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THE VILLAGE OF  
WESTPORT POINT

MASSACHUSETTS

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BY

KATHARINE STANLEY HALL

AND

MARY HANNAH SOWLE

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ILLUSTRATIONS BY ALBERT COOK CHURCH





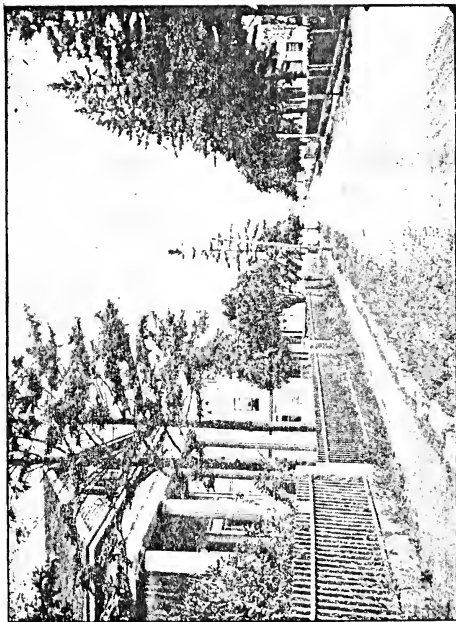
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THE VILLAGE OF  
WESTPORT POINT

MASSACHUSETTS







MAIN STREET, WESTPORT,  
Looking Toward the Wharf.



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Hall, Katharine Stanley.

The village of Westport Point, Massachusetts; by Katharine Stanley Hall and Mary Hannah Sowle. Illustrations by Albert Cook Church. [New Bedford, Mass., 1914]

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NEW BEDFORD, MASS.  
E. ANTHONY & SONS, INCORP. PRINTERS  
1914





This little sketch of our village is dedicated  
in honour and affection to

ZOETH HOWLAND

AND

WILLIAM POTTER HOWLAND

who have given us freely from their memories of  
nearly one hundred years and who are the noble  
representatives of the brave men and women who  
toiled upon the great waters and founded the homes  
of Westport Point





CORY'S STORE,  
From the Waterfront.



## The Village of Westport Point

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On the southern Massachusetts coast, a few miles west of where Buzzards Bay opens into the Atlantic is situated the quaint old village of Westport Point. A noble range of wooded sand dunes protects the village from the ocean, hiding it from the view of passing boats, and affording a quiet harbour for those who venture in the narrow and dangerous channel. The arm of the sea that separates the village from the dunes divides into two rivers thus forming the Point. The East River, or the Noquochoke, extends for eight miles into the country to the village known as The Head of Westport. The West River, or the Acoaxet, is four miles long, the village of Adamsville, Rhode Island, being at its head.

The summer colony of Westport Harbour is situated on the rocky point, across the narrow harbour mouth from the dunes. A bridge now connects the village of the Point with the sand hills and the magnificent four mile beach of the open Atlantic. At the east end of the Horseneck Beach is Gooseberry Neck and beyond the neck, out in the waters of Buzzards Bay, lie the Elizabeth



Islands. It was on Cuttyhunk, the nearest of the island group, that Bartholomew Gosnold landed in 1602. Cuttyhunk, Martha's Vineyard and Penikese, where there is the state leper colony, are distinctly visible from the Point, also on clear days the lonely island of No Man's Land, twenty miles out at sea. Newport is seventeen miles—as the crow flies—due west of the village, and the great manufacturing cities of New Bedford and Fall River are both sixteen miles away. It is interesting to find on consulting the atlas that directly south of the Point are the Bahamas and the entrance to the Straits of Magellan; and that if we follow a due eastward course we touch Barcelona, Naples, Constantinople, and the Great Wall of China.

The nearest trolley line is at Lincoln Park, ten miles from the Point. In 1840 the stage line between the Point and New Bedford was started by A. Richards, and for sixty-six years a stage was run daily. With the installation of the trolley line the stage route ended at Lincoln Park.

The village today consists of one street a mile long with about seventy-five houses, three stores, the wharves and the Methodist church. There are a number of government lights visible from the village—the Hen and Chickens lightship, at the entrance of Buzzards Bay; the Sow and Pigs lightship, further south, at the entrance of Vine-







LOOKING ACROSS THE SANDHILLS  
Toward the East Beach.



yard Sound; Seaconnet light, not far from Newport; the lights of Cuttyhunk, and Gay Head, on Martha's Vineyard, and the eight day red lantern at the Harbour entrance.

Those who now visit this secluded village think of it only as a quiet, beautiful place far removed from the rush of the world and guarded by its pine crowned dunes from all the vast struggles and issues of this age. But these same dunes have gladdened the eye of many a sea captain, and many a whaling vessel has found behind them her desired haven, for this sleepy New England village has had its day of gold and glory. As year after year passes there are fewer who remember the village in its days of prosperity, but still there are some who dream not of the dust shrouded automobiles, but of the full sails of the whaling fleet!

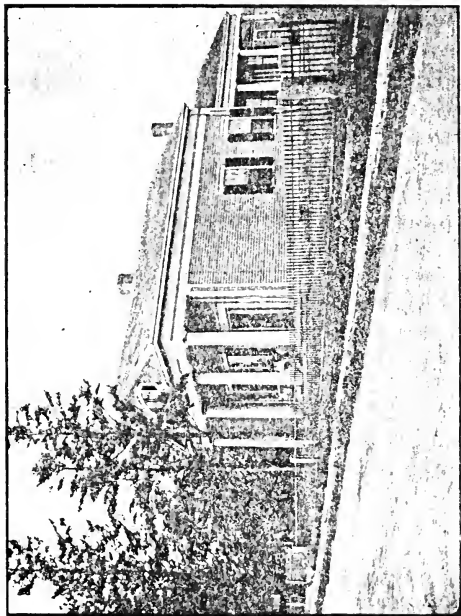
Many too, are the treasured relics and the old land marks that speak of the days that are gone and there are memorials here also of the time long before the whaling fishery was established, when the brave Pilgrim Fathers penetrated the rough wilderness of Massachusetts and met the Indians face to face. The Indians of Southern Massachusetts were as Gosnold described them, "A fair conditioned people," and were for years the white man's friends. The territory of Dartmouth, in which Westport Point was then in-



cluded, was purchased in 1652 from the Indians: "Know all men by these presents that I Wesamequen and Wamsutta, my son, have sold unto Mr. William Bradford, Captain Standish, Thomas Southworth, John Winslow, John Cook, and other associates, the purchasers or old-comers, all the tract or tracts of land lying three miles eastward from a village called Cushenagg to a certain harbour called Acoaksett to a flat rock on the westward side of the said harbour. . . . And in consideration hereof we the above mentioned are to pay to the said Wesamequen and Wamsutta as followeth, thirty yards of cloth, eight moose skins, fifteen axes, fifteen hoes, fifteen pairs of breeches, eight blankets, two kettles, one cloth, £22 in wampum, eight pairs stockings, eight pairs of shoes, one iron pot and ten shillings in another commoditie."

Here and there in this district interesting traces of the Indians can be found. Even after these many years the plow often turns up an arrow head. On the point of land west of the village, known as Cape Bial (named after Abiel Macomber), there is a pile of shells which tradition says are the relics of Indian clambakes, and all along the lower or Drift Road are traces of the Indian settlement. In the village cemetery there are no Indian graves, but there is an Indian burial ground not far up the Drift Road. It is a pity





AN OLD WESTPORT HOMESTEAD.





that more of the Indian words have not been preserved. The West and East Rivers are really the Noquochoke and the Acoaxet. The original name of Westport Point was Paquachock, and the beach known as Horseneck Beach is evidently a corruption of the Indian word "Hassanegk." Hassanegk means "a house made of stone." In a field near the Let, (the Let is an abbreviation for Inlet, because it is there that the sea very long ago had its entrance), there is an old stone cellar, probably an excavation made in the hill side, lined with field stone and roofed over. There seems little doubt that the old cellar, the Hassanegk, has given the beach its name. For two generations the similarity of the beach to a horse's neck was thought to be the reason for the name, but when this Indian name was discovered the other theory was abandoned. In the story of King Philip's War the Seaconnet tribe of Indians is frequently mentioned, and it was probably the tribe of this district, too.

The territory embraced within the bounds of the present town of Westport formed a portion of the old town of Dartmouth until 1787, when it was incorporated as a separate town under its present name. The old deeds tell the story of those bygone days. Particularly interesting are the deeds connected with Liniken Island. The island lies directly north of the sand dunes, it



comprises twelve acres, six of upland and six of salt marsh. "On Dec. 31st, 1712, in the eleventh year of Her Majestie's Reign, Anne, Queen of Great Britain, etc., etc., for the sum of £21 Philip Taber sold the island to George Brownell." "On March 8th, 1754, and in the twenty-seventh year of His Majestie's Reign, John Shrefe sold the island to Jonathan Brownell for £70." "On June, 1784, the island was divided between Paul Brownell and Mary Taber, also the said Mary Taber is to have one-half part of the salt meadow or Sedge Flat Down in the River and also the one-half of that part of the island which was John Taber's, the said island is called Ram Island." "On Dec. 21st, 1793, for £96, William Macomber Joiner sold to Capt. Isaac Cory all of Liniken Island excepting a piece of marsh or Sedge Flat that Thomas Brightman bought of Pardon Brownell and has had in his possession the year past." This record of a year's farming of the island is most interesting:

Expence in Plowing & raising a crop of Corn on L. Island—  
3 acres.

1844		
April 30	Expence in Carting Menure to Scow & Carting out in heaps including Horse & Ct	5.01
May 3	3 pr. Oxin & 1 Horse, 2 Plows, 4 men & 4 Boys, plowing, Spreading Dung & Seaweed & Diging Stones after the Plow	8.75
" 4	1 pr. Oxin & Horse, 2 men & 3 Boys & 1 plow	5.17
Monday 6	2 Men & 1 pr. Oxin & 1 Horse, Cart & large Harrow, Carting of 11 loads Stone & Harrowing	4.00



8	1 pr. Oxen & Horse & Harrow, 1 Man & Boy 1 day	3.25
8	1 Man & Boy, Horse & Plow, 1 day furrowing	2.50
Friday 9	Expense in helping	.17
		<hr/>
	Scow 6 times or days say	28.85
		2.00
		<hr/>
		30.85
10	(Chs Sowle, G. Tripp, Eliy Allin,) Saml Gd., —Philip Sd & Jos. Cory 1 day) (G. S. & James Macomber) ½ day Planting	3.83
	¾ B. Seed Corn	.50
		<hr/>
		30.15
	Howing twice	15.
		<hr/>
		50.15
	(Stalks & Pumpkins pays for Harvising)	
	93 B. Good Corn & Ruffuse & sufficient to make it worth 100 Bushel	
	10 Bushels sold for	10.
	90 B. say worth 4/6	67.50
		<hr/>
		77.50
		<hr/>
	Profits	\$27.35

There is a tradition that Capt. Kidd buried treasure on the island and that boys from the village dug for it. The following is another of the old deeds: "Lot on Paquachock Pt. from Henry and Sarah Sowle to Henry Sowle: Witnesses Hillyard Mayhew, Prince Howland. This house and lot is on Paquachock Pt. and is bounded as foloeth, westerly on ye highway, southerly on Benjamin Davis' land and easterly on River or Cove and northerly on Hillyard Mayhew's land. March 12th, 1781." In 1809 the land for the Westport Point district school was secured.

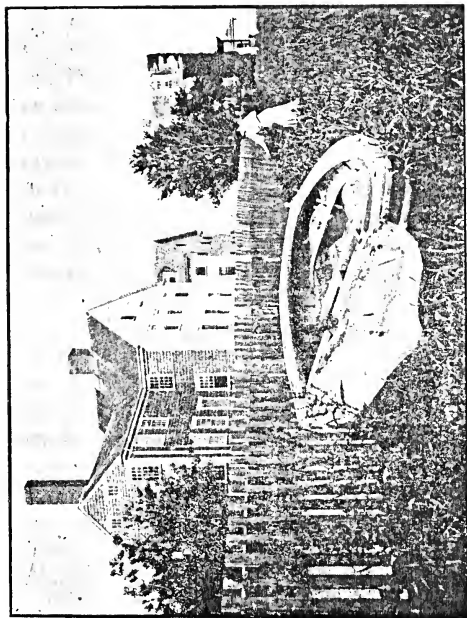


DEED FROM CHRISTOPHER GIFFORD TO  
THE PROPRIETORS OF SCHOOL HOUSE  
IN DISTRICT NO. 4.

Know all Men by these Presents that I Christopher Gifford of Westport in the County of Bristol and Commonwealth of Massachusetts yeoman in consideration of Twenty Dollars paid by Isaac Cory, Israel Wood, Perry Gifford, Warren Gifford, Christopher Cornell, Abner Gifford, Micah Dean, Ebenezer V. Sowle, Asa Bly, Humphrey Hammond, Joseph Tripp, Pardon Allen, Jethro Howland, Benjamin Hicks and Elick Carr, all of them of the Town, County and Commonwealth aforesaid; the Receipt whereof I do Hereby acknowledge, Do hereby give, grant, sell and convey unto the Said Isaac Cory, Israel Wood, Perry Gifford, Warren Gifford, Christopher Cornell, Abner Gifford, Micah Dean, Ebenezer V. Sowle, Asa Bly, Humphrey Hammond, Joseph Tripp, Pardon Allen, Jethro Howland, Benjamin Hicks and Elick Carr, to them, their heirs and assigns for Ever a certain Lot of Land situate in Westport aforesd.; Discribed and Bounded as followeth: Begining at Stone Sett in the Ground on the East Side of the Highway, thence Easterly thirty-four feet to a Stone Set in the Ground; from thence northerly thirty-three feet to another Stone Set in the Ground, thence westerly thirty-four feet to another Stone by the Said Highway,







AN OLD PART OF THE TOWN.



thence Southerly in the Line Said Highway thirty-three feet to where it first begun this Lot bound west on the Highway that Leads to the Point and all other ways on the Said Christopher Gifford's own land and the Sd Isaac Cory, Israel Wood, Perry Gifford and the other owners are to make and maintain all the fence against this Lot and Christopher Gifford as Long as he shall have one against this Lot.

To have and to hold the Said granted premises thereto belonging to them the said Isaac Cory, Israel Wood, Perry Gifford, Warren Gifford, Christopher Cornell, Abner Gifford, Micah Dean, Ebenezer V. Sowle, Asa Bly, Humphrey Hammand, Joseph Tripp, Pardon Allen, Jethro Howland, Benjamin Hicks and Elick Carr and I Do Covenant with said Isaac Cory, Israel Wood and the Rest that I am Lawfully seized in Fee of the Premises and have good right to Sell the Same in manner aforesaid and that I will warrant and Defend the Same to them, Isaac Cory, Israel Wood and the Rest to them and their Heirs and assigns for ever against the Lawfull Claims of all Persons.

In Witness whereof I have hereunto Sett my hand and Seal this 19th Day of June in the year of Lord 1809.

Signed, Sealed and Delivered

Christopher Gifford



In Presents of  
Abner Sowle  
Seleg Sowle

Bristol ss Westport, December 19, 1809. The above named Christopher Gifford acknowledged the above Instrument to be his free act and Deed

Before me

Abner Brownell, Justice of the Peace.

This lot was just north of the hotel. After the war of 1812 the United States government returned the surplus money when all debts had been paid, to the different states. The state of Massachusetts turned hers into a school fund and public schools were started. For some years before the building of the first public school-house Ruthy Cadman had a private school where she took in the little boys and girls to keep them out of the way. Their parents paid a little and bought the books used by the children. An old man, who was one of Ruthy Cadman's little scholars, says that "when the children grew tired she put them to bed." "The old maid's school," as it was called, was held in different houses different years. Here is an interesting record of a summer school Ruthy Cadman had in 1823:



		\$7.56
	Days	
Thomas Watkins	230	.53
Harcolas Manchester	285	.66
Warren Gifford	24	.05
Saml Brightman	139	.32
Jeremh. Brightman	127	.29
Jethro Howland	99	.23
Jonathan Mayhew	121	.28
John Potter	239	.55
Joseph Tripp	191	.44
John Underwood	252	.58
Pardon Case	155	.36
Deborah Bly	105	.24
Nicholas Davis	132	.30
John H. Sowle	134	.31
Joseph Davis	96	.22
Charles Macomber	33	.33
Pardon Macomber	83	.19
Isaac Cory, Jr.	193	.45
Ruth Gifford (widow)	120	.28
Nancy Brown	154	.35
Benj. Hicks	158	.36
Reuben Tripp	66	.15
Humphrey Macomber	44	.10
Chris. Davis	16	.03
Ruth Cadman	50	.11
	<hr/>	<hr/>
	3246	\$7.56





Shortly after the erection of the first school-house, another was built in the lot just south of Hammond's store. The building consisted of one story for some time, then a second floor was added. At one time in the busy days, there were sixty scholars in the lower school-house and fifty in the upper. This entry for 1824 is interesting:

“This may certify that George C. Bailey taught the school in our district the two last winters past and that he conducted said school to the entire satisfaction of those who were interested in it.”

In the present Library is an old case bearing this inscription: “This case and the books originally formed a part of a school library established in the village probably in the year 1840 or 1841 by Dr. George F. White, school teacher at that time. The case was donated to the Westport Point Library in the year 1904 by Miss Drusilla Cory and the books to the number of eighty-five collected from a number of houses in the village.” Many of the books are most interesting. The series called *The Boys' and Girls' Library* contains much that is delightful. *Caroline Wester*, or *The Young Traveller From Ohio*, containing the letters of a young lady of seventeen to her sister; *Indian Traits*, by B. B. Thatcher; *Uncle Philip's Conversations with Young Persons*; *Sketches of the Lives of Dis-*





BACK FROM THE BEACH.



*tinguished Females*, written for girls with a view to their mental and moral improvement by an American Lady. In the *School Library Series*, *Rambles About the Country*, by Mrs. E. F. Ellet, is very fascinating. In the *Common School Library Series*, all should read *Rural Tales* and *Domestic Tales*, by Hannah More, especially the beautiful story of *The Shepherd of Salisbury Plain*.

Among the old papers treasured in the village attics none are more interesting than those about the control of wharves, etc. Perhaps this from "the Town Reckard" of 1805 is as early as any that can be found. The wharves originally were across the river on the dunes just west of the present bridge. Some of the old posts can still be seen half buried in the sand. "The Town Landing" was on the Point side of the river.

### TOWN RECKARD.

The Committee appointed by the Town at Their meeting on the first day of April last past, to view the Town Landing at the point, upon the Petition of Peter Macomber and others. Inhabitants of the Town of Westport made a reporte in writing—that they had viewed the premises at the Point—and report as follows—That it is expedient in our opinion that the said



petitioners have liberty to build a wharf opposite the Town's landing in said Westport, beginning at the Southwest corner of the most Southernmost part of the old wharf on said landing; from thence South about seven degrees East to a flat rock by the edge of the Channel. Said wharf to be built twenty-six feet in width on the East side of said line and liberty to build a pier on the East side of said wharf, adjoining the same to make said wharf fifty-five feet upon the Channel upon the following conditions—That said Petitioners or owners of said wharf shall at all times move or cause to be moved all vessels or incumbrances of any kind, to or about said wharf That scows and other crafts shall have suitable and convenient passages or pass ways to and from said Town landing in every direction.

Signed the 13th day of May A. D. 1805.

Humphrey Macomber	} Committee.
Barney Hicks	
Robert Earl	

Voted—to accept the Report and that the same be recorded.

At a meeting of the Inhabitants of the Town of Westport held on the Tenth day of May A. D. 1830.





Voted — To grant the Owners of the East wharf at the Point (so called) the privilege of extending the same so as to make it more convenient for vessels and more advantageous to the Publick.

Attest

Frederick Brownell T. Clk

In 1807 Isaac Cory, Jr., received his commission as "Surveyor for the port of Westport and likewise Inspector of said Port." In 1830 the commission for the Collector of Customs reads thus: "Know ye that reposing special trust and confidence in the integrity, diligence and discretion of Isaac Cory, Jr., of Westport in the state of Massachusetts, I have appointed and by and with the approbation of the Secretary of the Treasury of the United States, do appoint him Inspector of the Customs for the Port of Westport."

As early as 1818 there are records of presiding elders holding services in the village houses. In the earliest days there was a little meeting house where the Tripp Brothers' home is, their house is, in fact, the old meeting house enlarged. In 1830 the church was formed and the first building was erected in 1832. It was located about one mile north of the present site on what is known as Prospect Hill. The land was pur-



chased by Capt. Barney Hicks for twenty dollars. The pews were sold to meet expenses. In 1840 it was moved to its present locality and was enlarged and new pews were put in. Probably in 1846 the Westport Point church was separated from Little Compton. In 1883 the present church was built. One of the ministers is buried in the village cemetery, and the inscription on his tomb tells his interesting story.

“Sacred to the Memory of  
AMERICA BONNEY

who was born in Plympton, Oct. 6th, 1793, called to preach the gospel in 1817, and after being instrumental in gathering a church of forty souls in Westport and labouring with great acceptance and success in Wareham, Nantucket, and other places, departed this life Sept. 25th, 1819, deeply lamented by many friends and churches.”

If only the old houses of the village could speak they would tell tales more fascinating than any novel. In the earliest days the village was located on the Dunes and near the town landing. What is known to many as Thanksgiving Lane marked about the end of the village proper. North of that there were scattered farms. The people surely must have been “stowed in pretty





THE CAMEL'S HUMP.



thick!" Gradually the houses were built and the village lengthened out. A few of the houses were brought over in scows from the Dunes. The little house directly north of the present schoolhouse was the first to be moved, probably about ninety years ago. The north end of the old store on the west wharf at the foot of the street was brought from the original wharves. It is interesting to note that formerly a dock extended up to where the big stone post now stands. At one time it was used as a dry dock for "the Polly and Eliza."

One of the houses, the little grey one at the foot of Thanksgiving Lane was built by William Watkins who came over from England at the time of the Revolutionary War. Another was a tavern in the war days. One can imagine how the men gathered there to talk of the English war ship that lay just outside the Dunes and of the Red-coats who called the harbour "the devil's pocket hole." Probably the tavern's grog often cheered on the village guardsmen who patrolled the Horse-neck near the harbour entrance.

In the prosperous days there were cooper and blacksmith shops and several mills. The lot opposite the hotel is still known as the mill lot and a mill used to stand too where the cemetery is today. This one was rigged like a schooner with a great sail and eight jibs. There was a long mast, at one end of which there was fastened a cart





wheel. There are many who can remember the picturesque saw mill in the lumber yard.

The first store was owned by Gifford and Mayhew—it stood near the town landing. It is interesting to learn that before the establishment of delivery carts, meats, sugar and all staple supplies were brought around each fall by boat from New York to the Point. New York, too, was the port to which nearly all the oil from here was taken, it was then shipped over to Europe.

Each family guarded itself from starvation by keeping a pig—it was about the first thing the bride and groom procured! In those days the household had to be its own department store; the women sewed and weaved rugs, braided mats, made tallow and bayberry candles, had quilting bees, dried and canned their vegetables and fruits and found still spare time enough to knit and crochet fancy things that are today the pride of their children's children.

Some women for a little pin money picked over cotton that was brought down from the cotton mills. Often little children helped in the task. When the seeds had been removed the cotton was taken back to the factory and a new supply brought home. Surely one of the most interesting of the duties usually allotted to the women was the collecting and using of the native herbs. This science for such it really is, is fast



passing away in the Point but it is only a few years since two sisters died who were skilled herbalists. They had as their authority a quaint old book now in the possession of their descendants, *The English Physician Enlarged*, it contains "directions for making syrups, conserves, oils, ointments, plasters, etc., (369 medicines in all) of herbs, roots, flowers, whereby you may have them ready for use all the year long." In each case "the Planet that governeth everyone" is given. We quote one of the quaint descriptions:

"Golden-rod—This ariseth up with brownish small round stalks two foot high and sometimes more, having thereon many narrow and long dark green leaves, very seldom with any dents about the edges or any stalks or white spots thereon; yet they are sometimes found divided at the top into many small branches with divers small yellow flowers on every one of them, all which are turned one way and being ripe do turn down and are carried away by the wind. The root consists of many small fibres which grow not deep in the ground, but abideth all the winter thereon shooting forth new branches every year, the old ones lying down to the ground. It groweth in the open places of woods and copses both moist and dry grounds in many places of this land. It flowereth about the month of July.



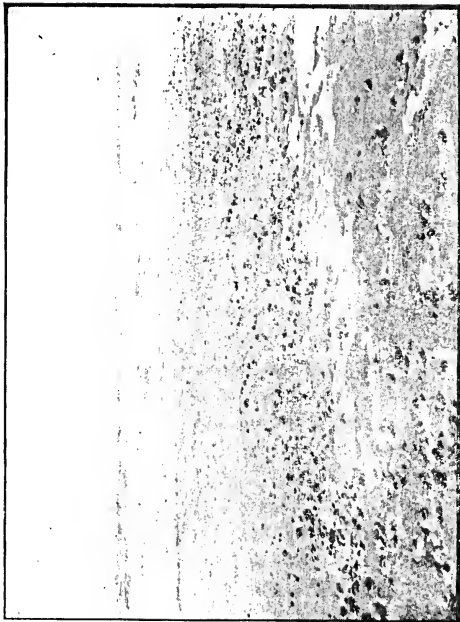
Venus claims the herb and therefore it respects beauty lost." It would be hardly edifying to give the uses!

The author of this interesting book was Nicholas Culpeper (1616-1654), it was published by someone named Bullard in London in 1770 and also by Burns in 1799.

About the beginning of this century, in answer to a request sent out by the government, it was found that thirty-two herbs were used medicinally in this neighborhood. This is a rich place for its flora. A list which is probably not quite complete and which does not include grasses, sedges, and sea-weeds, numbers 400. Twenty varieties of ferns have been found. The wild fruits, too, find this an advantageous place, there are delicious wild grapes, elderberries, blackberries, blueberries, beachplums, huckleberries, and wild cherries. Cranberries were raised in great quantities in bogs on the Sand Dunes, but now the pitch pines are driving away the vines for very little is done to keep the bogs in good condition.

No better place could be afforded than this in which to study land and sea birds. The following fish are caught in these waters: Cod, mackerel, bass, bluefish, squeteague, tautog, flounders, scup, swordfish. The shell fish are lobsters, crabs, quahogs, scallops, clams and oysters up the





BREAKERS ON HORSENECK BEACH.





East River. Our woods shelter fox, deer, woodchucks, skunks, rabbits, weasels, racoons, otter (rare) and squirrel. It is interesting to note that the evergreen trees which stand in front of so many of the houses were brought by one of the sea captains from Maine when he was on a lobster cruise. On Eldridge Heights there used to be a fine hickory forest.

Wonderful it is to think that the same flowers and animals we see today knew this place when the stroke of the anvil and the creaking of the hawsers of the schooners answered the roar of the sea. Imagine how the deer and the fox sought shelter in the heart of the dunes, when on every Christmas and New Year's there were thrilling shooting matches on the old wharves. The targets were cheeses and turkeys and the fortunate marksman claimed his prize!

The whaling industry started in the vicinity of New Bedford in 1760, and soon after the settlers of Westport Point turned from cod catching on the Nantucket and Newfoundland shoals to the pursuit of larger game in much more distant parts of the sea. As early as 1806 there are records of whaling voyages, while the period between 1835 and 1857 chronicles the golden age of the whaling business. Today the trade is dead economically, but there is still an interest enwrapping the lives of those who em-



barked on long, lonely voyages, and who defied storm and perils, which has lasted through the years.

The oldest of a prosperous fleet of sloops was the *Union*, Thomas Case, Master, which sailed from the Point in 1775. The time came about 1831 when the sloops and schooners, such as the schooner *Yankee*, of Tripp's Wharf, gave up fishing and went, more particularly, into the carrying trade, bringing supplies of every description to fit out the whalers leaving this port. This change from fishing to freighting was gradual, and the oldest inhabitant of the town, now ninety-seven years old, remembers when large quantities of cod were to be seen drying on the flakes, or platforms of hurdles, in the lots bordering the main highway. Salt works, on the east shore of the village, furnished the necessary material for curing.

As whaling grew the business life of the town came to be centered at the wharf. The building now used by George A. Gifford and others, was owned in 1829 by Isaac Palmer, who, besides selling supplies, dispensed that beverage so favored by sailors,—namely, grog. One floor of Palmer's store was a sail loft under the partial management of Durfee, and Palmer also kept a tavern in the house now owned by Clementine F. Sowle. Another store of this same period which was doing active business in 1831 was that of May-



hew and Macomber (later). On the lower floor in a store owned by Davis, clothing and groceries were sold. Upstairs the tailoring work was carried on, and sewing intended for sailors' outfits was called *slop-work*. Opposite this establishment a large building was erected by Alexander H. Cory in 1841 on the site of his grandfather's store. This was for many years the chief outfitting store and postoffice. Noonings' sail loft was on the top floor, and here sails for whaling vessels were made.

Three cooper shops, owned by the Howland brothers, supplied oil casks which the captains, at the start, filled with provisions for the voyage. One of these shops, lately removed, stood north of Cory's store, and the lot which is now William Howland's garden, was a storage place for casks of oil.

Three brigs, the *Industry*, *Almy*, and *Mexico*, known as the father vessels, fostered the growth of the stores, and to these belongs the credit that Westport Point became a famous whaling town.

In the shipyard east of the town landing, the schooner *Kate Cory*, for A. H. Cory, was built by Frank Sisson and Eli Allen. She was later made into a brig and was burned off the coast of Africa by the Confederate *Alabama*.

The *Mermaid* was another whaler built in this yard for Andrew Hicks of Westport. The small



boats carried by the whalers were made by John Sowle. The tackle for catching whales, the harpoons, lances, and blubber hooks, were all forged out in the blacksmith shop near the yard, managed at one time by Simeon Macomber and later by Darius Davis.

One of the old vessels from this port was the *Amy and Paul*, which, after a cod fishing career, was made into a whaling brig, sailing about 1825 with Owen Wilbur, master; Seabury, mate; Gifford, second mate; and Charles Ball, nine years old, steward.

The following extracts from old papers give an insight into the life of those busy days. As the first extract shows, the captain and crew signed to go awhaling in return for a "lay," or share of the cargo, varying from one-fifteenth for the captain, to one-one hundredth for a "green hand." If the voyage was to be short and confined to the Atlantic, the brig was called a "plum pudding," because better food might be expected than if the trip extended "Round the Horn."

1806.

Coppy of Portrage Bill, B. Hero, Saml Tobey, Master, for the Cape of Good Hope, a whaling voyage—June, 1806, viz. :—

Saml Tobey, master.....	1 / 15
Paul Wanier .....	1 / 22







BY THE ROADSIDE.



Joseph Anher .....	1 / 36
John Martin.....	1 / 45
Isaac Hart.....	1 / 38
Cornelius Taber .....	1 / 60
John Sowle .....	1 / 65
William Head.....	1 / 75
Lemuel Butts .....	1 / 78
Asa Davis.....	1 / 75
Thomas Almy.....	1 / 68
Joseph Hart.....	1 / 68
John C. Moody, cook.....	1 / 70
Elkany Freeman, boy.....	1 / 100

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 815

Filed as Shiping Paper—  
 Brig Hero, Saml Tobey  
 Cape of Good Hope—  
 Sailed June 16, 1806

. 1808.

Know all men by these presenee that I Moses Saucornish of Westport in the County of Bristol and State of Massachusetts, for the consideration of forty-five Dollars to me in hand paid by Isaac Cory of the Town, County and State aforesaid have bargained and sold unto him the said Isaac Cory, the one-fourth part of my share of oil and all other property that may be obtained on Board the Bark Hero, Latham Paddock, Master, now bound on a whaleing voyage to the Cape of Good Hope and elsewhere, which voyage I promise to perform.

Westport, Oct. 27th, 1808.

MOSES SAUCORNISH.

Witness

ISAAC CORY, JR.



1816.

*Industry.*

Westport, Feb. 1, 1816.

Capt. Wm. Clark.

Sir—You having command of the Brig *Industry*, bound on a whaling voyage and now ready to sail, you will imbrace the first favorable opportunity to go to sea and make the best of your way for the Windward West Indie Islands and there cruse untill the tenth of April next and if you have at that time obtained three hundred barrels of oil you will make out your voyage short of the Capedevard. Otherways you will from the same 10th of April proceed for the Capedevards by the way of the Western Islands, with liberty to go on the coast of Afraca and provided you do go to the Capedevards, etc., you will not return to Westport without a full cargo of oil untill your provisions are expended.

Must recommend your keeping good order and regulations on board and to be perticular in indevering to preserve the helth of the crew. Wishing you an agreeable and prosperous voyage, are yours, etc.,

ISAAC CORY &amp; SON.

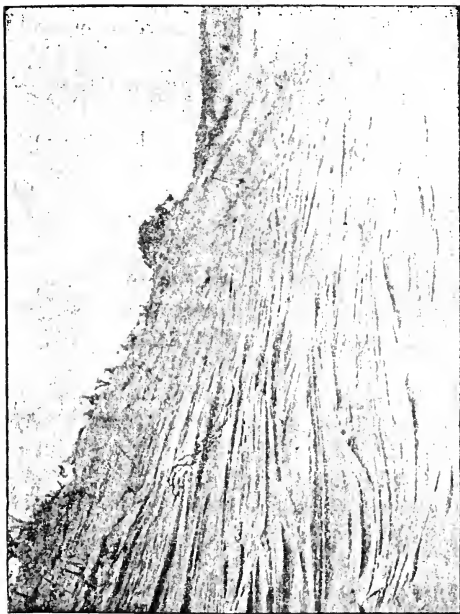
I hereby certify that the above is a true ccopy of order.

WILLIAM CLARK.

1816.

In bill, to 2 whale boats, at \$55.00.....	\$110.00
J. Howland's bill, agt. Brig <i>Industry</i> :	
Feb., 1816—Outfits for whaling, first	
voyage, charged by Isaac Cory.....	£6—18s.—3d.
	Equal to \$23.04





WIND CARVING IN THE ZANDE





Vessel valued at \$5,053. Insurance was taken out in the Peace Insurance Company in Providence, February 26th, 1816. Amount of premium \$270. "For four thousand dollars on the Brig Industry and appurtenances for a whaling voyage to the Windward West India Island, the Cape de Verd Islands and the coast of Africa for and during the term of nine calendar months, commencing on the second day of February, instant, at six o'clock A. M., and to terminate on the second day of November next at the same hour of the day unless said vessel should then be on her passage to the United States, in which case the resque is to continue until her arrival at and after the same rate of premium."

1816.

Copy of shipping paper, Brig Industry, for a whaling voyage for the West Indies and elsewhere, Jan. 31, 1816. Sailed Friday, Feb. 2nd. Arrived Nov. 12th, 1816, 1st voyage. \$5,552.82 net proceeds.

March 26th, 1816—Disberments of the Brig Industry, Wm. Clark, Master:

At Beaqua to Harbour Master fees and filling worter .....	5.00
To ten gallons of Black oyl change for molasses	✓
April 10—At Martinico, when bound for Cape de Verde, to twenty-five gallons change for sugar, plantains, and other stores and cash five dollars	✓



August 20—At Iseland Sal, to three fowls for a fresh meal, one dollar.....	1.00
September 15—At St. Antonia, for Beernets, plantains, fish, meat and bananoes.....	7.00
At St. Vincent, when bound home, one sheep.....	3.00
To two goats.....	4.00
To two fowls.....	.45
To punkins and other such things.....	2.00
&c., &c., &c.	

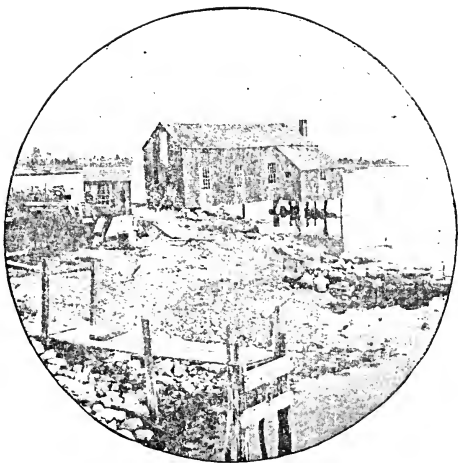
Westport, March 31, 1817—Received of Isaac Cory, eighty-three dollars towards my share of oil obtained in Brig Industry.

WILLIAM CLARK (Master).

Among the stories of the whaling life is an interesting account connected with one of the voyages of the "Janette." She started on a trip around Cape Horn, and after six months out had 300 barrels of oil on board. On her return after three years, she had not much more oil, but brought a wild story of adventure. The captain and three sailors, when out in a small boat had been swamped. The captain was drowned and the others went ashore on a desolate island; finally, reduced to the point of starvation, they chose one man by lot, whom they killed and ate. The two survivors were later carried to Australia by the vessel "Leonidas," which called at the island for guano.

The following story is valuable on account of its familiar setting:





SCENE OF THE OLD SHIPYARDS.



In May, 1836, two ships which had finished loading at Westport Harbor, discovered whales, a cow and a calf of the hump-backed species, just outside the breakers near the Horseneck. Alfred Davis notified the people on the Point. Captains Thomas Mayhew and Edward Sowle, with others, went out in three boats and towed the whales in to the Point wharf, where the oil was tried out. While they were killing them the calf whale stove one boat and the crew were nearly drowned. This event drew a great crowd of people from the neighboring towns, who came in all kinds of vehicles to view the prizes. The oil was sold in shares. One woman bought a sailor's share for thirty dollars, and the remainder was sold in Baltimore. Two sections of backbone from these whales may be seen today just north of Joseph Cory's home.

The price of sperm whale oil at one time was \$2.60 to \$2.70 per gallon. When kerosene came into use the price fell to \$1.28 per gallon. On January 1st, 1860, there were 1,100 barrels of sperm oil and 250 barrels of whale oil stored at Westport Point. The average price in 1859 for sperm oil was \$1.36 $\frac{1}{4}$ , and whale oil sold for 48 $\frac{1}{2}$  cents.

One account tells how George L. Manchester, captain of the Bark Mattapoissett, brought John Stevens, a colored man, from Anibon Island,





which is located off the west coast of Africa. Stevens had been chosen governor of the island, but a party against him sought his life, and he swam out to Captain Manchester's vessel, the Mattapoissett, which was getting supplies there, and begged Captain Manchester to take him away. He agreed, and Stevens came to Westport Point, where he was highly respected.

On every voyage a log was kept with daily entries, and many of these record books are most thrilling and fascinating reading. As one turns the old yellow pages with the faint odor of brine still clinging to them, one can picture the clean sailed brig bound for a tussle with the sea, and, in imagination, can hear the creaking of ropes in pulleys and the yarns of the fo-castle.

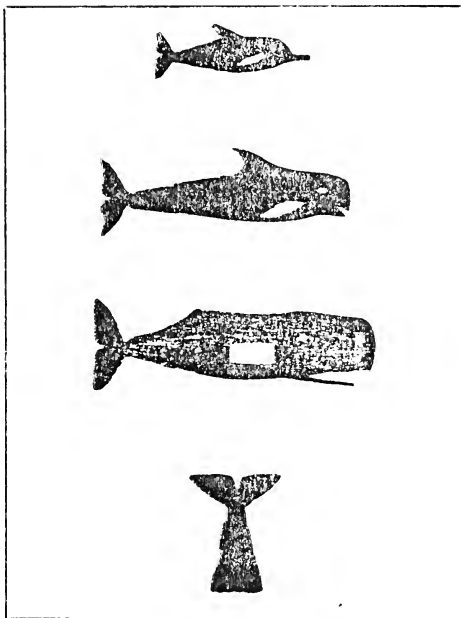
The following extracts are taken at random from the log of the Bark "George and Mary," which was built at South Dartmouth in 1850, and received her name from her first captain and his wife, both of whom lived at Westport Point. After many cruises she was burned in New Bedford at a Fourth of July celebration.

*Friday, October 26, 1855.*

"These 24 hours commences with strong breezes from the W. N. W. and clear pleasant weather. At 7 A. M. weighed anchor in Westport harbor and stood out to sea and hove to under whole top-



1786229



IMPRESSIONS FROM OLD LOGBOOK STAMP.



sails, jib and spank, waiting for the captain and officers. So ends these 24 hours.

*Monday, April 7th, 1856.*

These 24 hours begins with fine breezes and pleasant weather steering for the island. At three P. M. came to anchor in the roads of Anna Boana, and the niggers was thicker on board than crows on carrion; furled the sails and got supper; the middle and latter part much the same; I went on shore trading, all hands employed in getting wood and water. So ends these 24 hours.

*Monday, July 14th, 1856.*

These 24 hours begins with light breezes from E. S. E. and overcast weather, steering W. S. W. under all sail. The middle part strong breezes and pleasant weather. At daylight called all hands and commenced stowing down the oil. At eight P. M. saw the island of St. Helena, bearing W. by S., distant 60 miles. All hands employed in stowing down the oil. So ends these 24 hours.

*Wednesday, September 10, 1856.*

These 24 hours begins with light breezes from the southward and overcast weather, steering E. N. E. under all sail. At sunset took in sail and wore ship heading west. At half past 11 P. M. kept off N. N. W. At daylight steared N. W.



under all sail, the latter part much the same. At half past 9 A. M. battered down the hatchways to smook for rats; saw a number of humpbacks. So ends these 24 hours.

*Friday, October 3rd, 1856.*

These 24 hours begins with light breezes from the W. S. W., the ship heading south by the wind. The middle part fine bréeses from the W. N. W. and overcast weather, the latter part light airs from the S. S. W. and pleasant weather. At 8 A. M. lowered the boats for a humpback, struck and killed one to the larboard boat. At 10 A. M. took him long side, got up the cutting gear. So ends these 24 hours.

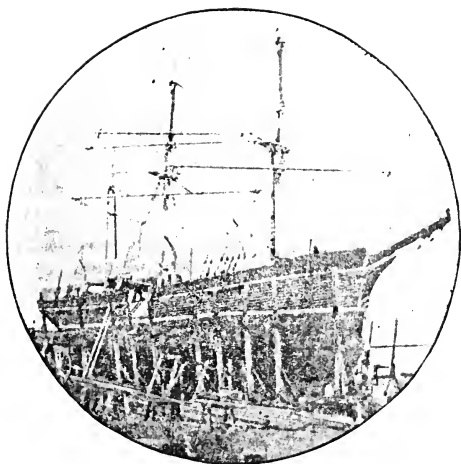
*Wednesday, January 7th, 1857.*

These 24 hours begins with strong breezes from W. S. W. and pleasant weather, steering to the eastward under short sail. At sundown spook the Kanawah. All hands employed in clearing away heads and cutting up blubber. The middle and latter part much the same. Saw a dead whale, lowered the larboard boat and took him along side and cut him in."

With the decline of whaling, Westport Point ceased to be a thriving, busy town. Many of the oldest houses still stand, however, as testimonials of the industry, having been derived, in the words







WHALING BARK ANDREW HICKS,  
Built at Westport.



of a whaleman, either directly or indirectly from "under a sperm whale's flukes." In the houses are to be found old souvenirs in the shape of carved cocoanut dippers, whale's teeth, ivory stillets, ebony canes, and embroidered China shawls which have been brought from sea.

Probably a fleet of twenty or thirty whalers was the largest of which Westport Point could boast at one time. The following lists contain the best known sloops and ships which lay, at various times, in what is now the muddock, with their bowsprits projecting over the town landing. These played their part in making this country famous for her whale fisheries.

*Early Sloops and Whalers of Westport Point.*

1775—Sloop Union, Thomas Case, master.

1807—Bark Hero, L. Paddock, master.

1816—Sloop Aurora.

1816—Sloop Traveller.

1816—Sloop Adventure.

1816—Brig Industry.

1820—Bank Schooner Polly and Eliza, later coaster; capsized; crew saved.

1824—Sloop Westport, Capt. Anthony Cory.

1830—Brig Mexico.

1830—Brig Almy.



1830—Brig Thomas Winslow (lost).

1837—Brig Elizabeth, Capt. Gideon Sowle.

1839—Ship Hydaspe, Capt. Hathaway (possibly  
of New Bedford).

1849—Bark Theophilus Chace (lost finally).

1849—Bark Barelay.



## LICENSE.

Date First Given on Old Papers.	Name of Vessel.	Late Master.	Present Master.
August 6, 1829	Sloop Fame	Allin Tripp	Gideon Davis, Jr.
August 6, 1829	Sloop Fame	Gideon Davis, Jr.	Allin Tripp
May 29, 1830	Schr. Columbia	Silas Kirby	Isaac Sowle
May 29, 1830	Schr. Columbia	Peleg W. Peckham	Isaac Sowle
August 6, 1829	Sloop Fame	Pardon Gifford	Allin Tripp
May 29, 1830	Schr. Columbia	Isaac Sowle	Jonathan Mayhew
August 6, 1829	Sloop Fame	Allin Tripp	Chris. Gifford
May 29, 1830	Schr. Columbia	Peleg W. Peckham	Jonathan Mayhew
February 15, 1832	Sloop A. M. P.	Peleg W. Peckham	Jeremh. Brightman
August 6, 1829	Sloop Fame	Chris. Gifford	Allin Tripp
March 10, 1832	Sloop Leader	E. Robinson	I. Sowle
March 19, 1833	Sloop Charles	Humphrey Gifford	Jonathan Mayhew
March 10, 1832	Sloop Leader	E. Robinson	Isaac Sowle
February 15, 1832	Sloop A. M. P.	P. Peckham	Jeremh. Brightman
February 4, 1835	Sloop A. M. P.	Thos. W. Mayhew	Jeremh. Brightman
May 9th, 1836	Schr. Columbia	Thos. W. Mayhew	P. Kirby
February 22, 1842	Sloop A. M. P.	Peleg W. Peckham	Jeremh. Brightman

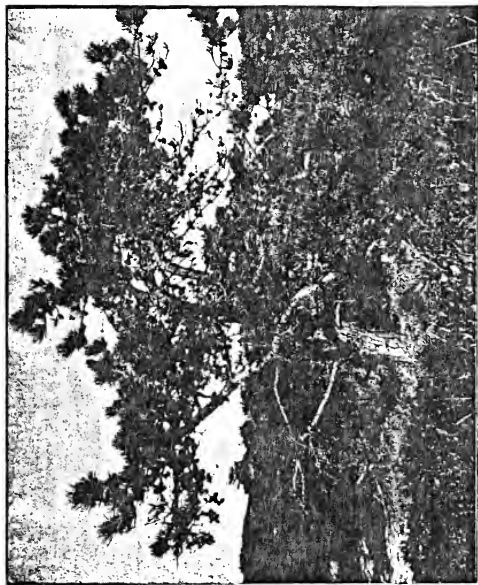




## LICENSES ABOVE TWENTY TONS.

Date First Given on Old Papers.	Name of Vessel.	Late Master.	Present Master.
July 23, 1830	Sloop Fame	Allin Tripp	Gideon Davis, Jr.
July 23, 1830	Sloop Fame	Gideon Davis, Jr.	Allin Tripp
Sept. 29, 1830	Sehr. Columbia	Silas Kirby	Isaac Sowle
October 26, 1831	Sehr. Columbia	Peleg W. Peckham	Isaac Sowle
June 2, 1831	Smack Sloop Franklin	Edwd. B. Hazard	Seabury S. Gifford
July 8, 1831	Sloop Fame	Pardon Gifford	Allin Tripp
October 26, 1831	Sehr. Columbia	Isaac Sowle	Jonathan Mayhew
June 20, 1832	Sloop Fame	Allin Tripp	Chris. Gifford
Nov. 8, 1832	Sehr. Columbia	Peleg W. Peckham	Jonathan Mayhew
Feb. 22, 1833	Sloop A. M. P.	Peleg W. Peckham	Jeremiah Brightman
June 20, 1832	Sloop Fame	Chris. Gifford	Allin Tripp
March 23, 1833	Sloop Leader	E. Robinson	I. Sowle
March 19, 1833	Sloop Charles	Humphrey Gifford	Jonathan Mayhew
March 17, 1834	Sloop Leader	E. Robinson	Isaac Sowle
March, 1834	Sloop A. M. P.	P. Peckham	Jeremiah Brightman
Feb. 2, 1836	Sloop A. M. P.	Thos. W. Mayhew	Jeryh. Brightman
May 9, 1836	Sehr. Columbia	Thos. W. Mayhew	Perry Kirby
Feb. 22, 1842	Sloop A. M. P.	Peleg W. Peckham	J. Brightman
April 8, 1846	Sloop Alice		Samuel Brightman





A TYPICAL SANDHILL PINE.



Date First Given on Old Papers.	Name of Vessel.	Late Master.	Present Master.
June 14, 1832	Smack Sloop Sea Flower	Thos. W. Mayhew	Arnold Seabury
Feb. 16, 1833	Sloop Smack Teason	David H. Gifford	John Macomber
March 12, 1836	Sloop Blackfish	Elijah	Abel Sowle
March 5, 1836	Sloop Teazen	John Macomber	Anthony Gifford
Sept. 28, 1838	Sloop Caroline	Giles Gifford	Israel Sowle
April 18, 1840	Sloop Hornet	Giles Gifford	Bennet Wilber
April 18, 1840	Sloop Hornet	Bennet Wilber	Restcom Brightman
June 1, 1846	Sloop Dorcas	Anthony Gifford	Anthony Gifford
June 1, 1846	Sloop Dorcas	Anthony Gifford	Barney Wing

## ENROLLMENT.

Date First Given on Old Papers.	Name of Vessel.	Late Master.	Present Master.
Oct. 15th, 1846.	Sloop Senator	Barney Wing	Humphrey A. Gifford

## VESSELS OVER TWENTY TONS.

Date First Given on Old Papers.	Name of Vessel.	Late Master.	Present Master.
Feb. 22, 1842	Sloop A. M. P.	Jeremh. Brightman	H. Manchester
Feb. 29, 1842	Sloop A. M. P.	Thos. W. Mayhew	Jeremh. Brightman



Date First Given on Old Papers.	Name of Vessel.	Late Master.	Present Master.
April 27, 1842	Sloop Alice	Saml. Brightman	Alliu Tripp
	Schr. Pontiac	Andrew Hicks	George Gifford
Feb. 22, 1842	Sloop A. M. P.	Thos. W. Mayhew	Jermh. Brightman
May 27, 1834	Sloop Alice	Allin Tripp	Saml. Brightman
Feb. 22, 1842	Sloop A. M. P.	Thos. W. Mayhew	Jermh. Brightman
May 27, 1834	Sloop Alice		Saml. Brightman
May 27, 1834	Sloop Alice	Saml. Brightman	Seabury Gifford
	Sloop Alice	William Watkins	Saml. Brightman

## LICENSE.

Date First Given on Old Papers.	Name of Vessel.	Late Master.	Present Master.
Feb. 22, 1842	Sloop A. M. P.	Jermh. Brightman	Hercolas Mauchester
Feb. 27, 1843	Sloop A. M. P.	Thos. W. Mayhew	Jermh. Brightman
April 27, 1843	Sloop Alice	Saml. Brightman	Allin Tripp
July 11, 1843	Schr. Pontiac	Andrew Hicks	George Gifford
March 1, 1844	Sloop A. M. P.	Thos. W. Mayhew	Jermh. Brightman
April 27, 1843	Sloop Alice	Allin Tripp	Saml. Brightman
Feb. 20, 1845	A. M. P.	Thos. W. Mayhew	Jermh. Brightman
April 16, 1845	Sloop Alice		Saml. Brightman
April 16, 1845	Sloop Alice	Saml. Brightman	Seabury Gifford
April 8, 1846	Sloop Alice	William Watkins	Saml. Brightman
	Sloop Senator		Humphrey Gifford







SENTINEL OF THE DUNES.  
(Water Color Sketch.)



## WESTPORT POINT

43

NAME	TONS	MASTER	AGENT	SAILED	BOUND
Rajah, bark	250	Fisher	Henry Wilcox	—Sept. 11, 1851	N. Pacific
Sea Queen, bark	261	Marshall	Andrew Hicks	—Oct. 5, 1851	Pacific
Gov. Carver, bark	180	Ives	Henry Wilcox	(1850)	Atlantic and Indian
Harbinger, bark	262	Cornell	Alex. H. Cory	(1847)	Pacific
Elizabeth, bark	270	Sowle	Andrew Hicks	—July 17, 1852	Atlantic
George and Mary, bark	165	Manchester	Restcomb Macomber	—June 22, 1852	Atlantic
Janet, bark	194	Ricketson	Henry Wilcox	—June 18, 1852	Atlantic
United States, bark	217	Hicks	Andrew Hicks	—Nov. 11, 1852	Atlantic and Indian
Sacramento, bark	218	Sowle	Alex. H. Cory	—July 22, 1852	Indian
Barelay, bark	185	Tripp	Alex. H. Cory	—Jan. 8, 1853	Atlantic
Mexico, brig	130	Collins	Henry Wilcox	(1850)	Atlantic
Greyhound, bark	240		Henry Wilcox	(1851)	Atlantic
D. Franklin, bark	171	Russell	Job Davis	(1849)	Atlantic
Catherwood, bark	199	Oliver	C. A. Church	—Aug. 29, 1853	Atlantic
Platina, bark	266	Allen	Andrew Hicks	—Oct. 6, 1853	Indian Ocean
Leonidas, brig	128		C. A. Church	—In port	
Mattapoisett, bark.	150	Smith	Henry Wilcox	(1850)	Atlantic
Champion, bark	209	Gardner	Andrew Hicks	—Nov. 15, 1853	Pacific
President, bark	180		Andrew Hicks	—Nov. 29, 1853	Pacific
Sea Fox, bark	246	Comery	Andrew Hicks	—Nov. 28, 1853	Pacific
Solon, bark	129		Henry Smith	Sailing in 1850 (In port)	
T. Winslow, bark	136	Blake	John Hicks	—Dec. 2, 1853	Atlantic
Mermaid, bark	330	Hoves	Andrew Hicks	—Aug. 6, 1855	Pacific
Aurora, bark	351	Marshall	Andrew Hicks	—Nov. 10, 1856	Pacific
Keoka, bark	250	Grimmell	C. A. Church	—Sept. 9, 1857	Atlantic
Kate Cory, brig	132	Tripp	A. H. Cory	—Dec. 9, 1858	Atlantic















