meetings at M.D., a great number attended.

#### July 1856

1st. SW. Warm and dry weather.

5th. N to SW, pleasant. Sister Fanny Worcester dies about 5 AM of consumption. She was a very pious, excellent woman and died a very happy death being perfectly resigned and chose rather to be absent from the body that she might be present with the Lord.

16th. SW, light very warm. The

<sup>15</sup>The bitterness between Methodists and Baptists of earlier years is disappearing.

telegraph cable is laid from E. Chop of H. Hole to Woods Hole.

17th. SW, very warm, light breeze. William arrives from Puget Sound, via California, having been absent about three years in command of the U. S. Cutter *Jefferson Davis*.<sup>16</sup>

18th. SW, strong breeze, warm. Today I attended a grand celebration of the laying of the telegraphick cable at the West Chop of Holmes Hole. Several Gentleman from Boston, N. York, N. Bedford, Plymouth and other places, spoke on the occasion. It was an interesting time.<sup>17</sup>

25th. SW, fresh breeze, warm & dry. Went to Christian Town with B. C. Marchant, Esqr. on business of Asa Peters, and others, heirs of the Estate of George Peters deceased.

26th. W, light, very warm. Thermometer 96.

27th. W to WSW, light. Attended meetings at E'Ville, very warm and dry. 2 Captains of vessels attended meeting, the same that were present when Br. McKeown preached there on the 30th of March last.

<sup>16</sup>For more about William see p. 18ff.

<sup>17</sup>In his previous entry about the cable, he incorrectly had it coming ashore on East Chop.

#### Addendum

In our May 1984 issue, the following important entry was inadvertently omitted from Jeremiah Pease's diary:

#### September 1848

3rd. N. to SW. Bk. Ship *Sarah*, J. O. Morse, Master, sails for California. Our Son Frederick goes in her. May the good Lord bless and return them all again. How changable are the scenes of this life. (Vol. 25, No. 4, p. 186.)

## Letters

Editor:

John Leavens's "Up-Island Catboats" (Feb. 1986), recalls names of boats and owners long familiar to my wife and me. We have had a cottage at Menemsha for more than 50 years. It prompts this very personal footnote.

As a boy summering briefly with my family at Pasque Island, I learned to sail in a ten-foot Herreshoff cat, negotiating the mile-long tidal creek there with its many turns, directions of breeze, ebb and flow of tide, deep and shallow bottom. Her name was *Thetis* (a Nereid, mother of Achilles!). Letters on the stern divided by the rudder post, so she was called *The Tis*.

Before World War I, I graduated to sail a Swampscott dory in Robinson's Hole and around the Island. But I also went with two brothers McDowell from Providence who moored their cat in Robinson's for lobstering and gill-netted menhaden in Cotuit harbor for their bait. They had a four-cycle motor, easily controlled. Occasionally, a party from the Island started before dawn to join the fleet jigging for mackerel off the Vineyard, which later became my summer home!

With happy memories,

JOHN C. B. MOORE

Needham, Mass.

Editor:

In footnotes to Jeremiah's diary, you have referred to Frederick Pease as a tailor. He may have started out as one, or as an apprentice to one, but

apparently not for long.

He helped make the Customs Service (like the Revenue Service) a family tradition and, it seems, with some distinction.

The enclosed copy of his obituary makes this very clear.

FRANK E. MCKAY

Needham, Mass.

*Indeed it does. The obituary, from a Boston paper, calls him "The Grand Old Man of the Custom House," in reporting his death on Jan. 28, 1910, age 84, at his East Boston home.*

*One of Jeremiah's less-known sons, Frederick was apprenticed to a tailor and the 1850 Census lists his occupation as "Tailor," although he was not on the Island that year, having sailed on the Bark Sarah on Sept. 3, 1849, with other Vineyarders for the California Gold Rush. Unsuccessful, he returned in December 1850, sick and disillusioned. He returned via Nicaragua and is said to have published "a notable work on Nicaragua," although we do not have a copy of it.*

*Settling in Boston, he first worked as tollman on the East Boston ferry. Later, he became purser on a steamer running between New York and Savannah from which, it is said, he witnessed the bombardment of Fort Sumter and the start of the Civil War. During the war he worked at an East Boston sugar refinery and by 1868 was its superintendent. When it closed in 1879, he became the Treasurer of the East Boston Gaslight Company.*

*In 1893, he was appointed by President Cleveland to the Customs Service in Boston, where he was working at the time of his final illness.*

*Like others in his family, he was active politically, serving as Representative to the Massachusetts General Court, as a member of the Boston Common Council and Director of Public Institutions.*

*Inheriting a vocal talent from his father,*

*he led the choir in the Saratoga Street Methodist Church of East Boston.*

*Indeed, he was not only a tailor and we thank Mr. McKay, a Pease family historian, for calling that fact to our attention.*

### In Memoriam Lorna M. Livingston 1911-1986

Mrs. Lorna M. Livingston, who died May 28, 1986, was an enthusiastic supporter of the Dukes County Historical Society, serving it in many capacities.

She had many talents and used them to our great advantage. She was a major guiding force in the design and exhibits of the Frances Foster Museum. As Vice President, she was most helpful in resolving those problems that required a special amount of diplomacy and graciousness, both of which she had in abundance.

Wherever she went, she brought a gentle style and special grace with her and it is those characteristics that her friends on the Council will remember. She guided us through many choppy waters, not only with her wise counsel, but also her gentility.

On behalf of our members, the Officers and Council of the Society extend deep sympathies to her family.

# Director's Report

THE SOCIETY appeared on Channel 58 television in June in a program photographed during our second annual Sheep to Shawl demonstration by the Noepe Fiber Fellowship. President Norton and I discussed the Society's history and programs, while the Fellowship president, Brenda Coddling, and its members illustrated the process of weaving from its beginning as fleece through carding, spinning and the loom. They also prepared our 18th Century loom for making rag rugs.

Summer for us began officially on June 17 when the Thomas Cooke House was opened for the season. Hilda Gilluly, Pauline Berube, and Andrew Thomas have returned as guides and Jane Becker and Inga Eliot have joined them. Among the additions to exhibitions in the house is a temporary display of bridal dresses, an early 18th century wedding vest, brides' boxes, and 19th century quilts.

This year the Gate House has been staffed with volunteers. We are most grateful to Mrs. John Gibbons, Mrs. Robert Cronk, Mrs. William Sorensen, Mrs. Albion Hart, Mrs. Joseph Callaghan, Mrs. Druscilla Parks, Mrs. Robert Cullen, Mrs. William McConnell, and Miss Margaret Eppley for their generosity. Our appreciation for volunteer services also goes to Mrs. Arthur Young for helping in the library, to Otis Haven for repairing the

music box, and to members of the Council who have helped in countless ways.

In the Francis Foster Museum there is a small summer exhibition celebrating the 75th anniversary of Historical Pageants on Martha's Vineyard. The first, held in 1911, was inspired by the recent publication of the two volumes of Dr. Charles Banks' *History of Martha's Vineyard*, from which the selection of events was made. It, and the 1912 performance, were held on the shore of Luce's Pond in West Tisbury and the final one of the series was presented at Lake Tashmoo in 1913. Photographs, programs, and postcards of the pageants are on exhibition.

The library has been busy with researchers throughout the spring and summer and we have had visits from a number of people with special connections to the Society. Among them was Mrs. Read Chatterton, former curator, who now lives in California. Mr. William Grieder of Nantucket recalled for us his boyhood when his father was the keeper of the Gay Head light and he assisted him in polishing the lenses. He gave high marks to their present condition and to Council member Eleanor Olsen whose picture, taken while cleaning the lenses, made a dramatic view for the front page of the *Gazette*.

An important event took place in

early June when Robert D. Muzzey, Jr. head of the furniture conservation department of the Society for the Preservation of New England Antiquities, came for a three-day examination of our wooden objects. The project was jointly sponsored by SPNEA and the Massachusetts Council on Arts and Humanities and will result in detailed reports and recommendations for preserving our furniture collection.

A number of gifts have come to the Society during the last quarter. Included are a painting of Chip Chop, Katherine Cornell's Vineyard home, by Stanley Murphy and a print of our blue-bill decoy by Robert Piscatori. Mr. Piscatori's watercolor won this year's competition for the Massachusetts wildfowl hunting stamp. He came in person to present the fine print to

which he added a remarque, a small original painting. It is currently on view along with our decoy collection in the Cooke house.

The Annual Meeting of the Society will again be held on the lawn and is scheduled for Monday, August 18 at 5:00 p.m. Following the meeting, the Cooke House will be open for visits. Admiral and Mrs. Allen M. Shinn, our across the street neighbors, have generously offered to open their home to our members at the same time. It, too, was built by Thomas Cooke who moved into it about 1790 when his son, Thomas Jr., newly married, took over the first Cooke House, now the Society's building. This should be a very special addition to the evening. We look forward to seeing you at our 64th annual meeting.

MARIAN R. HALPERIN

## Corrections and Explanation

We regret that there were at least two important errors in the May 1986 article, "Edgartown: A Town for Walking." We urge members to make note of them.

Pages 43 and 44: The statement that Capt. Raphael Semmes and Capt. Abraham Osborn were friends and that Semmes came to the Vineyard on lighthouse business seems apocryphal.

Page 55: The two sentences referring to the organ at the Federated Church are definitely not correct.

For a further explanation see Bits & Pieces, page 48.

A few readers have asked for an explanation of the Index to Map and Text printed inside the front cover. The buildings are listed alphabetically by name. You look up the building by name and the two numbers give you the location on the map and the page on which you will find the building's history discussed.



## Bits & Pieces

LOCAL legends are like certain advertisements: when they sound too good to be true, they probably are.

Two such legends in our May issue ("Walking Tour of Historic Edgartown") illustrate that fact.

On page 55, it says: "The Hook and Hastings organ, a gift of Allen Coffin, was installed in 1841. He bought it second hand from the Old North Church in Boston."

Now that's a great local legend, one to savor. From the steeple of Old North Church (Christ Church then) Paul Revere hung his two lanterns. And now, here on the Island, is its old organ. A great story.

Sadly, it is not true.

The organ installed in our Congregational Church in 1841, its first, was not a Hook and Hastings at all, but one built by Ebenezer Goodrich of Boston and purchased new by the Edgartown church. It was never in Old North Church.

Nor was it the gift of Allen Coffin. Fifty-three members bought 152 shares at \$3 each. To be sure, the largest purchasers were Allen Coffin, Henry A. Coffin and Abraham Osborne, each buying 10 shares.

The second organ, today's Hook and Hastings, was installed in 1895 at a cost of \$820. It was bought new, but was installed in the old Goodrich case. A few Goodrich pipes were also used.

The error illustrates the hazard of incomplete research. The story came from *Martha's Vineyard, a Short History*,

edited by Eleanor Ransom Mayhew and published by this Society. It appears on page 145 of the 1956 edition. Mrs. Mayhew must have discovered the error because in the third printing, 1963, the organ story is missing.

Unfortunately, I used the first edition. I am doubly embarrassed because we have in our Archives much material on the history of that church, including the original agreement by the 53 members to buy shares in the first organ.

I am grateful to Organist David F. Hewlett, who plays the Hook and Hastings, and to Barbara Owen of Newburyport, an organ historian, for setting me straight.

Another local legend in the Walking Tour needs correcting. It concerns the *Ocmulgee* and the *Alabama* (pp. 43-44). It is a story printed often by respected Island historians, so why question it? I should have.

It is true that the *Ocmulgee* was the first prize captured by the *Alabama*. What seems untrue is that Captain Semmes knew Osborn or had ever visited Edgartown. When Captain Osborn returned here seven weeks after the loss of his ship, the *Gazette* published his account of the capture: not a word about Semmes being an acquaintance or Edgartown visitor.

Several other first-hand accounts were published by Semmes and his officers. Not one mentions that Osborn and Semmes had ever met before, although all describe the Edgartown captain in some detail.

So, another local legend shot down. Please correct. Sorry.

A.R.R.

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### WINTER HOURS

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### De-Confusing

There is continued confusion about two Island organizations: The Dukes County Historical Society (that's us) and the Martha's Vineyard Historical Preservation Society. They are two different organizations, totally separate.

The Dukes County Historical Society (us) brings you this journal, *The Intelligencer*, four times a year; it maintains an Archive, indexed to help historical and genealogical researchers; it maintains a Research Library with a vast catalog of books, journals, documents, photographs and other materials; it has several museums on its property that, like the Library and Archive, are open all year. Our Thomas Cooke House, a museum in itself, is open in summer and is staffed by trained guides. Our research facilities are open to the public at no charge. We are a valuable community resource for historical research.

The Martha's Vineyard Historical Preservation Society has as its purpose the preservation of old buildings. It does this by converting them for rental to help pay for their maintenance. It maintains the Vincent House, an excellent example of a Colonial farmhouse. It operates the DAR museum in Vineyard Haven and the Flying Horses in Oak Bluffs.

Both organizations deserve your support. But please remember that it is the Dukes County Historical Society that brings you this journal as part of your membership.