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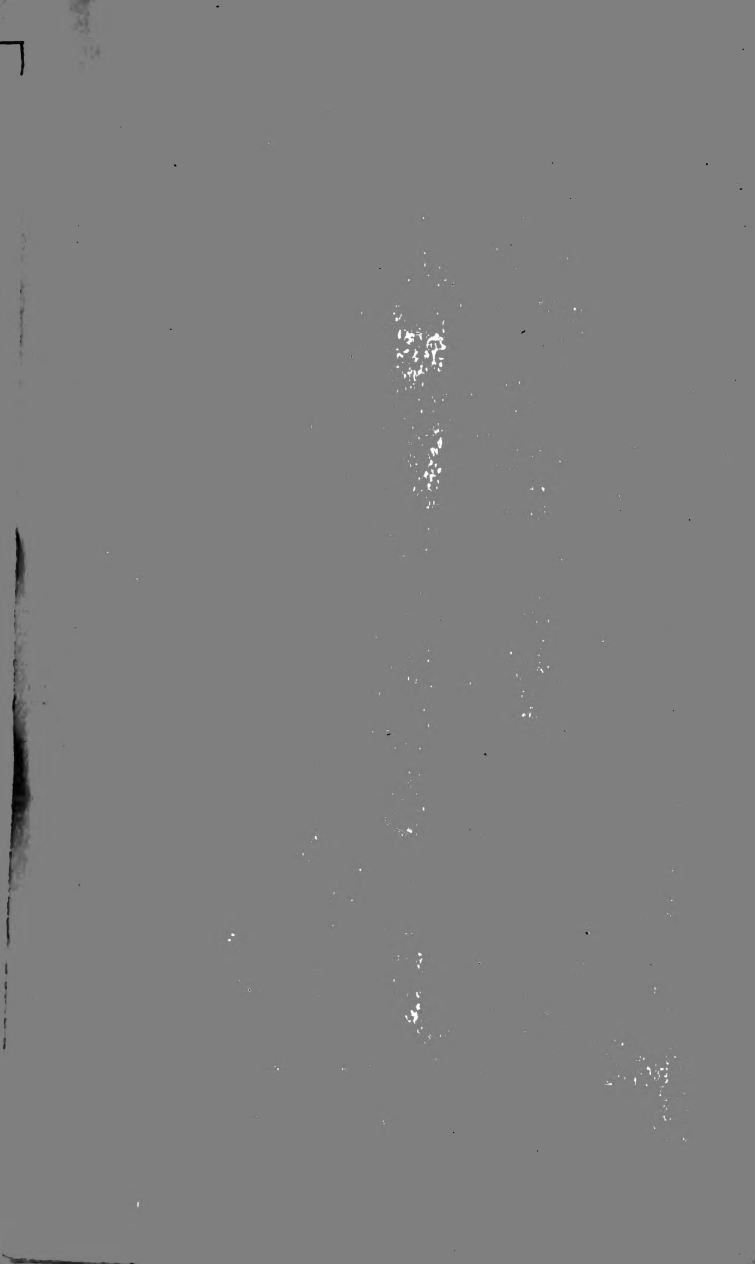
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Dec. 24, 1945

J. B. WOODWORTH
CAMBRIDGE, MASS.

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J. B. WOODWORTH
CAMBRIDGE, MASS.



SEVENTEENTH CENTURY.

- 1602. The island discovered by Bartholomew Gosnold. Sankoty the spot first seen.
- 1630. About this date, a war between the Western and Eastern tribes; the last Indian war on the island, and the only one of which we have knowledge. The island covered with forest trees, mostly oaks.
- 1641. Deeded to Mayhew and son by Lord Sterling.
- 1659. Deeded by Mayhew for £80 and two beaver hats to "The 10 Original Purchasers,"

viz.:

Tristram Collin,	Thomas Maye,
Richard Swain,	Thomas Barnard,
Peter Coffin,	Christopher Hussey,
Stephen Greenleaf,	and John Swain;
William Pike,	Thomas Mayhew, retaining

one tenth of the Island, together with Miquiquetuk or Quaise. Each of the above chose an "associate" with whom to settle the Island, viz.:

Tristram Collin, Jr.,	Edward Starbuck,
John Smith,	Nathaniel Starbuck,
Robert Pike,	Thomas Lock,
Robert Hayward,	James Coffin,
Thomas Coleman,	Thomas Mayhew, Jr.

- The Island was purchased subsequently of the natives, who owned it in small tracts, the boundaries thereof being defined with surprising exactness.
- Thomas May and family, with Edward Starbuck, arrived from Salisbury.
- Number of Indians on the Island about 700; the soil rich and the Island covered with oaks and other trees.
- 1660. Starbuck visited Salisbury, and returned with 8 or 10 families. West end of Island bought from the Indians.
- 1662. Wm. Word came.
- 1663. Peter Foulger moved to the Island. The occupation of the inhabitants was fishing and farming. The Island, with the exception of Quaise, was divided into 27 parts.
- 1665. King Philip visited the Island. 1666. The first mill for grinding corn built on Wesko Pond.
- 1671. Town incorporated. 1672. Site of the Town moved to Wesko, its present location.
- 1678. Whaling commenced in boats from the shore.
- 1681. The Island (previously a part of New York) became a part of Massachusetts, in accordance with request of proprietors of the Island.
- 1673. About this time Sasacacha (containing about 30 houses) and Sascones Villages were built. Also the cluster of Whale-houses at Hyacomet, together with the Fishing Stages of Peedee and Quidnet, and the Fishing Stage at Weweder. Sasacacha Village continued in existence about 140 years; the last houses of the place having been moved to Sascones, A. D. 1820.
- The Town was named Sherborne, by order of Lovelace, Governor of New York.

HISTORICAL MAP OF NANTUCKET.

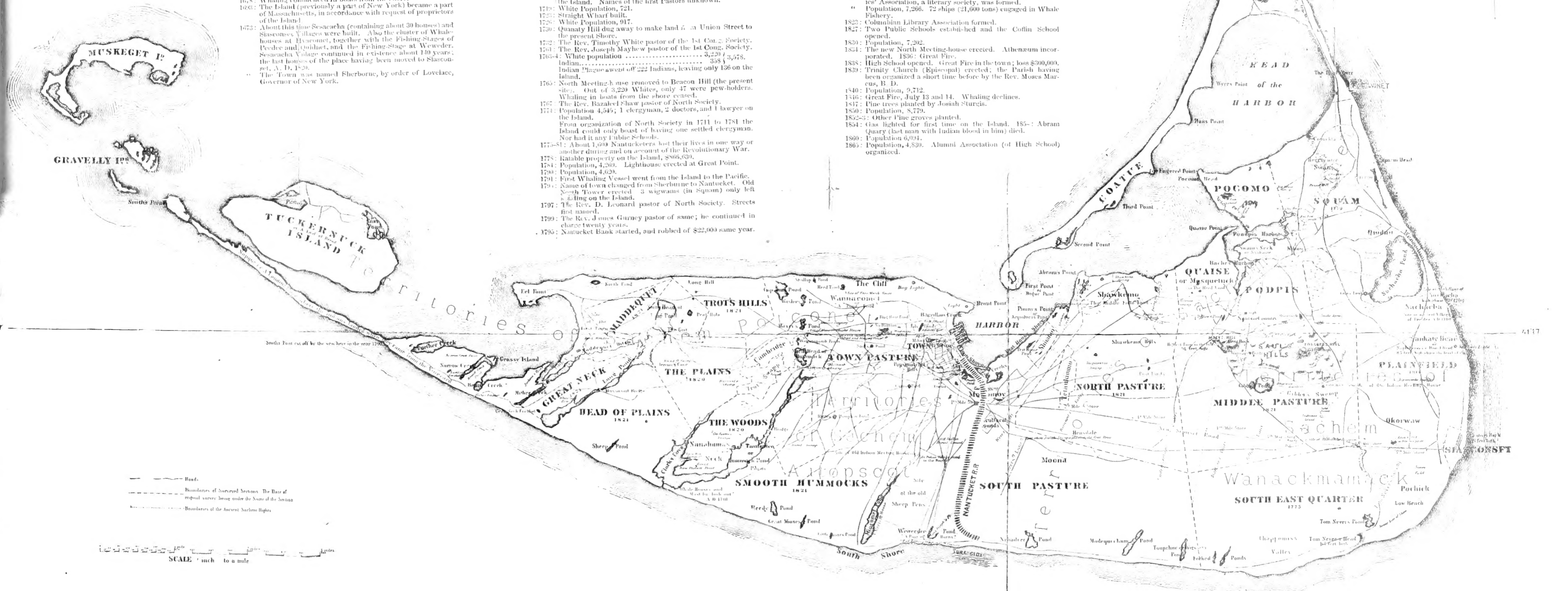
Surveyed and Drawn by
THE REV. F. C. EWER, D. D.
1869.

EIGHTEENTH CENTURY.

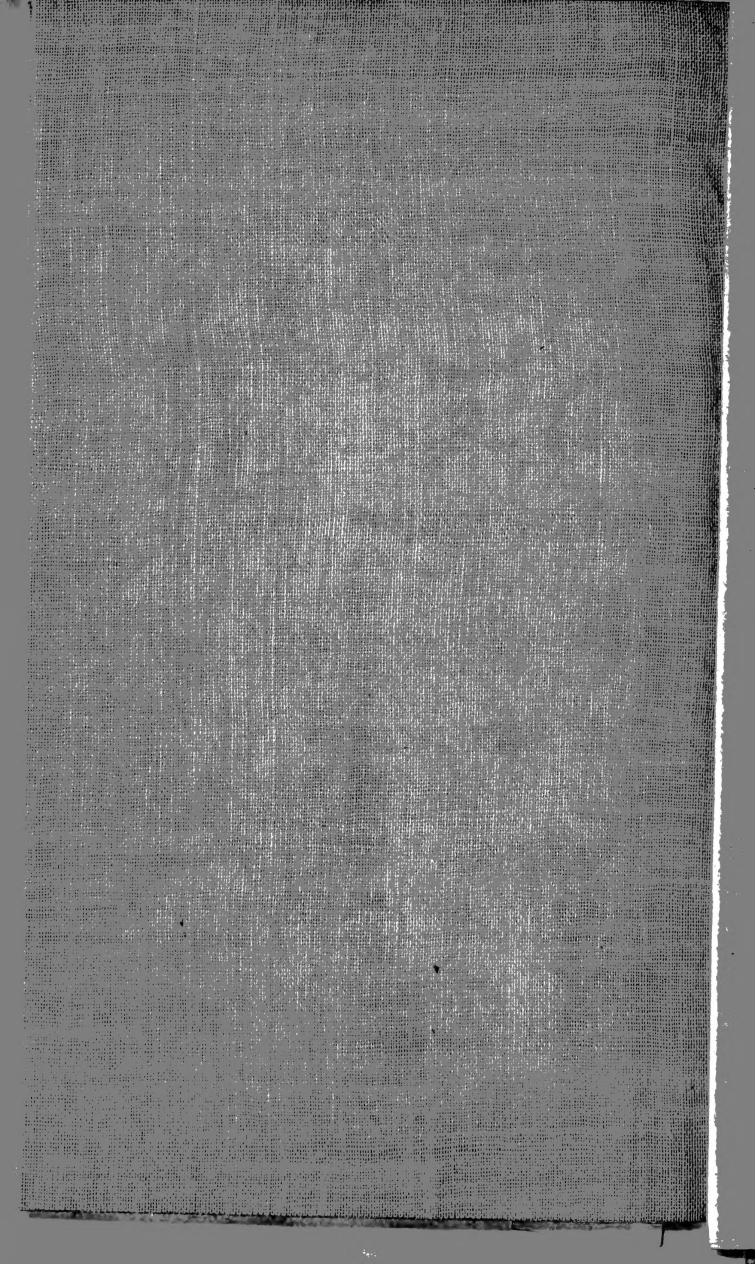
- 1704. Up to this date, i. e., for nearly half a century, the whites, though they numbered now about 700 souls, had had no settled religious teacher, and were without a church; probably the solitary exception in this respect in all New England. They were, and had been during the half-century, mostly Baptists, a few were Presbyterians, and one or two Quakers. The Mayhews had Christianized the Indians, and the latter (with the New Testament translated into their language) had four Meeting-houses, as per map; their service (Presbyterian in form) conducted in their own language. During this year a Friends Society was formed.
- 1711. The North Cong. Society formed, and the first meeting-house (still standing in 1869) erected at the westward of the North Burial Ground. It was built out of oak that grew on the Island. Names of the first Pastors unknown.
- 1719. White Population, 721.
- 1723. Straight Wharf built.
- 1726. White Population, 917.
- 1730. Quanty Hill dug away to make land for a Union Street to the present shore.
- 1732. The Rev. Timothy White pastor of the 1st Cong. Society.
- 1761. The Rev. Joseph Mayhew pastor of the 1st Cong. Society.
- 1763-4. White population 3,220 / 3,578.
Indian 358 / 3,578.
Indian Plague swept off 222 Indians, leaving only 136 on the Island.
- 1765. North Meeting-house removed to Beacon Hill (the present site). Out of 3,220 Whites, only 47 were pew-holders. Whaling in boats from the shore ceased.
- 1767. The Rev. Bazalget Shaw pastor of North Society.
- 1771. Population 4,545; 1 clergyman, 2 doctors, and 1 lawyer on the Island.
From organization of North Society in 1711 to 1781 the Island could only boast of having one settled clergyman. Nor had it any Public Schools.
- 1775-81. About 1,000 Nantucketers lost their lives in one way or another during and on account of the Revolutionary War.
- 1778. Rateable property on the Island, \$866,639.
- 1784. Population, 4,263. Lighthouse erected at Great Point.
- 1790. Population, 4,620.
- 1791. First Whaling Vessel went from the Island to the Pacific.
- 1793. Name of town changed from Sherborne to Nantucket. Old South Tower erected. 3 wigwags (in Squam) only left standing on the Island.
- 1797. The Rev. D. Leonard pastor of North Society. Streets first named.
- 1799. The Rev. James Gurney pastor of same; he continued in charge twenty years.
- 1795. Nantucket Bank started, and robbed of \$22,000 same year.

NINETEENTH CENTURY.

- 1800. The Academy incorporated, and the building erected. It was not a public School.
- " Bell (weighing 1,000 lbs.) placed in North Tower.
- " The Methodist Society organized.
- " Population, 5,617.
- 1801. Pacific Bank and two Insurance Offices established.
- 1809. The Unitarian Society formed, the Rev. Seth P. Swift, Pastor. The North Society languishing on account of losing members to the Methodist and the Unitarian.
- 1810. Population, 6,807.
- 1815. Social Library instituted; Josiah Hussey, Esq., President.
- 1816. The Nantucket Gazette issued. It had but a brief existence.
- 1820. The Rev. Abner Morse pastor at the North. The Mechanics' Association, a literary society, was formed.
- " Population, 7,266. 72 ships (21,000 tons) engaged in Whale Fishery.
- 1825. Columbian Library Association formed.
- 1827. Two Public Schools established and the Coffin School opened.
- 1830. Population, 7,202.
- 1834. The new North Meeting-house erected. Athenaeum incorporated. 1836. Great Fire.
- 1838. High School opened. Great Fire in the town; loss \$300,000.
- 1839. Trinity Church (Episcopal) erected; the Parish having been organized a short time before by the Rev. Moses Marcus, B. D.
- 1840. Population, 9,712.
- 1846. Great Fire, July 13 and 14. Whaling declines.
- 1847. Pine trees planted by Josiah Sturcis.
- 1850. Population, 8,779.
- 1852-53. Other Fine groves planted.
- 1854. Gas lighted for first time on the Island. 1855. Abram Quarry (last man with Indian blood in him) died.
- 1860. Population, 6,994.
- 1865. Population, 4,830. Alumni Association (of High School) organized.



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THE ISLAND

OF

NANTUCKET

WHAT IT WAS AND WHAT IT IS

BEING A COMPLETE INDEX AND GUIDE TO THIS NOTED RESORT

CONTAINING DESCRIPTIONS OF EVERYTHING ON OR ABOUT
THE ISLAND IN REGARD TO WHICH THE VISITOR
OR RESIDENT MAY DESIRE INFOR-
MATION, INCLUDING

ITS HISTORY, PEOPLE, AGRICULTURE, BOTANY,
CONCHOLOGY AND GEOLOGY

WITH MAPS OF THE TOWN AND ISLAND

COMPILED BY

EDWARD K. GODFREY

BOSTON

LEE AND SHEPARD, PUBLISHERS

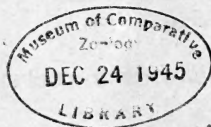
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Nantucket

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PRESS OF
S. J. PARKHILL & CO.,
BOSTON.

TO
FRANKLIN A. ELLIS, M. D.,

FOR MANY YEARS

MY TRIED AND TRUSTED FRIEND IN SICKNESS, IN HEALTH,
IN PROSPERITY AND ADVERSITY,

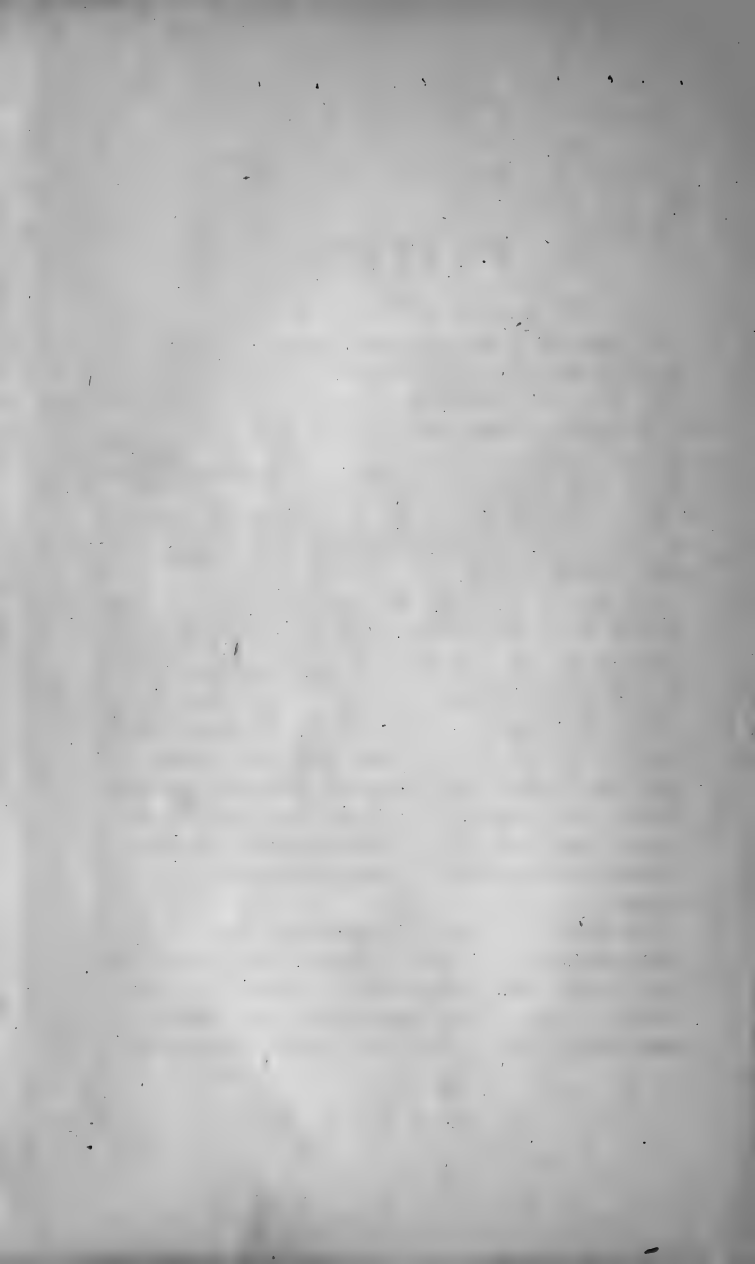
I Dedicate

THIS LITTLE BOOK AS A SLIGHT

TESTIMONIAL

OF MY REGARD FOR HIM AS A MAN
AND PHYSICIAN.

EDWARD K. GODFREY.



PREFACE

IN presenting this little volume to the public, the compiler has been actuated solely by the desire to produce, as its title indicates, a complete index and guide to the island of Nantucket, and in no instance has he allowed his personal preferences or prejudices prominence at the expense of veracity.

Many valuable articles have been contributed to the book, and in every case the author's name is given, with full credit for the same.

Although it has been the compiler's earnest wish that the book should be accurate in every particular, although he has consulted the best authorities and labored hard to perfect it in the limited time at his command, he is aware that there are errors and omissions; but he trusts that on the whole his volume will meet the requirements demanded of it, and the only excuse which he can offer for any imperfections that may be found in the work is that the whole was accomplished amidst many interruptions, and other cares and duties.

The compiler begs to acknowledge his indebtedness and tender his most grateful thanks to all who have so ably and kindly helped to make the book a success. In but few instances (and in those he is pained to say that it was flatly refused) has any infor-

mation or assistance which he has frequently had occasion to ask for been withheld.

The book is in no sense a history; neither is any claim made for it as a scientific or literary work, it being merely a truthful *guide* to the island. There are, however, several scientific articles embodied in the work which were written expressly for it, and they will be found of great interest and value, more especially those upon botany, conchology, and geology.

Looking forward to other editions, the compiler trusts that something may be added upon the island's entomology, ichthyology, and mineralogy, and asks the co-operation and assistance of all interested in these sciences. The maps contained in this work were made expressly for it. That of the streets being from original designs by the compiler; and that of the island copied from Rev. Dr. F. C. Ewer's historical map with his kind permission

And now, setting adrift his little venture, the compiler leaves it to make its way, if it will, to the antipodes.

E. K. G.

NANTUCKET, MASS., March 31, 1882.

NANTUCKET.

HOW TO GET THERE AND WHAT TO SEE THERE.

NOTWITHSTANDING all that has been written and said of this island, there are, strange as it may seem, many persons living in these United States, in this nineteenth century, who have never heard of Nantucket. Nantucket is a little island, about fourteen miles long, lying away out at sea thirty miles from the main; it belongs to the State of Massachusetts, is but little over a hundred miles from Boston, can be reached by steamer twice a day during the summer, and is rapidly becoming one of the most celebrated watering-places in the country. Its climate is very even, malaria entirely unknown, and the resident physicians agree in saying that during the summer months no better place for consumptives can be found.

Nantucket was at one time the largest whaling port in the world, owning over three hundred vessels of all kinds. If one desires to go to Nantucket, — upon arrival at Baltimore, Philadelphia, New York, or Boston, — a “railway guide” should be consulted in order to see what connections can be made with the Old Colony Railroad of Boston, that company controlling the regular direct approach to the island, except in the case of excursions that are frequently organized by

other parties in either of the cities mentioned. For the latter it will be necessary to consult transient advertisements and posters.

During the months of July, August, and September, in buying a ticket for Nantucket, always buy an "excursion ticket," and see that you get it; you will thereby save many dollars. During these months "excursion (round-trip) tickets" are issued at all of the above cities, which cover the whole period. The excursion season usually commences about the last week in June. An excursion ticket to Nantucket and return can be purchased in Boston only at the Old Colony Depot for four dollars (\$4), and this is good until Nov. 1.

In regard to tickets purchased in New York, a newspaper correspondent — "Barry Gray" — says: "The round trip from Pier 28, foot of Murray Street, to Nantucket and back, by way of the Fall River boats, Old Colony Railroad to New Bedford, and thence by "Island Home" steamboat to Nantucket, — say eighteen hours, — costs about \$8; and the expenses there at the best hotels vary from \$1.50 to \$3 per day, according to the location of rooms, etc. These tickets are good until Nov. 1."

Since the above was written the compiler has received from Mr. G. L. Connor, general passenger agent Old Colony Steamboat Company, the following information: "Nantucket excursion tickets are on sale from June 1 until Oct. 1, and are good to return until Nov. 1. They may be obtained at any of our offices in the city, of which the following is a list: —

New York.—Chas. H. Orr, ticket agent, 207 Broadway; Thos. Cook & Son, agents, 261 Broadway; C. A. Seymour, 711 Broadway; R. J. Black, agent N. Y. T. Co., 944 Broadway; S. L. Bevan, ticket agent, 957 Broadway; N. Y. T. Co., agents, 1323 Broadway; Swan & Lewis, ticket agents, Astor House; F. A. Coleman, ticket agent, Windsor Hotel; at the offices of the line, Pier 28, North River, foot of Murray Street, and on board steamers.

Brooklyn.—N. Y. T. Co., agents, 4 Court Street; New York Trans. Co., agents, 860 Fulton Street; Smith Cox, ticket agent, 107 Broadway, E. D.; Annex Company, foot of Fulton Street.

“In Washington, Baltimore, and Philadelphia, at the offices of the Pennsylvania Railroad, and of the Philadelphia and Reading Railroad in the latter city.

“In Boston, at No. 3 Old State House and at Old Colony Station.”

Rates from New York are as follows:—

Via Fall River line, single trip, \$5.25; excursion, \$8.25.

We will suppose that your ticket has been purchased, that you are fairly on your way, and have arrived safely at Oak Bluffs, the last stop you will make before reaching your journey's end. After the usual commotion of discharging and taking on board passengers and freight, the steamer is ready to start for the promised land. Mr. Northrup, in his delightful little book, “Sconset Cottage Life: A Summer on Nantucket Island,” gives a vivid picture of the last part of the journey. He says:—

“The lines are cast off, the steamer’s head swings slowly around, the throb and rumble begin again, and we are off for Nantucket two hours away, right out to sea and below the horizon. The ocean is in good mood; the sun, in its afternoon glory, is warm enough, but the gentlest of sea breezes, coming in upon us from the broad Atlantic, is like a cooling beverage for refreshment. All the senses are lulled to luxurious rest, and we would be content to sail on under the summer sky through an endless day like this. Seated upon the upper bow deck, in the shade of the pilot-house, we gaze and dream and drink the air, and hear the gentle whispers of the sea, while ever and anon we peer into the distance along the horizon line, where sea and sky mingle in such harmony of color that we hardly know where sea ends and sky begins, peering to detect the first faint line of the low cliffs of Nantucket. Muskeget Island is at length sighted, and then Tuckernuck, — jagged fragment left over after Nantucket was finished, or else wrongfully rent from it by the remorseless sea after Nature had finished her work and pronounced it ‘very good.’ . . .

“By and by the horizon grows unsteady, wavers, is jagged, and sharp eyes detect land! Nantucket is safe, for there at length rises the ‘cliff.’ That wonderful water-tank on stilts next catches our eyes; soon after, church spires thrust their javelin points above the bluffs from the still hidden town that lies just around yonder headland; a lighthouse; the bell-buoy; and as the steamer carefully feels its way over the bar, along its narrow path, the town of Nantucket itself, sitting on its amphitheatrical seats around the harbor, flashes in the sunlight upon us. . . .

“And what a town! Not very large, indeed; once having a population of 10,000 souls, now less than 4,000; quaint, a choice bit of antiquity, as antiquity goes in this country; seated like an empress on her throne, upon the rising shore and encircling bluffs, and looking out on the peaceful harbor, and beyond on the restless sea. Historic in respect to a great industry, now as dead as the issues of the late ‘unpleasantness’; the nursery of noted men and high-bred women; and although in decadence as a seaport, coming to renown and a new pre-eminence as a summer resort which, once visited, is visited again, and always remembered with delight and affectionate longing.”

Arrived safely at Nantucket wharf, you find the usual crowd of hackmen, teamsters, and expressmen, — the jolliest, kindest, and wittiest set of human beings upon the face of the globe, — ready to take you and your baggage to any hotel or boarding-house which you may have selected. There are five hotels in the town, and innumerable boarding-houses, and all are worthy of patronage.

The first question usually asked by the tourist, upon his arrival in any place, is, “What are the principal objects of interest in this locality?” There is certainly enough upon the little island of Nantucket to entertain, instruct, and amuse the historian, the scientist, the seeker after pleasure, the curious, the antiquarian, the relic hunter. Perhaps the first on the list is the Athenæum, with its fine library, and museum of wonderful and rare things, brought from “over the sea,” from the burning sands of the “gold coast,” from the frozen North, from the isles of the Pacific,

from every nook and cranny of the world. Mrs. Eliza Ann McCleave has also a large collection of beautiful shells and curious things; and perhaps the estimable and kindly lady herself is the most quaint and curious of them all, — a veritable “Mrs. Jarley.” She is always genial and affable, and you come away from her quiet little home pleased, amused, and instructed. Then there are Walter Folger’s astronomical clock; the United States Life Saving Station; the rooms of the Massachusetts Humane Society; the site of Thomas Macy’s house; John Gardner’s grave; the different cemeteries; the “Old House” and “Old Mill”; the “Old Spanish Bell”; the new town clock; “Eat-fire Spring,” and Quaise, celebrated in Col. Hart’s “Miriam Coffin”; Sancoty Head Lighthouse and Sconset; Surfside; “Sunset Heights”; “Sherburne Bluffs,” and the cliff; Tuckernuck; Wauwinet; South Shore; the “Tower”; the Tourists’ Registry Agency; the “Clean Shore” and Cliff bathing-houses; the “Captain’s Room,” once the celebrated Wm. Rotch’s warehouse, — all these and many more to be visited.

Among many other curious and rare objects of interest to be found here is a small wax figure of an infant, which was brought to this country in 1786 by Jon. Coffin, and has been in the possession of its present owners for forty years. There is no doubt that this wax figure is the likeness of the Dauphin of France, — Louis Charles, the second son of Louis XVI. and Marie Antoinette, and rightfully Louis XVII.

About the life of this young prince there has always hung a cloud of mystery: many persons believing

that he was murdered in the Temple, and others that he was spirited away to this country and afterwards became the celebrated Indian preacher, Rev. Eleazer Williams. It is well known that Mr. Williams died without establishing his claim to the throne of France.

The figure above referred to, even if not a likeness, is a curiosity in its way. It is certain that Capt. Coffin brought it here, and it was purchased in a nunnery in France in 1786. At that time the Dauphin must have been about a year old. It is also certain that those who first obtained possession of it on the island were always emphatic in their declarations that it "was a likeness of the Dauphin of France." The figure is now the property of the Misses Coleman, — to whom the compiler is indebted for the facts in relation to it, — and has always attracted a great deal of attention from all who take an interest in anything connected with the beautiful, but weak and unfortunate Marie Antoinette and her husband.

There are still living in town many persons whose lives possess a romantic interest, among them the last survivor of the ill-fated "Essex"; an "old salt" who brought into the port of Nantucket *forty thousand barrels of oil*; another who lived for months among the cannibals; another who has a secret for curing cancers; * and a hundred others might be named who

* The gentleman here referred to has used this cure upon his own person with favorable results, and is emphatic in his declaration that it is a *sure cure*. The compiler, of course, cannot advertise the medicine in this connection, but is ready to give, at any time, the gentleman's name, for the sake of suffering humanity.

could entertain one for hours with moving tales of shipwreck, disaster, suffering, and adventures of all kinds.

There are numerous wrecks lying half embedded in the sand that one might visit, and certainly the botanist or geologist has no occasion to find fault with this heap of "glacial drift," that is covered with such a wonderful display of flora.

To sum up with, there comes the fishing and the gunning; the rowing and sailing; the bathing, the botanizing, the geologizing; the moonlight rambles on the beach, and the love-making,—it is really true that hearts are won and lost on Nantucket,—and then the clear skies, the pure air, the gentle, refreshing breezes; and last but not least, the eating and the sleeping, and oh! the gloriously cool nights in which to sleep! If one comes to Nantucket, there is certainly enough here to make one healthy and happy.

AGENTS.

Insurance.—Matthew Barney, Joseph B. Swain, Geo. W. Macy, Andrew Whitney.

Real Estate.—Geo. W. Macy, A. M. Myrick, Geo. E. Mooers, E. K. Godfrey.

Ticket, Telegraph, and Associated Press.—Chas. C. Crosby, Office at Pharmacy.

Underwriters and Wreck Commissioners.—Joseph B. Macy, Underwriters' Agent and Wreck Commissioner; Andrew G. Hussey, John M. Winslow, Geo. W. Coffin, Wreck Commissioners.

Auctioneers.—Andrew M. Myrick and Geo. E. Mooers, Main Street.

AGRICULTURE.

Mr. W. W. McIntosh, the writer of the following article, is one of the most successful farmers upon the

island of Nantucket, and what he has to say about its agriculture will doubtless be read with attention by all who take an interest in farming. Mr. McIntosh says :

“ In agricultural resources the island of Nantucket compares favorably with other portions of the State, if we except the growing of wood and the tree fruits; of these I shall say more further on. We have almost every variety of soil, with a general absence of rocks, which are a serious drawback to farms in many parts of the State. Much of our land is peculiarly adapted to the growth of Indian corn, and though as a whole we do not cultivate as well as we might, the result of my own observations, after passing through various portions of the State east of the Connecticut River, is that we get fully as good an average as any other county. Rye, oats, and barley do well, and I think with proper selection of soil and seed and proper cultivation, we may raise as good an average yield of wheat as is raised in any of the wheat States east of the Mississippi River.

“ We have a great deal of land peculiarly well adapted to the growth of garden vegetables * of all kinds, if we except some of the bean family, and all of our vegetables are of superior quality for the table. This furnishes an opening for a large and profitable industry in the not distant future. The most that is needed to insure its rapid development is cheaper freights to market, and enterprise.

* At one of the agricultural fairs some years since, the compiler saw samples of potatoes that grew three hundred bushels to the acre.

“Most of the grasses flourish here as well as on sandy loams elsewhere. The natural pasturage, I think, is not as good as in some other portions of the State; but this I believe may be remedied by paying more attention to the improvement of our pastures by occasional cultivation, and then seeding with such of the cultivated grasses as experience shall demonstrate are best for pasturage, and thus afford ample scope for dairying.

“Sheep also do well on a large portion of the island, and when we take into the account the fact that epicures about Boston pay high prices for ‘Vermont lamb,’ because of its ‘delicate flavor,’ and also another fact that many people who have drifted here in search of health or recreation have testified that ‘lamb produced on this island comes the nearest in its delicate flavor to that raised in Vermont of any they have ever seen,’ it is satisfactory evidence that in sheep-raising there is another opening for business for the right people.

“The small fruits seem to do well here, strawberries and blackberries in particular. They are usually very hard and suitable to stand transportation, if the markets were such as to induce their cultivation.

“Some varieties of pears may be grown to profit here, where shelter can be had at moderate cost, if proper selection of soil is made and proper cultivation bestowed. Peaches, I think, may be successfully raised with suitable shelter and proper cultivation, when we have learned by experiment what varieties will best withstand our climate.

“I still consider it an open question whether apples

may not be successfully grown by making careful selection of soil and varieties, and taking such as are naturally profuse bearers on the mainland and are hardy and of vigorous habits of growth.

“From my observation I believe quinces may be grown here as profitably as apples, perhaps pears even, on the mainland, our moist soils and climate seeming to suit them. They are esteemed quite a luxury and command good prices usually, and the supply does not keep pace with the demand. Here is another opening for enterprise and skill in the way of fruit-growing. I think also if more attention was paid to forestry we could do something in that line, and that by experiment we should find several varieties of trees valuable for fuel or timber which would flourish here. I heard an old gentleman say within a few days that he had a record of quite a heavy growth of oak timber near where Hon. Charles O’Conor’s house now stands.* Tradition has it that many of our oldest buildings were framed with native timber, notably the ‘Old Windmill’ now standing, whose timbers give evidence that it was of good growth.” (See page 236.)

* Wm. C. Folger, Esq., says: “Macy’s records, speaking of the George Gardner house, which stood on the North Shore hill where the Hamblin barn now stands, which house was built in 1696 and taken down in 1838, say that ‘the large timbers of it were mostly oak, and believed to have been cut on the island between said house and the cliff, as that was a place remarked for a good growth of white-oak trees.’” See p. 62.

ALMSHOUSE AND PAUPERS.

That the town takes care of its poor is shown by the fact that about \$6,000 are spent annually for their support. The asylum or almshouse is situated at the lower end of Orange Street, in a good, healthy locality. It is surrounded by green fields, and the inmates have at all times a fine view of the harbor, and the advantage of that greatest of nature's medicines, pure air. There are at present about thirty inmates in the almshouse. Rev. J. E. Crawford has for many years officiated gratuitously as chaplain, for which he at least deserves the hearty thanks of all Christian people. Mr. Edward G. Coffin, 2d, is the superintendent.

Since the above was written the following has been gathered from the annual town report: During the year 1881 \$2,329.30 were expended for the almshouse, and eighty-seven families, consisting of one hundred and fifty-nine persons, were supplied with provisions, fuel, etc., to the amount of \$2,160.95.

AMUSEMENTS.

The question is often asked, "How do you Nantucketers amuse yourselves in the winter?" The question is as easily answered as asked: they amuse themselves in the same way as any other intelligent people so far removed from

"the madding crowd's ignoble strife."

There have been, at various times in years gone by, local dramatic, reading, debating, and other clubs; but they have, with one or two exceptions, met the fate of

most amateur associations. The Sherburne Lyceum, however, is still in existence, and have a debate fortnightly during the winter season; and there is also quite a popular organization known as the Momus Club, which gives entertainments occasionally during the winter, burnt cork being its specialty.

All things considered, there is a good deal of local talent in the way of music, elocution, and the drama, and many creditable performances have taken place in Athenæum Hall. The Athenæum and other literary societies have from time to time given courses of lectures. Strolling dramatic and variety performers make their appearance here at intervals; balls and parties are given, and fairs are held: but for what can really be classed under the head of amusements in the winter, the town depends almost entirely upon its local amateur societies, be they literary, dramatic, or variety, and their earnest efforts to please are usually rewarded by good houses.

ARCHITECTURE.

Newspaper correspondents, and in fact visitors generally, describe the town as a quaint old place. The town is old, as old things go in this country, and there is a very strong smack of quaintness about those houses which Burdette so happily describes as being shingled, shangled, shongled, and shungled. Gables, sides, and roofs are shingled; and when as in years gone by they were painted red, green, or yellow, and the roofs tarred, as the fancy of the occupant dictated, they were indeed odd-looking specimens of architecture.

The walks upon the roofs of the houses usually attract a great deal of attention, sometimes being mistaken for band stands and other arrangements equally ridiculous.

These walks, so called, are wooden platforms enclosed by strong railings built upon the tops of the houses, entrance to them being gained by means of a square hole cut through the apex of the roof. They are simply lookouts or places of observation.

In the earlier days, ships were constantly arriving and departing, and of course everybody was interested in the sight; consequently the highest point of observation was sought, which was necessarily at the top of the house. Many well-to-do people, finding the accommodation of the small, square hole which is cut into the roof of every house for use in case of fire, and denominated a "scuttle," very limited even for one person, added these walks to their houses, thus giving ample room for the whole household to walk back and forth on the top of the house and see all there was to be seen.

The dwelling-houses are generally of wood, there being but ten brick dwellings upon the island, and all but two of these are upon Main Street. Upon the same street, however, are many brick blocks for business purposes. The Ocean House, which was originally built for a dwelling-house,* is also of brick. There is only one swell-front building in the town, and

* 1839 Jared Coffin built this house for a residence previous to the great fire of 1846, an addition being subsequently made for dining hall when altered to a hotel.

that is the block owned by Lieut.-Com. T. M. Gardner on the corner of Main and Orange Streets.

There is nothing imposing in the way of architecture in the place. Apparently some attempt was made in that direction when the Athenæum and the Methodist Church were erected. Each of these buildings is quite large, and both have immense wooden pillars in front. The Methodist Church is described by one correspondent as "a great Grecian temple of a place, imposing outwardly and big inwardly."

ART AND ARTISTS.

Dr. A. E. Jenks (see page 115) has kindly furnished the following article on art and artists for this book:—

"Many years ago, while strolling along the beach at Siasconset, I noticed an artist at work, carefully painting a truly beautiful fog effect, — a delightful study of one of Nature's subtle moods, never so apparent as to the art student while strolling by the sea-coast. In most generous reply to my expressed admiration of his little marine picture, my artist friend said to me, — and there was refreshing sincerity in his manner, — 'Your island of Nantucket gives us artists many a bit of the richest coloring; your ocean scenery is grand; indeed, the atmospheric effects, ever shifting above those dangerous shoals yonder, equal if they do not surpass anything I ever saw during my summer at the Isles of Shoals or at Mt. Desert!' I comprehended his meaning, was a sharer in the fervor of his enthusiasm; and since that summer day of lang syne, Nantucket's quaint scenery in rugged bluff and lowland

moors, in the long line of sea-beach and peculiar relics in old buildings of centuries ago, has grown into favor with celebrated artists from abroad. Thus reproduced in the most delicate as well as bold outlines of the painter, and embalmed in the amber of a history which the author of the present volume now gives to the public, the island of Nantucket will ever be known as a spot well worth the tourist's visit, and as the birthplace of men and women whose records will rank among the proudest ancestries.

“Among professional native artists, Mr. Geo. G. Fish is probably the oldest now living in the town. Mr. Fish has been known abroad for many years, having at one time a studio in New York City. A number of his crayon illustrations have been reproduced in chromo and have had an extensive sale. He now occupies a room in the Athenæum as his studio, where he has been located for several decades.

“Mr. Wendell Macy has a reputation for executing many faithful likenesses in crayon. His paintings in oil — panel marine views — have been in great demand among summer visitors, who admire these charming souvenirs of Nantucket scenery. Orders from abroad he is constantly filling. His studio is at his home on Orange Street.

“The charming art parlor of Mr. W. Ferdinand Macy and wife, opened for the first time in town last summer, gave us an exhibition of the finest work of this young couple. Mr. Macy's large picture of ‘Sanctuary in October’ was greatly admired by all who saw it. His floral paintings were perfect gems. Mrs. Macy's work upon panels, and her designs from the

varied flora of Nature, entitle her to a place among successful artists.

“I would not forget one native artist to the manor born,—Mr. Frederick M. Coffin, now of Auburn, N. Y. His facile brush is marvellous in its fidelity. Mr. Coffin is intellectual, and of the keenest humor; no wonder ‘Fanny Fern,’ years ago, employed him to make the designs for her illustrated volumes. It is to be regretted that he ever relinquished the profession of art.

“I have pleasing thoughts of the famous artist of the old north cliff. I refer to Eastman Johnson, whose studio stands on a breezy hill, almost Italian in its soft summer garniture; our somewhat classic cliff luminous with sunlight; our harbor to the right; the cool bath-houses along the ocean border; the distant fleet of snowy sails; all so dreamy and tremulous,—strangers tell us it is a poem; and so it is. In this queer studio the ‘Old Stage-Coach’ and the ‘Tramp’ were painted.

“Very many exquisite morceaux of color and form have been given to the public from the easels of the following amateurs in art-culture. Mr. James Walter Folger, although a professional carver, has of late taken up crayons and done a little in the way of oil painting, succeeding admirably well with the former. His crayon portraits are remarkable in that he succeeds in retaining strong likenesses, and his work in that line shows great promise for the future. His unique combinations of carving and oil painting in one design will in time, perhaps, be recognized as a new departure in art. Mr. Folger’s studio is on Union

Street. Mr. B. G. Tobey, another amateur, has done some creditable things in oil, one of his pictures having been engraved and published in an illustrated work upon Nantucket. Mr. Tobey's studio is at his home on Main Street. Choice specimens of local landscape painting have also been executed by Misses Emma Nickerson and Fannie Macy."

The compiler exceedingly regrets that want of space compels him to omit a portion of Dr. Jenks's closing remarks, as he desires here to insert that which the doctor's modesty and delicacy have prevented his alluding to. Dr. Arthur E. Jenks, who in his quiet, unassuming way makes no claim to being an artist, has done some choice bits of work in crayon, oil, and even plaster, of which any professional might well be proud. In the summer season he can scarcely meet the demand for his little gems. Some of his plaster medallions have created a decided sensation among collectors of souvenirs at Nantucket.

Since the above was written the compiler has been informed that Mr. Harry Platt, a crayon artist of great power well known in Washington, will make his home here during this year. Mr. Platt needs no praise; his work shows him to be a superior artist in every way, and his pictures are something marvellous in their execution. That Mr. Platt's work is appreciated is evidenced by the fact that he has made portraits from life of Sir Edward Thornton, Countess Lewenhaupt, Baron Ernst von Mayer, Baron DeArinos, and many others.

ASTRONOMICAL CLOCK.

This truly wonderful clock, now the property of Edward R. Folger, Esq., was made by the celebrated Walter Folger (page 107). It is a very curious piece of mechanical ingenuity. It records the day of the year, the rising of the sun and moon, the moon's nodes, and the place of the sun on the ecliptic. The wheel that keeps the year's date moves one notch every ten years, and at the end of a century it has made one complete revolution.

William C. Folger, Esq., says: "It was planned by Hon. Walter Folger in 1788 at the age of twenty-three, and finished in 1790 at the age of twenty-five. It was set going July 4, 1790. He made not only the clock, but the case also, I am told."

ATHENÆUM, LIBRARY, AND MUSEUM.

To the accomplished and genial gentlewoman, who has for many years been the librarian of the Nantucket Athenæum, the compiler is indebted for the following facts in relation to the Athenæum, its museum and library. The origin of this institution, as we learn from Macy's "History of Nantucket," was as follows:—

"This institution was incorporated in 1834. It took its origin from two societies: one, the Mechanics' Association, formed in 1820; the other, the Columbian Library Association, formed in 1823. These were united in 1827 under the name of the United Library Association. In 1833 two of the members, Charles

G. Coffin and David Joy, offered the society a valuable tract of land in the central part of the town, on condition of there being erected upon it a substantial building for the uses of the Association. A subscription was immediately opened, and in a short time a greater amount was obtained than that required by the conditions of the donation. Thus encouraged, the Association, with the consent of the donors of the land, purchased the house and land then recently occupied by the Universalist Society, and made such alterations in the building as were required for their accommodation. The building contained a convenient lecture-room which would accommodate an audience of about four hundred and fifty persons, a library-room, a spacious room for curiosities, and a committee-room."

This building with its entire contents was destroyed by the great fire of July 13, 1846. We learn from the annual report of the trustees, January, 1847, that the library at the time contained 3,200 volumes, and many documents of inestimable value pertaining to the early settlement of the island. The museum contained valuable collections in conchology, mineralogy, ornithology, and entomology, and a large collection of coins of different countries, some of them of great antiquity. The museum also contained a great variety of arms, domestic utensils, and other implements from the Polynesian Islands. These were every day becoming more rare and curious, as the barbarous habits of the islanders disappeared before the advancing light of civilization. The destruction of this library, and the loss at the same time of that of the Coffin School and

many private libraries, left the inhabitants of the island more destitute of reading resources than ever before; hence the need of a new library was urgent, although the prospect of another seemed wellnigh hopeless, owing to the disastrous effects of the fire upon the entire community: but through the prompt action of the trustees of the institution and the generosity of noble-hearted individuals, the present building was completed, and the library opened to the public Feb. 1, 1847. The library contained 1,600 volumes, 1,000 of which were donated by "citizens of Boston," — a valuable collection of books, and solid foundation upon which to build the new library.*

A committee of the proprietors was appointed to solicit contributions for the museum, and their call was generously responded to. Capt. Robert M. Joy presented a large and rare collection of shells; Mr. Edward G. Kelly, a cabinet of several hundred specimens of minerals. These with many other donations formed the nucleus of the present attractive collection, which is yearly increased by contributions from persons interested in its maintenance.

A prominent feature of the present museum is the "mammoth whale's jaw." This jaw was taken from a sperm whale, which made one hundred and ten barrels of oil; it is seventeen feet in length, weighs eight hundred pounds, and has forty-six teeth. The length

* The compiler respectfully suggests that perhaps the writer of the above article is somewhat in error, as will be seen by referring to an account of the life of Hon. Wm. Mitchell on page 120 of this book.

of the whale was eighty-seven feet, circumference thirty-six feet, and it weighed about two hundred tons. The whale was taken in the Pacific Ocean by the bark "Islander," Capt. Wm. Cash of Nantucket, in 1865.

There are in the museum perfect models of the ships used for the whale fishery; and in one (made by the late Capt. John Gardner) can be seen the whole minutiae of "cutting in and trying out" the whale. There is a model of the "camels" (a species of dry docks), that were used to float the ships over the bar at the entrance of the harbor. There are many other interesting relics and curiosities too numerous to mention in a brief description.

The library at the present time contains 6,000 volumes. The books are systematically classified and arranged in a manner which makes them convenient and accessible to visitors.

The historical department is large, also the biographical, and there are many valuable works of reference. The arts, sciences, and poetry are well represented, and there is a good selection of travels. The department of fiction is large, but carefully selected. The leading English and American periodicals are always found on the tables.

Proprietors have the privilege of the library by paying two dollars a year, and non-proprietors three dollars. During the summer months, strangers can take books from the library by paying fifty cents a month, and have free access to the library as a reading-room.

The institution has received bequests from William Hadwen, Esq., Hon. David Joy, Hon. George B.

Upton, and Mrs. Priscilla Wyer. Mrs. David Joy presented to the library a complete set of Audubon's "Birds of America," with a handsome cabinet for their preservation; a valuable donation and an ornament to the room.

Miss Sarah F. Barnard, *Librarian*; Joseph S. Swain,* *Custodian of Museum*.

AUCTIONS.

AUCTIONS are by no means peculiar to Nantucket; yet it is probable that more auctions are held here, and are better attended, than in any other place in the Union. One would suppose that the merchants of the town were in a state of perpetual bankruptcy, from the number of red flags continually displayed.

There are customs connected with these auctions which are really peculiar to the island. To meet, after an auction, ten or a dozen well-dressed men, each bearing in his hand, on a sharp stick called a skewer, and held straight out before him, a leg of mutton, a huge round of beef or pork, or a chicken, is to the eye of the uninitiated a novel sight.

The several meat markets have each week an auction of their surplus stock in front of their places of business. The meats are arranged in lots upon long tables, each lot being pierced by a "skewer" to which is attached a number. A few hours previous to an auction, a crier is sent around the town to announce it; he propels himself through the streets as if shot

* Mr. Swain is also the janitor of the building, and applications for renting the hall should be made to him.

from a cannon, stopping now and then to ring a bell, and bawl in a stentorian voice that "Ther'll be a meat ox at half — a — past ten o'clock in front of Bur-gesses market. Corn beef! mut'n! 'n' lam'! half — a — past ten o'clock, meat ox!"

About ten minutes before the sale commences, a crowd of men gather around the tables, and it is always the same crowd, with their hands in their pockets, and they gaze with longing eyes upon the tempting (?) display. The auctioneer (or crier), seemingly not satisfied with the crowd, or wishing to exhibit himself to the admiring gaze of the people, takes a bell and struts back and forth in the middle of the street, and rings so long and loudly that one wonders if he is trying to dislocate his shoulder. After apparently convincing himself of the strength of his arm, the auctioneer mounts a chair or box and the sale commences. (By the way, the Nantucketers seem to have a mania for bell-ringing.) The bidding is sometimes quite spirited, and men frequently pay quite as much as at private sale. There are regular frequenters of these auctions, who seem to prefer to stand shivering in the cold for half an hour rather than go inside the market, where, for a few cents more, selections could be made from the finest cuts. No person, if he has anything at all to do, can afford to attend an auction.

BANKS.

Pacific National Bank, Main Street. — Capital, \$100,000; surplus fund, \$35,000; par value, \$100; market value, \$153. F. C. Sanford, *President*; T. W. Calder, *Vice-President*; Wm. H. Chadwick, *Cashier*; A. G. Brock, *Clerk*.

Nantucket Institution for Savings. — Deposits, \$364,000. Thomas G. Folger, *President*; Stephen Bailey, *Vice-President*.

BAR, JETTY, AND HARBOR.

The bar proper (there being two, outer and inner) is a narrow, sandy shoal which stretches for miles across the entrance to the harbor, averaging about one mile from its mouth. It has been since the settlement of the island the greatest drawback to its prosperity.

Taking into consideration this serious obstruction to navigation, the people of to-day look with amazement at this town, which at one time contained over 9,000 inhabitants, and sent into every clime more than three hundred sailing vessels.

The writer sincerely hopes that the time is not far distant when this bar or shoal will be so far removed or modified that vessels of large tonnage will not only be able to unload at the wharves, but can in case of sudden storm find a safe refuge and good anchorage.

It is a very singular fact that during the time of the island's greatest prosperity, when she was of such importance as a commercial port, and hundreds of ships were constantly arriving and departing loaded to the water's edge, involving the expenditure of thousands upon thousands of dollars in the towing and the lightering of them, so little interest was taken in the town by the general government. What they did undertake was of little practical value, and resulted in no permanent benefit to the place.

Frederick C. Sanford, Esq., has kindly furnished the compiler with facts which are of great interest in this connection. He says:—

“Early in this century our people conceived the idea

of building a jetty or pier from Brant Point to the outer bar, believing that by so doing this flat, sandy obstruction could be removed, or at least a sufficient depth of water gained for a ship channel. All of our town meetings were predicated upon the project of overcoming this obstacle that was so subversive of all commercial enterprises.

“In 1825, Thomas Folger, Esq. (the father of the new Secretary of the Treasury), and others were appointed by the town a committee to proceed to Washington and solicit aid from Congress. The committee did not succeed in getting an appropriation for a jetty or a pier. That their efforts were not entirely fruitless, however, is evinced by the fact that in 1826 Col. Anderson surveyed the whole bay coast from Brant Point to Great Point; and in 1827, under superintendence of Col. Prescott, a dredging machine of great power was sent here, and was in operation two or three years, digging a channel to the outer buoys, deepening the water, and making the people happy for a time. So soon, however, as the autumn gales came, the channel filled up again, and the project of digging out the bar was abandoned.

“The attention of our people was then directed to the opening of a channel at the east end of the island similar to the Suez Canal; but it was found that this canal or opening would necessitate the building of two stone piers out into deep water, in order to prevent the north and south tides from filling it up again. This would of course be attended with an enormous outlay, and there were grave doubts of its practicability.”

The matter has since then been agitated from time

to time, and now, at this late day, when commerce has entirely departed from our shores, the government have at last commenced — what was almost the identical original plan — the building of a jetty “from,” as Mr. Sanford says, “just west of Brant Point, to the bell-buoy, or into deep water ; and the work already indicates that marvellous results will follow, although too late for the people born in the last century.”

The whole credit of this last movement on the part of the general government belongs entirely to Mr. John W. Rand ; he, in 1878, started a petition to which he succeeded in getting the signatures of three hundred persons, including the underwriters of New York, Boston, and Philadelphia,* for an appropriation of money to “improve Nantucket Harbor,” the petition having again in view the project of cutting through the “Haulover.” Upon the presentation of the petition to Congress, a survey was ordered, and Gen. G. K. Warren was appointed to make the survey, which he did in 1879. His report, however, did not favor the project of a canal through the Haulover ; but he recommended the construction of a jetty or jetties, the first to be constructed near the harbor entrance on the west side, and if necessary, a second one from Coatue.

In reply to a communication asking for some facts in relation to the harbor, bar, and jetty, Mr. Lawton,

* David Thain, Esq., of Philadelphia, G. H. Folger, Esq., and Capt. B. F. Brown, in Boston, and C. B. Swain, Esq., and Capt. G. C. Allen, in New York, all took a deep interest in the matter.

the courteous superintendent of construction of jetty, gives the following valuable information. Believing that every line is of interest, his note is given entire:

NANTUCKET, MASS., Oct. 23, 1881.

MR. E. K. GODFREY:

Sir, — Yours of the 20th inst. was handed me, and in reply I willingly give you the following information in relation to your inquiries: —

The harbor of Nantucket should properly be considered as the space included between Brant Point and Hussey's Shoals and the wharves. Of this space there is an area of about one hundred acres of good anchorage, where the ruling depth is from nine to eighteen feet at mean low water.

To reach this harbor it is necessary to cross the bar, where the least depth is at mean low water, in the principal channel, six feet and four inches.

Once within the harbor it is as safe during a storm as any along the coast, since it is almost wholly land-locked.

There is every reason to expect that this jetty or jetties (for if one does not produce the required effect, there will be another built) will increase the depth of water on the bar; and when they are complete, and the result successful, they themselves will form a roadstead in which a vessel may safely out-ride any ordinary storm.

It is very probable that when this harbor is used as a port of refuge by many vessels, that a signal station will be established here, and that will necessitate the laying of a cable. The latter operation, if properly managed, can be successfully performed.

Very respectfully,

WM. H. LAWTON, JR.

Nantucket may never again become a commercial port, but she can be made a refuge in a storm, and

with the jetty finished, a cable laid to the main, and a signal station established here, thousands of dollars can be saved, and perhaps many lives, every year.

BASE-BALL.

The "National Game" has but few patrons upon the island. Some little interest is usually awakened during the summer months, while there is a large influx of visitors here, and matches between town and 'Sconset or town and strangers are of quite frequent occurrence. There is no regularly organized club in the town. Most of the games played here last season (1881) were at Surfside, where there is a good field and plenty of room. Those interested in the game are referred to E. K. Godfrey, of the Tourists' Agency.

BATHING FACILITIES.

The bathing facilities of the island are good, and include both still water and surf bathing. Good surf-bathing can be found only at 'Sconset and Wauwinet, each of which localities is about seven and one half miles from town. There is a bath-house at the "Clean Shore," which is reached by a road branching from Steamboat Wharf. If desired, one can get here at all times a warm salt-water bath, which for certain diseases is considered very beneficial. The price charged for a warm salt-water bath is twenty-five cents, and for an ordinary sea-bath twenty cents, which includes the use of a room and a bathing suit. There are also two bathing establishments at the Cliff; the prices for bathing being the same as at the Clean Shore.

These latter establishments are reached by boat or carriage. The price for passage by either conveyance each way is ten cents. The regular ferry-boat for Cliff bath-houses leaves Perry's Wharf hourly in the morning, commencing at nine o'clock and returning on the half-hour. The regular carriage for the Cliff leaves the Bay View House hourly during the morning, proceeding through Orange, Centre, North Water, and North Streets to bath-houses, passing on the way all the hotels and many of the larger boarding-houses. After one gets to 'Sconset or Wauwinet, the surf bathing can be enjoyed "without money and without price," there being no bath-houses, and every one goes in and out of the surf as he or she pleases, due regard, however, being shown to proper dressing. Every precaution is taken at 'Sconset to guard against accidents, there being always an experienced person on the beach to assist any who may need help.

BILLIARDS.

This (to many persons) fascinating game has but few devotees on the island. In the summer season, of course, many come here who love the game, and they can find at the Ocean House and Springfield House several good tables. There is also on Water Street a billiard saloon, to which is attached a bowling alley.

BOARDING-HOUSES.

To those who prefer the quiet of a boarding-house or private family the town affords ample accommodation. There are numerous large boarding-houses, and

a number of private families take a few boarders in the summer season. As a general thing there are nothing but words of commendation uttered in regard to these boarding places. They are cleanly, good, healthful food is served, and attention is paid to the individual wants of the boarders. The prices for board vary from six to twelve dollars a week for an adult. The following is a list of the boarding-houses and private families that are worthy of patronage: —

David Bunker, Gay Street; George Chadwick, Vestal Street; Charles Dunham, Union Street; Mrs. Avis M. Enas, Union Street; George G. Fish, Broad Street; Peter Folger, Centre Street; Wm. C. Folger, Fair Street; Timothy H. Fisher, Union Street; Mrs. Lydia C. Holway, Broad Street; Mrs. Elizabeth A. Hussey, Centre Street; Mrs. Laura A. Hinckley, Fair Street; Charles Luce, Orange Street; Charles L. Swain, Darling Street; Thomas G. Nickerson, North Street; Judah Nickerson, Union Street; Mrs. Caroline Swain, Summer Street; William T. Swain, Broad Street; Charles E. Smalley, Orange Street; Mrs. Throckmorton, Centre Street; Mrs. Temple, Pearl Street; Mrs. E. A. Waitt, Pearl Street; Robert B. Coffin, Siasconset; Oliver Folger, Siasconset.

BOTANY, CONCHOLOGY, AND GEOLOGY.

The compiler of this work, being very desirous of securing the most accurate and authentic information that was to be obtained in relation to the botany, conchology, and geology of the island of Nantucket, ad-

dressed notes to Mrs. Anne Mitchell Macy * and Mrs. Maria L. Owen, soliciting their assistance in the matter, the graceful responses to which will be found in the following scholarly and valuable contributions, which are hereby gratefully acknowledged.

The Botany, Conchology, and Geology of Nantucket.

By Anne Mitchell Macy.

When the island of Nantucket was at its best estate, not only commercially considered but in an educational point of view, it had its own scientists, including its geologist, its conchologist, its botanist. Each of these had, in connection with extensive foreign collections, departments respectively devoted to the treasures found on the island itself.

The great fire of 1846 swept away these valuable cabinets. The scientific men have one by one passed away; and the present encyclopædias, though duly considering its tides, its harbors, indeed all of the maritime relations, describe the island itself as a mere sandy plain. Even an unskilled, untrained eye will perceive at once the fallacy of the statement, as he sees in the place of this "mere plain" a beautifully undulating surface.

As regards its geology, there is no better authority than one of its own sons, who speaks of it in his "Reports of the Coast Survey" as a heap of glacial drift. Yet a little more than half-way down the highest cliff at Sancoty is found an ante-glacial deposit of

* Widow of the late Hon. Alfred Macy, and sister to Prof. Maria Mitchell (see page 118).

marine shells, and this same feature has been met with in digging wells in various parts of the island far from this ridge.*

It is thought that here may be a shell levee, similar to that found at the Bahamas. If so, the relations of the slopes would indicate just where the ocean was in these ante-glacial ages.

The projections called Great Point, Coatue, and a part of Smith's Point are, according to the same authority, modern formations, composed of materials torn from the island proper. It was probably before the island had these two points of shelter — viz., Great Point and Coatue — that the bluff was formed which runs through the town separating Orange Street from that part known as "Under the Bank" or Union Street, which ridge extends to the North Shore. This bluff, now covered with grass and habitations, so as to be hidden somewhat from view, was once a mere headland.

Coskata, another drift mound, is separated from the island by the Haulover, the latter dividing the upper harbor from the ocean, — a portage for fishing boats,

* In a letter written by Zaccheus Macy to the Massachusetts Historical Society, dated at Nantucket, "y^e 2^d y^e 10 mo., 1792," will be found these words: "And I have sent them a shell taken out of my well thirty-nine feet below the face of the earth, and I have taken many sorts of shells out of wells near forty feet down. And one time when the old men were digging a well at a stage called Siasconset, it is said they found a whale's bone near thirty feet below the face of the earth, which things are past our accounting for."

— as the name signifies. This Haulover does not differ in form from time to time, neither in size; the shape and area being the same known to Des Barres in 1776, to William Mitchell in 1838, and to more recent surveyors.

Upon the shores of Nantucket which are washed by the tides, though the rise and fall is not as great as one would imagine who is not acquainted with the currents, are found among the usual varieties of sands many beautiful pebbles, and occasionally a precious stone. Some of the amethysts picked up at Maddequet have been of great value, and have been thought worthy of fine settings as jewelry.

From the sands of the shore we pass on to the

Conchology.

Though the many shells which fill the museums and adorn the residences of our town are brought from distant coasts, frequently from tropical shores, yet Nantucket has a conchologia of its own. Besides the "pilgrim" shells, so numerous that we almost overlook their beauty, the "money" shells, the "cradle" shell, the "razor" shell, the many varieties of conch and mussels so conspicuous upon our beaches, there are many others so minute that only a careful observer can distinguish them from the grains of sand, while the dredge frequently reveals to the student those which can only be seen by a powerful microscope.

Among the sea-urchins and the divers kinds of starfish, rare specimens have been found which have been duly noticed by Agassiz in his reports. In regular gradation from the sea-urchin and the starfish we

come to those most beautiful phenomena of our shores, the physaliæ, which in their more minute form cause the beautiful phosphorescence on the waters. Individual specimens, large and highly colored, are sometimes found upon our western beaches. Though these "Portugese men-of-war" seldom visit our latitudes in their full beauty, — driven here as they are after a storm, consequently much torn and dilapidated, — yet one of the finest specimens known to the American coast was found at Nantucket in a perfect state a few years ago. The whole shore being strewn with others more or less imperfect, gave the beach the appearance of a rainbow; their surfaces, as every one knows, having the capacity of polarizing the light.

As these zoöphytes are a connecting link between the shells of the sea and plants, aquatic and others, we cannot pass on to the latter without a few words upon the sea-weeds. In no part of the Northern United States are the hues of the ulva found so bright and so varied as upon our own shores. While we have the plumula, the corallina, and many other genera of algæ in their usual beauty, the species of the ulva, especially the olive, have a much deeper tint. Some thirty years ago an entirely new species of the ectocarpus was discovered on the north beach of this island, of which a very good illustration (colored) is to be found in some one of the earlier reports of the Smithsonian Institute.

Leaving the sea-weeds without further comment, we come to that branch of natural science which interests the old and young, the student and the florist; viz., the

Botany

of Nantucket. Some years ago, when the sheep were allowed to roam at large over our commons and nibble the first appearance of verdure, the botanist and the florist were busy in their researches; for it was only by diligent seeking that any results were obtained. Nevertheless, the herbarium was elaborate; perhaps the more so on account of the labor requisite in order to find perfect specimens of any flowering plant. The mosses, lichens, and ferns were even then sufficiently beautiful to compensate the student for his patient working. At that time, for instance, one feeble specimen of the blossom of the *Hudsonia tomentosa* could be found in perfection, where now, freed from the sheep, the whole surface of the island is covered with this heath-like plant in its season, its yellow flowers to be had for the glancing. Even the varieties of the golden-rod, the yellow as well as the white, which furnish the rich covering to our commons at times, were not a familiar feature, though known and specified by the scientists of the island. The carpet-grass and the orange-grass with its fragrance, now greeting us at every turn, were eagerly sought for at that period. Few flowers are found to-day which were unknown to the botanist of Nantucket some thirty years ago as indigenous to our soil; yet the mere florist of the present can supply his parlors with bouquets of those wild flowers whose rare specimens were treasured in the herbarium, and seen in no other connection. The mealplum vine, found in few parts of New England (*ursa bacca*), with its glossy leaves and scarlet berries,

gives a true richness to the commons of Nantucket, changing their aspect from the barren plains of a half-century ago to a verdure whose beauty cannot be surpassed.

In most parts of the Northern United States we can gather the violet, the houstonia, the cinquefoil, the stellaria, etc., at random, in their season ; but it is a very rare thing to find so broad an expanse of unenclosed space covered entirely with their exquisite shades, as is sometimes the case at Nantucket. These, passing away, are quickly followed by others in turn ; so that the whole island, from May to October, is as a garden in full bloom. This is the general appearance that meets the stranger's eye. With a little more scrutiny he will find the gerardia, the arethusa, the cymbidium, the sabbalia, and a host of others too numerous to be mentioned, ranging in size from the wild azalea to the scarlet pimpernel.

A short time after the laws were passed by which sheep were no longer allowed the scope of the undivided lands, followed the introduction of the pine-trees. Whether by their shelter, whether by the new properties that the roots of these trees may have engendered in the soil, whether by other seeds accidentally mingled and sown with their own, or whether from some unknown causes it is that varieties of plants new to our island have appeared in the neighborhood of these pines, remains to be discovered. Certain it is, that now and then a species which may be quite common to other parts of Massachusetts, and quite familiar to our florists of the present day, is not recorded by our earlier botanists as native to the island.

Our whole flora is increasing in its loveliness, and promises to be "a joy forever."

In presenting Mrs. Owen's list of the flora of Nantucket, the compiler begs to say that he deems himself more than fortunate in being able to secure it in advance of her own book, and he sincerely trusts that every assistance will be rendered her by all who make this beautiful exhibition of God's handiwork a study. Mrs. Owen says:—

"At Mr. Godfrey's request, I have with much pleasure prepared the following catalogue. It is far from complete, being based upon collections made over thirty years ago, when I had made no study of the grasses and sedges, and when I had no thought of publishing. Still, in this imperfect form it will be of use to botanists, and the number of plants rare in New England which it contains, shows what pleasing discoveries are probably still to be made by exhaustive explorations.

"I hope to bring out, as soon as I have sufficient material, a more complete list to be published by itself, with such notes on the rarer plants as may be of interest. For this I ask the co-operation of all botanists, resident or visiting on the island, and I shall be extremely obliged for names and localities of additional species. To make the list more serviceable and authentic, it is desirable to have specimens of the new discoveries, for preservation in an herbarium of the island plants, which, if formed, will be freely accessible to botanists.

"Information is particularly desired about *Andro-*

meda Mariana, *Habenaria ciliaris*, and the *Tillœa*, *Calluna*, *Erica*, *Onosmodium*, *Mertensia*, *Ceratophyllum*, *Cypripedium*, and *Chara* of the catalogue. Some of these are represented so far by one single plant; and of others reported by older botanists, no one now living knows the locality.

“ I am under obligations to several friends for help in this work, and must mention especially that I owe the list of algæ to Mr. F. S. Collins, who drew it up from specimens principally collected by himself and Mr. L. L. Dame of Medford.

“ The few miscellaneous cryptogams with which the list closes appeal to friendly specialists for re-enforcements ; without such aid they will have to go into the next edition as lonely as they are now.

“ MARIA L. OWEN.”

[Communications may be sent to Mrs. Maria L. Owen, Springfield, Mass.]

*Catalogue of Plants growing without Cultivation on the
Island of Nantucket.*

Anemone
nemorosa, L.
Ranunculus
Cymbalaria, Pursh.
repens, L.
bulbosus, L.
acris, L.
Coptis
trifolia, Salisb.
Brasenia
peltata, Pursh.
Nymphæa
odorata, Ait.
Nuphar
advena, Ait.

Sarracenia
purpurea, L.
Chelidonium
majus, L.
Sisymbrium
officinale, Scop.
Brassica
nigra, Gray.
Draba
verna, L.
Capsella
Bursa-pastoris, Mœnch.
Lepidium
Virginicum, L.

- Cakile
 Americana, Nutt.
- Raphanus
 Raphanistrum, L.
- Viola
 lanceolata, L.
 blanda, Willd.
 cucullata, Ait.
 sagittata, Ait.
 pedata, L.
- Helianthemum
 Canadense, Mx.
- Lechea
 major, Mx.
 thymifolia, Gray.
 Novæ-Cæsareæ, Austin.
- Hudsonia
 ericoides, L.
 tomentosa, Nutt.
- Drosera
 rotundifolia, L.
 longifolia, L.
 filiformis, Raf.
- Ascyrum
 Crux-Andrææ, L.
- Hypericum
 adpressum, Barton.
 Canadense, L.
 corymbosum, Muhl.
 mutilum, L.
 perforatum, L.
 Sarothra, Mx.
- Elodes
 Virginica, Nutt.
- Elatine
 Americana, Arnott.
- Saponaria
 officinalis, L.
- Silene
 inflata, Smith.
- Lychnis
 Githago, Lam.
- Arenaria
 serpyllifolia, L.
 lateriflora, L.
 peploides, L.
- Stellaria
 media, Smith.
- Cerastium
 vulgatum, L.
 arvense, L.
- Sagina
 procumbens, L.
- Spergularia
 rubra, Presl., var. *campestris*,
 Gray.
 media, Presl.
- Spargula
 arvensis, L.
- Scleranthus
 annuus, L.
- Mollugo
 verticillata, L.
- Portulaca
 oleracea, L.
- Malva
 rotundifolia, L.
- Hibiscus
 Moscheutos, L.
- Linum
 Virginianum, L.
 sulcatum, Riddell.
- Geranium
 maculatum, L.
 Robertianum, L.
- Erodium
 cicutarium, L'Her.
- Impatiens
 pallida, Nutt.
 fulva, Nutt.
- Oxalis
 stricta, L.
- Rhus
 copallina, L.
 venenata, DC.
 Toxicodendron, L.
- Vitis
 Labrusca, L.
- Ampelopsis
 quinquefolia, Mx.
- Acer
 rubrum, L.
- Polygala
 cruciata, L.
 polygama, Walt.
 sanguinea, L.
- Trifolium
 arvense, L.
 pratense, L.
 repens, L.
 agrarium, L.
 procumbens, L.

- Melilotus*
alba, Lam.
- Tephrosia*
Virginiana, Pers.
- Lespedeza*
procumbens, Mx.
violacea, Pers.
capitata, Mx.
- Vicia*
sativa, L.
- Lathyrus*
maritimus, Big.
palustris, L.
- Apios*
tuberosa, Mœnch.
- Amphicarpæa*
monoica, Nutt.
- Baptisia*
tinctoria, R. Br.
- Cassia*
Chamæcrista, L.
nictitans, L.
- Prunus*
maritima, Wang.
- Spiræa*
salicifolia, L.
tomentosa, L.
- Agrimonia*
Eupatoria, L.
- Geum*
Virginianum, L.
- Potentilla*
Norvegica, L.
Canadensis, L.
 and var. *simplex*, T. and Gray.
argentea, L.
Anserina, L.
- Fragaria*
Virginiana, Ehrh.
vesca, L.
- Rubus*
villosus, Ait.
Canadensis, L.
hispidus, L.
- Rosa*
Carolina, L.
- Crataegus*
Crus-galli, L.
- Pyrus*
arbutifolia, L.
- Amelanchier*
Canadensis, Torr. and Gray.
- Ribes*
hirtellum, Mx.
- Tillæa*
simplex, Nutt.
- Sedum*
acre, L.
- Hamamelis*
Virginica, L.
- Myriophyllum*
ambiguum, Nutt.
tenellum, Big.
- Proserpinaca*
palustris, L.
- Circæa*
Lutetiana, L.
- Epilobium*
hirsutum, L.
palustre, L., var. *lineare*, Gray.
coloratum, Muhl.
- Enothera*
biennis, L.
- Ludwigia*
palustris, Ell.
- Rhexia*
Virginica, L.
- Lythrum*
Salicaria, L.
- Nesæa*
verticillata, H. B. K.
- Opuntia*
vulgaris, Mill.
Rafinesquii, Engelm.
- Sicyos*
angulatus, L.
- Echinocystis*
lobata, Torr. and Gray.
- Hydrocotyle*
umbellata, L.
- Daucus*
Carota, L.
- Heracleum*
lanatum, Mx.
- Ligusticum*
Scoticum, L.
- Discopleura*
capillacea, DC.
- Sium*
lineare, Mx.

- Aralia nudicaulis*, L.
Cornus Canadensis, L.
Linnaea borealis, Gronov.
Sambucus Canadensis, L.
Viburnum dentatum, L.
Galium trifidum, L.
triflorum, Mx.
pilosum, Ait.
circæzans, Mx.
Cephalanthus occidentalis, L.
Mitchella repens, L.
Houstonia purpurea, L., var. *longifolia*, Gray.
cærulea, L.
Liatris scariosa, Willd.
Eupatorium perfoliatum, L.
teucrifolium, Willd.
Sericocarpus solidagineus, Nees.
conyzoides, Nees.
Aster concolor, L.
dumosus, L.
lævis, L., var. *cyaneus*, Gray.
patens, Ait.
spectabilis, Ait.
linifolius, L.
Erigeron Canadense, L.
strigosum, Muhl.
Solidago altissima, L.
Canadensis, L.
cæsia, L.
lanceolata, L.
linoides, Soland.
nemoralis, Ait.
odora, Ait.
sempervirens, L.
serotina, Ait.
tenuifolia, Pursh.
Diplopappus linariifolius, Hook.
umbellatus, Torr. and Gray.
Chrysopsis falcata, Ell.
Baccharis halimifolia, L.
Pluchea camphorata, DC.
Iva frutescens, L.
Ambrosia artemisiæfolia, L.
Rudbeckia hirta, L.
Helianthus divaricatus, L.
Bidens connata, Muhl.
chrysanthemoides, Mx.
Maruta Cotula, DC.
Achillea Millefolium, L.
Leucanthemum vulgare, Lam.
Tanacetum vulgare, L.
Artemisia caudata, Mx.
vulgaris, L.
Gnaphalium polycephalum, Mx.
uliginosum, L.
purpureum, L.
Antennaria margaritacea, R. Br.
plantaginifolia, Hook.
Erechthites hieracifolia, Raf.
Senecio vulgaris, L.
Cirsium clanceolatum, Scop.
discolor, Spreng.
pumilum, Spreng.
horridulum, Mx.
arvense, Scop.
Lappa officinalis, Allioni.

- Cichorium
 Intybus, L.
 Krigia
 Virginica, Willd.
 Leontodon
 autumnale, L.
 Hieracium
 Gronovii, L.
 venosum, L.
 Nabalus
 albus, Hook.
 Taraxacum
 Dens-leonis, Desf.
 Sonchus
 oleraceus, L.
 Lobelia
 cardinalis, L.
 inflata, L.
 Specularia
 perfoliata, A. DC.
 Gaylussacia
 resinosa, Torr. and Gray.
 Vaccinium
 corymbosum, L.
 var. atrococcum, Gray.
 macrocarpon, Ait.
 Oxycoccus, L.
 Arctostaphylos
 Uva-ursi, Spreng.
 Epigæa
 repens, L.
 Gaultheria
 procumbens, L.
 Cassandra
 calyculata, Don.
 Andromeda
 Mariana, L.
 ligustrina, Muhl.
 Clethra
 alnifolia, L.
 Calluna
 vulgaris, Salisb.
 Erica
 cinerea, L.
 Kalmia
 angustifolia, L.
 Azalea
 viscosa, L.
 Pyrola
 rotundifolia, L.
 chlorantha, Sw.
- Chimaphila
 umbellata, Nutt.
 maculata, Pursh.
 Monotropa
 uniflora, L.
 Ilex
 opaca, Ait.
 verticillata, Gray.
 glabra, Gray.
 Plantago
 major, L.
 maritima, L., var. juncoides,
 Gray.
 lanceolata, L.
 Statice
 Limonium, L.
 var. Caroliniana, Gr.
 Trientalis
 Americana, Pursh.
 Lysimachia
 stricta, Ait.
 quadrifolia, L.
 Glaux
 maritima, L.
 Anagallis
 arvensis, L.
 Samolus
 Valerandi, L.
 var. Americanus, Gray.
 Utricularia
 vulgaris, L.
 clandestina, Nutt.
 subulata, L.
 and var. cleistogama, Gr.
 Verbascum
 Thapsus, L.
 Blattaria, L.
 Linaria
 Canadensis, Spreng.
 vulgaris, Miller.
 Gratiola
 aurea, Muhl.
 Ilysanthes
 gratioloides, Benth.
 Limosella
 aquatica, L., var. tenuifolia, [Hoffm.
 Veronica
 arvensis, L.
 Gerardia
 purpurea, L.
 maritima, Raf.

- Pedicularis
 Canadensis, L.
 Verbena
 hastata, L.
 Teucrium
 Canadense, L.
 Trichostema
 dichotomum, L.
 Mentha
 viridis, L.
 Lycopodium
 Virginicum, L.
 Europæus, L., var. *sinuatus*, Gray.
 Pycnanthemum
 incanum, Mx.
 muticum, Pers.
 Hedeoma
 pulegioides, Pers.
 Nepeta
 Cataria, L.
 Glechoma, Benth.
 Brunella
 vulgaris, L.
 Scutellaria
 galericulata, L.
 lateriflora, L.
 Galeopsis
 Tetrahit, L.
 Ladanum, L.
 Stachys
 hyssopifolia, Mx.
 Leonurus
 Cardiaca, L.
 Lamium
 plexicaule, L.
 Onosmodium
 Virginianum, DC.
 Mertensia
 maritima, Don.
 Calystegia
 sepium, R. Br.
 Cuscuta
 Gronovii, Willd.
 Solanum
 Dulcamara, L.
 nigrum, L.
 Datura
 Stramonium, L.
 Sabbatia
 stellaris, Pursh.
 Erythraea
 spicata, Pers.
 Bartonnia
 tenella, Muhl.
 Menyanthes
 trifoliata, L.
 Limnanthemum
 lacunosum, Griseb.
 Apocynum
 cannabinum, L.
 androsæmifolium, L.
 Asclepias
 Cornuti, Decaisne.
 incarnata, L.
 obtusifolia, Mx.
 tuberosa, L.
 Phytolacca
 decandra, L.
 Chenopodium
 album, L.
 Botrys, L.
 ambrosioides, L.
 Atriplex
 patula, L.
 arenaria, Nutt.
 Salicornia
 herbacea, L.
 Virginica, L.
 fruticosa, L., var. *ambigua*, Gr.
 Suaeda
 maritima, Dumort.
 Salsola
 Kali, L.
 Amaranthus
 retroflexus, L.
 pumilus, Raf.
 Polygonum
 acre, H. B. K.
 amphibium, L.
 articulatum, L.
 aviculare, L.
 Convolvulus, L.
 dumetorum, L., var. *scandens*, Gr.
 hydropiperoides, Mx.
 incarnatum, Ell.
 maritimum, L.
 Persicaria, L.
 sagittatum, L.
 Fagopyrum
 esculentum, Mœnch.

Rumex
salicifolius, Weinm.
obtusifolius, L.
maritimus, L.
Acetosella, L.

Sassafras
officinale, Nees.

Comandra
umbellata, Nutt.

Ceratophyllum
demersum, L.

Callitriche
verna, L.

Euphorbia
maculata, L.
polygonifolia, L.

Corema
Conradii, Torr.

Urtica
urens, L.

Boehmeria
cylindrica, Willd.

Parietaria
Pennsylvanica, Muhl.

Quercus
ilicifolia, Wang.
nigra, L.

Myrica
cerifera, L.

Comptonia
asprenifolia, Ait.

Juniperus
Virginiana, L.

Arisæma
triphyllum, Torr.

Acorus
Calamus, L.

Lemna
trisulca, L.
minor, L.

Typha
latifolia, L.

Sparganium
curycarpum, Engelm.
simplex, Huds.

Zostera
marina, L.

Ruppia
maritima, L.

Potamogeto.
natans, L.
pectinatus, L.
perfoliatus, L.

Triglochin
maritimum, L.

Alisma
Plantago, L., var. *Americanum*,
 Gr.

Sagittaria
variabilis, Engelm.

Habenaria
blephariglottis, Hook.
ciliaris, R. Br.
lacera, R. Br.
tridentata, Hook.

Spiranthes
cernua, Richard.
gracilis, Big.
simplex, Gray.

Arethusa
bulbosa, L.

Pogonia
ophioglossoides, Nutt.

Calopogon
pulchellus, R. Br.

Cypripedium
pubescens, Willd.

Hypoxys
erecta, L.

Aletris
farinosa, L.

Iris
versicolor, L.
Virginica, L.

Sisyrinchium
Bermudiana, L.

Smilax
rotundifolia, L.
herbacea, L.

Medeola
Virginica, L.

Uvularia
sessilifolia, L.

Smilacina
stellata, Desf.
bifolia, Ker.

Polygonatum
biflorum, Ell.

Liliun
 Philadelphicum, L.
 superbum, L.
 Juncus
 pelocarpus, E. Meyer.
 tenuis, Willd.
 Pontederia
 cordata, L.
 Xyris
 flexuosa, Muhl.
 Eriocaulon
 septangulare, With.
 Cyperus
 dentatus, Torr.
 diandrus, Torr.
 filiculmis, Vahl.
 strigosus, L.
 Dulichium
 spathaceum, Pers.
 Eliocharis
 acicularis, R. Br.
 pygmæa, Torr.
 Scirpus
 maritimus, L.
 pungens, Vahl.
 Torreyi, Olney
 Eriophorum
 Virginicum, L.
 Rhynchospora
 alba, Vahl.
 Cladium
 mariscoides, Torr.
 Calamagrostis
 arcnaria, Roth.
 Aristida
 purpurascens, Poir.
 Spartina
 polystachya, Willd., Muhl.
 juncea, Willd.
 Dactylis
 glomerata, L.
 Bromus
 racemosus, L.
 Phragmites
 communis, Trin.
 Triticum
 repens, L.
 Aira
 caryopayllea, L.
 Holcus
 lanatus, L.

Anthoxanthum
 odoratum, L.
 Phalaris
 Canariensis, L.
 Panicum
 Crus-galli, L., var. *hispidum*.
 proliferum, Lam.
 sanguinale, L.
 virgatum, L.
 Andropogon
 Virginicus, L.

FERNS.

Pteris
 aquilina, L.
 Woodwardia
 Virginica, Smith.
 angustifolia, Smith.
 Asplenium
 Filix-fœmina, Bernh.
 Aspidium
 Thelypteris, Swz.
 Noveboracense, Swz.
 spinulosum, Swz., var. *inter-*
 medium, Eaton.
 cristatum, Swz.
 Onoclea
 sensibilis, L.
 Osmunda
 regalis, L.
 Claytoniana, L.
 cinnamomea, L.
 Botrychium
 ternatum, Swz., var. *obliquum*,
 Milde.

CLUB MOSSES.

Lycopodium
 inundatum, L.
 complanatum, L.

ALGÆ.

Clathrocystis
 roseo-persicina, Cohn.
 Lyngbya
 æstuarii, Liebm.
 Calothrix
 confervicola, Ag.
 Ulva
 lactuca, L.
 enteromorpha, LeJolis.

- Cladophora**
gracilis, Kuetz.
Rudolphiana, Kuetz.
- Bryopsis**
plumosa, Ag.
- Phyllitis**
fascia, Kuetz.
- Desmarestia**
aculeata, Lmx.
- Scytosiphon**
lomentarius, Ag.
- Ectocarpus**
confervoides, LeJolis.
 and var. *siliculosus*, Kjellm.
Mitchellæ, Harv.
- Sphacelaria**
cirrhusa, Ag.
- Myriactis**
pulvinata, Kuetz, var. *minor*,
 Farlow.
- Mesogloia**
divaricata, Kuetz.
- Chorda**
filum, L.
- Ascophyllum**
nodosum, LeJolis.
- Fucus**
vesiculosus, L.
- Sargassum**
vulgare, Ag.
 and var. *Montagnei*, Bailey.
- Trentepohlia**
virgatula, Harv.
- Porphyra**
laciniata, Ag.
- Spermothamnion**
Turneri, Aresch.
- Callithamnion**
cruciatum, Ag.
Borreri, Ag.
tetragonum, Ag.
Baileyi, Harv.
byssoidium, Arm.
corymbosum, Lyng.
seirospermum, Griff.
- Callithamnion (?)**
tenue, Harv.
- Griffithsia**
Bornetiana, Farlow.
- Ceramium**
rubrum, Ag.
strictum, Harv.
fastigiatum, Harv.
tenuissimum, Ag.
- Spyridia**
filamentosa, Harv.
- Cystoclonium**
purpurascens, Kuetz.
- Chondrus**
crispus, Stack.
- Rhodymenia**
palmata, Grev.
- Champia**
parvula, Harv.
- Hypnea**
musciformis, Lmx.
- Rhabdonia**
tenera, Ag.
- Grinnellia**
Americana, Harv.
- Chondriopsis**
tenuissima, Ag.
 and var. *Baileyana*, Farlow.
dasyphila, Ag.
- Polysiphonia**
urceolata, Grev.
 and var. *formosa*, Harv.
Olneyi, Harv.
Harveyi, Bailey.
variegata, Ag
nigrescens, Grev.
- Dasya**
elegans, Ag.
- Corallina**
officinalis, L.
- Melobesia**
farinosa, Lmx.
- OTHER CRYPTOGRAMS.
- Nitella**
flexilis, var. *subcapitata*.
- Chara**
crinita, forma *leptosperma*.
- Sphagnum**
squarrosum, W. and M.
cuspidatum, Ehrh.
- Dichelyma**
capillaceum, Myrin.
- Anthoceros**
punctatus, L.

It affords the compiler much pleasure to be able to here insert, with the permission of its talented author, — Rev. Dr. F. C. Ewer, of New York, — the following article, which appeared in the *Nantucket Inquirer and Mirror*, Dec. 24, 1881: —

An Essay towards accounting for the Formation of Nantucket.

The writer of this essay does not pretend to any originality other than the little that may be involved in applying to Nantucket the results of the most recent scientific observations and conclusions, in order to account for the origin of the island. As a boy he often wondered, as he stood on Saul's Hills or Sancoty, or watched the sunset from the Cliff, where Nantucket came from, and how it happened that it stood there surrounded by the sea; and as a man he has not lost interest in these questions.

There was a time when, in all probability, Nantucket was not an island at all, and when Saul's and Trot's Hills were almost mountains; when, at any rate, their summits stood some seven hundred feet above the level of the sea. At that time the breakers rolled on a shore fully sixty or seventy miles to the south.

Paradoxical as it may seem, we must look for the cause of Nantucket afar north, and in the western part of Labrador. The fragments of stone and other materials that enter into the composition of the body of the island, exclusive of the shores and points, doubtless came from a very much nearer locality. If one draws a line on the map from Maddequet to the

city of Worcester, and another line from Sancoty to Boston, letting the former line terminate at Worcester and the latter at Boston, he will not be very far out of the way in concluding that the materials making up the body of our island came from somewhere between those lines, nearer or farther. It would be an exceedingly interesting investigation if some one — say the principal of the High School or of the Coffin School, or at any rate some one geologically inclined — would put a few specimens of small bowlders, gathered from different parts of the island, into his satchel some vacation, and compare them with ledges in Bristol and Plymouth Counties, with a view to seeing whence the ragged material was probably torn. Bowlders in the eastern part of Long Island have been traced to ledges in Connecticut, and bowlders in Brooklyn have been distinctly traced to the Palisades of the Hudson. Usually the transportation of drift stuff in New England was not over a distance of ten or fifteen miles; and it is possible that the matrix out of which the Nantucket material came lies to-day sunken at the north of the island, in Nantucket Sound. But as “till,” or drift stuff, is known to have been carried in New England nearly a hundred miles, it is possible that Nantucket may have come from what is now Bristol or Plymouth County, or from as far north even as Norfolk County.

But first, as to the period when that which is called Nantucket came into existence. It is known by the merest school-boy to-day, that there have been in the history of this globe three great geological eras, called the primary, the secondary, and the tertiary; and

that each of these eras covered an enormous period of time, each period counted perhaps by millions of years. During all this vast portion of the past, Nantucket was not in existence. The measureless ages of the tertiary period rolled on and came to an end, and still there was no Nantucket. So that the island which holds the graves of our ancestors is geologically of recent formation.

Subsequently to the tertiary period, came the era of what is called the drift, or the glacial period. At this time our continent was covered with expanses of ice, vast in thickness, enormous in extent, and spreading from the north as far south as a line running through New Jersey, Maryland, West Virginia, and Southern Ohio. At that period the southern coast of New England did not lie where it is now, but very far to the south. The Hudson River continued southerly, between its banks, for some eighty miles below where its present mouth is. The Housatonic was at that time not an independent river, but a mere branch of the Hudson, flowing into it through what is now the channel of the East River. And the Connecticut emptied into the sea some seventy miles south of its present mouth at Saybrook. The submergence of all this vast extent of land, which once lay at the south of Long and Block Islands, Martha's Vineyard, and Nantucket, must have been comparatively recent, and long after Nantucket was formed. It was upon this extensive tract of land, then above the level of the sea, that what has since become the line of *islands* from Nantucket at the east to Staten Island at the west was deposited; at first as mere

mounds or moraines, composed of material ground up and borne down by the glaciers from a northwesterly direction. Thus during the glacial or drift epoch, the whole region of Southern New England was elevated at least six hundred feet above its present height, and this uptilting of the eastern part of our continent pushed the Atlantic back some seventy miles south of where it is now, entirely out of sight from Quanaaty. And thus Nantucket stood high and dry as one of a series of hills, rather than islands, surrounded by the lower lands of what are now the bottom of the sounds at the north, and the St. George's Banks at the east and south. Then, when subsequent to the deposit of the Nantucket heap of drift stuff, the continent, on which as a heap it stood, sank, the sea gradually advanced till it beat at last as far north as Surfside and 'Sconset, and poured round into the sounds, leaving Nantucket and the Vineyard standing out as islands at last, and giving at the same time also their insular state to Block, Long, and Staten Islands.

So much for the geologic period when Nantucket was formed: first as a high and dry mound, standing seventy miles north of the southern coast of New England, and subsequently, by the sinking of the land on which it stood, as an island. The period was between the end of the tertiary era and the present time, at and after the epoch known as the drift or glacial.

Next we may, in the light of the most recent conclusions in science, briefly glance at the causes which led to the formation of the spot where we were born.

In all probability the home from which the vast glaciers started, that covered so much of our continent

in the drift era, was the western part of Labrador. From that spot as a centre the ice went forth, slowly moving, as is the habit of all glaciers, and radiating towards the north and east, but mainly towards the southwest, across Canada, New York, Ohio, Iowa, and Minnesota. In the eastern part of New York, the course of the ice as it slowly moved was south; and in New England, New Brunswick, and Nova Scotia, its course became southeast. The greatest distance to which boulders were transported by the ice was along the southwesterly course, remains having been found as much as twelve hundred miles from where they originally lay. The thickness of the ice in the New England glaciers was something enormous. The ice sheet was so thick that it covered all the highest mountains. Even the summit of Mount Washington itself did not stand out as an island above its surface, but was submerged underneath it. The rocks of the ragged top of Mount Washington were ground by it, and some of them torn away and moved a distance of several miles. The lower or southern rim of this ice cap lay along where Nantucket, the Vineyard, and Long Island stand. And as that rim melted, the material that had been gathered up by the glaciers from the northwest, and that had been frozen into their substance, and then moved down with the slowly creeping ice of the glaciers, was deposited, sand, clay, and boulders, all along the melting rim, forming heaps of unstratified stuff and ruin, or what are called moraines. One of those terminal moraines of the great glaciers was what is now Nantucket; another was the Vineyard; still others, Block, Long, and Staten Islands. And

this line of terminal moraines can be further traced very distinctly across New Jersey, Pennsylvania, and Ohio. So that Nantucket was one of the outer line of moraines. It is possible that after a while the southern rim of glacial ice receded a little to the north, owing to a slightly warmer temperature supervening from some hitherto unknown cause; since, at any rate, there is a second or inner line of terminal moraines starting at the middle of the east coast of Cape Cod, following the curved shore appearing in the line of the Elizabeth Islands (which were thus doubtless of more recent formation than the Vineyard or Nantucket), disappearing beneath the surface of the sea at Cuttyhunk, reappearing near Point Judith, running along the southern part of Rhode Island, appearing in Fisher's and Plum Islands, and disappearing in Northern Long Island. That Tuckernuck is one of the line of outer moraines, the present writer has no doubt; but he has not observed sufficiently to be able to form a conjecture as to whether Muskeget and the Gravelly Island are also as old as the drift, or of far more recent formation than Nantucket.

The last question which space will permit touches the probable shape of Nantucket at the time the sea first poured round it and gave it its insular state. It is next to certain that the projections known as Coatue, Great, Brant, and Smith's Points, and the Haulover were not in existence at that time; and that there stood above the level of the sea three if not four islands, namely, Coskata, the body of Nantucket, Tuckernuck, and possibly Gravel Island. What then probably occurred to alter and enlarge the shape of

the body of the island? It is to be remembered that the course of the waters from the melting southern rim of the glacier that lay where Sancoty, Saul's, Popsquatchet, and Trot's Hills stand, was southerly. Those waters would wash away the lighter part of the "till," or materials of which the top and southern sides of the moraine consisted, and convey those materials down in a southerly direction. Thus probably were formed, by deposition of gravel, sand, occasional small bowlders, and clay, the plain or slightly rolling expanse between Saul's, Shawkemo, Popsquatchet, and Trot's Hills at the north, and the South Shore line at the south, — the expanse, namely, now known as the Southeast Quarter, South Pasture, Smooth Hummocks, the Plains, and Great Neck; leaving the larger rocks or bowlders, such as Altar Rock, Table Rock, Split Rock, and the rock to be seen at the north from the 'Sconset road, unmoved, projecting above the surface of the hills, and bare, and giving at the same time the rounded and dome-like character to Saul's, Trot's, and the other hills. This theory, too, would account for the fact that the hilly part of the island lies along the entire north side of its main body, while the lower and more level part lies at the south.

Furthermore, there is a slightly rolling and uneven character in this comparatively level or southern part. It is cut by parallel valleys or depressions, lying in a general north-south direction; *e. g.*, Coffin's, Starbuck's, Madequecham, and the Weweeder, Macomet, Hummock, and Long Pond depressions.

It is probable that at times, especially in times of warm rain, the melting waters flowing from the lower

rim of the glacier were copious ; and that forming themselves into more or less parallel rills or streamlets coursing to the south towards the sea, they scooped out for themselves parallel channels which, continuing to this day as depressions, are known by us as Madequecham, Starbuck's, Coffin's, and Weir's Valleys, or furnish long and comparatively narrow basins for the line of ponds that stand all along the south shore of the island ; these brackish-water lakelets being subsequently kept in position by bars of beach sand, thrown up along their southern ends by the sea. The present writer does not know what is taking place with the similar line of lakelets along the south shore of Martha's Vineyard ; but it is very clear that owing to deposits of sand, brought down by the rains from the neighboring slight hills, and the washing in and blowing over of beach sand from the south shore, the linear lakelets along the southern side of Nantucket are slowly growing shallower, narrower, shorter, and in some cases — *e. g.*, the Mioxes — disappearing so entirely that it is a little difficult even to find their former location. Subsequently to the channelling of these parallel grooves the continent sank, and the sea came up and surrounded the island. And then it was that the South Shore, Great Point, Coatue, Brant Point, the neck that joins Wauwinet and Coskata, and Smith's Point were slowly formed as the youngest parts of Nantucket, and that possibly a portion of the eastern end of the island along 'Sconset, Sancoty, and Squam Banks was battered at by the mighty impact of the storm billow and torn away. Thus probably did the island take its present shape.

This paper is only what its title claims for it; an essay, namely, an attempt, an effort, towards accounting for the existence and shape of Nantucket, by one who simply applies to the case of his beloved birth-place what he has read of the most recent scientific observation and conclusion. It will be perceived that thus far the theory is not as yet perfect enough to account for the beds of sea shells that lie above the present level of the sea. At any rate, there must have been a time when in the oscillation of the continent its surface sank at first low enough for these beds of shells to have formed, and then rose again. Will some geologist suggest a theory as to how the beds of shells, which are now above the level of the sea, got into the Nantucket moraine?

It seems to the present writer that this is not a question for hasty solution, or for suggestion by mere amateurs in science, but one which will tax the skilled scientist; and that the Nantucket beds of shells are well worthy of careful investigation, and may lead to important and valuable conclusions in connection with the glacial epoch.

F. C. E.

William C. Folger, Esq., relates to the compiler the following:—

“John DeMarsellac,* a French gentleman who was here on a visit nearly a century ago, went out to Squam with the late Peleg Mitchell, Sr., and with

* “John Massillac, a French gentleman who had become much attached to Wm. Rotch.”—N. E. Hist. Gen. Reg., Vol. XXXIV.

French enthusiasm rushed into the swamps after plants and flowers, regardless of the risk of soiling his white silk stockings and smallclothes. DeMarsellac pronounced Nantucket 'a garden of plants.'"

Mr Folger again says :—

"The following statement is from private papers left by the late Obed Macy, author of the History of Nantucket, — and I think in other parts of the island iron ore may be found : 'About a quarter of mile to the northeast of the eastern part of Gibbs's Swamp is a place of iron ore, some of which has been dug and smelted, and found to be good.'"

And again : "Peat was found in abundance upon the island."

BRANT POINT.

See also Lighthouses.

This is a sandy point of land which helps form the harbor of Nantucket. There is a lighthouse upon it, and shipbuilding was carried on here in former years. (See page 214.)

BRIC-À-BRAC.

Until within a very few years, Nantucket was rich in old crockery, clocks, furniture, shells, and curiosities of all kinds that had come from "over the sea." There is still considerable of it left; but when one wants a *history* to what one buys, — well, the dealers here are just as honest as elsewhere, and stories, like goods, can be manufactured for the trade. An anecdote is related of a party who went into one of the stores in town a few years since, where an assortment of bric-à-brac was to be found, and selected a piece of crockery.

Noticing the picture of a steamboat on the under side of it, the party inquired its age ; the polite and obliging shopkeeper blandly informed the seeker after information that the dish was "*one hundred and twenty years old.*" Shade of Fulton, come forth ! This, however, was an exceptional case (if true), for as a general thing those who sell bric-à-brac are intelligent persons.

CAMELS.

These queer crafts were nothing more nor less than a huge floating dry-dock, propelled by steam, and built for the purpose of lifting loaded ships over the bar at the mouth of the harbor.

Joseph B. Macy, Esq., has kindly furnished the compiler with the following facts in relation to the camels :

The Nantucket camels were built as two separate vessels, like sections of a dry-dock. The inner side of each was concave, to fit as nearly as possible the form of a ship's bottom. These two pieces were held together by fifteen chains that passed obliquely down through one camel under the keel of the ship, and up through the other, and were, when occasion required, hove tight by thirty windlasses.

Each camel had a separate rudder for steering, and each of course its own propeller at the stern, and its own engine. When a ship arrived at the outer bar, the camels under favorable conditions of weather could steam out to her at the rate, perhaps, of two knots an hour. Arrived at the right position, they were filled and sunk by opening the water gates fitted for that purpose. The ship was then hauled into her berth, the chains hove tight by means of the windlasses before

mentioned, and two steam pumps of sixteen-inch cylinder were set at work throwing out thirty barrels of water per minute. As the water was pumped out, the whole affair, with the ship in its embrace, gradually rose, and when in proper position this immense mass did not draw more than five feet of water.

In a smooth time they answered the purpose very well, but in a rough sea-way they were of course clumsy and unmanageable. The whole mass — camels and loaded ship — was generally towed in or out by a steamboat. These camels were one hundred and thirty-five feet long, nineteen feet deep, and each twenty-nine feet wide at the bottom. The principal weight of the ship and cargo bore upon the concave floor, and it required a weight of two hundred tons to settle the machine one foot in the water. Not loaded, they drew only two feet and ten inches. The originator was Mr. Peter F. Ewer (the father of Rev. Dr. F. C. Ewer of New York), and the master mechanic Mr John G. Thurber, both of whom are now deceased.

The "Constitution" was the first ship successfully taken out to sea. This was in September, 1842. The camels were used some five or six years, but the whaling business having considerably declined, there was not sufficient encouragement to warrant the outlay for extensive and needed repairs, and they were drawn into the dock and suffered to go to decay. A small model is to be seen in the museum of the Nantucket Athenæum.

CAPTAINS' ROOM.

This room — called by its frequenters the Commercial News Room — is at the foot of Main Street, under the Custom-House.

The "Captains' Club," — so styled by some, — which meets here, is composed of the remnants of the members of what once were jocosely styled, in the palmy days of the whale fishery, the House of Lords and the House of Commons ; the former being frequented by the owners and agents, and the latter by the captains and under officers of the ships engaged in the business of whaling.

In this room gentlemen gather day after day, year in and year out, to discuss the news of the hour, whether it pertains to the island or any other part of the world, and reminiscences of bygone days are raked up and talked over. Strangers to the island are generally welcomed, and many an account of hair-breadth escape and thrilling adventure has been here related to them; and if the tales were a little "fishy" at times, and savored somewhat of "Munchausenism," the hearer had the satisfaction of knowing that he was at least not listening to scandal about his neighbor. The building in which this room is, possesses perhaps more than an ordinary interest for the stranger, it having been the store of the celebrated William Rotch, an account of whom will be found on page 131.

CEMETERIES.

There are six cemeteries now in use in the town, and are situated as follows : —

The Prospect Hill or Unitarian Cemetery is on Prospect Street ; the North on North Liberty Street , the Friends' at head of Main Street ; the Catholics' on Prospect Street ; the South and Colored in the south-west suburbs.

There is certainly enough to interest one if one cares to visit these "cities of the dead." At the South lies buried the heart of Dr. Winslow, whose body was cremated. At Prospect Hill lie side by side in their last sleep all that remain of the crew of the ill-fated ship "Newton." At the North are many quaint and curious headstones and epitaphs. At the Friends' not a mound or stone marks the last resting-place of this peaceful sect, who have been for very many years closely identified with the island's prosperity.

As the stranger pauses at this unpretentious burial-place, and gazes at its undulating surface covered with waving grass, where daises and buttercups and clover blossoms nod in the summer breeze, — mute worshippers of the Great Unseen and Unknown, — the sweet scent of new-mown hay coming refreshingly to his senses, a feeling of peacefulness and rest comes over him, and he wonders what, after all, the vanities of this world amount to, and unconsciously repeats those immortal lines of Gray, —

"Can storied urn or animated bust
 Back to its mansion call the fleeting breath?
 Can honor's voice provoke the silent dust,
 Or flattery soothe the dull, cold ear of death?"

Perhaps in *this* neglected spot is laid
 Some heart once pregnant with celestial fire;
 Hands that the rod of empire might have swayed,
 Or waked to ecstasy the living lyre."

William C. Folger, Esq., who has no superior upon the island as an antiquarian, has kindly furnished the following facts in relation to the ancient burial-grounds:

“Some few of the first to die among the whites were, so tradition says, buried on their own grounds near their dwellings; but at an early date the ‘Ancient,’ or Forefathers’ burial ground on the hill near Maxcy’s Pond was appropriated as a cemetery, and continued as such a great many years. John Gardner, Esq., who died May 6, 1706 was buried there, and for years his has been the only stone * in the cemetery at all legible.

“Jonathan Coffin, Esq., and his wife Hepzibah, — both died in 1773, — were buried there; they being probably the last who were interred at that place.

“About the beginning, or rather during the first decade of the last century, some of the Gardner family set apart for burial purposes the present Gardner’s burial ground on New Lane, corner of Grove Lane, and the first interment therein was the body of Abigail Gardner, wife of Nathaniel, who died March 15, 1709. Richard Gardner, Jr., Esq., who died in 1728, was buried there, and probably many thousands since,

* John Gardner settled at Nantucket about 1666, and was one of its chief magistrates for a number of years. The old stone of which Mr. Folger speaks has been replaced by a granite headstone, upon which is inscribed the following:—

“ Here lyes buried ye body
of
John Gardner, Esq., aged 82,
Who died May, 1706.

This stone, erected in 1881, replaces one removed for preservation which marked this spot for 175 years.”

Those vandals, politely termed “relic-hunters,” to whom nothing is sacred, — not even the abode of the dead, — had chipped away the old stone until it was nearly half gone.

among them Rev. Bazaleel Shaw, who died Feb. 28, 1796.

“ The Friends’ first burial ground was a little distance southeasterly from the Ancient burying ground, and was used by the society from the early part of last century, or the establishment of the society, until 1731. Mary Starbuck was buried here in 1717; Nathaniel, her husband, in 1719; and Stephen Hussey in 1718. In 1731 Charles Clasby was buried in their present grounds on the corner of Main and Saratoga Streets.

“ I have no account when the South burial ground was first used, or by whom established. It is southerly from the town, and has many graves.

“ The Second Congregational, now called Prospect Hill Cemetery, was first used for the interment of John Hazleton Bailey and his wife Mary, who both died in 1811.

“ The Catholic Cemetery has been in use but a few years.

“ The people of color have had for many years a graveyard south of the town, and many graves are seen there. There were formerly many more colored citizens than at present.

“ Besides the above-mentioned, there is one in Polpis which must have been used many years ago; and a few persons are said to have been buried at the Quaise Farm when the asylum was there.”

CHARACTERISTICS AND PECULIARITIES OF THE PEOPLE.

The Nantucket people are not exempt from certain characteristics and peculiarities noticeable to one not

“to the manor born”; and the compiler, in giving a few of them, has endeavored to avoid distorting or caricaturing in any way those things which have impressed him as characteristic of, or peculiar to, the natives of the island.

Nantucketers in pronouncing the letter *r* generally give it the sound of *ah*. For instance, if they were using the words “bar,” “yonder,” “here,” or “wharf,” they would pronounce them as “bah,” “yondah,” “heah,” and “whaf.”

The natives of the island of Martha’s Vineyard, however, although only thirty miles distant, give, on the other hand, a painful prominence to the letter in question; not the musical *r-r-roll* of the French, but something like this: in pronouncing “bar,” “wharf,” or “yonder,” they would make it “baer,” “whaerf,” and “yonder,” giving in every case a peculiar *twist* to the letter.

The average Nantucketer of to-day is hospitable: when you go to see him he always asks you to “come again.”

There being little to do, and plenty of time to do it in, he is never in a hurry, therefore takes life easy.

To persons accustomed to eating chowders in Rhode Island, where “ye clamme aboundeth,” or the seaboard towns in which that delectable compound is served, the absence here of the potato in the chowder is noticeable. To be sure, the Nantucketers make what they call a “potato chowder”; but then, a potato chowder without fish or clams, or a fish or clam chowder without potatoes, is decidedly a flat and insipid dish. A *good* chowder should be composed of pork, onions,

fish (or clams), salt, pepper, *plenty of potatoes*, a little (and but a little) flour, and water *ad libitum*; then, with proper cooking, you get a dish fit for old Epicurus himself.

It will be safe to address at least every second man you meet as "Captain," and he likes it; it sounds, too, much better and more respectful than "sir" or "mister." This is easily accounted for from the fact that they were for so many years a seafaring people, consequently expressions like the following are proverbial: for instance, if one has not been successful in an undertaking they say, "Well, we must go one voyage to learn." Two persons meet on the street: one says, "Where are you bound?" or "Which way are you heading?" The other answers, "Oh, only on a cruise!" Every well-dressed person is "rigged to kill"; and they always know you "by the cut of your jib." A horse when harnessed is "tackled up." The word "skrimshonting" * is often heard, and is applied to the doing of any small job requiring ingenuity, like the carving of a whale's tooth or the making of a small box.

"Foopaw"—evidently from the French *faux pas*—denotes an awkward performance; "you've made a reg'lar foopaw of it" would be the term used.

The peculiar shape of the carts and box wagons is noticeable. The "spring cart," with a crowd of young

* This word is evidently of Indian origin, doubtless a corruption of some word used by them to denote the carving of a pipe or arrow-head. The aborigines of Nantucket were very early connected with the settlers in the business of the whale fishery, hence it is believed that the word was borrowed from them.

people of both sexes standing bolt upright, holding on for dear life to a rope that runs along its sides, is as jolly an arrangement in which to get acquainted as was ever invented; and all young visitors (and old ones too) are advised, if they want "fun alive," to get up a party, hire a spring cart, and drive to South Shore or Surfside. This will be found to be a sure cure for dyspepsia, love-sickness, gout, melancholy, neuralgia, and heartburn.

Nantucket still retains her fondness for the ancient custom of ringing the bell at 7 A. M., 12 M., and 9 P. M. The majority of the townspeople are, to use an expression common here, "tied to the nine-o'clock bell"; for after the bell has rung for that hour, — that is, after the summer season is over, — the stores are closed, all persons have gone or are on the way home, the streets are deserted and still, and "Night, sable goddess, from her ebon throne," reigns supreme over the old town.

There is still another custom to which the town clings with wonderful tenacity, and that is the employment of "town criers." For the quick dissemination of news, or for purposes of advertising, doubtless the criers are useful, but outside of that, they are considered by many quietly disposed persons as nuisances; for when to the loud ringing of their bells is added the discordant sounds of a fish-horn, and a horrible jargon which no one can understand, they become very objectionable to people of sensitive nerves who like quiet.

There are three criers in the town, and "Billy" Clark seems to be the favorite, having received in times past from his many admirers a number of gifts, some of them quite valuable; the last on record being a hand-

some watch and chain from Miss Ethel Johnson, the daughter of Eastman Johnson, the artist. Various amusing anecdotes of William are related. One of them (the compiler does not hold himself responsible for it) is to the effect that during the war, — then, as now, combining the business of newsboy with that of town crier, — he had occasion to announce a meat-auction; Manassas Junction had just been evacuated, and William, upon the arrival of the boat, with that zeal which has always characterized him, seized his papers and rushed through the streets vociferously shouting:

“ Great battle at Molasses Junction!!! ”

“ Great many killed and wounded!!! ”

“ Meat auction to-night!!! ”

Drake, in his “ Nooks and Corners of New England,” thus speaks of the Nantucket town crier: —

“ This functionary I met, swelling with importance, but a trifle blown from the frequent sounding of his clarion, to wit, a japanned fish-horn. Met him, did I say? I beg the indulgence of the reader. Wherever I wandered in my rambles, he was sure to turn the corner just ahead of me, or to spring from the covert of some blind alley. He was one of those who, Macy says, knew all the other inhabitants of the island; me he knew for a stranger. He stopped short. First he wound a terrible blast of his horn: T-o-o-t, t-o-o-t, t-o-o-t!! it echoed down the street like the discordant braying of a donkey. This he followed with lusty ringing of a large dinner-bell, peal on peal, until I was ready to exclaim with the Moor, ‘ Silence that dreadful bell: it frights the isle from her propriety!’ Then, placing the fish-horn under his arm, and taking

the bell by the tongue, he delivered himself of his formula. I am not likely to forget it: 'Two boats a day! Burgess's meat auction this evening! Corned beef! Boston Theatre, positively last night, this evening!' He was gone, and I heard bell and horn in the next street. He was the life of Nantucket while I was there; the only inhabitant I saw moving faster than a moderate walk."

When Mr. Drake wrote the foregoing in his "Nooks and Corners," he was not aware, perhaps, that the town could boast of other criers equally great. Mr. William B. Ray is another of our town criers, who possesses a very musical voice, and combines with the business of crying in the summer time the delivering of baggage and parcels to any part of the town. Many visitors to the island have discovered in Mr. Ray a very strong resemblance to a celebrated nautical character.

Last but not least comes Mr. Alvin Hull, the third on the list. Alvin is known as the one who deluded a number of innocent and unsuspecting individuals during the summer of 1880 — Burdette of the *Hawkeye*, among the number — into the belief that there was a "whale ashore at 'Sconset, eighty feet long"!! But alas for their blasted expectations! the "whale" turned out to be nothing but a piece of a "blasted whale." Alvin has a fine voice, is modest, generally tells the truth, and everybody likes him.

Of Mr. Charles H. Chase, who is one of our most exemplary citizens, and who was for years one of the town criers, and who is now suffering from one of those severe visitations of Providence, being totally blind, the following anecdote is related, which is

illustrative of the man: Mr. Chase, while crier, had a certain announcement to make. In the course of his perambulations around the town, he arrived in front of one of the hotels where a number of young ladies were sitting. While Mr. Chase was making his announcement, one of these young ladies dared another to ask the crier where his bell came from, which remark the gentleman overheard. His announcement having been made, the lady asked the question: "Mr. Crier, where did you get your bell?" With a polite bow, Mr. Chase answered, "I got my bell, young woman, where you got your manners, — at the brass foundry!" Ding-dong, ding-dong!

They have other queer ways of doing business in this old town. The bank opens at 9 A. M. and closes at 1 P. M. This custom, to a person used to city ways, seems strange, and often causes a deal of annoyance. It seems to the writer of this that if the only banking institution in the place would keep its doors open until 3 P. M. in the summer season, the public would be greatly benefited.

The custom of retaining the Indian names of various localities about the island has been observed to a great extent, and is deserving of commendation, for the aborigines, when they gave a name to anything, always had a reason for so doing; many of the more modern names being, alas! too often devoid of sense, sound, and meaning.

A good many years ago, the inhabitants of Cape Cod were called by the people of Nantucket "Coofs," and the Edgartown people, on Martha's Vineyard, "Old-Town Turkeys," — the latter a derisive refer-

ence to the large number of herring caught and eaten there ; but the Cape-Coddors and Vineyarders retaliated by calling the Nantucketers "Scrap Islanders," or "Nantucket Scraps."

The compiler was guilty, some time since, of hearing a story to the effect that a certain gentleman, whose reputation is national, had lately made a remark "that in future he should employ the women of Nantucket and not the men, as the former were much superior in intelligence and vim to the latter." Whether the story be true or not, it is certain that the majority of the women of Nantucket are fully up in intelligence, and far too many of them do more than their share of the labor. During the halcyon days of the whale fishery, the captains of the ships were frequently accompanied by their wives on their long and perilous voyages ; and there are even now living in Nantucket a number of gentle, quiet, unassuming, and womanly women, who are just as good sailors and navigators as any man who walks the quarter-deck. It was no unusual thing for a whale ship, when she visited an island of the Pacific for water, fruits, and vegetables, to have on board at departure an additional mouth to feed, in the cabin, for which no provision had been made when she sailed from Nantucket. You will find, any day, on the streets of the town, boys and girls and men and women who were "born round Cape Horn," at some of the coral isles of the Pacific.

The question is often asked, "How do the Nantucketers live; what supports them?" This is a conundrum that is difficult to answer. The story is told that a Nantucketer once, being asked the question, answered

that "In the summer we live on the strangers, and in the winter we live on each other." This is true in a certain sense ; for the great influx, of late years, of summer visitors brings many thousands of dollars to the town. With the exception of the manufacture of a few linen or alpaca coats, there is no industry whatever here in the winter, and even this failed the past winter. It is sincerely to be hoped that before long some capitalist will start some enterprise which would bring even a moderate income to the people.

There is yet one more custom peculiar to this town about which a word may be said, and that is the practice of announcing from the tower, by resounding blasts on a fish-horn, the approach of a steamboat, — either the regular steamer, or one on an excursion to the island. This is "Billy" Clark's duty ; whether self-imposed or not the writer never knew.

It is frequently very convenient to know that the steamer is in sight two hours before her arrival at the wharf ; but when one is aroused at daylight from one's slumbers on a Sunday morning, as often happens, by that terrible fish-horn, the noise of which can be likened to nothing else but the braying of a donkey, one feels like using several very emphatic words. The custom of a quarter of a century ago was much preferable. There was at that time a tall flagstaff in the rear of the post-office, and when the steamboat was sighted from the tower a small flag was run up and kept there until the boat's arrival, when the flag was hauled down and a large black ball hoisted in its place. There was no noise and no confusion, and the people were just as happy then as they are now. In the days

of the whale fishery, when a homeward-bound whaler was sighted from the tower, a large blue flag having upon it the letters SHIP was hoisted; and the whole town was on the *qui vive* to know what ship it was, and how much "ile" she had.

It would indeed be strange if with all their faults, the Nantucketers did not possess many good qualities. They are, as has been before asserted, hospitable; they are intelligent, even above the average; they have many times perilled life to save shipwrecked seamen; they have always been up to the reforms of the day; never other than patriotic, as is evidenced by the island's history; peaceable always, law-abiding, and honest. To sum up with, they are hale, hearty, healthy, hospitable, honest, intelligent, brave, inclined from circumstances to be moderate and apathetic, possessed of characteristics and peculiarities always noticeable in isolated localities; and are after all just like the rest of the world, neither better nor worse.

CHURCHES.

The churches of Nantucket have had in times past many able clergymen to minister to them, among whom may be found the names of such men as Daniel Wise, John S. C. Abbott, Henry Giles, George H. Hepworth (who was ordained here), L. K. Washburne, and many others who have been famous.

In one of his letters to the *Boston Courier*, Mr. Wm. M. F. Round says: "In 1830 this town was the third commercial town in the Commonwealth, — Boston, Salem, Nantucket. There were great congregations in the churches then. Solid men sat in the pews.

The preacher preached to millions of money every Sunday, and Nantucket churches were built out of full pockets as well as full hearts. The Unitarians, had they been so minded, were rich enough to build their church of mahogany, and gild it all over.”

The visitor to Nantucket, when he enters these churches, need not be told that they were built when the town contained a much larger population than it does at present. So far as the congregations of to-day are concerned, outside of the summer season, it would be much better if the church societies would sell all but one of their houses of worship and hold union services ; for it is fair to presume that on Sunday the combined congregations of all the churches would not amount to over five hundred people at any ordinary service, and yet here are nine different societies worshipping and paying for the support of as many different sanctuaries, when either the Methodist, Unitarian, or Congregationalist churches would accommodate all, and more.

During the summer, services are held simultaneously in all the churches, commencing at 10.45 A. M. and 7. 45 P. M. Sunday school at 2 P. M., prayer meeting 6 P. M. The following is a list of the churches in the town, with the dates (as far as can be ascertained) of their erection :—

Unitarian, Orange Street, erected 1809 ; Methodist, Centre Street, 1823 ; Friends, Fair Street, 1834 ; Friends, Centre Street, 1850 ; Congregational, Centre Street, 1834 ; Baptist, Summer Street, 1840 ; Baptist (colored), Pleasant Street, ; Episcopal, Fair Street,

1849; Mission, Orange Street, 1866; Roman Catholic, Federal Street, formerly Harmony Hall.

The compiler gratefully acknowledges his indebtedness to Wm. C. Folger, Esq., who has been unwearied in his labor of looking up facts for this book, for the following in relation to the earlier churches :—

“The early white settlers were mostly farmers, fishermen, and mechanics, and their houses were considerably scattered. It is probable that for many years after the island’s settlement, religious services were held in private dwelling-houses. Two ‘meeting-houses’ are said to have been built in 1711, one for the Friends and one for the Congregationalists. The latter stood on rising ground, in what has since been called the ‘Holmes country,’ on the north side of West Centre Street road, and not far from ‘No Bottom Pond.’ It was moved to town in 1765, and used by the society until 1834, when it was moved farther back on the hill to make room for the present edifice, which was erected that year. It adjoins the church, and is used as a vestry, where prayer meetings and the Sunday school are held.

“The Friends’ *first* meeting-house — built in 1711 — stood a little to the southeast of the Forefathers’ or Ancient burial ground, on land adjoining their first burial place. It ceased to be used as a meeting-house after their second one was built in 1730, but was used as a school-house; and in 1736, whilst one Draper, called ‘Little Draper,’ was the teacher, a stick or log left standing in a corner of the fireplace burnt off in the middle, the upper part of it rolled off the hearth on to the floor, set that on fire, and the school-house was burned

down. I have picked up wrought nails and melted glass on that spot more than a hundred years after it had burned."

The *second* Friends' meeting-house (erected 1730) stood very near the corner of Main and Saratoga Streets, within the space now used as their burial ground. After the meeting-house had been removed to the corner of Pleasant and Main Streets, more land was fenced in, and the present proportions of the grounds were obtained.

Again Mr. Folger says : " The *third* meeting-house, as the one on Main and Pleasant Streets may be called, was built in part of material from the second one, but greatly enlarged. I think it was erected in 1790. It was two stories high, and was a spacious building : the Friends, about the time of its erection, and long since my day, comprising a large proportion of the people. On account of the size of the building, it was several times used as the court-house. It was taken down, — probably in 1834, — and the materials were carried to Commercial Wharf, and used in the construction of the ' Charles G. Coffin store ' on the said wharf." The "annual meeting of Friends" of Nantucket, Bristol, and Barnstable Counties held their meetings in the above-mentioned building, on account of its size.

The *fourth* Friends' meeting-house was doubtless built in 1793, and stood on the site of the house now occupied by Mrs. Clarissa Allen, and extended nearly to Broad Street, but it was not so large as the one on Main Street.

It seems that this fourth house was built to accommodate the northern members, as many lived far north,

and they had formed a separate society called "Friends of the Northern District." On the 25th of the third month, 1829, the two societies, however, decided to unite, and thereafter met at the South or Main Street house.

Atlantic Hall, on Main Street, was erected for the Hicksite or Unitarian Friends in the year 1836 or 1837, and was used by that society for some years; but as death gradually diminished the number of its members, the building was finally sold, and has for a number of years been used for very different purposes from that for which it was designed. The Orthodox Friends Society erected a large two-story edifice on the west side of Fair Street in 1833, and first met there for worship in the tenth month of that year. Some years after, a division of the society took place (seventh month, 1845), and the smaller party met for a while in the Abner Coffin house on Winter Street, where the Coffin School-house now stands. Afterwards the neat little house on the east side of Centre Street was erected for them in 1850, where they have since met, but are now greatly reduced in numbers by deaths and removals. Although they are in the minority here, they are in unison with the greater part of Friends in New England, Indiana, Great Britain, and elsewhere. The larger body, after the division of 1845, continued for some time to meet in the large meeting-house on Fair Street. Then they went into the school-house a few feet to the northward; the large house was sold, taken down, and carried from the island. They still occupy the smaller building.

The first Methodist church was erected on the corner

of Lyons and Fair Streets. A second one (the Chapel) was built on the corner of Liberty and Centre Streets in 1823. Services were held for many years in both churches. The first church was known to the older people as the "Teaser." The Chapel on Centre Street is doubtless the largest edifice in town, seating perhaps seven or eight hundred people.

The second Congregational church, on Orange Street, was built in 1809 by the Unitarian branch of that faith. It is a large, roomy edifice with a pretty interior, and during the past year has had many improvements and repairs made upon it, having had a new town clock placed in its tower, and been painted externally from top to bottom; full particulars of which will be found in the article on the "Town Clock," on page 79

The York Street meeting-house was used by the town as a school-house for children of color for several years, commencing the latter part of 1828 and continuing until the town built another farther south. In 1831 the York Street Colored Baptist Society was formed, and they occupied that building for a number of years, when the society, by removals and deaths and other causes, ceased to exist. Afterward a new society of people of color was organized, and in 1849 they chose Rev. James E. Crawford as their pastor, which position he has since acceptably filled, preaching every Sunday evening to full houses. This society is of the Baptist faith, and is styled the Pleasant Street Baptist Society and Church.

The Nantucket Baptist Church was formed in 1839. They met that year and the succeeding one in Frank-

lin Hall on Water Street. In 1840 they erected their present church edifice on Summer Street, which was dedicated in December of that year. In 1841 they added the tower and vestry. Rev. Daniel Round was the first pastor. He resigned in 1844, since which time various pastors have occupied the pulpit. A little over two years ago, Rev. Mr. Round being here on a visit, and the church having no pastor, an invitation was extended to him, and he once more officiates as their pastor.

The Episcopal Church was organized in 1838. They purchased what had formerly been the Friends' North Meeting-House on Broad Street, "moved the building on to the rear of the lot, remodelled it into a chapel and Sunday-school room, and erected a church on the front of the lot, known before the great fire as Trinity Church. The Rev. Moses Marcus was the first rector. The Rev. F. W. T. Pollard succeeded him."* This building, which was considered a beautiful piece of architecture, was totally destroyed by the great fire of 1846.† The Trinity Society dissolved after that catastrophe, and reorganized as St. Paul's Church. They then met for worship in the present North Vestry, and in 1848 removed to the hall of the Sons of Temperance, Harmony Hall, now occupied by St. Mary's Catholic Church. In 1849 they built their present edifice on Fair Street, and commenced worship there in 1850.

The Roman Catholic Church worship in Harmony Hall. They have no settled pastor, but are visited by priests from abroad on stated occasions.

* Dr. F. C. Ewer is authority for this statement.

† See poem on page 268.

F. C. Sanford, Esq., is authority for the statement that the first public building ever erected on Nantucket was a meeting-house for the converted Indian, John Gibbs, to preach in. "Thomas Mayhew had sent him to Cambridge to be educated, and he became a famous preacher."

CLIFF.

The "Cliff" is a sandy bluff about a mile north from the town. A number of cottages have been built here during the past few years. The view is superb. As one stands on the Cliff, the whole bay, harbor, and town of Nantucket lie before him. Thousands upon thousands of vessels of all sizes pass and repass, bound to and from the various ports upon the coast. Frequently as many as one hundred are in sight at one time. At the foot of the Cliff are the bathing-houses and "bug lights." Eastman Johnson, recognizing the advantages of the locality, years ago erected a house and studio in the near vicinity. Certainly no better place upon the island could be selected if one desired to build.

CLOCK, TOWN.

The compiler is under great obligation to Dr. Arthur E. Jenks for the following article in relation to our clock:—

One of the most valued public benefits to any community is the town clock. For over half a century the clock in the Old South (Unitarian) Church had marked time, and had served as a faithful chronicler. But it had grown old in the service, and at last it held up its weather-beaten hands in a mute appeal for an infusion

of new life. There was a voice of universal gladness when it was told that one of Nantucket's sons — William Hadwen Starbuck, a merchant of New York City — had presented his native town with a new town clock, to take the place of the old one. At the annual town meeting held in February last, a committee was appointed, with Hon. James Easton, 2d, chairman, delegating to him “full power to confer and co-operate with Wm. H. Starbuck of New York City, relative to procuring and placing in the tower of the Second Congregational Meeting-House the clock donated by him at a cost of one thousand dollars.” This splendid gift is from the manufactory of the Howard Watch and Clock Company of Boston, who have the reputation of making the best tower clocks. From the admirable report to the selectmen of Nantucket, written by Hon. James Easton, 2d, I quote the following:—

“The clock itself weighs 1,800 pounds, and carries hands on four dials nine feet four inches in diameter. The wheels are all made from brass, cast especially for the purpose. The pinions are made from the best of square steel forged round. The arbors also are of steel. The journals are made from brass, and all run in composition boxes, and so arranged that any one of the shafts can be removed without disturbing the others, assisting very much when the clock requires cleaning. The length of the pendulum is ten feet, and beats thirty-six times to the minute. The pendulum ball weighs one hundred and seventy-five pounds. In arranging the winding, there is a pinion attached to the key, the key turning round three times to the barrel once, thereby enabling one to wind with more ease. In the place

of the rope on the barrel, there is a wire cord made expressly for that purpose, the strength of which is tested to a strain of 2,500 pounds. The height of the clock is seven feet; width of the bed, twenty-six inches; length of the bed, five feet four inches. The arrangement for setting the clock is very simple, there being a dial on the clock movement inside comparing with the outside, and by pressing on a pin all five dials are set at the same time. The striking train raises a hammer weighing sixty pounds, and is so arranged that if it refuses to strike at any given hour, it will strike correctly the following hour, making what we call a repeating clock. The length of the cord which is run off the striking barrel during the week is one hundred and fifty feet, that of the time barrel fifty feet.

“The old clock, which was taken down and delivered to the selectmen, was made in this town in 1823. It has served its purpose to the satisfaction of the community until within the last few years.

“A new room built especially for the purpose has been put up over the new clock, a new floor having first been laid. The clock-room is seven and one half feet by seven feet, and seven and one half feet high, with glass sides and ends three feet above the floor, made as tight as possible to protect from dust. A part of the partition on the side of the stair leading to the belfry was taken away to give more light to the clock-room.”

The new town clock was first set in motion in May, 1881.

On Monday evening, July 11, 1881, our townspeople

assembled in the Town Hall to celebrate with appropriate ceremonies William Hadwen Starbuck's gift to the home of his birth. Hon. William R. Easton presided. Brief but eloquent remarks were uttered in remembrance of the donor's gift, by many gentlemen present.*

But in the glow and glory of the new, I would not forget the preachment of the old. It has a history closely allied to the early enterprise of Nantucket's hardy sons and daughters. In a copy of the *Nantucket Inquirer* bearing date Jan. 21, 1823, I find this interesting item: "That Clock. — Robert W. Jenks announces that the clock that has been preparing for the use of the town, to be put into the South Congregational tower, is in motion at his shop, and will be placed in position the ensuing week."

“Ah, the old shall hear a chime,
 In its bell, of early time, —
 In the ringing, swinging tongue it knew so well;
 Willing hands shall mark the hours,
 All thy nerves thrill with new powers,
 Keeping up the chorus of the olden rhyme.
 OLD and NEW! They are ours.
 Tribute for the men who wrought
 In the drift of forceful thought;
 Take the old away with mild, becoming grace.
 In the forge's fiery glow,
 At the anvil, blow on blow,
 It was framed, then put within its rightful place;

* Mr. Starbuck afterward ordered the whole exterior of the church painted, and its dome gilded at his own expense.

And for over fifty years,
 Through our human hopes and fears,
 It has marked with tireless hands the passing days
 As the New supplants the Old,
 Let a fringe of living gold
 With the words, 'Well done!' bespeak its lasting praise.

"'T is a poet's word of truth —
 Oh, adopt it, heart of youth! —
 That the benefactor's name
 Outshines every star of fame,
 And for one to serve most grandly is to give.
 To deny is but to die;
 With the giver none may vie:
 Who enriches others, evermore shall live,
 Every chime upon the bell,
 In the tower we love so well,
 While the New Clock counts the moments as they leave,
 Shall recall the donor's deed,
 And ring out the Christian creed,
 'Tis more blessed far to give than to receive!'"

The old clock was made here on the island, and it would have been well had it been preserved intact in our museum, perhaps, both as a curiosity of early mechanics at home and a specimen of comparative handicraft with that of the present day. The steel, iron, and brass work of the old clock — according to the reliable assertion of Geo. W. Jenks, Esq., clerk of the courts, who was a boy at the time of its making, and assisted in its completion — was finished by Samuel Jenks; the dials and hands were designed and made by Robert W. Jenks; and the castings, which were of brass, were made by Edward Field. Mr. Barzillai

Davidson, of Providence, R. I., was assisted by Walter Folger, Jr., in adjusting the instrument, which was made in the old Morris building, on lower Main Street.

COATUE, COSKATA, AND "HAUOVER."

Coatue, Coskata, Great Point, and the "Haulover" (a portage for boats) form a natural breakwater, making the harbor of Nantucket almost completely landlocked. Coatue is a long, low, sandy, and narrow point of land extending from the entrance of the harbor, about one mile from town to Coskata; the latter forming with the "Haulover" the eastern and northern sides of the upper harbor. Coatue is frequently the objective point with young people in the summer season. When the moon is full and the water smooth, a row across to this locality is very enjoyable, especially when only

"Two souls with but a single thought,
Two hearts that beat as one,"

are in the boat.

During the Revolution, the islanders obtained a large portion of their fuel at Coskata, and even to this day there is quite a growth of small, scrubby trees.

The "Haulover" divides the harbor from the ocean and is very narrow; on one side of it is surf, on the other still water. There is a cosy little hotel here where lots of comfort can be taken if one is so disposed. The "Haulover" is the narrowest part of the island, forming the extreme easterly end of the harbor. It is used as a portage for boats, and it is at this point it has been generally believed for many years

that a channel might be dug for the purpose of improving the harbor of Nantucket and sweeping off the sand from the bar. The idea, however, was never considered by engineers as a practicable one.

COFFIN SCHOOL.

Mr. E. B. Fox, for many years the able and efficient principal of this school, contributes the following in relation to it.

*Admiral Sir Isaac Coffin's Lancasterian School.**

The Coffin School was founded in 1826 by Admiral Sir Isaac Coffin, Bart., of the English navy, and was incorporated in 1827. In 1826 he visited Nantucket, and at that time conceived the idea of founding a school for the benefit of the Coffins and their descendants (at that time there were no public schools in the town), and for that purpose gave £1,000. He afterward added to the original sum, and to-day the fund amounts to \$50,000. The school includes grammar and high-school grades, and in the high-school department English and classical courses, also a post-graduate course. The French language is included in the English course, and Latin, French, and German in the classical course.

Instruction is given by a principal and three assistant teachers, and the number of pupils is limited to one hundred. The physical and chemical apparatus is quite complete, and the library contains one thousand

* See Admiral Sir Isaac Coffin, page 102; also S. H. Jenks, page 112.

volumes. Although the school was founded originally for the benefit of a certain class, all are now admitted on the payment of a small tuition fee. The control of the school and its fund is vested in a board of nine trustees.

The trustees at present are Charles G. Coffin, Esq., Chairman; David Folger, Esq., Secretary and Treasurer; Hon. Joseph Mitchell, Andrew Whitney, Esq., Judge T. C. Defriez, Matthew Barney, Esq., B. C. Easton, and Dr. B. F. Pitman.

COMMONS.

The questions are often asked by visitors to the island, Where and what are the Commons? These are rather difficult questions to answer, and a full and explicit explanation as to what and where they are would require more space than can be allowed in this work. By reading, however, the following article, contributed by W. H. Macy, Esq., a very good idea can be obtained in regard to them.

Sheep Commons.

By W. H. Macy.

The common-land system of Nantucket is somewhat puzzling to those who have had no occasion to study it; and even the average native of the island, when asked what a sheep common means, appears to have no definite or clear idea on the subject. An elaborate article on this theme would possess little interest to the general reader, but a few words may not be amiss, to give an outline of the meaning of the terms "sheep common" and "cow common."

As might be supposed, a sheep common as used by the early settlers signified as much land as would furnish commonage or pasturage for a sheep. Its original equivalent seems to have been an acre and a half of land. In the olden time all the land, except such pieces as were set aside for homesteads, and designated as "house-lot land," was held in common by the twenty-seven original proprietors. Estimating the whole extent of available land in round numbers at about 29,000 acres, each man's share would be 720 commons for sheep. The product of $720 \times 27 = 19,440$, which represents the whole number of sheep commons at the outset. When at a later period certain large tracts of land were laid out to form "divisions," and designated by names such as "Squam," "Southeast Quarter," "Smooth Hummocks," etc., each division was divided into twenty-seven shares as nearly equal in size as the nature of the case would admit, — quality and quantity considered. When these divisions were laid out, the number of proprietors was no longer twenty-seven, as it was constantly increasing by inheritance as well as by bargain and sale, and few individuals could claim a whole share in any one of the divisions ; but each share was supposed to contain seven hundred and twenty undivided parts, and each land-owner owned the same fractional interest in one of these shares as in a full share of all the common lands. Lots were then drawn to determine in what particular share of the new division each man's interest should fall. The share might contain one acre, or it might contain fifty acres, according to the extent of the division laid out; but 720 was the con-

stant denominator, and a man who owned, say, forty-five sheep commons of the original land, or more correctly $\frac{45}{19440}$ of the common land, would also be the owner of $\frac{45}{720}$, undivided, of a certain "share in Southeast Quarter"; of a certain other "share in Squam"; and so on in the several divisions as they were successively laid out. All the land of the island excepting house-lot land was owned in this manner, whether used for planting or stocking purposes, — the several proprietors of each share holding it in common and undivided, and buying and selling only undivided fractional interests. The lands so laid out in divisions were known by the name of "dividend lands."

The proprietors formed themselves into an organization which still exists, under the name of "The Proprietors of the Common and Undivided Lands of Nantucket"; held meetings, and kept records of their own, distinct from the records of deeds.

For more than a hundred and fifty years, down into the beginning of the present century, all the land of the island — aside from the house-lot land — was thus owned in common, and the proprietors steadily refused to set off any one person's interest to him in severalty. But these fetters were soon broken by Obed Mitchell and a few others, who, being large proprietors, desired to obtain a title in severalty to the district known as Plainfield, lying north of the village of Siasconset, and containing some two thousand acres. Failing in their efforts at the proprietors' meetings, they carried the case to the courts, and after several years of litigation they gained their point, and obtained

possession of Plainfield. After this, others followed their example, petitioning to have their interest set off at certain specified localities; and all the "set-offs" by the organization at regular meetings called in legal form have been and are still considered as giving good and sufficient title.

In 1821 several tracts were laid out and apportioned under the names of Smooth Hummocks, Trott's Hills, Head of the Plains, and others, and these are often spoken of as the "new divisions."

By the great set-off to Obed Mitchell and others, the number of sheep commons had been reduced from 19,440 to 17,172; and although there were still twenty-seven shares in each division as before, the constant denominator was changed from 720 to 636. The owner of $\frac{1}{20}$ part of an original share of land—provided no part of his interest had been sold—would own (or rather his heirs would own) to-day thirty-six sheep commons in the common and undivided lands, with thirty-six sheep commons (meaning thirty-six undivided 720th parts) of a certain share in each of the old divisions, as Squam, Southeast Quarter, etc., as also thirty-six sheep commons (meaning thirty-six undivided 636th parts) in some certain share of each of the new divisions, as Smooth Hummocks, Trott's Hills, etc. It was possible to buy and sell these interests in the "dividend lands" separate from the interest in the common land, and thus a proprietor who bought out all his co-tenants would own an entire share, defined by certain specific boundary lines.

A sheep common, then, signified $\frac{1}{10\frac{1}{40}}$ of all the

common land on the island. The original idea was an acre and a half of land; but as the term is now used, it indicates nothing definite, either in area or value, but means simply a certain undivided fractional part of a very uncertain something else, until the whole circumstances of each particular case are investigated.

As soon as a division was laid out and drawn in shares, the proprietors, as an organization, ceased to have any control of it. If the owner of any portion of a share desired to hold his part in severalty, he must make a formal application to the judicial courts, which would appoint commissioners to set off his portion; and many good titles have thus been secured. But in many cases where an undivided interest has remained in the same family for three or four generations, it has become so subdivided and split up by inheritance that it is practically impossible for a would-be purchaser to find all the present owners, and secure a perfect title by deed.

The organization before mentioned still controls all matters relating to the common and undivided lands outside of the divisions. Whenever any stockholder or member has asked for a piece of land, specifying how much he wanted and in what locality, it has been customary, if his petition was granted, for the proprietors' agents, or "lot layers," to set off the land to him, for which he was charged a certain number of sheep commons, — the valuation being estimated by the agents, subject to the approval of the meeting, "quality and quantity considered," as the old records have it. The number of sheep commons thus charged to the petitioner was subtracted from his former

interest, account being kept with each proprietor; and of course the whole number of the commons or capital stock, so to speak, was reduced to the same extent. By this gradual process of cancellation or absorption, the whole number of sheep commons is now brought down to a few hundred, while the quantity of common land remaining is somewhere between one thousand and two thousand acres. The greater part of the remaining commons are now in a few hands, while a small number of them have been quite lost sight of by the process of infinitesimal subdivision caused by death and inheritance.

In this connection the compiler is indebted for other items of interest to Albert Easton, Esq., who says:—

“Beginning with the early proprietorship of the island, when it was purchased by ten men, we find that in order to encourage immigration, they each agreed to take an associate; and even then it was found necessary to bring to the island more artisans and mechanics, until they numbered in the aggregate twenty-seven, and to-day there are so many shares in each division of the various sections of our island. The basis of all the lands was termed ‘common and undivided.’

“The occupation of our ancestors, in connection with the remunerative one of whale-fishing, was largely in the interest of sheep husbandry. A large part of the land was used mostly as a cattle, horse, and sheep pasture, a portion being fenced off for the purpose of tillage, and known as the ‘general field,’ wherein they had planting privileges in proportion to their ownership. An organization existed,

which had its annual sittings and regulated the 'feeding rights.' Its proper officers kept a debit and credit account of every man's land and stock in the 'Stock Book' with business exactness. Every proprietor was required to render to the clerk a correct statement of his stock of cattle, horses, and sheep, within fourteen days after 'shearing time'; and in case the parties neglected or refused to do so, they were subjected to a penalty of one penny per week for each sheep, and proportionately for horses and cattle, which was at the rate of sixteen sheep equalling one horse, or eight sheep for one cow. So very particular were they that every fractional part of a common or privilege was noted. . . .

"These fractions existed as well in the 'general field' as in the 'feeding rights.' I read also that in giving these shares by will, fractions were devised as low as $\frac{3}{48}$ of a common; this would make it $\frac{3}{48}$ of $\frac{1}{15440}$ part of the common and undivided lands."

If, after reading the foregoing, the resident or visitor does not understand what the common and undivided or dividend lands of the island of Nantucket are, or what constitutes to-day a cow, sheep, or horse common, or a feeding right, they must not blame the compiler.

COURTS.

The Supreme Judicial Court for Nantucket is held at New Bedford the second Tuesday in November, and at Taunton the third Tuesday in April.

The Law Term for Nantucket is held at Taunton the fourth Tuesday in October.

The superior Court for Nantucket County is held at Nantucket first Tuesday of July and October.

The Probate Court meets on Thursday after the second Tuesday in each month.

The County Commissioners meet in Nantucket the first Wednesday in each month.

The Town Hall, on Orange Street, is used as the Court House.

Thaddeus C. Defriez, *Probate Judge*. Geo. W. Jenks, *Clerk of Courts*.

Custom House, Main Street; Wm. Hiller, *Collector*.

DISTANCES.

Visitors to the island, and even the dwellers thereon, are frequently desirous of knowing the distance between two given points; and though the following table of distances is by no means perfect, yet the compiler believes it will add to the book's value, and be found to be of some use.

From the Pacific National Bank to

Tuckernuck	8 miles.
Bell Buoy	3 "
Great Point	15 "
Great Point by water	9 "
Quidnet	9 "
Polpis	5 "
Pocomo by water	4½ "
'Sconset	7½ "
Sancoty Head	8 "
Tom Never's Head	6 "
Surfside	3 "

South Shore	3 miles.
Water Works	2 "
Cliff	1 "
Agricultural Grounds	1 $\frac{1}{8}$ "
Wauwinet	9 "
Wauwinet by water	7 "
Maddequet	5 "
Coatue	1 $\frac{1}{2}$ "
Hyannis	27 "
Cape Poge	21 "
Wood's Holl.	34 "
Oak Bluffs	28 "
New Bedford	60 "
Boston	107 "
New York	250 "
Philadelphia	382 "

Wm. C. Folger, Esq., has kindly furnished another table of distances, "which was taken from a book of surveys by Benjamin Bunker, who was a surveyor, and who died in 1842, aged ninety-one years." Although the table is incomplete, it is doubtless correct as far as it goes.

	MILES.	RODS.
From the Cliff to Great Point Light . . .	7	50
North Tower to Great Point Light . . .	7	186
Brant Point to Great Point Light . . .	7	43
Pocomo Head to Great Point Light . . .	5	32
The Tower to Pocomo Head	4	4
North Tower to Weweeder	2	304
North Tower to the Hummocks	3	275
The Hummocks to Eel Point	3	96

From Weweeder to the Hummocks	2	246
The Tower to Copaum	1	318
Great Point Light to Sancoty Head	8	96
Sancoty to Siasconset	1	38
Sancoty to Tom Never's Head	2	262
Siasconset to Tom Never's Head	1	276
Sancoty Head to North Tower, north 86° west	7	123
Tom Never's Head to North Tower	6	117

DISTINGUISHED NANTUCKETERS.

Certain it is that Nantucket was never the mother of a President, being unlike Virginia in that respect (she may, however have that honor, at no distant day, in the person of Charles James Folger); yet she has sent from her sandy shores men and women who have gained for themselves national reputations, and reflected great honor on their birthplace. When any town produces such men and women as Charles James Folger, Lucretia Mott, Abiah Folger, the mother of Dr. Franklin, Maria Mitchell, Walter Folger, William Rotch, Phebe A. Hanaford, Ferdinand C. Ewer, Henry Mitchell, Alfred Macy, George Nelson Macy, Nathaniel Barney, and a host of others, the inhabitants thereof cannot be set down as lacking in brains or intelligence. No town of its size in the Union can produce a more brilliant array of talented men and women than Nantucket.

Appended are short accounts of a few of Nantucket's most distinguished sons and daughters. Several among them were not natives, but for reasons that

will doubtless be satisfactory to the reader, it was deemed best to place them in the list.

Nathaniel Barney.

This distinguished philanthropist and merchant, whose death occurred in Poughkeepsie, N. Y., Sept. 2, 1869, was born at Nantucket, Dec. 31, 1792. With the exception of two or three years in the schools at New Bedford, his education was acquired here. He was early identified with the antislavery movement, and was known throughout the country as a strong and uncompromising enemy to the system of human bondage. In his religious views Mr. Barney was a Friend, and he carried out the doctrines and precepts of that body of Christians in all his acts. There are many people, living in his native town, who have good reason to bless the name of Nathaniel Barney.

Mr. Barney was for many years connected with the late William Hadwen in the business of importing oil, but more especially in its manufacture. The firm of Hadwen & Barney was organized in the year 1829, and in 1855 Alanson Swain and Joseph S. Barney — son-in-law and son respectively of Nathaniel Barney — became members of the firm. The firm is still in existence, although it ceased active business the first year of the war. Three of the members of the firm have passed away, leaving only the junior member. The firm were the largest manufacturers of oil and candles upon the island, and were as well known in Europe as in this country.

Mr. Barney's antislavery opinions brought him in frequent contact with such men as Garrison, Wendell Phillips, Quincy, and many others, equally conspicuous as champions of human freedom. He died sincerely mourned by all who knew him.

Jacob Barker.

Although Jacob Barker was not born at Nantucket, he has always been considered a Nantucketer, from the fact that his parents were natives of the island, and he came here at a very early age and received his education.

Mr. Barker was born at Swan Island, in the Kennebec River, Maine, Dec. 17, 1779, and died Dec. 26, 1871, aged ninety-two. He gained a national reputation as one of the ablest financiers of his time.

Reuben Chase.

A volume might be filled with the deeds and exploits of this remarkable man and his family, but the compiler must leave it for abler and better hands than his own. Reuben Chase was the son of Stephen and Dinah Chase; he was born at Nantucket, June 23, 1754, and died here Feb. 15, 1824.

Drake, in his "Nooks and Corners of New England," says of Chase that he was midshipman on the "Bon Homme Richard" in her fight with the "Serapis," and became, under the magic pen of James Fenimore Cooper, "Long Tom Coffin" in the famous novel of "The Pilot." *

* The compiler is unable to ascertain where Cooper met Chase; it is to be presumed that they sailed in the same ship, for it is well known that in early life the great novelist was a midddy in the United States Navy.

The compiler is indebted to the courtesy of Mrs. Eliza W. Mitchell and the Hon. William R. Easton for the following anecdotes. Says Mrs. Mitchell:—

“Reuben Chase served on the ‘Bon Homme Richard’ with Paul Jones; Cooper mentions him as Long Tom Coffin. This man was of a family celebrated for their remarkable proportions and great muscular strength. Chase’s grandfather, Crispus Gardner, was a powerful man, and his brother, Capt. Joseph Chase, was a large man, both in body and mind, and in his time was a public benefactor. Joseph was a famous merchant captain sailing from Boston, and when he retired from the sea had amassed, what was considered a fortune in those days, about \$60,000.

“He was ready to help any one in need, and looked out for all his connections as long as he was able to do so; and his brother Reuben always found him a kind and true brother.

“The two sisters, Mrs. Deborah Morris and Mrs. Ray (whom I remember to have seen when I was young, while they were on a visit here from New York), were very large, powerful women; probably the most famous for strength and daring of any women of their day.”

Hon. William R. Easton, when asked in regard to the matter in hand, said:—

“I remember some anecdotes of Deborah Morris, sister of Reuben Chase, that are rather amusing. She resided in New York for several years. At one time, while living there, a drayman, for the purpose of annoying her, persisted in running his dray against the corner of her dwelling. She repeatedly warned him if he

did not desist that she would punish him; he continued, however, to annoy her, when one day, becoming exasperated, she rushed out of the house, and turned his team completely over into the middle of the street.

“William Rotch owned and occupied the brick building at the foot of Main Street, now occupied by the Custom House and Captains’ Room. Deborah Morris went into the store one day, and in a jocose way asked Mr. Rotch if he would give her a barrel of flour if she would carry it home. ‘Yes,’ he replied; when she immediately took a barrel into her arms. Taken somewhat by surprise, he said, ‘Deborah, thou wilt strain thyself.’ ‘No danger of that,’ she replied, and walked off with the flour.”

These anecdotes are given merely to show what muscular strength the Chase family possessed.

There is evidence enough to warrant the assumption that the following epitaph on Reuben Chase was written by his brother, Capt. Joseph Chase, and the stone upon which it is inscribed is doubtless in existence at the present time. The compiler is indebted to Mrs. E. W. Mitchell for a copy of this epitaph: —

“Free from the storms and ills of human life,
Free from the noise of passion and of strife,
Here lies Reuben Chase, buried, who hath stood the sea
Of ebbing life and flowing misery.
He was no dandy rigged; his prudent eye foresaw
And took a reef at fortune’s quickest flaw.
He luffed and bore away to please mankind,
Though duty urged him still to head the wind.
Rheumatics’ gusts at length his masts destroyed,
Yet jury health awhile he still enjoyed.

Laden with grief and age, and shattered here,
 At last he struck and grounded on his bier;
 Heaven took his ballast from its deepest hold,
 And left his body a wreck, destitute of soul."

"*Miriam*" (*Keziah*) *Coffin*.

For many of the facts in relation to this celebrated woman, the compiler again makes his acknowledgments to William C. Folger, Esq.

Keziah Folger was the daughter of Daniel and Abigail Folger. She was born Oct. 9, 1723.

This Keziah Folger, who married John Coffin, built the John Cartwright house on Centre Street, owned the farm* and old house at Quaise, and was at one time a great merchant and owner of vessels; was the heroine of Col. Hart's book, "*Miriam Coffin; or, The Whale Fishermen.*"

She fell down-stairs at the Morris house on lower Main Street, and died suddenly March 29, 1798.

This woman was undoubtedly possessed of superior ability. It is generally believed that Keziah Coffin and others rendered assistance to the British during the Revolution, and that she was guilty of smuggling to a very large extent. F. C. Sanford, Esq., says: "She had her ships in every sea, and was a famous smuggler in her day, as can be found by the Colonial Records in Boston which were made at the time of her trial in Watertown, this State, a copy of which I have. Her town residence was unequalled when it was built in 1770. It stood on what is now the elegant green

*Now the property of William B. Starbuck, but the original house was long since taken down.

lawn adjoining the Hon. C. B. Swain's house on Centre Street. Mr. Folger again says: "The daughter* of Keziah Coffin, who bore her mother's name, married Phineas Fanning, † a young lawyer, who is said to have written the verses describing the characteristics of certain Nantucket families of his day. They were married by the Rev. Bezaleel Shaw, who was then the Congregational minister, April 5, 1777. Five sons and two daughters were the result of the marriage. Mr. Fanning died Dec. 21, 1798, and his wife Nov. 20, 1820.

There are two versions of these verses of Mr. Fanning's, which have perhaps more than a local celebrity; both are here given, and the reader can take his choice. The following is the version which William C. Folger, Esq., claims is the correct one:—

"The Rays and Russells coopers are ;
 The knowing Folgers, lazy ;
 A learned Coleman very rare,
 And scarce an honest Hussey."

"The Coffins noisy, boisterous, loud,
 The silent Gardners plotting,
 The Mitchells good, the Barkers proud,
 The Macys eat the pudding.

"The Swains are swinish, clownish called,
 The Barnards very civil,
 The Starbucks they are loud to bawl,
 The Pinkhams beat the devil."

* The "Ruth" of Col. Hart.

† The "Grimshaw" of Col. Hart in "Miriam Coffin," who from all accounts appears to have amounted to but little.

The second version is from the novel "Miriam Coffin," whose author has seen fit to change materially the original. Those words which are italicized in the lines that follow will show what liberties have been taken.

"The Rays and Russells coopers are,
The knowing Folgers lazy,
A *lying* Coleman very rare,
And scarce a *learned* Hussey.

"The Coffins noisy, *fractious*, loud,
The silent Gardners *plodding*,
The Mitchells good, the Barkers proud,
The Macys eat the pudding."

The last verse being entirely omitted.

The reader will perceive that the Macys, in both versions, "get the pudding," and that the Husseys are the "under dogs" in the fight; while in one case the Colemans are fools, and in the other they are generally honest. Both agree, however, that the Folgers are a learned but lazy set, and the Coffins noisy and loud, with the addition of being fractious or boisterous as it suited the fancy of the writer. They agree also that the Rays and Russells are coopers, and the Gardners silent, but seem to differ as to whether they are a hard-working, painstaking family, or a scheming and contriving one. The Barkers and the Mitchells have the best of it anyhow, and these families should have intermarried.

Admiral Sir Isaac Coffin, Baronet.

Col. Hart, in his novel of "Miriam Coffin," has taken advantage of the license granted to story-tellers and

poets, and with questionable taste makes Nantucket the birthplace of this distinguished gentleman. Although the gallant admiral was not a native of the island, yet so closely allied was he by ties of blood to many of the inhabitants, and he so endeared himself to the whole people by his noble benefaction, that a list of the island's eminent personages would be incomplete were Sir Isaac Coffin's name omitted.

We learn from "The Life of Tristram Coffin," that Isaac Coffin was the son of Nathaniel and Elizabeth Coffin, and was born in Boston, Mass., May 16, 1759. He entered the English navy in 1773; was commissioned lieutenant in 1778; captain, 1781; rear-admiral of the White, 1804; baronet, and also granted a coat of arms, the same year; vice-admiral in 1808; and admiral in 1817. He died at Cheltenham, England, in 1839, aged eighty years, without issue.

One of the most philanthropic and generous acts of Admiral Coffin, and one that will make his name honored and revered for ages to come, was the founding and endowing of the school at Nantucket which bears his name. (See pages 85, 86.)

We learn also from the "Life of Tristram Coffin," that the admiral was granted an estate by the English government at the mouth of the St. Lawrence River, known as the Magdalen Islands, being at the same time created a baronet. He was a personal friend of the Duke of Clarence, who, when he became William IV., continued to show him favor. When it became necessary, in 1832, to "swamp the House of Lords by creating new peers, in order to pass the Reform Bill, the name of Sir Isaac was upon the king's list. He

desired to make him Earl of Magdalen; but the ministers objected, on the ground of his strong attachment to his native country, and especially cited the fact of his fitting out a vessel with Yankee lads from his Lancasterian school at Nantucket, to make master mariners of them, which could not be viewed in England with favor. So it may, in truth, be said that the Coffin School at Nantucket cost the admiral an earldom, and came near sacrificing his baronetcy."

There is a fine oil painting of this distinguished gentleman hanging on the wall of the school which takes his name. It was painted by Sir William Beechey, and is a fine work of art.

Ferdinand C. Ewer, D. D.

For facts in relation to the life of the distinguished rector of St. Ignatius's Church, in New York, the compiler is indebted to that gentleman and also to Mr. Charles H. Starbuck.

Ferdinand C. Ewer was born at Nantucket, May 22, 1826; baptized in Trinity Church in 1843; graduated at Harvard College in the class of 1848; and in April, 1849, went to California. From the time of his arrival to his ordination to the ministry, he was in the editorial profession, having charge of a daily paper, and editing at the same time a monthly literary magazine. Meantime he studied for the ministry, and was ordained by Bishop Kip, April 5, 1857, as deacon, and became his assistant. On the resignation of the bishop as rector, in December, Mr. Ewer was elected to fill his place, and on the 17th of January following received priest's orders. In 1860, by reason of ill health,

he offered his resignation, the acceptance of which was declined, and leave of absence was granted him for one year. He proceeded to New York, arriving there in May. Upon consultation with physicians he decided not to return to California. While in New York he became the assistant of Rev. Dr. Gallaudet at St. Anne's Church, from which position he was called to the rectorship of Christ Church. After severing his connection with the latter he became rector of St. Ignatius's Church, where he has since remained.

Unlike many clergymen, this genial gentleman does not confine himself wholly to theology, being a civil engineer, and something of a geologist. His article on page 48 upon that subject will be found of great interest to those who love the science.

Dr. Ewer has done considerable literary work; among the books which have emanated from his pen are "The Failure of Protestantism," "Conferences on Catholicity," "Protestantism and Romanism," "Spiritual Forces in Civilization," "A Grammar of Theology," "Spiritual Communion," etc.

Perhaps it may not be out of place to here insert what in a recent newspaper correspondence he says in his own facetious way "touching the quantitative and qualitative analysis of the blood that is in him":—

"I found that my precious blood was chemically composed of the following old Nantucket elements, for every one of which I am humbly grateful, viz.:—

Silicate of Trott	2 per cent.
Bicarbonate of Burnell	2 "
Protoxide of Swain	3 "

Nitrate of Worth	3	per cent.
Chloride of Cartwright	11	“
Sulphate of Starbuck	11	“
Hydrated Sulphuric Acid of Ewer	11	“
Superphosphate of Coffin . . .	12	“
Hydrated Deutoxide of Gardner,	15	“
Aurate of Folger	29	“
Traces of Toby, Wing, and Macy,	1	“
	<hr/>	
	100	”

Those acquainted with the genealogy of the families above mentioned will see at once that Dr. Ewer comes of good stock.

Abiah Folger.

Abiah Folger, the mother of the great and illustrious Franklin, was born at Nantucket, and according to the records was the only child of Peter Ffoulger, who was born on this island. William C. Folger, Esq., says that “his [Peter’s] two sons and six other daughters were born at Martha’s Vineyard, previous to his removal here.”

Abiah was born Aug. 15, 1667, and died in Boston about 1752. The compiler has not deemed it necessary to look up the date of her removal to Boston, or her marriage with the sage’s father, or to speak of her talents; he deems it sufficient to say that she honored the son in giving him birth.

John Swain, Jr., who was the first white male child born on the island, married Experience Folger, daughter of Peter, and sister of Abiah.

Walter Folger.

This great astronomer and mathematician was a direct descendant of "Peter Ffoulger" (page 178), one of the early settlers of the island. Wm. C. Folger, Esq., is authority for the following account of this truly remarkable man, — the peer if not the superior of the illustrious Franklin, who was himself a descendant of the same "Peter Ffoulger."

"Walter Folger, Jr., was born in the house which then stood at the northeast corner of Winter Street, near Liberty, June 12, 1765. He married, Sept. 29, 1785, Anna Ray, daughter of Alexander and Elizabeth. They had eleven children, of whom but three are now living; viz., Alexander M., Roland, and Edward R., the latter being his youngest child. Mr. Folger studied medicine, and afterwards law, and was successively chief justice of the Court of Sessions, a counsellor at law, a member of both branches of the State Legislature, and represented this district of Massachusetts for four years in the Congress of the United States.

"For two years he made the astronomical calculations for 'Low's Almanac,' and in 1789 calculated an almanac for the year 1790 which was published in Boston in his own name, and of which I now have a copy.

"He also made a great many thermometers and several telescopes, — the last of which, I think, was made since 1821, and which showed very plainly the mountains in the moon, the satellites of Jupiter and Saturn, etc., and which is now in our Athenæum museum.

"He acted as surveyor of land, repaired watches, clocks, and chronometers, made compasses, engraved

on copper and other metals, made several chemical and other scientific discoveries, calculated eclipses, understood and could speak the French language, and was one of the best astronomers, mathematicians, and mechanics of his day.

“His school education in youth was very limited; he never attended a high school, academy, or college, was almost wholly self-taught, but was surpassed by few collegians or others in any branch of business. He never learned any trade, but was a natural genius. When I met the late Hon. Wm. Mitchell in Cambridge, a short time before his death in 1869, he told me ‘a greater mathematician than Walter Folger never lived, if so great.’

“Once when going as a representative to Congress, Mr. Folger and his sons carded, spun, and wove his cotton and woollen cloth, cut out and made his whole suit, and he went to Congress dressed — clear of hat and shoes — entirely in home-made clothing.”

This is encouraging home industry with a vengeance, and the compiler would suggest that some of our modern congressmen make a note of it, especially those who are continually shouting for a higher protective tariff. Individuals and nations should be producers as well as consumers.

Charles James Folger.

This distinguished and truly great man was born at Nantucket, in an old house which stood on the site of the Sherburne House on Orange Street. This event occurred in the year 1818, consequently Judge Folger

is, at the present writing (1881), to use his own words, "threescore and three" years of age. The dwelling next north of the Sherburne House, now occupied by Mr. Francis Colburn, was subsequently built by Judge Folger's father, and the family occupied it for a number of years, or until young Folger was thirteen years old, when they removed to Geneva, in the State of New York. Mr. Folger has been a resident of that town ever since. He graduated at Hobart College in 1836, and read law with Mark H. Sibley; was in 1839 admitted to the bar, and soon distinguished himself for acuteness and eloquence. In 1844 he was appointed judge of the Ontario Court of Common Pleas, but soon resigned. In 1851 he was elected county judge of Ontario County, serving four years. In 1861 he was elected to the State Senate.

In a recent speech to the people of Geneva, Judge Folger said: "Twenty years ago you first sent me to the State Senate. Five times in succession you gave me that token of your confidence and trust. I fought the good fight, I kept the faith, I believe, — I know that I laid down the trust untarnished at your feet." A daily paper says of him: "He was the ablest State senator since Seward's time, and maintained himself, in that trying position, without encountering a breath of reproach. He was never classed as any man's 'man.'"

In 1869 Judge Folger was appointed Sub-Treasurer of the United States in New York City. On the death of Chief Justice Church, of the Court of Appeals, Judge Folger was appointed to the vacancy in 1880, having, after his retirement from the treasury, been an associate justice. And now that he has been

called by the President to so high and honorable a position as that of Secretary of the Treasury, it is believed that in performing the duties of this high office, he will not only show that he has the ability to perform them, but will gain new honors for himself, and reflect credit upon the great State he represents and the town in which he was born.

Anna Gardner.

Anna Gardner, who was born at Nantucket Jan. 25, 1816, is a descendant of Thomas Macy, and connected with other families prominent in the history of the island. She very early in life identified herself with the antislavery movement. At the age of twenty-five she was instrumental in calling an antislavery convention upon the island. It was at this convention that Frederick Douglass made his *début* as a public speaker. She has always been foremost in every so-called reform of the day, and was one of the first teachers of freedmen at the South, teaching in North and South Carolina and Virginia. In 1878, after her return North, Miss Gardner met with a severe accident from which she has ever since been a sufferer. In 1881 she published a volume of her fugitive pieces in prose and verse, entitled "Harvest Gleanings" and dedicated to another lifelong reformer, Mrs. Charlotte Austin Joy.

Phebe A. Hanaford.

This estimable lady was born at the little village of Siasconset, on the island of Nantucket, May 6, 1829. She was the daughter of George W. and Phebe Ann

(Barnard) Coffin. Mrs. Hanaford's father and mother were direct descendants of Tristram Coffin and Peter Folger. She received her education in the public and private schools of Nantucket, studying the higher branches with an Episcopalian clergyman. Mrs. Hanaford was married at the age of twenty, and has a son and daughter living, the son (Howard A.) being a Congregationalist clergyman. In 1868 she was ordained pastor of the Universalist Church in Hingham, Mass.; in 1870 she was installed in New Haven, Ct.; in 1874 she removed to Jersey City, since which time she has been the pastor of the Church of the Good Shepherd on the Heights. Mrs. Hanaford is a pleasing speaker; and that she wields a facile pen is evidenced by the fact that she has written so many good books in prose and verse, some of them reaching a sale of 20,000 copies. Her "Women of the Century," and lives of George Peabody and Abraham Lincoln, are well known.

In a recent letter to the Boston *Traveller*, Wm. M. F. Round, the genial author of "Rosecroft," after paying a visit to Mrs. Hanaford at her home in Jersey City, says of her:—

"Mrs. Hanaford has a good many friends in Massachusetts, — indeed, she has friends everywhere, — and a chat about her home will be interesting. Nobody will be surprised if I say that this estimable lady lives on the Heights. Those who have read her poems and her books, and followed the vicissitudes of her eventful life, know that she lives 'on the heights' in a double sense, for her home is in the highest part of Jersey City. Here, near to the little Universalist church over which she faithfully presides, is a modest

and tasteful little house, where much good work has been done for humanity. Here is the study where brave books have been written, a whole line of them on a shelf by themselves. The walls are lined with books high up; and above them are portraits and framed autographs, intertwined with vines. Here I read a communication dictated by Victoria, Queen of England, and above it a protection paper in three languages, signed by George Washington. Here I see a framed photograph of Charlotte Cushman, Mrs. Hanaford's warm friend till death, and there a picture of Father Ballou, the American pioneer of Universalism. In her little dining-room below stairs, many distinguished men and women have sat down to table. Lucretia Mott has left the benediction of her smile in this place, and I sit where Lady Duffus Hardy sat but yesterday. *Vis-à-vis* to Mrs. Hanaford sits Miss Miles, the brave preacher woman's other self. Mrs. Hanaford is as far possible removed from the traditional "woman's rights" woman, — a gentle face, a gentle voice, a heart full of big womanly thoughts, and hand always open towards the poor. She is one of the most earnest workers in the Sorosis Club, and much loved in the social circle, wherein she is always a strong influence for good."

Samuel Haynes Jenks.

Although not a native, Mr. Jenks was for many years so closely identified with the town of Nantucket in all that concerned its prosperity that he is deserving a place among its distinguished men and women.

Samuel Haynes Jenks, the distinguished editor and

wit, who labored so long and earnestly in the interest of education, and against the practice of imprisonment for debt, was born in Boston, Sept. 20, 1789, and died there at an advanced age. It was doubtless through his persistent efforts with pen and voice that public schools were established at Nantucket. Certain it is that through his influence with Admiral Sir Isaac Coffin the Coffin School was founded. In a communication to the *Nantucket Inquirer and Mirror* in its issue of Aug. 27, 1881, Hon. W. R. Easton says:—

“I distinctly remember of hearing before Admiral Coffin left the island in 1826 that he had adopted a plan for perpetuating his memory (which was the sole object of his coming to the island), suggested to him by Hon. Samuel H. Jenks, which differed materially from several projects which he had in his own mind. But not to rely on fickle recollection, I prefer to let Mr. Jenks speak for himself. He, in a letter to me, under date Feb. 5, 1859, said: ‘I took the gouty old hero to ’Sconset, as I had before done with the negro prince [Saunders]. On the way he disclosed to me the object of his visit. It was, he said,—having no immediate heirs,—to do something to cause his name to be remembered. Should he build a church, he asked, or raise a great monument, or purchase a ship for the town’s benefit? etc. Full of the enthusiasm and zeal with which I had so long been excited on the subject of schools, a thought at once struck me. “If you raise a monument, Sir Isaac,” I said, “it will not be looked at by more than a hundred people once a year. If you build a church, as you are an Episcopalian, it will neither be supported, nor attended; for there is scarcely

one, besides myself, of that order in this place. And as to the purchase of a vessel, if done at all, it should be for the purpose of nautical instruction. The best thing you can do, the deed that will make you forever remembered, is to establish and endow a free school. You will thus benefit your numerous kinsfolk and their grateful posterity, while you effectually perpetuate your name." He at once adopted the suggestion, entered upon the preliminary details, and I felt avenged in the matter of my struggles with the town.'"

The compiler has been kindly allowed by Mr. Easton to make an extract from a letter received by him from the talented widow of Mr. Jenks, in relation to Mr. Easton's communication to the *Inquirer and Mirror*, which, it is believed, will be of interest to all who ever knew Samuel Haynes Jenks and his wife Martha:—

HON. WM. R. EASTON:

My Highly Respected Friend,—I take the liberty to render my especial thanks for the handsome notice that you gave in the last *Inquirer* of the efforts of my husband to establish public schools, and also the Coffin School in Nantucket.

Our family gratefully remember your noble endeavor to save his name from the oblivion into which the community which he has so signally benefited seem willing it should fall. My husband was one who never swerved in purpose; but when untoward circumstances hindered his progress, he patiently bided his time, and at the earliest opportunity renewed his action. Three things he wished to see accomplished, and he gave his heart and mind and brain to the work; viz., public

schools in Nantucket, the abolishment of imprisonment for debt, and a girls' high school in Boston : and I thank heaven that he lived to see the accomplishment of them all. He cared not for honor or applause for his labor ; he used to say that all he asked for was *success*."

The Nantucket *Inquirer*, while under Mr. Jenks's management, was a power ; certain it is that never since his day has it been so ably conducted. (See Newspapers, page 225.)

Arthur Elwell Jenks.

Arthur E., the son of George W. and Mary (Winslow) Jenks, was born at Nantucket, May 24, 1837, and received his education here, graduating at the High School.

He very early in life evinced a decided taste for poetry and art, but adopted the profession of a dentist, studying with the late Dr. A. H. Tobey of New Bedford, which profession he has successfully followed for many years. Dr. Jenks is a true artist and poet. Receiving nothing but a common-school education, he has written prose and poetry that for elegance of diction, sparkle, and dash would compare favorably with the efforts of more pretentious authors. He has never received from others any instruction whatever in art, and yet the choice little gems in oil and crayon which he has produced stamp him an artist of merit. He is now becoming well known abroad as a lecturer, and in his own town he is always called upon for something, either speech or poem, at every public gathering.

Abigail Macy.

About the year 1774, a large number of Nantucket families removed to North Carolina; among them was a young lady by the name of Abigail Macy. This young lady subsequently married Benjamin Stanton of Beaufort, N. C., removing from thence to Jefferson County, Ohio, where the father of "the great war secretary," Edwin Macy Stanton, was born. The following item is from the Nantucket *Inquirer and Mirror* of Dec. 17, 1881:—

"Nantucket Stock in the Cabinet. — As so much has lately been written concerning the posterity of Tristram Coffin and Peter Folger, and it has been demonstrated that the leading treasury officials of the United States and Canada are both connected with our island, the one as native born, the other as an offshoot, a descendant of Thomas Macy desires us again to remind our readers that Edwin Macy Stanton, who was the official head of the War Department during the Rebellion, was also of Nantucket origin. Secretary Stanton, according to the authority of the Macy genealogy, was the grandson of Benjamin Stanton, who married Abigail Macy, daughter of David Macy and Dinah Gardner. This David was a son of John Macy, Jr., grandson of John Macy, and great-grandson of the original Thomas Macy. As the first John Macy married Deborah Gardner, daughter of Richard, the second John married Judith Worth, and David Macy married Deborah Gardner (daughter of Solomon), it may be said that the Nantucket Gardners and Worths, as well as the Macys, may claim relationship with

Edwin Macy Stanton. Those who are sufficiently curious in such matters may follow the trail still farther, and perhaps it will appear that the war secretary was also connected with the Coffins and the Folgers."

Zaccheus Macy.

Zaccheus Macy was born at Nantucket, Dec. 7, 1713, and died here, Oct. 27, 1797. Although Zaccheus Macy may have possessed nothing more than a local reputation, yet he is considered worthy a place among distinguished Nantucketers. The compiler is indebted to the Macy Genealogy for the following:—

"Zaccheus Macy for about forty years was the principal surgeon on the island of Nantucket, and during that time he performed over two thousand operations, for which he always declined to be paid. He felt it his Christian duty to serve his fellow-men in that capacity, therefore he could not receive any pecuniary compensation. He appears to have inherited the energy of his great-grandfather, Thomas Macy; was a very prominent and exemplary man, much beloved and respected. He was very systematic in keeping his accounts, many of which are yet preserved." On page 184 will be found one of Dr. Macy's letters to the Massachusetts Historical Society.

Alfred Macy.

Hon. Alfred Macy was born at Nantucket, Sept. 1, 1831, and was partially educated here. It was the dying request of Mr. Macy's father that his sons should learn mechanical trades; and in deference to his father's

wishes, when he became old enough, chose the trade of a machinist.

After he had learned his trade he went back to his books, and applied himself to study, graduating at the Merrimack Normal Institute, N. H., in 1850.

He taught two years in New Hampshire, and in 1852 opened a private school at Nantucket. Upon the retirement of the late Judge E. M. Gardner from the South Grammar School in this town, Mr. Macy was appointed his successor as principal of that school.

When the new Coffin School building was completed in 1854, Mr. Macy was chosen to fill a similar position in that institution. That his services were appreciated is evidenced by the fact that he remained in this school for seven years. In 1861 he was appointed collector of the port of Nantucket. Previous to this he had applied himself assiduously to the study of law, and was admitted to the bar the same year he was appointed collector. In 1871 he was elected one of the governor's council, and died, while occupying that position, in 1874, having been chosen for a fourth term.

In 1857 Mr. Macy married Anne Mitchell, daughter of William and Lydia (Coleman) Mitchell. She was born Nov. 8, 1820. Mrs. Macy survives her husband, and is deserving of more than a passing notice. Inheriting a large share of her parents' abilities, quiet, unassuming, and retiring, never parading her accomplishments before the world, she has, since her husband's decease, led a very secluded life. Possessing a winning manner and a pleasant voice, being thoroughly conversant with and speaking fluently

seven languages, — English, French, German, Greek, Italian, Latin, and Spanish, — she cannot be other than the brilliant conversationalist that she is.

As a teacher, Alfred Macy had no superior. Kind and genial, with a strict sense of justice, and a happy faculty of imparting his knowledge to others, he won the love and esteem of every scholar in the school. The compiler of this book remembers with pride that he was one of Alfred Macy's pupils, and gratefully acknowledges his indebtedness to this man, who, more than any other, contributed to whatever success he may at times have attained in life; and begs to here record this slight tribute to his memory.

George Nelson Macy.

Gen. Macy was born at Nantucket in September, 1837, and died in Boston, February, 1875.

“From Ball's Bluff to Appomattox Court House he marched and fought. He served through the Peninsular campaign of McClellan; through the dangers of the first and second attacks on Fredericksburg; lost a hand at Gettysburg; was wounded in the Wilderness, and again on the James. Starting as lieutenant, he won his way by gallantry and efficiency to be major-general by brevet, and provost-marshal-general of the army.” — *Genealogy of the Macy Family.*

Roland H. Macy,

This gentleman, who died in 1877, was born at Nantucket, and was one of New York's most successful

merchants, having in his employ at the time of his decease upwards of five hundred clerks, and taking in cash during the holidays more than \$15,000 a day. Mr. Macy was one of the first to employ female clerks, and through his influence and example women have attained to higher positions in business than ever before. The late Mrs. Margaret La Forge was one of his first female employés, and doubtless gave Mr. Macy an idea of what women could do.

William Mitchell.

The following article is from the pen of Mrs. Anne Mitchell Macy, and will doubtless be read with interest by all of Mr. Mitchell's many admirers.

Among the names of those men whose works have been of value to the scientific world, we find recorded that of William Mitchell. Born at Nantucket in the latter part of the eighteenth century, he early manifested an interest in the wonders of the heavens, and at the age of nineteen observed the comet of 1811, — publishing his records, which were duly noticed by the astronomers of our country. The approaching war between the United States and Great Britain, threatening the shipping interests of the community, his father being at that time largely engaged in the whale fisheries, prevented Mr. Mitchell from taking the Harvard College course for which he had been preparing, and in lieu of this he became a teacher. During the war of 1812 he married Lydia Coleman, a direct descendant from the earliest settlers of the island. Being a woman of rare talent and energy, she was not only a help-

meet to him in the usual acceptation of the term, but a powerful aid in all her husband's pursuits.

During his few years as teacher, he devoted his moments of relaxation from school duties to scientific investigations. Frequently he gave lectures upon his favorite subject to houses crowded with intelligent listeners. In a paper printed in 1827, in reference to one delivered the evening previous, we find the following paragraph, in editorial type: —

“Mr. Mitchell has acquired that perfect knowledge of the elements of his subject which enables him to illustrate its principles with extraordinary ease and perspicuity. His apparatus, the product of his own genius and research, is admirably calculated to assist the comprehension of the student; and his verbal elucidations are at all times remarkably clear and familiar, rendered interesting by peculiar accuracy of diction and conciseness of style.”

About this time, the town of Nantucket resolved to establish a free school, of which Mr. Mitchell was invited to take charge. Previous, however, to the commencement of this school, he was allowed to visit similar institutions in New York and other cities, already in progress. Returning, he organized his school immediately upon the monitorial plan, commencing with two hundred pupils, four hundred having applied for admission. A second school had not then been thought of. His first public school was opened in the old Town Hall. Mr. Mitchell's success as teacher, public and private, — aside from his ability to impart knowledge and his great learning, — lay in the fact that he endeared the pupils to him, exacting

unqualified obedience through that perfect love that casteth out all fear. After some years as instructor, finding his health yielding, he was obliged to relinquish this favorite pursuit, and become more properly a business man. For a while he was secretary of the Phenix Marine Insurance Company, and then became cashier of the Pacific Bank, which latter trust he faithfully fulfilled till he removed from the island in 1861. Never, as long as he lived on the island, however, did he throw aside his interest in schools and school children, being president of the trustees of the Coffin School even after he had passed the allotted age of man. Also a promoter of general knowledge, he was connected with the first library opened in his native town; and when this collection of books was merged into the library of the Athenæum, he became one of the trustees, — at the time of the fire in 1846 being president of this institution; and when by this fire the books of the Athenæum were totally destroyed, donations were made through Mr. Mitchell by his personal friend Hon. Mr. Bowditch towards its reconstruction, — a catalogue of the library of the late Timothy Pickering being sent to the former that he might select names of works to the amount of eight or nine hundred volumes. This selection was duly made, and the books were stored at Mr. Mitchell's residence until the new Athenæum building was in readiness for occupancy

In this manner was the nucleus of the present valuable library formed.

Mr. Mitchell's services were early appreciated from a political point of view. When a young man, in the

twenty-ninth year of his age, he was sent as a delegate to the convention held in 1820, to revise the Constitution of Massachusetts; from which period he never ceased to have an interest in the welfare of our great Commonwealth.

During the thirty or forty years preceding his removal from Nantucket, Mr. Mitchell was at one time a member of the State Senate, and for several years one of Governor Briggs's council. Notwithstanding he held these offices of honor (thrust upon him, never sought by him), his mind was rather that of a student than politician.

Chairman of the Harvard Observatory Committee, and for a long time one of the overseers of Harvard College, he was in constant correspondence with the learned men, not only of our own country but of Europe; exchanging observations with the Astronomer Royal of England and Sir John Herschel.

With strong intellect, calm judgment, sincerity of purpose, and love for his fellow-beings, he drew about him valued friends wherever his lines were cast, and his residence was a rendezvous for the learned and cultivated. Having a wife in every respect his peer, through her aid he spared no pains in the education of his children, carefully noticing any individual specialty, and bringing this to the front for instruction.

Though all of Mr. Mitchell's children were students, two alone followed directly in their father's course: viz., Henry Mitchell, assistant in the coast survey, whose opinions as civil engineer are authority the world over; and Maria Mitchell, the well-known as-

tronomer.* So genial was Mr. Mitchell in his family that his presence was always essential to their joy and mirth. Quietly observant of their happiness and a promoter of the same, he was as young as the youngest and zealous as the most earnest. However deeply engaged in his calculations, — for his computations were mostly carried on in their midst, as a matter of choice, — he was never known to check them in their amusements, neither to hush the exuberant spirit. On the other hand, the children were careful not to interfere with their father's work by addressing any heedless remark to him which might interrupt his devotion to science, of which they were justly proud.

Mr. Mitchell continued to reside at Nantucket until the death of his wife in 1861, and lived in his native State until August, 1865, when his daughter, the only member of his household remaining with him (the others being married and scattered), was called to fill the chair of mathematical astronomy at Vassar College. Her father was invited by the founder of that institution, Matthew Vassar, to become their guest as long as Miss Mitchell remained with the Faculty. Here on the banks of the Hudson, free from all care, he spent the remainder of his life very happily, in thought and study, every one of the sons and daughters, the sons-in-law, and the daughters-in-law visiting him several times respectively, during his residence at the Vassar Observatory. His death, which occurred in the spring

* The reader is respectfully referred to page 118, where will be found a reference to another daughter of Mr. Mitchell, whose modesty is only surpassed by her wonderful talents.

of 1869, was deeply felt, not only by his surviving nine children who rose to call him blessed, but by a host of friends near and far. The following few lines, extracted from a Poughkeepsie paper, will best show how Mr. Mitchell's life work was valued by the inmates of Vassar College: —

“One has left us whose sympathizing words and benevolent, fatherly smiles filled our homesick hearts with content when we first assembled at the college, nearly four years ago. To the younger members of our little community, Mr. Mitchell was like an affectionate grandfather, to the older ones a much-loved father; and there is not a home in New England, in the North or in the South, that has been or is now represented in the college, but will feel that in his death it has lost a very dear friend. What Abraham Lincoln was to our country, William Mitchell was to us. When we met together in the first September of our college, a beautiful old age rested upon him. His head was crowned with silvered hair, and the expression of his face was indicative of a character replete with goodness. Very soon we learned the secret of that beautiful expression; for his whole life, although unusually active, had been one of purity and humility. Mr. Mitchell's remains were taken to Nantucket, to the residence of his son-in-law, Hon. Alfred Macy; and in accordance with the usages of Friends, to which sect he belonged, was quietly interred April 22, 1869.”

Maria Mitchell.

The following article was written by Mrs. Anne Mitchell Macy, the talented sister of Miss Mitchell, especially for this work.

Maria Mitchell, the astronomer, was born at Nantucket, Aug. 1, 1818, the second daughter of William and Lydia Coleman Mitchell. She received her education, in common with her brothers and sisters, in part from her father and otherwise at private schools. Showing an interest in her father's pursuit, — *i. e.*, the study of the heavens, — she assisted him in his observations, and finally became a student of mathematical astronomy. In 1847, with the smallest of her father's telescopes, she discovered the comet which bears her name, and her fame soon spread through America and Europe. For this discovery a very fine gold medal was sent to her by the King of Denmark, this medal having been offered by Christian VIII. to the first discoverer of any new comet.

For a long time Miss Mitchell's observations were made in her father's observatory with her father's instruments. At length, in token of admiration for her unwearied researches, Miss Elizabeth Peabody, and a few other Massachusetts women, contributed and presented to her a fine large telescope, for which she erected an observatory near the site of the present Coffin School-house. Before leaving Nantucket (and for some years after), she was employed to make computations for the "United States Nautical Almanac," under the superintendence of Admiral Davis, for which she received a handsome remuneration. Feeling the limits of a residence at Nantucket too binding for the scope of scientific knowledge, she purchased a house in Lynn, transporting not only her telescope but the observatory itself; and to this city she removed, accompanied by her father. After a few

years, upon the opening of Vassar College, Miss Mitchell was invited to fill the chair of mathematical astronomy, whither she went, her father again accompanying her.

Having the entire charge of the observatory connected with Vassar College, giving lessons to classes proper, only a few hours each day, she here leads a life suited to her tastes, devoted to the welfare of the college and in the interests of science. Being the oldest resident, individually and professionally, she is revered, not only by the students who come under her instruction, but by the whole college and its faculty."

Lucretia Mott.

Lucretia Mott died at her residence near Philadelphia on the evening of Nov. 11, 1880, at the advanced age of eighty-seven years ten months and eight days. She was born at Nantucket, Jan. 3, A. D. 1793, in a house which stood on the spot now occupied by the residence of Capt. Obed Starbuck, on Fair Street. Her father subsequently built the house now occupied by Judge T. C. Defriez, next south of her birthplace, in which her early childhood was passed. She was a direct descendant of the first Tristram Coffin on the paternal side, and of the first Peter Folger on the maternal side, her father bearing the name of Thomas Coffin, and her mother that of Anna (Folger) Coffin.

In 1804, Lucretia then being only eleven years old, her parents removed to Boston. Here for about two years she attended the Boston schools, with great advantage to herself. At the age of thirteen she was sent to a Friends' boarding school, in Dutchess

County, N. Y., where she remained three years, during the last year employed as an assistant teacher, which shows how great her proficiency had been. Her parents meantime had removed to Philadelphia, where she subsequently joined them in 1809. Two years later, in 1811, at the age of eighteen, she was united in marriage with James Mott, of Philadelphia, who afterwards became a business partner of her father. Thus early settled in life, the womanly duties of wife and mother devolved upon her and were discharged with unerring fidelity, five out of six children born to her having arrived at maturity, and lived to the credit of their mother's excellent example.

She was an approved minister of the Society of Friends, and in 1829 took sides with Elias Hicks and was thereafter known as a "Hicksite." (The Coffin Family, page 62.)

Mrs. Mott was a philanthropist, a genuine one, and exerted in her sphere a wonderful influence; she was always foremost in all good works, — a woman of superior intellect, tact, and of great endowments. She died mourned sincerely by the whole country.

Reuben R. Pinkham

Was born at Nantucket, Jan. 1, 1800. He entered the U. S. navy, and early received promotion in the service. He died Oct. 27, 1839, aged thirty-nine years.

The following incident, contributed to the *Army and Navy Journal* by Commodore W. B. Whiting, is here related, as illustrative of the character of the man:—

“In 1833, the typhoon of the Northern Pacific was not as well understood as it is now, and that sea was

little known to our naval vessels. In that year the 'Potomac,' commanded by Commodore John Downes, was crossing its waters on her cruise around the world; Reuben R. Pinkham was her third lieutenant. A thorough sailor, born in a Northern whaling port, he had made several voyages to the North Pacific as a whaler, and was comparatively familiar with that region, where the other officers were strangers. The day was drawing to a close; Pinkham had the watch, and the commodore was walking the deck. The wind, which before was fresh, had increased to a gale; the top-gallant sails were handed, topsails reefed, and spanker brailed up, when all at once Pinkham gave the order: 'Man the weather head braces—weather main-brace—weather main-topsail brace—lee crojeck [cross-jack] braces!' 'What is that for, Mr. Pinkham?' asked the commodore. 'We shall have the wind out here in a moment, sir,' said Pinkham, stretching his arm out, and pointing to leeward. With that the commodore ran over to the lee-rail, and looked anxiously out in the direction indicated. Presently he returned and said, 'I see no signs of it, Mr. Pinkham; let the men leave the braces.' With that a number of the crew dropped the ropes, and Pinkham called out, 'Keep hold of those braces, every man of you!' when they resumed their grasp. The commodore's face flushed with anger to find his directions thus disregarded, and he called out in a peremptory tone, 'Let the men leave the braces, sir!' Again the crew dropped the ropes from their hands, when Pinkham, shaking his trumpet at them, exclaimed: 'Don't any of you dare to let go of those ropes!' At that moment

the wind did not die away, but stopped, and the sails flapped against the masts. Raising his trumpet to his lips, Pinkham shouted, 'Haul taut, haul of all!' and the ponderous yards swung to a reversed direction. They had hardly done so when the wind came out from the opposite quarter, and struck the ship like a sledge-hammer. She bent over before it, but shaking the spray from her bows, dashed forward unharmed. Commodore Downes said not a word, but rushed into his cabin, and presently the orderly came up to Mr. Pinkham and said the commodore wished him to send to the first lieutenant to relieve him for a few minutes, as he wished to see him in the cabin. Entering the cabin, Pinkham found the commodore seated by a table, with a decanter of wine and two wineglasses before him. Pushing one of the latter towards his visitor, he said, 'Take a glass of wine, Mr. Pinkham. Mr. Pinkham, I consider myself indebted to you for my own life, and for the lives of all on board this ship. Had you not hauled the yards just when you did, and had the wind found the ship unprepared, and taken the sails aback, not all the power on earth could have moved the yards, and the ship would have gone down stern foremost. But I tell you frankly that had the wind not come out as you predicted, I would have put you under arrest in two minutes.' 'Commodore Downes,' replied the lieutenant, 'I did not intend any disrespect, and I should be sorry if you thought I did; but I have been in these seas before, and am familiar with these sudden changes of wind. I saw undoubtful indications of such change then, and knew that I had no time for explanation.'"

Lieut. Pinkham was, at the time of his death, first lieutenant of the "Constitution" ("Old Ironsides"). To T. W. Calder, Esq., son-in-law of the late Lieut. Pinkham, the compiler is indebted for the above facts.

William Rotch.

William Rotch, an enterprising and successful merchant of Nantucket and New Bedford, was born at Nantucket, Oct. 4 O. S. (15 N. S.), 1734, and died at New Bedford, May 16, 1828 (Historical and Genealogical Register, July, 1877).

Mr. Rotch is deserving of more than a passing notice, but space only can be given for a few of the most important events of his life. Born in the first half of the eighteenth century, he was a man of mature years when those two great struggles, the American and French Revolutions, shook the world, each in its turn. Being a Friend, he of course took no part in the American Revolution as an active participant; but like his illustrious contemporary, Franklin, he served his native town in other ways. During the year 1779, numerous depredations having been committed upon our commerce by the British, Mr. Rotch and two others were appointed messengers to proceed to Newport and lay the matter before the commanders of the British army and navy. Their mission was successful, Sir Henry Clinton and Sir George Collier guaranteeing that the depredations should be stopped.

In 1785, Mr. Rotch, with his son Benjamin, went to England, had an interview with the younger Pitt, and laid before him the distressing condition in which the war had left Nantucket. Being unable to obtain any

satisfaction from the British government, after months of weary waiting he proceeded to France, where he met Calonne, Vergennes, DeCastro, Mirabeau, Talleyrand, and others. He finally succeeded in making terms with France, and prosecuted the business of whaling at Dunkirk until the breaking out of the French Revolution, leaving France only two days before Louis XVI. was guillotined. He subsequently carried on in England at Milford Haven the same business.

“ Mr. Rotch sent from Dunkirk the first whale ships that ever entered the Pacific Ocean.” Mr. F. C. Sanford informs the writer that he has a long list of ship-masters from Nantucket who commanded Mr. Rotch’s ships.

Although Mr. Rotch was a Friend, and as such could take no part in any way in the war, and was sent by the town on several occasions as a messenger to the British commanders to secure protection against the depredations of the refugees, there are many people still living who believe he was a Tory at heart, and that he was guilty of smuggling. Certain it is that he was tried for the latter offence, and by his own showing was fearful of being convicted. It certainly is a very singular fact that he should prefer to carry on the business of whaling in a foreign country after the war was over.*

Owen C. Spooner.

While engaged upon this book, during the past winter, the compiler was informed that there was a quiet, unpretending gentleman living in the town, who, although he had never received any recognition from

* Never was a more true, patriotic American, only non-resistant.

the government, or any credit whatever for it, had made a discovery many years ago which had been of immense value to navigators ever since, and that was the discovery of sunset longitude. The gentleman referred to was Mr. Owen C. Spooner, who was born near New Bedford in 1805. In early life he was a sailor, and the following facts in relation to his discovery are here given in order that his name may not sink into oblivion. As the compiler understands the matter, Lieut. Maury has heretofore had the credit of discovering sunset longitude; but if Mr. Spooner was the discoverer, he should have the credit of it, and he is worthy to be placed among "distinguished Nantucketers."

In answer to the compiler's inquiries in regard to the matter, the following article appeared in the *Nantucket Journal* of Dec. 1, 1881, which tells the story: —

Credit to whom Credit is due. — There are doubtless many who are not aware that the credit for the discovery of sunset longitude, though in an English nautical almanac claimed by a British admiral, rightfully belongs to Mr. Owen C. Spooner, of this town.

On the voyage previous to that of the discovery, the second mate, Mr. Charles Clark of Maine, remarked in presence of the mate, Mr. Hoeg, and Mr. Spooner, that he believed sunset longitude could be obtained.

On the following voyage, in the ship "Atlantic," Dec. 16, 1840, when in latitude 4.18 S., just before sunset, Mr. Hoeg, then captain, said to Mr. Spooner, "Note the time by the chronometer, and let us see about this sunset longitude." The captain, mate,

and Mr. Spooner worked upon the knotty problem until dark, when the two former gave it up. Not so Mr. Spooner. *He* persevered three hours longer and obtained the longitude, 116 W., and it corresponded with that of the afternoon. That night he forgot to write up his journal. The next morning they got a sunrise longitude, which agreed with the forenoon's, and so they continued to test it, thus proving its correctness beyond a doubt.

They informed every ship they spoke of the discovery, and by the time they arrived at Tahiti it was very generally known. Many disbelieved it, but Capt. William H. Gardner, of the "Richard Mitchell," confirmed it by stating that he had navigated his ship from the Society to the Galapagos Islands altogether by sunset longitude.

In the next issue was published the following:—

Sunset Longitude.—Upon reading the article in our last issue regarding the discovery of sunset longitude, a gentleman called on us and made the following statement: Said he, "In 1853 I was a passenger on ship 'Seaman,' of Baltimore, Capt. William B. Daniels, bound from San Francisco to the Eastern States. Just before sunset one afternoon the captain said to me, 'I wish you would note the time by the chronometer; I want to get a sunset altitude.' I had heard of this method of obtaining longitude, but had never seen it tried, so I noted the time; and soon after the captain announced the longitude and that his morning's longitude was not quite correct, adding, 'Lieut. Maury did a great thing for navigation when he discovered sun-

set longitude.' 'Lieut. Maury!' I exclaimed, 'he did n't discover sunset longitude!' and then I gave him an account of its discovery as I had heard it, similar to that published last week. 'Well,' said Capt. Daniels, 'this is news to me. I have always heard it attributed to Lieut. Maury.' The captain, in common with many others at that time, was keeping a separate account of winds and currents for Lieut. Maury, United States navy, on blank charts furnished by him, and when he made out his statement for that day he added in a foot-note the information I had given him, telling me that if he ever heard from it he would communicate with me. As he never did, I presume no notice was taken of the matter."

Again in the same paper of Dec. 15, 1881:—

Sunset Longitude again.—Since our last issue, we have learned from Mr. Owen C. Spooner the following additional facts attendant upon the discovery of sunset longitude: The "Atlantic" touched at Tahiti after the discovery; and among the vessels at that port was the ship "Columbus," of Nantucket, Capt. William B. Gardner, which had three men sick on board. As there was no doctor at Tahiti, the "Columbus" proceeded to Callao, where an American frigate was stationed, that the sick men might have the benefit of medical treatment from the physician attached to the frigate. Commodore Maury was a lieutenant on this man-of-war, and then and there for the first time heard of the discovery of sunset longitude from the first officer of the "Columbus," now Capt. Henry F. Coffin, of Brooklyn, who had learned it from Mr. Spooner.

Lieut. Maury "saw through" the whole thing in a moment, and expressed great surprise that it had never been discovered before. He also said he would use his best endeavor to obtain for Mr. Spooner some substantial recognition from government of the service he had rendered navigation ; but Mr. Spooner never heard anything from him.

Mary Starbuck.

The "great Mary Starbuck," as she has often been termed by her admirers, although not born at Nantucket, was closely identified with the early history of the place, having been the daughter of its first chief magistrate, and the mother of the first white child born upon the island.

From Wm. C. Folger, Esq., the compiler has gathered a few facts in relation to this celebrated woman He says: —

"Mary Coffin, daughter of Tristram and Dionis, was born in Haverhill, Mass., Feb. 20, 1645, and came with her parents to Nantucket in 1660 or 1661. She married Nathaniel Starbuck, Sr., son of Edward and Katherine (Reynolds) Starbuck, probably in 1661 or 1662. Their first child was a daughter named Mary Starbuck, who was born March 30, 1663. *She* married James Gardner, son of Richard and Sarah. They had four sons and two daughters. She died in 1696, and was the first white child born on the island of Nantucket. The *great* Mary, her mother, had in all ten children, four sons and six daughters. *She* died Nov. 13, 1717, and was buried in the Friends'

first burial ground, in the upper town.* Nathaniel her husband died June 6, 1719, aged about eighty-three years, and was buried at the same place.

“Mary Starbuck was called by writers of that period ‘the great woman,’ a ‘Deborah’ among them for her wisdom and great ability, being as often consulted in town affairs as she was in religious matters. She is said — on the authority of her eldest son, Nathaniel, Jr. — to have been baptized by Peter Folger, in Waipeteague Pond; but about 1704 she became convinced of the truth as taught by the Friends, joined them, and became one of their ministers. Her family after that generally became Friends, and her son Nathaniel, and daughter Priscilla Coleman, and grandsons Elihu and Nathaniel Coleman, were at a later period Quaker ministers.

“Nathaniel, Sr., and Mary Starbuck probably lived on the Cornish farm; Nathaniel, Jr., near the south end of Maxcy’s Pond.”

Many more names might be added to this list, including Lieut.-Commander John G. Mitchell, Rev. C. C. Hussey, George Howland Folger, Dr. Charles Winslow, Lieut. Richard Mitchell, Major Tracy, Henry Mitchell, Anna C. Starbuck, Lieut. Wm. R. Hathaway, Maria L. Owen, Lieut.-Commander T. M. Gardner, Commander G. W. Coffin. In fact, there is a host of Nantucketers who have become distinguished in the arts and sciences, in the army and navy, in business and the various professions; but lack of space compels the compiler to stop.

* See cemeteries, page 60

DISTRICTS.

The divisions of the town are called districts, instead of wards. There are four of them, situated as follows: All that part of the town lying north of Main and west of Centre Streets is called District No. 1; all north of Main and east of Centre Streets, District No. 2; all south of Main and east of Orange Streets, District No. 3; all south of Main and west of Orange Streets, District No. 4.

DRIVES AND ROADS.

The roads leading from the town are sandy and deeply "rutted." But little care is taken of them. Spasmodic efforts have at various times been made to patch them up; but they seem always to have been in a state of chronic dilapidation.

What Nantucket lacks in roads she makes up in her agreeable, pleasing, and novel revelations in the way of scenery. Perhaps one of the best drives is through Pleasant Street and Atlantic Avenue; thence to South Shore and Surfside. From there a drive to 'Sconset along the bank — taking in Tom Never's Head on the way — will give one of the grandest views of the ocean that can be imagined. The undulating moors on one side of you, with their ever varying, always pleasing variety of coloring in the way of beautiful wild flowers that grow in such wonderful abundance on this seemingly sterile island; the gentle breeze bringing to your senses their grateful perfume, mingled with the invigorating fragrance of the pines and salt sea that rolls in such magnificence on your other side, tossing aloft its

white arms, — its hoarse voice, mellowed by distance, coming soothingly to your ears; behind you the old town sitting like a queen in the purple distance; before you Sancoty's tower piercing the deep blue of the sky; and the little village of 'Sconset nestling so serenely near by, — will give you an idea of Arcadia, and your drive will become a dream remembered with pleasure, years and years after.*

Another pleasant drive is to Polpis, in the vicinity of which is to be found one of the best conducted farms on the island, — that of F. C. Sanford, Esq.; and from Polpis to Quaise, or Sesachacha, or Quidnet, ending once more in 'Sconset. Still another pleasant drive is to the water works, by way of the Cliff. Even if the roads are bad, with a good horse and carriage one can enjoy a ride on Nantucket, if one is so minded.

DROWNING.

Although thousands of people every year avail themselves of the pleasures of boating and bathing at Nantucket, there are very few cases of drowning on record here.† Of course, wherever there is water, whether fresh or salt, there is a chance for an accidental drowning. As few people really understand what course is necessary to pursue in the case of a person supposed

* The regular road to 'Sconset is marked by milestones, but many persons prefer what is called the "old road," a little south of the new or regular road. The one mentioned above is "the longest way round."

† Those who have lost their lives by shipwreck are of course excepted.

to be drowned, the following rules — copied from the revised regulations for the government of the life-saving service of the United States, kindly loaned the compiler by J. B. Macy, Esq. — are here given. The compiler sincerely hopes, however, that it will never be necessary to refer to these pages in order to test the rules here given.

Directions for restoring the Apparently Drowned.

RULE I. — *Arouse the Patient.* — Unless in danger of freezing do not move the patient, but instantly expose the face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing so as to expose the chest and waist, and give two or three quick, smarting slaps on the stomach and chest with the open hand. If the patient does not revive, then proceed thus: —

RULE II. — *To draw off Water, etc., from the Stomach and Chest.* — If the jaws are clinched, separate them, and keep the mouth open by placing between the teeth a cork, or small bit of wood; turn the patient on the face, a large bundle of tightly rolled clothing being placed beneath the stomach, and press heavily over it for half a minute, or so long as fluids flow freely from the mouth.

RULE III. — *To produce Breathing.* — Clear the mouth and throat of mucus by introducing into the throat the corner of a handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present, let him, with

a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth (this prevents the tongue from falling back and choking the entrance to the windpipe), and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head, thereby increasing the prominence of the ribs, which tends to enlarge the chest. The two last-named positions are not, however, essential to success. Kneel beside or astride the patient's hips, and with the balls of the thumbs resting on either side of the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands, and at the same time squeeze the waist between them, as if you wished to force everything in the chest upward out of the mouth. Deepen the pressure while you can count slowly one, two, three, then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two, three; then repeat the same motions as before at a rate gradually increased, from four or five to fifteen times in a minute, and continue thus this bellows movement, with the same regularity that is observable in the natural motions of breathing which you are imitating. If natural breathing be not restored after a trial of the bellows movement for the space of three or four minutes, then, without interrupting the artificial respiration, turn the patient a second time on the stomach, as directed in Rule II., rolling the body in the opposite direction from that in which it was first turned, for the purpose of freeing the air passages

from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes; and for a while after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practised from the beginning, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction towards the body, with firm, grasping pressure and energy, using the bare hands, dry flannels, or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits; bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

RULE IV. AFTER TREATMENT. — *Externally.*—As soon as breathing is established, let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest.

Internally. — Give a little brandy and hot water, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient.

Later Manifestations. — After reaction is fully established, there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours, it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In

such cases, apply a large mustard plaster over the breast. If the patient gasps for breath before the mustard takes effect, assist the breathing by carefully repeating the artificial respiration.

NOTE. — An eminent authority, Dr. Labordette, the supervising surgeon of the hospital of Lisieux, in France, appears to have established that the clinching of the jaws and the semi-contraction of the fingers, which have hitherto been considered signs of death, are in fact evidences of remaining vitality. After numerous experiments with apparently drowned persons, and also with animals, he concludes that these are only signs accompanying the first stage of suffocation by drowning, the jaws and hands becoming relaxed when death ensues. This being so, the mere clinching of the jaws and semi-contraction of the hands must not be considered as reasons for the discontinuance of efforts to save life, but should serve as a stimulant to vigorous and prolonged efforts to quicken vitality. Persons engaged in the tasks of resuscitation are therefore earnestly desired to take hope and encouragement for the life of the sufferer, from the signs above referred to, and to continue their endeavors accordingly. In a number of cases Dr. Labordette restored to life persons whose jaws were so firmly clinched that to aid respiration, their teeth had to be forced apart with iron instruments.

EXPRESS.

The New York and Boston Dispatch Express Company have an office on Main Street, opposite the Pacific National Bank. Packages are forwarded from this

office to all parts of the world, *via* New York and *via* Boston. Charles H. Allen is the local agent. The local express business is done by the regular teamsters, and by Wm. B. Ray and Charles C. McCann, who each have a hand-cart. William B. Ray, "Porter No. 1," and Charles C. McCann, "Porter Number One," are always ready to transport, in their little vehicles, trunks and other luggage to any part of the town. Twenty-five cents is the regulation price for the transportation of each trunk from the steamer. As there is considerable rivalry between the gentlemen above mentioned (each claiming priority on account of the number of his license), it is perhaps justice to them both, to say that neither was ever the cashier of a New Jersey bank, consequently they can both be relied on. When not at the steamboat landing, they can generally be found on Main Street (never both on the same side.)

FIRES AND FIRE DEPARTMENT.

The apparatus of the fire department consists at present of five old-fashioned hand engines (and very old ones too), six hose carts, two hook and ladder companies, and 2,150 feet of hose (estimated), with a force of two hundred and eight men. There are also thirty kegs of gunpowder for blowing up buildings in case of necessity. This is of course a great improvement on the old-fashioned leather fire buckets that hung, a hundred years ago, in the halls of every well-to-do householder; but the town is far behind the age. If, as has been asserted, during the last thirty-five years not a fire has occurred in the town but

what was confined to the building in which it originated, that fact is no argument whatever against the introduction of a steam fire engine, which the town should have at once.

The town, however, at its last annual meeting showed signs of waking up to the needs of the hour. It was voted unanimously to instruct the board of fire-wards to contract with the Wannacomet Water Company for a supply of water for fire purposes for ten years. By this action the town gains greatly; property will appreciate, better rates of insurance can be obtained, and every householder can rest easier. The sum of \$3,870 was appropriated for the fire department the present year.

FISHING.

For the disciples of old Izaak Walton, Nantucket is certainly a paradise.

Bluefish, scup, flat-fish, plaice, cod, eels, haddock, perch, pollock, herring, and smelt abound; tautog and rock bass are sometimes caught, and at rare intervals the bonita, Spanish mackerel, flying fish, and other varieties belonging farther south, have been captured. Neither does the island lack for shellfish; plenty of clams, quahaugs, scallops, lobsters, and crabs being found on or near the island.*

A few years since, Mr. Moses Joy, Jr., conceived the idea of stocking the ponds with certain varieties of fish unknown here. He placed thirty large black

* Oysters are said to have been found here, years ago, in large quantities, and they might be again cultivated with profit.

bass in the Washing Pond, forty in Miacomet Pond, and three thousand small land-locked salmon in Hummock Pond. Mr. Joy has lately informed the compiler that the fish have all done well, having multiplied and grown rapidly.

If you like fishing, and don't mind the peeling of your nose or the laceration of your hands, come here to Nantucket, get a lot of jolly fellows together, hire a yacht, and go out for a day's sport, — either bluefishing, sharking, or scupping, or all combined; and if the experience is not a pleasurable one, — especially if it is a goodly company, and congenial, — then are you no lover of the art piscatory.

Mr. Northrop, the author of that pleasant little book, "Sconset Cottage Life," — who is himself a keen sportsman and follower of the gentle Izaak, — says, "If you would catch bluefish to your heart's content, go for them in June; a piece of advice not likely to be serenely received by those who must wait until August for their annual vacation. In the leafy month the fish roam over these shoals, as hungry and predaceous as so many sharks. You may satisfy your bloodiest and most avaricious instincts as a fisherman; but after such a debauch of angling, you will never dare to read the pages of the gentle Izaak Walton until you have washed your hands and your heart of such wholesale slaughter." And in regard to sharking, he says, "No summer experience is complete without one 'sharking expedition.'" After giving a very realistic description of the catching of a shark, he continues, "I confess (with a little twinge) that I was never more excited with any sport (!) in my life

than with this my first capture of a shark, and a veritable man-eater at that. There was hard work enough on our part, and a wonderful display of power on his. It seemed as if our boat must go to pieces in the fight, and there was a spice of danger in the whole beastly business that made one's nerves tingle."

To go sharking, any of the yachts can be hired; or by taking a trip to Wauwinet in the little steamer "Island Belle," or in the regular ferry-boat "Lillian," one can secure the services of Capt. Alexander Bunker or the Norcross boys, and be put on the sharking ground in short order.

In the spring and fall, large quantities of haddock, cod, and pollock are caught at South Shore and 'Sconset. The fishermen put off from the shore in little boats called dories, — mere egg-shells, but probably as safe surf boats as any in the world. The scene at the beach, on the arrival or departure of the fishermen, is a very exciting one to those who have never witnessed the floating or landing of a fishing boat where there is a heavy surf. Dragging his boat down to the water, the fisherman scans with a keen eye every wave as it rolls upon the shore. Soon he discovers one that suits his purpose: he waits until the instant it breaks into foam on the beach, then with a tremendous shove he sends his boat skimming into the receding wave, jumps into it, snatches his oars, and with a quick, strong, determined pull, his boat is off and away, dancing like a feather over the crest of the next mighty billow. If there is a breeze, he drops one oar, ships the other at the stern to steer with, sets his little sail, and before his watchers have tired with gazing after him, he is on

the fishing ground, where with the aid of a spy-glass all his motions can be observed from the shore as he pulls in his finny prizes. The return is more often accompanied by danger than the departure, the boats frequently capsizing, and boat, man, fish, lines, and oars being tumbled over and over in the surf in inextricable confusion. Very few fatal accidents have ever occurred here, the men usually getting out of the scrape with a few bruises, and the loss sometimes of all of their fish and lines, besides a badly used-up boat. No salt codfish bring so high a price in the market as those cured upon Nantucket. They are always dry and clean and white. Every fish is thoroughly washed and cleaned before it is salted, and the greatest of care is taken in their drying or curing; consequently "Nantucket fish" command one or two cents a pound more than "Block Island" or "George's Banks," and are eagerly sought after by those who know a good thing.

FRIENDS, OR QUAKERS.

(See Churches.)

On Nantucket, the "Friends" — or "Quakers," as they were contemptuously styled by their enemies — were largely in the ascendancy as a religious body at a very early period of its history, and their teachings and precepts have always exerted a marked influence upon its people. Some of the most illustrious men and women whom the island has produced were Friends.

The compiler acknowledges his indebtedness to Mr. Matthew Barney — for many years the faithful treas-

urer of the Nantucket Institution for Savings, and himself a Friend—for the following in relation to this sect, which is, alas ! gradually giving way to more advanced (?) ideas. Mr. Barney says :—

“ It appears that during the year 1688 the island was visited by an English Friend. This is the first mention or knowledge we have of the Friends in connection with the history of the island. Others came after that ; but little, however, is known of them, except that they came on religious visits.

“ In 6th month, 1698, Thomas Chalkley, the famous Quaker captain, merchant, and preacher (whom Whittier has celebrated in verse), visited the island, and in his journal says he was very kindly received by the people, and that he held several very large and acceptable meetings ; previous to which he was questioned by their minister why he, being such a young man, came here, and upon Chalkley’s answering that it was ‘ purely in the love of the gospel,’ ‘ Then preach, in God’s name, in my house to-morrow !’ said the minister, and preach he did! -

“ From that date up to 1704, several Friends, ministers and their companions, visited the island. It was at this time (1704) that Nathaniel Starbuck and his wife Mary (see page 136) were convinced of Friends’ principles. Chalkley in his journal gives a very interesting sketch of this Mary Starbuck, speaking of her as a woman of great energy of mind, and true and strong Christian character. She and her husband were the first to become ministers from among the Friends on the island, and through their zeal and ministry a meeting was established, and a meeting-house

built. The meeting so increased that in 1708 a yearly meeting was commenced, and continued here for nearly seventy years, to which many Friends came from all parts of New England, New York, and Philadelphia. In 1706, 1722, and 1737, the famous physician and Quaker preacher, Dr. John Fothergill of London, visited the island as a minister of the gospel; and his son, Samuel Fothergill, came as a minister in 1755. During the seventy years above mentioned, over five hundred ministers with their companions visited the island. Among them I find names of men of note in the history of Pennsylvania. The celebrated Benjamin Lay, who zealously preached against slavery and the slave-trade, and in practice carried out his views and principles,—refusing even to use any of the known products of slave labor,—was one of them.

“There were Friends upon the island who in a large measure took the same stand. Elihu Coleman, who was a most excellent man, and a minister in the society, took a most decided stand on the slavery question, and in 1729 he published a pamphlet upon the sin and iniquity of slaveholding; and the subject of slavery, its cruelty and wrong, were here discussed in their monthly business meeting, and as early as 1727 a minute was made in one of their meetings declaring it a wrong and a sin,—that the society ought not to tolerate it, or allow its continuance and practice by its members. The meeting, with others in New England, continued their protests against it, until the whole body of Friends in that locality was purged of it; and very soon it followed that no member of the society of Friends in America could own a slave, or hire his labor from an owner.

“The society of Friends on the island, during the first seventy years of the century, furnished many able men and women who were true ministers of the gospel of Christ our Lord; they travelled extensively in this country and England, preaching the glad tidings and good words of life.

“The society of Friends as a body have been averse to holding office under the general government. It has been stated, and is no doubt true, that the peaceable and quiet principles and lives of Friends have had in past time a great influence on the ways and manners of the people of the island generally; and the strong Quaker leaven has had such an influence upon the lives of many, though not numbered with the society, that their views and acts have been greatly modified by its principles and traditions.

“The society, in its earliest years, very strongly advocated the general education of its members, and it has always been one of its positive rules that every child capable of receiving or learning the common branches of an English education should be so educated; and when the parents were unable to bear the expense, the body at large must assist. And those who needed aid to labor at or attend to some business which they were capable of transacting always had aid and counsel, socially and pecuniarily. These facts made a stronger mutual interest in the welfare of families and in each other.

“The greater social equality of women among Friends, and their equal share in the administration of the affairs of the society over that enjoyed by women in other religious organizations, and the quiet simplicity

of life they practised, had a good influence in their own homes, and on those about them.

“Some of the women of the society on the island were well educated for their time. As early as 1820, two young women went from the island to Providence, R. I., as teachers in the large boarding school organized and carried on by the society of Friends in New England, for the education of the children of Friends, and directly under their supervision.

“That Friends have always advocated and acknowledged the right and the duty of their women to preach the gospel is well known. Three women Friends, as duly authorized and acknowledged ministers of the gospel of our Lord and Saviour, in the early part of this century left the island and travelled very extensively in New England, New York, Ohio, Indiana, Pennsylvania, Virginia, Tennessee, and the Carolinas; holding meetings, and preaching to large public gatherings. Often in their journeys they endured much hardship and fatigue, as the States were thinly settled, and the carriage roads few and poor. They often rode on horseback, visiting the settlers in their log-cabins, in the spirit of love and self-sacrifice, carrying the gospel message freely to all without fee or hope of reward, and paying their own expenses, though they gratefully accepted and appreciated the kindness shown them wherever their lot was cast. One of their number visited England and Ireland * on a religious visit, in company with a Friend from New York.

“Foremost among the men of business and intelli-

* Presumably Elizabeth Barker.

gence in the past history of the island were members of the society of Friends who were largely engaged in commerce. There are many names that are familiar to old people of to-day, whose ships brought teas from China, rice and silks from ports on the Hoogly and the Ganges. They visited Sweden for iron, and Russia for hemp and duck. Their ships were seen in all the then known foreign trading ports, and they visited every sea and clime for seals or whales; and wherever they went they always acted in the interest of peace and on peaceable principles.

“The Friends are not generally politicians in the common acceptation of the term, but they are politicians so far as to desire a good government and just laws; and though at times conservative as to acting with the popular movements of the day, they have been far in advance in their views in most or all reforms, moral and civil, and have from a sense of duty accepted and held places of trust and responsibility, and without show or display, have honored, as well as been honored by, such trusts.

“They have been members of the Legislature, as senators and representatives, and in the governor’s council. One Friend filled the office of State treasurer for five consecutive years, which is the longest time that any one can hold the office (that being the time limited by law). He was highly respected, and on intimate terms socially as well as officially with the two governors under whom he served.

“Friends have, as has been stated, led and not followed in giving general education, in the antislavery movement, in temperance, and in peace, and in the endeavor to soften and ameliorate life’s hard duties.

“ I think during the first quarter of this century that the society here on the island attained its greatest sway and power, religiously and numerically, and at one time composed at least one fifth of all the inhabitants, numbering quite 1,400, having two houses of worship, where many attended who were not members of the society, or possibly had been and could not shake off easily their love and regard for the quiet and simple ways and teachings of their parents.

“ The Friends were a respected and honored part of the community, and had an influence for good. They lived frugally and peacefully, and prospered, and they gradually ceased to be aggressive in their way of spreading their views and principles.

“ Theological speculation, in some measure, took the place of quiet faith; and a discussion of opinions, rather than a statement of true faith and belief, sure hope and trust, broke in on the quiet of their homes and religious life, and many were bewildered, rather than really advanced in a Christian course and life, by the claims that a greater light was dawning upon mind and conscience, which would dispel error and blind faith, or show that the society had grown beyond and outgrown their simple tenets, and would again arise in new and fairer beauty and power. But whatever may have been the desire and hope for a permanent good and blessing to the society, all this tended to scatter and divide, as the years of the last half-century have witnessed, until but few remain among us; but the seed is not lost, for when any do go out from among them, they make the old leaven

felt in the other Christian organizations to which they attach themselves.”*

FURNISHED APARTMENTS.

During the summer season a number of private families let every room, not in actual use, for lodging-rooms. Some of the rooms are located in the immediate vicinity of hotels, and satisfactory arrangements can generally be made with them in regard to table board. The best of these rooms rent for \$5 per week. If any person's name is omitted from the annexed list, the compiler would suggest that that person read the Preface to this work.

NOTE. — From a “History of Nantucket,” kindly loaned the compiler by our venerated townswoman, Mrs. Harriet Peirce, and written in the year 1810 by a Friend from Philadelphia, who visited the island previous to that time, the following is gathered, which differs somewhat from Mr. Barney's account, particularly as regards Mary Starbuck. Mr. Sansome, the gentleman referred to as the historian, says:—

“When John Richardson visited the island in 1701, this eminent woman embraced the principles of Fox and Barclay, in which she was followed by many of her friends and neighbors, from whom are descended the present Quakers of the place.”

It is really a matter of no moment whether Mary Starbuck embraced the belief of the Friends under Richardson's ministrations or Chalkley's, or whether the event occurred in 1701 or 1704; doubtless both of these devout men exerted an influence for good among the early settlers, which is felt even to this day. The two accounts are here given simply to show that there is a question as to the precise time of Mary Starbuck's conversion to the simple faith of the Friends.

List of Persons who have Furnished Rooms to let.

W. B. Chase, Academy Avenue.
 O. C. Coffin, Centre Street.
 Winifred Coffin, Main Street.
 Geo. R. Folger, Academy Avenue.
 B. A. Gardner, Chester Street.
 E. K. Godfrey, Main Street.
 Mrs. Hathaway, Pearl Street.
 Laura A. Hinckley, Fair Street.
 F. B. Murphy, Orange Street.
 Daniel Round, Orange Street.
 Wm. S. Whippey, Centre Street.

GAS.

Nantucket, which had for two centuries given light to the world, at last accepted herself the inevitable, and in 1854 gas was lighted for the first time in the town. The Nantucket Gas Light Company furnishes the town with gas of a very fair quality, the charge being at the rate of \$3 for one thousand cubic feet. The company has a capital of \$40,000, and have nearly five miles of pipe laid. Its officers are as follows: A. T. Mowry, president; A. M. Myrick, secretary and treasurer; Isaiah Coffin, superintendent.

GREAT POINT.

(See *Lighthouses.*)

Great Point, or "Nauma" (Sandy Point), is a long strip of sand stretching like an arm out into the sea, and making the extreme northeast point of the island.

It is, in a direct line from the town, about nine miles by water, and a sail to this locality, in quest of blue-fish, will be appreciated by all lovers of the sport of fishing. Upon the point is a government lighthouse, and large numbers of lobsters are caught here in their season.

GUNNING.

Although there is not much to boast of in the way of shooting on Nantucket, yet there are times when a great many desirable wild-fowl may be obtained by a good gunner.

In the early spring, at Coataue and in the upper harbor, brant, sheldrakes, coots, and whistlers are to be found in considerable numbers; in May, spring black-breast plover are at times numerous; in September, golden plover, doe birds, yellow-legs, and upland plover make their appearance on various parts of the island. Snipe are frequently found in October on the marshes, and teal later in the fall around the ponds. In the fall of 1881 large numbers of the upland gray-back, otherwise known as the brown-bird, made their appearance here on the marshes.

Capt. William C. Dunham is authority for the above.

Mr. Herbert S. Sweet, who contributed to this book the valuable article on ornithology (page 240), says:—

“Nantucket is not, as is supposed, a bonanza for sporting men. There are, to be sure, many times when plover are shot in goodly numbers, but all depends upon the weather and wind. If storms come while the birds are passing the island, they will stop on the plains to rest and feed; but if the flight takes

place when the weather is fine and clear, a great part of the birds pass on, and do not stop,—and this is generally the case. Although the black duck breed here in considerable numbers, yet, when the first of September arrives, the birds are missing. The ducks which are shot here during the winter differ very much in appearance from the ones bred here. There are times when the mergansers, coot, and eider furnish rare sport to one who is willing to devote every minute to the hunting of them up and exercise a vast deal of patience.”

Everything required by the sportsman can be obtained of Mr. Sweet.

HALLS.

Except on very few occasions the public halls of the town have been found amply sufficient to meet the requirements of the people.

The Athenæum Hall is the largest and best; it is in the Athenæum building, on the corner of Federal and Lower Pearl Streets. It has a small stage with drop curtain, but no scenery, and there is an anteroom each side of the stage. It has a seating capacity of four hundred and fifty, is furnished with settees, has a fine piano, and lets for \$8 per night, including use of piano. It is let for fairs, concerts, lectures, and variety performances. Joseph S. Swain, agent.

Atlantic Hall is on Main Street. It has a new hard-pine floor, is sixty feet long by forty-five wide, is cool and comfortable, and lets for balls and fairs at \$6 per night. For the past two summers it has been used as a skating rink. E. H. Alley, agent.

Wendell's Hall is on Main Street, over the store of Geo. W. Macy. It is a pretty little place for society meetings, social assemblies, readings, or fairs. Its seating capacity is about one hundred and seventy-five, and it rents for \$5 per night. Geo. W. Macy, agent.

Institute Hall, on Main Street, is let for assemblies. The hall is a small one, and has no settees. C. K. Manter, agent.

Pantheon Hall is one of the older halls, and has long been in disuse.

There are two other halls, — Sherburne Hall, owned and occupied by the Odd Fellows, and a small hall in the "Lodge Building" occupied by the Knights of Honor and Good Templars.

North Hall is a good-sized room on Centre Street, in which the Women's Christian Temperance Union hold their meetigs.

HISTORICAL SKETCHES.

Discovery of Nantucket.

Little dreamed those hardy old vikings when they swept down from the frozen North, a thousand years ago, fearing nor storm nor ice nor cold, that in the ages to come, these broad lands — then first discovered, and now known as the United States of America — would be peopled by a nation the grandest the world has seen, and numbering upwards of fifty millions of souls.

It is now quite generally believed that nearly five centuries before Christopher Columbus (Cristoval Colon?), braving every obstacle for the sake of an

idea, rocked his dizzy way across the trackless and restless wilds of an unknown sea in a crazy fleet of "three small caravels," Lief and Herjulfson, Norsemen coasted down the whole North American continent, discovering and naming bays, rivers, inlets, and islands, and among the latter Nantucket, which they named "Nanticon" (page 223). There is of course nothing whatever to substantiate the belief, an apparent mystery enshrouding this almost primitive voyage of discovery.

To Bartholomew Gosnold, a noted English navigator, is now given the credit of discovering, in 1602, the island of Nantucket. It is stated that in 1602 he sailed from England with a number of passengers, who were bound to Virginia for the purpose of settling there; that on the voyage he discovered and named Cape Cod and Nantucket. One would suppose, however, from reading Bancroft, that Nantucket was known to Gosnold or others previous to this time; for he (Bancroft) says, "Doubling Cape Cod, and passing Nantucket, they again landed on a little island now called 'No Man's Land.'" Now, if they passed Nantucket without landing, how could they have known that what they had "passed" was an island, and that its name was Nantucket?

So far as the compiler has been able to ascertain, there is little recorded in regard to the island of Nantucket from the time of its discovery in 1602, until 1641, when it was deeded to Thomas Mayhew & Son. Rev. Dr. F. C. Ewer gives credit on his historical map of the island to the tradition that in 1630 there was a war upon the island between the eastern and western

tribes of Indians, and says also that the island was "covered with forest trees, mostly oaks." This is all doubtless true; and it is also the compiler's firm belief (and there is everything to substantiate it) that all the islands lying to the south of Massachusetts — "Nantican," "Caparrock," "Tuckanuckett," etc. — had been visited frequently, and were well known to the English long before 1641.

On page 324 of Drake's "Nooks and Corners of the New England Coast" will be found the following:—

"The first Englishman to leave a distinct record of it was Capt. Dermer, who was here in 1620, though Weymouth probably became entangled among Nantucket Shoals in May, 1605. The relations of Archer and Brereton render it at least doubtful whether this island was not the first on which Gosnold landed, and to which he gave the name of Martha's Vineyard. The two accounts are too much at variance to enable the student to bring them into reciprocal agreement; yet that of Archer, being in the form of a diary, in which each day's transactions are noted, will be preferred to the narrative of Brereton, who wrote from recollection. To these the curious reader is referred. (Note Purchas, iv.; reprinted in Mass. Hist. Colls., iii., viii.) I cannot give space to those points that confirm my view, but they make a strong presumptive case. It has been alleged that De Poutrincourt landed here after his conflict with the Indians of Cape Cod. So far from landing on the island they saw, Champlain says 'they named it "La Soupçonneuse,"' from the doubts they had of it. Lescarbot adds that "they saw an island six or seven leagues in length, which they were not able

to reach, and so called it "Ile Douteuse." The land, it is probable, was the Vineyard. "

A legend is still extant concerning the primeval discovery of the island by the Indians, that was related to the early English settlers, which may not be out of place here: —

"In former times, a great many moons ago, a bird, extraordinary for its size, used often to visit the south shore of Cape Cod, and carry from thence in its talons a vast number of small children. Maushope, who was an Indian giant, as fame reports, resided in these parts. Enraged at the havoc among the children, he, on a certain time, waded into the sea in pursuit of the bird, till he had crossed the sound, and reached Nantucket. Before Maushope forded the sound, the island was unknown to the red men. Maushope found the bones of the children in a heap under a large tree. He then, wishing to smoke his pipe, ransacked the island for tobacco; but finding none, he filled his pipe with poke, — a weed which the Indians sometimes used as a substitute. Ever since this memorable event, fogs have been frequent on the Cape. In allusion to this tradition, when the aborigines observed a fog rising, they would say, 'There comes old Maushope's smoke.' " (Col. Mass. Hist. Soc., Vol. V., First Series, page 57.)

It is to be regretted that there is so little of this tradition; for of course the reader is anxious to know if Maushope caught the bird, and if so, how or in what manner he succeeded in capturing it.

Settlement of the Island.

In 1641, William, Earl Sterling, and Sir Fernando or Ferdinand Gorges appear to have had control of the

islands lying to the south of Massachusetts. During this year the Elizabeth Islands, Caparrock or Martha's Vineyard, Nanticon or "Nantuckett," and Tuckanuck or Tuckanuckett, were "graunted unto Thomas Mayhew at Watertowne, Merchant, and to Thomas Mayhew his Sonne."

The consideration named in the deed of Nantucket was, "That Thomas Mayhew and Thomas Mayhew his Sonne, or either of them or their Assignes, doe render and pay yearly unto the Hon^{ble} the Lord Sterling, his Heyres and Assignes, such an acknowledgement as shall bee thought fitt by John Winthrop Esqr. the Elder, or any two Magistrates in the Massachusetts Bay, being chosen for that End and Purpose oy the Hon^{ble} the Lord Sterling or his Deputy; and by the said Thomas Mayhew and Thomas Mayhew his Sonne, or their Assignes." * This deed was dated Oct. 13, 1641.

It is evident that the Mayhews faithfully performed their part of the contract, from the fact that in 1659 the island was still in their possession, or rather the patent of it.

Macy's History (page 19) says : —

"Although we find in the body of the deed that it was made to the Mayhews and their associates, yet it was not conveyed to the associates until May 2, 1659; the reason of which was, that the Mayhews could not purchase the sachem rights until the before-mentioned date, and those who intended to join the association were not disposed to engage until that was effected."

* From F. B. Hough's book, compiled from official records in the office of the Secretary of State, at Albany, N. Y.

From reading this, one gets the impression that other persons were concerned with the Mayhews when the island was granted to them in 1641. This certainly could not have been the case, as will be seen a little farther on. It is possible that the Mayhews (father and son) may not have been able to purchase the Indian or "sachem rights," but it is certain there were no "associates" until 1659. The original deed from Lord Sterling, by his agent Forrett, reads, "Thomas Mayhew, and Thomas Mayhew his son, or their assigns." Ten days afterward, however, in granting the Mayhews the same privileges upon Martha's Vineyard that had been given them on Nantucket, Agent Forrett substitutes the word "associates" for "assigns." That the Mayhews claimed sole ownership, up to 1659, of the greater part of the island of Nantucket, is evidenced by the following

*Deed of Nantucket to Ten Purchasers.**

Recorded for Mr. Coffin and Mr. Macy afores^d y^e Day and Yeare
afores^d.

Bee it known unto all Men by these Presents, that I, Thomas Mayhew, of Martha's Vineyard, Merchant, doe hereby acknowledge, that I have sould unto Tristram Coffin, Thos. Macy, Christopher Hussey, Richard Swayne, Thomas Bernard, Peter Coffin, Stephen Greenleafe, John Swayne, and William Pike, that Right and Interest I have in y^e Land of Nantuckett, by Patent; y^e wth Right I bought of James Fforrett, Gent.

* From F. B. Hough's book, compiled from official records in the office of the Secretary of State, at Albany, N. Y.

and Steward to y^e Lord Sterling and of Richard Vines, sometime of Sacho, Gent., Steward-Gen^l unto Sir Georges Knight, as by Conveyances under their Hands and Seales doe appeare ffor them y^e aforesaid to Injoy, and their Heyres and Assignes forever, wth all the Priviledges thereunto belonging, for in consideration of y^e Sume of Thirty Pounds of Current Pay unto whomsoever I y^e said Thomas Mayhew, mine Heyres or Assignes, shall appoint. And also two Beaver Hatts, one for mysef, and one for my wife. And further, this is to declare that I the said Thomas Mayhew have received to myself that Neck upon Nantuckett called Masquetuck, or that Neck of Land called Nashayte the Neck (but one) northerly of Masquetuck, y^e aforesaid Sayle in anywise notwithstanding. And further, I y^e said Thomas Mayhew am to beare my Parte of the Charge of y^e said Purchase abovenamed, and to hold one-twentieth Part of all Lands purchased already, or shall be hereafter purchased, upon y^e said Island by y^e afores^d Purchas^{rs} or Heyres and Assignes forever.

Briefly: It is thus; That I really sold all my Patent to the aforesaid nine Men and they are to pay mee, or whomsoever I shall appoint them, y^e Sume of Thirty Pounds in good Marchantable Pay in y^e Massachusetts, under w^{ch} Governm^t they now Inhabit, and 2 Beaver Hatts, and I am to beare a 20th Part of y^e Charge of y^e Purchase, and to have a 20th Part of all Lands and Priviledges; and to have w^{ch} of y^e Necks abovs^d that I will mysef, paying for it; only y^e Purchasers are to pay what y^e Sachem is to have for Masquetuck, although I have y^e other Neck.

And in witness hereof I have hereunto sett my Hand and Seale this second Day of July, sixteen hundred and fifty-nine 1659.

Per me,

THO: MAYHEW.

Witness : JOHN SMYTH.

EDWARD SEALE.

This quaint old document will compare very favorably with more modern ones, whose meanings are too often hidden in a mass of verbiage. The meaning of the one just quoted can scarcely be misunderstood, and it ought to set at rest forever the question as to whether there were any "associates" previous to 1659. The substitution of one word for another leads often to serious mistakes.

It seems that as early as February, 1659, arrangements had been made with Thomas Mayhew for the purchase of the island of Nantucket. The deed, however, was, as has been shown, not executed until the succeeding July. In September or October of this year, Thomas Macy, one of the purchasers, thinking it a good opportunity to carry out a long-contemplated plan, "embarked at Salisbury in a small sail-boat, with his wife and children and such household furniture as he could conveniently carry, and in company with Isaac Coleman and Edward Starbuck set sail for Nantucket." (Macy Genealogy, page 22.)

Wm. C. Folger, Esq., is authority for the statement that James Coffin also accompanied Macy and the rest, and spent the winter of 1659-60 on the island. And again an old document, in speaking of Tristram Coffin, says:—

“ James Coffin, his son, was born in England Aug. 1, 1640; came when a child with his father to Salisbury; came with Edward Starbuck, Thomas Macy’s family, and Isaac Coleman to Nantucket in an open boat in the autumn of 1659. He was one of the proprietors of Nantucket. Married in December, 1663, Mary Severence of Salisbury, by whom he had fourteen children. He was a justice of peace, and upon the death of John Gardner in 1706 was appointed, by Gov. Joseph Dudley, judge of probate, which office he held twelve years. He died July 28, 1720, aged eighty years, wanting four days.”

Thomas Macy neither fled from persecution nor did he abandon his property. He was not the man to do either. One of his replies to his wife during a storm on this memorable voyage shows his mettle: “ Woman, go below and seek thy God. I fear not the witches on earth, nor the devils in hell.” *

Mr. Macy left Salisbury simply “ because he could not, in justice to the dictates of his own conscience, longer submit to the tyranny of the clergy and those in authority.” Having with others purchased the island of Nantucket, he wisely concluded that there no one could or would dictate to him in regard to his religion or his dress.

After rather a stormy voyage, they arrived safely at Nantucket. They found upon the island about 3,000 Indians, who received them kindly and assisted them

* The Macy Genealogy is authority for the above quotation; but the compiler very much fears that Thomas told his wife to go somewhere else, as she could not very well “ go below,” being in an open boat, unless she went through its bottom.

in preparing for winter quarters. Thomas Macy and family were the first white settlers on the island of Nantucket. In the winter of 1659, they were joined by one Daggett, who came to the island from Martha's Vineyard for the purpose of hunting.*

“What a picture we now have before us! this devout man with his wife and five little children, the oldest thirteen years and the youngest four years of age, with Isaac Coleman and Edward Starbuck, the former a mere lad of twelve years, living upon this island through the severity of a winter, surrounded by native Indians of whose character and language they were entirely ignorant. The natives, seeing their mission was peace, rendered them every assistance they could, and supplied them with fish and game, which were abundant about and on the island. In the spring of 1660 Edward Starbuck † returned to Salisbury and fully

* Everything goes to show that though Macy and his companions were the first settlers, white men had, previous to Macy's coming, been frequent visitors to the island, — from the fact that neither Mayhew, Macy, Coffin, nor the rest of the purchasers would have bought the island, unless some one of them or some other white man had visited it; for how did Macy happen to know where the island was, and how did Daggett know that there was game on the island?

† Edward Starbuck came here in the autumn of 1659 with Thomas Macy and family, stopped that winter, then went back to Eastern Massachusetts, and gave an account of the place to the other purchasers, and returned again that year, 1660, with eight or ten families. He had joined the church at Dover and had been a representative of New Hampshire. His wife's maiden name was Eunice or Catherine Reynolds, of Wales. He was from Derbyshire, England. He was about fifty-five years old

reported their comfortable situation. During that year some eight or ten families removed from Salisbury to the island, and from that time the number of civilized inhabitants continued to increase." (Macy Genealogy, page 23.)

Although it has been customary to speak of Thomas Macy as the first settler, the fact must not be lost sight of that Edward Starbuck, James Coffin, and Isaac Coleman came to the island in the same boat with Macy, and remained the whole of the winter (1659-60).

Notwithstanding the fact that Macy and his companions were the first to take up a residence here, Tristram Coffyn was one of the earliest to agitate the question of purchasing the island from Thomas Mayhew. This must have been previous to 1659.

According to Mr. Allen Coffin's book, "The Coffin Family," Coffyn certainly visited the island with others, months before Thomas Macy and companions landed. He says: —

"Early in 1659, according to Benjamin Franklin Folger, the most reliable genealogist of Nantucket, Tristram Coffyn proceeded upon a voyage of inquiry and observation, first to Martha's Vineyard, where he took Peter Folger — the grandfather of Dr. Benjamin Franklin — as an interpreter of the Indian language, and thence to Nantucket, his object being to ascertain

when he first came here; was an active, enterprising man, fearless of danger; was at one time a magistrate. He lived westward, and died June 12, 1690, aged eighty-six years. — *Old Records.*

the temper and disposition of the Indians, and the capabilities of the island, that he might report to the citizens of Salisbury what inducements for emigration thither were offered."

Everything which he saw must have been satisfactory; for immediately on his return to Salisbury a company was formed and the island purchased.

As has been before mentioned, a number of families arrived from Salisbury during the year 1660, a settlement was commenced, and the dwellings of civilization began to adorn the hills and valleys where never before had been seen aught save the rough wigwams of the aborigines. From the first the Indians treated the new-comers with favor; and in striking contrast with other parts of New England, or the country in general, the relations between the Nantucket Indians and the settlers were always exceptionally pleasant. Of course difficulties and disagreements arose in time, often threatening serious consequences; but they were settled in a peaceable manner, and they could generally be traced to fire-water, — one of the first things that our boasted civilization always carries with it on its invasion of a new country. That the settlers were honest and fairly bought the land from the Indians, may be seen from the following documents: —

DEED OF WANACKMAMAR.

This witnesseth that I, Wanackmamack, Chief Sachem of Nantucket, hath sold unto Mr. Tristram Coffin and Thomas Macy, their heirs and assigns, that whole neck of land called by the Indians Pacummoh-

quah,* being at the East end of Nantucket, for and in consideration of five pounds to be paid to me in English goods, or otherwise to my content, by the said Tristram Coffin aforesaid at convenient time as shall be demanded.

Witness my hand or mark this 22 of June, 1662.

WANACKMAMAK.

Witness hereto, Peter Folger and Wawinnesit whose English name is Amos.

INDIAN DEED OF NANTUCKET.

(From Mr. Hough's book compiled from records in the Secretary of State's office, Albany, N. Y.)

Recorded for Mr. Tristram Coffin and Mr. Thomas Macy, y° 29th of June, 1671, aforesaid.

These P'sents Wittness, y^t I Wanackmamack, Head Sachem of y° Island of Nantuckett, have Bargained and sold, and doe by these Presents Bargaine and Sell unto Tristram Coffin, Thomas Macy, Rich^d Swayne, Thomas Bernard, John Swayne, Mr. Thomas Mayhew, Edward Starbuck, Peter Coffin, James Coffin, Stephen Greenleaf, Tristram Coffin Jun^r, Thomas Coleman, Robert Bernard, Christopher Hussey, Robert Pyke, John Smyth, and John Bishop, these Islands of Nantuckett, namely, all y° West end of y° afores^d Island unto y° Pond comonly called Waquittaquay, and from y° Head of that Pond to y° North side of y° Island Manamoy; Bounded by a Path from y° Head of y° Pond aforesaid to Manamoy; as also a Neck at y° East End of y° Island called Poquomock, † wth the

* Pocomo. (?)

† Pocomo.

Property thereof, and all y^e Royalties, Priviledges, and Immunityes thereto belonging, or whatsoever Right I y^e afores^d Wanackmak have, or have had in y^e same: That is, all y^e Lands afore menconed and likewise y^e Winter sseed of y^e whole Island from y^e End of an Indyan Harvest untill Planting Time, or y^e first of May, from Yeare to Yeare for ever; as likewise Liberty to make use of Wood and Timber on all Parts of y^e Island; and likewise Halfe of y^e Meadows and Marshes on all Parts of y^e Island wthout or beside y^e afores^d tracts of Land Purchased; And likewise y^e use of y^e other Halfe of y^e Meadows and Marshes, as long as y^e aforesaid English their Heyres or Assignes live on y^e Island; And likewise I the aforesaid Wanackmamack doe sell unto y^e English aforemenconed y^e propriety of y^e rest of y^e Island belonging unto mee, for and in consideracon of ffourty Pounds already received by mee or other by my Consent or Ord^r. To Have and to Hold, y^e afores^d Tracts of Land wth y^e P^rpriety, Royalties, Immunityes, Priviledges, and all Appertenances thereunto belonging to them y^e afores^d Purchas^r their Heyres and Assignes forever. In Witness Whereof, I the afores^d Wanackmamack have hereunto sett my Hand and Seale y^e Daye and Yeare above written.

The Signe of WANACK-MAMACK.

Signed, Sealed, and Delivered in y^e p^rsence of

PETER FOULGER.

ELEAZER FOULGER.

DORCAS STARBUCK.

RECEIPT OF WANACKMAMAK.

Nantucket Records, Old Book, Page 27.

Received of Tristram Coffin, of Nantucket, the just sume of five poun, which is part of the seven poun that was unpaid of the Twenty poun Purchase of the Land that was purchased of Wanackmamak and Neckanoose, that is to say, from Monomoy to Waquettaquage pond, Nanahumack neck, and all from Wesco westward to the West end of Nantucket, I say Received by me, Wanackmamak, of Tristram Coffin, five pounds Starling, the 18th 11 M. 1671.

The mark × of WANACKMAMAK.

Witness hereunto:

RICHARD GARDNER.

ELEZER FOLGER.

The probabilities are that the site of a town was not immediately determined upon: each one, doubtless, having due regard for his ownership, placed his house in the locality that suited him best.

Three or four localities are claimed by as many different people as sites of the first town. Macy's History says, "Thomas Macy chose a spot for settlement on the southeast side of Madaket harbor, where he found a rich soil and an excellent spring of water"; but gives no authority for the statement. Allen Coffin, Esq., in his "Coffin Family," claims Capaum Pond as the site of the first village, and quotes from the first book of Nantucket Records to substantiate his claim; he says, "At a meeting held at Nantucket, July 15, 1661, of the owners or purchasers residing there, it was agreed that each man have liberty to choose his

house lot within the limits not previously occupied, and that each house lot shall contain sixty rods square to a whole share. Tristram Coffin appears to have been allowed to make the first selection," which he did at "Cappamet Harbour head sixty rods squar, or thereabouts," as did also Peter Coffin, Tristram Coffin, Jr., William Pike, James Coffin, Stephen Greenleaf, and others.

William C. Folger, Esq., says that—

"Thomas Macy and Edward Starbuck stopped at Maddequet during the winter of 1659. In the spring each took a hoe and went to find a better place. Edward chose near the north head of Hummock Pond, where he settled, — probably on the now Cornish farm. Thomas settled at Watercomet (the pond field), where his son John and grandson Thomas — who died in 1759 — lived. 'T is very near the Reed Pond, and the land now belongs to Capt. Henry Coleman and others. Foundations of several houses are found there now."

After careful examination of the map, after listening attentively to all the arguments brought forward by different people to prove that this or that locality was the place where the first town was situated, and after carefully weighing all the evidence in favor of each site, the compiler has arrived at the following conclusions: first, that the houses were few and scattered widely apart; second, that the site of the first town was a considerable distance to the eastward of Long Pond, and that the larger portion of the houses were situated around the heads of Cappamet Harbor, now Capaum Pond (but which then opened to the sea), and Hummock Pond, and in the near vicinity of Maxcy's,

Reed, and Washing Ponds, — or in other words, at Watercomet.

New families continued to arrive, and in March, 1663, Mary Starbuck, the first white child, was born (page 136).

The little settlement grew and flourished. Of course there were disputes among the colonists, and with the Indians; but when the history of this colony is read and compared with that of some others in New England, it will be found that the settlers were exceptionally blessed. Thus they went on from year to year, building, planting, reaping, and continually gaining in strength. All were busy, and each had his part to perform. The land was good, and bountiful crops rewarded their exertions, and the sea yielded up its abundance. As the colony grew, it became evident that some form of government was necessary. A petition was accordingly presented to Governor Lovelace, asking him to appoint a chief magistrate. The governor requested that the names of two suitable persons be forwarded to him, from which he would make a selection. The names of Tristram Coffin and Thomas Macy were accordingly sent, and he appointed Tristram Coffin to be the first chief magistrate of the island of Nantucket, his commission bearing date June 29, 1671. Thomas Macy was the first town clerk.

In 1665 the famous sachem, King Philip, paid a visit to the island. It appears that he came with a number of canoes and warriors, and that he was in pursuit of a culprit by the name of John Gibbs. According to Macy's History, the inhabitants, from Philip's hostile appearance, were apprehensive that he

would destroy them if any measures were taken to arrest his progress in pursuit of the delinquent. They would lend Philip no aid for fear of the revenge of the island natives; they could not raise money enough to ransom the man, and they were in a defenceless condition, consequently they were in hot water. "In this dilemma they concluded to put all to risk: they told him that if he did not immediately leave the island, they would rally the inhabitants and fall upon him and cut him off to a man!" Philip, kind and considerate soul that he was, very "happily took the alarm and left the island as soon as possible."

The island remained under the jurisdiction of the State of New York until the accession of William and Mary to the throne. "They directed that the lines of the Province of Massachusetts Bay in New England should be ascertained, and by the request of the inhabitants and proprietors of the island of Nantucket, the island was included within these lines, and considered to be a part of Massachusetts. An Act passed by the Great and General Court or Assembly of the Province of Massachusetts Bay in New England, begun and held at Boston, the thirty-first day of May, 1693," confirmed the change.

It has been repeated so often and with such mulish persistency by letter writers, historians, and chroniclers, that the first settlers of the island were "Quakers," and fled from persecution, that it has come to be believed as true, and our ancestors have been set down as almost martyrs.

That those fanatics and bigots who, in the early history of our State, burned and hanged witches, and

committed other diabolical acts "in the name of the Lord," have enough to answer for, is certainly true; but that Thomas Macy,* Edward Starbuck, Tristram Coffin, and the rest "fled" from persecution, is sheer nonsense.

In the first place, they were not "Quakers"; and in the second, they did not flee. Mr. Alexander Starbuck, of Waltham, Mass., who has certainly given the history of Nantucket as much study as any one now living, says:—

"That our ancestors fled from persecution to enjoy on the island that civil and religious liberty the Colony of the Massachusetts Bay denied them, is very pretty poetry, but an historical absurdity."

Thomas Macy went back to Salisbury, and lived there in 1664, as the following from a letter written to a gentleman in Nantucket by the historian Joshua Coffin, in 1831, shows conclusively. This letter says:

"Thomas Macy was a merchant, an enlightened man and much too wise to apprehend any danger to his person or property from any person or persons, either legally or illegally. . . . The idea that his property was forfeited is not correct. It will perhaps be new to some

* John G. Whittier, one of America's best of men and greatest poets, whose works the humble compiler of this book always reads with profit and delight, has, with a strange disregard of recorded facts, in his "Exiles," made Thomas Macy flee in a light wherry with his wife to Nantucket, in 1660. If the genial and kindly poet will take the trouble to examine the records of the town of Salisbury, or even read this unpretending volume, he will no doubt be disabused of the idea that Thomas Macy "fled."

people to know that Thomas Macy went back from Nantucket and lived in Salisbury again, and sold his land, house, etc. The record says, 'Thomas Macy sold unto Anthony Colby the house in which he, Thomas Macy, dwelleth at the present, together with the barne, and so much land as the garden conteyneth on a straight line to the eastermost corner of Roger Eastman's barne,' etc. See Registry of Deeds, 1664; for in that year he lived in Salisbury. . . . Macy was certainly a man of fortitude, courage, good sense, and education."

It is doubtless true that Tristram Coffin, Thomas Macy, and the rest were disgusted with the intolerance of religious views and the oppressive spirit of the laws; but they were not the kind of men to sneak away from anything of that nature. They found the land at Nantucket good, bought the island, and moved here with their families, and did not hurry about the matter either.

The sweeping assertion that the first settlers of the island were ignorant and very illiterate is another absurdity. In a communication to the *Albany Journal*, Mr. T. W. Barnes, after giving some account of the Folger family, and the first Peter, says, "An old chronicle states that his son Peter, when he went to Nantucket, was the only man there who could read and write."*

Peter Folger has been frequently referred to by other writers as the only educated person upon the island. In Macy's "History of Nantucket" is found a

* Although, in the following item, the gentleman above referred to does not in reality retract, yet he acknowledges that

general charge of illiteracy against the people, and also a flat contradiction of the historian's own words.

On page 38, Mr. Macy says: "It is not our purpose to enter particularly into the proceedings of the proprietors, or to record the rules, orders, and regulations by which they governed themselves. A volume would be required for this purpose. . . . Deeds of conveyance were made and recorded whenever there were any purchasers." Does this look as though they were ignorant or illiterate? And yet on page 39 he says, "They were so illiterate that the little of their writings that have come down to us is hardly legible or intelligible." Now, if they were as illiterate as Macy represents them to be on page 39, how could they (page 38) have made rules, orders, and regulations, or

others besides Peter Folger did know something; and the item is given as his apology for the imputation that they knew nothing.

We despise the idea of exalting one man at the expense of another; but according to a writer in the *Nantucket Inquirer and Mirror*, we are guilty of that very thing. It seems that, speaking recently about the Folger family, anent the treasury appointment, we said that at one time the original Peter was the only Nantucketer who could read and write. Against this statement, it is claimed that the Macy, Coffin, Starbuck, Swain, and Gardner who emigrated at the same period, had been previously deputies in the General Court; "wherefore," our critic concludes, "they could not have been ignoramuses." This proof appears to be conclusive. At any rate, we are ready to accept it, for at that period it was doubtless a rule of the civil service that office-holders should know something. We hasten to set the matter right as soon as possible, because so many mistakes have been made by the newspapers in speaking about Nantucket that the islanders are beginning to suspect the existence of a conspiracy to write them all down sea-dogs, and a curious kind at that. — *Albany Journal*.

recorded deeds of conveyance? and if "their writings that have come down to us are hardly legible or intelligible," how does Mr. Macy or any one else know whether they were illiterate or not?

Thomas Macy, the first settler, was far from being an illiterate and ignorant man: he was a preacher and merchant, and his letter * to the General Court in 1659 can, for clearness and force, hardly be surpassed by any scholar of to-day.

At a meeting held May 10, 1661, at Salisbury, of the purchasers of the island of Nantucket, five surveyors were appointed to measure and lay out land. The record states that "it was ordered and concluded that the aforementioned parties, vizt: Tristram Coffin, Seny., Thomas Macy, Edward Starbuck, Thomas Barnard, Peter Folger, shall also measure and lay out all the rest of the land, both meadows, woods, and upland, that is convenient to be appropriated within the bounds of the first plantation." More ignorance! In 1662 fourteen of these ignorant settlers signed their names to a document granting to William Worth certain privileges. In fact, all the documents and records of which we have any knowledge show that every one of the first purchasers of the island could read and write; and though to-day they might not be considered as belonging to the *litterati*, yet for their time they were fully as well educated as the majority of the people, and the general charges of ignorance and illiteracy cannot be

* This letter was preserved in the Nantucket Athenæum until the great fire of 1846, when it was destroyed with other valuable documents and curiosities.

sustained. (Were old Chaucer alive, he might possibly make some of our modern scholars squirm a little.)

If it be conceded that Thomas Macy, Tristram Coffin, and Peter Folger were not ignorant or uneducated men, as it must be from the evidence, then it must also be conceded that their associates were not; from the fact that such men as those above mentioned would not be likely, under the circumstances, to seek other than congenial spirits. Men of intelligence and education do not usually seek the companionship of the low and ignorant. There is nothing whatever to substantiate the assertion that Peter Folger was the only educated man amongst the settlers. He was doubtless a fairly capable man, and was perhaps better acquainted with the Indian dialect than his associates; but it appears to the compiler that if he were possessed of such a vast amount of knowledge, he certainly exhibited a great degree of self-denial by requiring for his own and his sons' valuable services so small a compensation as two quarts of corn for each bushel ground, and half a share of land.

According to Macy's History, "This Peter Folger was an inhabitant of Martha's Vineyard. He was invited to remove with his family to Nantucket to officiate as miller, weaver, and interpreter of the Indian language. His son, Eleazer, was to act as shoemaker; and as a proper encouragement to these several occupations, a grant of one half of a share of land, with all the accommodations thereunto belonging, was made to the father. He accepted the invitation, and in 1663 removed thither. In 1667 he took charge of the mill. Besides laboring in the callings above mentioned, he

acted as surveyor of land." Query: does it require any more intelligence to superintend the grinding of corn than the cultivation before and the eating it after the grinding? The writer desires in no way to detract from the credit due Mr. Folger for his really valuable services; but let us have the whole truth. While Mr. Folger was surveying the land, superintending the grinding of the corn, or talking with the Indians, the rest of the settlers were planting the corn, cultivating the ground, building houses and barns, and establishing a settled form of government. Mr. Starbuck again says: "Peter Folger was an able and a good man. His occupation as a surveyor made him a valuable man, and his services as interpreter (an acquirement gained by a long residence among the Indians at Martha's Vineyard) not to be despised. But that all the learning, all the ability, all the wisdom of the island was concentrated in his person, is a tale fit to be laid carefully away with the religious 'persecution' story, or the ridiculous narrative of the three daughters, Martha, Elizabeth, and Nancy."

The direct descendants of the first settlers boast of their ancestors, — and why should they not? The blood that flowed in the veins of those men was just as "blue" and just as patrician as that of those old Dutch burghers, the Stuyvesants, Knickerbockers, Van Rensselaers, Van Cortlandts, Van Twillers, and the rest, who wore their high-peaked hats, smoked long clay pipes, and drank schnapps on the island of Manhattan in its early days.

Indians.

It is strange to contemplate that wherever civilization has gone, especially as regards the North American continent, no matter how amicable the relations between the settlers and original owners of the soil may have been, the aborigines have slowly but surely disappeared before the encroachments of civilization, like dew under the rays of the morning sun.

The relations that existed between the settlers of Nantucket and the Indians were unusually amicable; the land which the whites bought was honestly paid for; they entered into each other's councils; the Indians were educated and taught the ways of civilized life. So far as Christianizing them was concerned, probably greater success was attained here than in any other locality on the continent.* But the race was doomed. In 1763-64 a terrible disease raged for six months among them, leaving out of three hundred and fifty-eight Indians at its commencement only one hundred and thirty-six, thus sweeping off nearly five eighths of their number. One by one they departed to the happy hunting grounds, until in 1822 the last Indian wrapped his blanket around him and "slept with his fathers," less than two centuries and a quarter from the discovery of the island. In 1854 Abraham Quarry, at the age of eighty-two, passed peacefully away: in this man's veins ran the last drop of blood

* Soon after the English had settled on the island, attempts were made to convert the Indians to the faith of the gospel, and in course of years all of them become nominal Christians. (Barber's Historical Collections, page 448.)

of a once happy and prosperous people. In the Athenæum Library hangs a fine oil painting of this half-breed, and the mournful and thoughtful expression of his face tells the whole story.

The following extracts from a letter written by Zaccheus Macy for the Massachusetts Historical Society in 1792 will doubtless be of interest to those desirous of obtaining information in relation to the Indians and the boundaries of the island:—

NANTUCKET, y^o 2^d y^o 10^m 1792.

My Friend and Kinsman,— Agreeable to the request of the Massachusetts Historical Society, I have wrote and explained many words and names of certain parts and places of or on the island of Nantucket, both in English and Indian, as well as I could; but there is not one person now left that I can get any help from in these matters. So I have wrote as well as I can on the affairs or matters, but I sometimes fear whether it may not seem flat and old to them, but I have not wrote anything but what I am very sure is true, according to the best account I could get. . . .

Account of the names of the old Sachems and some of the most respectable Indians, and their habitations, taken from the best authors that could be had y^o 15 y^o 3^m 1763. At that time there were living near about 370 of the natives on the island of Nantucket. Per me the subscriber.

Wannochmamock was the first Sachem at the southeast part of the island, when the English first came to Nantucket. Next to him was his son Sousoauco, and next to him were his two sons called Cain and Abel. These two agreed to divide the Sachem

right, two third parts to Cain, and one third part to Abel. The said Cain had one daughter, whose name was Jemima, married to James Shaa. From Abel sprang Eben Abel, and from him sprang Benjamin Abel the last Sachem, from whom I bought all his right, title, and property that he had on said island, for and in behalf of the whole English proprietors. All the said Jemima's right was bought by our old proprietors many years before, as may fully appear on our records. Their lands or bounds began at a place on the south side of the island, called Toupchue Pond; and ran across to the northward to a brown rock marked on the west side, that lies to the northward of our washing pond, called Gibbs Pond, on the west side of Saul's Hills and so over towards Podpis swamp, and then to the eastward to a place Sesacacha Pond by the east sea.* At the southeast part of said tract is a high bluff called Tom Never's Head, and about two miles to the northward stands our famous fishing stage houses, where our sick people go for their health, † called Siasconset; and about a mile still to the northward is a very high cliff of land called Sancota Head; then about a mile still to the northward stands another fishing stage called Sesacacha.

Next begins the old Sachem called Wauwinet; his bounds begin adjoining to the northward of the said Wannochmamock's land and run still along to the

* By reference to Dr. Ewer's map these lines will be found. In order that the reader may better understand the location of these lands, reference is here made to the map on page 1.

† Invalids should make a note of this.

northward and take in all Squam, and run on to our long sandy point, called Coatue or Nauma, which in the English is Long Point, where our Massachusetts lighthouse now stands ; and then to the westward to New Town ; then to the southward to a place called Weweder Ponds, which in English signifies a pair of horns, by reason there are two ponds that run to a point next to the sea, and spread apart so as to leave a neck of land, called Long Joseph's Point, which two ponds spread apart so as to resemble a pair of horns. And the said Wauwinet had two sons: the oldest was named Isaac, but was mostly called Nicornoose, which signifies in English to suck the fore teat ; and his second son was named Wawpordonggo, which in English is white face, for his face was on one side white, and the other brown or Indian color. And the said Nicornoose married, and had one son named Isaac, and one daughter; and then he turned away his proper wife, and took another woman, and had two sons Wat and Paul Noose; and when his true son Isaac grew up to be a man, he resented his father's behavior so much that he went off and left them for the space of near fifty years,—it was not known where. And in that time his true sister married to one Daniel Spotsor, and he reigned Sachem, by his wife, near about forty years ; and we made large purchases of the said Spotsors. And then about sixty years past or more, there came an Indian man from Nauset, called Great Jethro, and he brought Judah Paddock and one Hause with him, and he challenged the Sachem right by being son to the said true son of Nicornoose ; and when they first opened the matter to our old proprietors,

they contrived to keep the said Jethro close, until they could send some good committee to find out by our old Indians, whether they ever knew or heard of the said Nicornoose having such a son gone, and they soon found out by the old Indians that he had, but they had not heard what was become of him. So they soon found they should lose all they had bought of the said Spotsors; then they held a parley with the said Jethro, and agreed to buy all his right, title, and property that he owned on said island, as appears on our records. And the said Nicornoose gave deeds to his two bastard sons, Paul and Wat Noose, forty acres each, a little to the eastward of Podpis village.

The first Sachem at the southwest part of said island, his bounds were at the said Weweder Ponds, and from thence to the northward to a place called Gunsue meadow at Monemoy,* where we now call New Town, and from thence westward along to the southward of the hills called Popsquatchet Hills, where our three mills now stand, and so to the west sea called Tawtemeo, which we call the Hummock Pond. And his name was Autapscot. Next to him was his son called Harry Poritain. Next to him was Peter Mau-sauquit. Next to him was Isaac Peter. Next to him was lame Isaac, of whom we bought the last and all that Sachem right; and their habitation was Moyau-comet, which signifies a meeting place, and their meeting house they call Moyaucomor. And the said Autapscot was called a great warrior, and got his land by his bow.

* That part of the town in which is now embraced Consue, Poverty Point, and the Goose Pond.

The fourth Sachem was at the northwest part called Potconet, and owned all the little island called Tuckernuck [page 324], which signifies in English a loaf of bread, and his bounds extended from Madaket down eastward to Wesko, which in English is the white stone, and so on to the north side of Autapscot land, all bought of him at the coming of the English, saving some particular tracts that belonged to the Jafets and the Hoights and some others.

Now I shall give some of the most respectable Indians in Wannochmamock's bounds. There was James Mamack, a minister of the gospel and justice of the peace, and behaved well in his station. Old Æsop, the weaver, was a schoolmaster. Old Saul, a very stern-looking old man. Joshua Mamack succeeded in his father James Mamack's place. Richard Nominash and his brother Sampson and little Jethro were all very substantial, and a number more very trusty men.

The most noted Indian in Autapscot's bounds were Benjamin Tashama, a minister of the gospel and a schoolmaster, to teach the children to read and write. He was grandson to the old Sachem. But there was an old Indian named Zacchary Hoite, a minister before the said Tashama, but he did not behave so well. He told his hearers they must do as he said and not as he did.

And there was one Indian man, his name was James Skouel, but was mostly called Corduda (Kadooda?). He was justice of the peace, and very sharp with them if they did not behave well. He would fetch them up when they did not tend their corn well, and order them to have ten stripes on their backs, and for any rogue

tricks and getting drunk. And if his own children played any rogue tricks, he would serve them the same sauce. There happened some Englishmen at his court, when a man was brought up for some rogue tricks, and one of these men was named Nathan Coleman, a pretty crank sort of a man, and the Indian man pleaded for an appeal to Esquire Bunker; and the old judge turned round to said Nathan and spoke in the Indian language thus: "Chaquor Keador taddator witche conichau mussoy chaquor?" then said Nathan answered thus: "Martau couetchawidde neconne sasamyste nehodie moche Squire Bunker"; which in the English tongue is thus: "What do you think about this great business?" then Nathan answered, "Maybe you had better whip him first, then let him go to Squire Bunker": and the old judge took Nathan's advice. And so Nathan answered two purposes: the one was to see the Indian whipped; the other was, he was sure the Indian would not want to go to Esquire Bunker for fear of another whipping.*

I will say something more in recommendation of some of our old Indian natives. They were very solid and sober at their meetings of worship, and carried on in the form of Presbyterians, but in one thing imitated the Friends or Quakers, so called; which was to hold meetings on the first and fifth days of the week, and attended their meetings very precisely. I have been at their meetings many times and seen their devotion; and it was remarkably solid, and I could understand

*It is suggested that a little Kadooda law would be very efficacious nowadays for those who play "rogue tricks."

the most of what was said, and they always placed us in a suitable seat to sit, and they were not put by, by our coming in, but rather appeared glad to see us come in. And a minister is called Cooutaumuchary.

And as I said before, they had justices, constables, grand jury men, and carried on for a great many years many of them very well and precisely, and lived in very good fashion. Some of them were weavers, some good carpenters.

Now I will begin at the west end of the island, which we call Smith's Point, but the Indians call Nopque, which was called a landing place when they came from the Vineyard, but they call it Noapx; then eastward about three miles comes the Hummock Pond, where we once had a great number of whale houses with a mast raised for a lookout, with holes bored through and sticks put in like a ladder, to go up; then about three miles eastward to the said Weweder Ponds stood another parcel of whale houses, then about three miles eastward to Nobedeer Pond was where Benjamin Gardner lived formerly, then about three and one half miles eastward is the aforesaid Tom Never's Head, then two miles to the northward is the famous town or fishing stage called Siasconset, then about one mile northward is the high head of land called Sancoty Head, and the Indians called Naphchecoy, which signifies round the head, and then about one mile northward is the aforesaid Sesacacha Pond, where our other fishing stage stands.

Then begins the said Squam, and runs north two miles to the beginning of our said long sandy point Nauma; and the first is one mile to a place called

Causkata Pond, where are some woods and meadow; and four miles northward is where the said Massachusetts lighthouse is, on the north end of said point. Then about one mile north of the entering on of the above said long point begins another neck or beach, called Little Coetue, and runs about five miles on about a west by south course till it comes within about one mile of our town called Wesko, which makes the last side of the entering in of our harbor. Then next to the said Squam westward is the village called Podpis Neck, where our fulling mill stands. Then next westward is the famous neck of land called Quaise or Maisquatuck Neck, which in the English signifies the reed land, which was a tract of land given to Thomas Mayhew from one of the old Sachems, and was reserved by the said Mayhew to himself when he sold his patent right to the proprietors; which neck makes the west side of the said Podpis Harbor, now owned by Josiah Barker, Esq., and Capt. Shuabel Coffin and Capt. Thomas Delano. The next westward is the Josiah Barker's lot or field, called Show Aucamor, which in English signifies the middle field of land. Then about four miles westward is the town called Wesco; then next westward is a place called Watercomet, which signifies a pond field, which was formerly owned by the old natives called the Hoites. Then next westward is the great pond called Cuppame, where old Tristram Coffin lived [page 174], the old grandfather to almost all of us, which was owned by the old families of the natives called the Jafets; then next westward about four miles is called Eel Point and Maddaket Harbor, which is the northwest part of the

said island; and then about two miles westward is the said little island called Tuckernuck, which signifies in English a loaf of bread, for it appears round, and in the middle pretty high; which was bought by the said old Tristram Coffin from the old Sachem Potconet,* in the year 1659, by virtue of a patent he had from New York.

Excuse me for errors and poor writing and spelling, and consider me in station of life worn out.

By

ZACCHEUS MACY.

To Peleg Coffin, Esq., now resident in Boston, for the perusal of our Historical Society for the Massachusetts in Boston.

According to Obed Macy's history of the island, none but Indians ever suffered the death penalty on Nantucket. He says: —

“From the best information that can be obtained, ten persons have been hanged on the island since it was settled by the English. They were all native Indians, and the crime of each was murder. The first execution, of which we have any particular account, took place in 1704, the last in 1769. Their names were as follows: Finch, 1704; Sabo, Jo Nobby, 1736; Heppy

* According to deeds in the Secretary of State's office in Albany, N. Y., “Tristram Coffin Sr, Peter Coffin, Tristram Coffin Junr, and James Coffin” bought the island of Tuckernuck from Thomas Mayhew, “in consideracon of y^e just sume of six Pounds in Hand Paid, and by mee Thomas Mayhew received in full Satisfaction of y^e aforesaid Patent Right of y^e aforesaid Island.”

Comfort, 1739; John Comfort, 1745; Henry Jude, 1750; Tom Ichabod, Joel Elisa, Simon Hews, Nathan Quibby, 1769."

Revolution.

F. C. Sanford, Esq., says:—

"In 1765 William Rotch built the first ship ever owned at Nantucket. She was called the 'Neptune,' and was commanded by Nathan Coffin. She sailed on her first voyage to London with a load of spermaceti oil, and was followed by the 'Bedford' and 'Dartmouth' in 1772, also the 'Beaver,' the two last named being the tea ships concerned in the Boston Harbor affair, Dec. 16, 1773.

"Capt. Nathan Coffin commanded another ship from here bound to London, and was captured by a British admiral, who told him he must go into his Majesty's service or into irons. Coffin replied that they could hang him to their yard-arm before he would fight his own countrymen.*

"After the tea had been thrown into the dock at Boston, the ships came to Nantucket. The 'Beaver' and 'Bedford' were fitted for whaling, and sent to the Brazil Banks. After filling with oil the 'Beaver' sailed for London, the 'Bedford' bringing her oil to Nantucket."

For a further account of the "Bedford," see "Whaling," page 338.

* "Hang me, if you will, to the yard-arm of your ship, but do not ask me to become a traitor to my country."—BANCROFT, Vol. IX. page 313.

Revolution.

Although a declared neutral during the Revolution, Nantucket suffered as severely as any other part of the country, from the fact of her isolation. Lying so far out at sea, she was directly in the track of British cruisers; and they and the Tories and refugees were continually preying upon her. During those long and severe winters, grave fears were often entertained by the inhabitants that they would starve or freeze. Petition after petition was sent to the British commanders for at least liberty to bring to the island food and fuel in sufficient quantities to keep the people alive. The sacking and burning of the town was threatened a number of times, and the people were kept in constant dread. Macy in his History says: "If the people of the island had observed a strict neutrality during the war, they could have received at all times from the British commander in chief that attention which their defenceless situation would seem to demand." In speaking of their sufferings, he says: —

"As the sound was continually infested with cruisers, it was difficult to procure that supply of provisions and fuel which they otherwise would have received from different places on the continent. This was soon severely felt by the inhabitants, and led them to use every means that invention could devise or necessity execute to obtain their necessary supplies. Sometimes strangers with the prospect of high prices would venture to the island with such articles as were most needed, and take in exchange fish, salt, oil, etc. A number of the inhabitants ran open sail-boats to

Connecticut and elsewhere with salt and other articles, and brought back provisions and general supplies. They chose those boats because they could pass Rhode Island in them with greater safety during the night than in vessels. And notwithstanding the danger of navigating such frail barks, they selected the most stormy nights even in winter to pass ports in possession of the enemy; for they had rather encounter the hazard of foundering at sea than of falling into the hands of the British. By these means, and with what breadstuff was raised on the island, the people were prevented (and in many instances barely prevented) from starving to death. . . .

“As long as the vessels lasted, they afforded employment for the poorer class, but their number lessened very fast. The loss of these, however, was not the greatest evil which the people had to sustain. The prison ship was much more dreaded. Whenever a vessel or boat was seen coming from any quarter, anxiety of mind was depicted on every countenance. All were dependent in some degree on casualties abroad; those who had property at stake were desirous of hearing from it, but above all those who had fathers, husbands, brothers, or other connections, absent from home, were watching with anxious eyes every sail that made its appearance, or listening with intense interest to catch some tidings from their friends, apprehensive the while that the next news would blast forever all their hopes of earthly comfort and happiness. In the middle and latter part of the war, accounts from abroad were rarely received which did not tell of the death of one or more of the people belonging to the place.

“The few that returned from the prison ships gave the most melancholy accounts of the sufferings of the prisoners. . . .

“These startling and horrid truths wrought so forcibly on the minds of those whose necessities impelled them to follow the sea for a subsistence, and so disquieted the hearts of their wives and children, who must be left in anxious uncertainty both in regard to their future means of subsistence and the fate of their near relatives, as to bring a gloom over the face of society too deep and too heartfelt to be described. . . .

“Many perished at sea, in consequence of venturing in vessels constructed with a view to fast sailing. These vessels were long and sharp, were built of frail materials, and purposely made weak in order that by degrees of pliability they might pass more easily through the water. When pursued by an enemy they were sometimes subjected to so heavy a press of sail as to run under and never rise again.”

The idea of making a vessel weak so that she will be pliable, in order that she may sail faster, will doubtless be a new one to persons unacquainted with the sea. The compiler is informed by one of our “old salts” that Mr. Macy is correct, and he relates the following incidents in support of Mr. Macy’s assertions. He says: —

“It may be doubted by an inexperienced person, who knows nothing of the whys and wherefores, that a vessel weakened by service or otherwise will sail more rapidly than a new and strong ship. That such is the fact is evidenced in the case of the ‘Ann McKim’ of Baltimore. This vessel was ‘hogged’ and wrung out of

her original shape, but she made the trip to Valparaiso from an Eastern port in the then unprecedented time of sixty-five days. She afterward in 1850 made a remarkably short trip to San Francisco. And again an old schoolmate of mine related to me that while in command of the 'Independencia' in 1848, on a voyage from the coast of Africa to Rio de Janeiro with a cargo of four hundred slaves, he was chased by a British frigate. He was on his second voyage in the vessel, and had always prided himself on her speed. The chase was discovered early in the morning far astern, but at noon he was satisfied that before night he would be overhauled. Calling his carpenter, he ordered him to sharpen his saw and saw through the main rail, bulwarks, and plank shear, commencing forward and making incisions eight or nine feet apart on each side of the vessel (thereby of course weakening the vessel); this was done, and in two hours it was discovered that the frigate had dropped astern, and when darkness came all fear of being overtaken had passed. The cargo was successfully landed before the frigate again made her appearance; and when she did the slaver had been scuttled, and all traces of her identity destroyed by the same element she had so successfully braved."

Provisions were so scarce that corn was frequently \$3 a bushel and more, flour \$30 a barrel, and other necessaries of life in the same proportion. It was soon found that a new source or substitute must be discovered for fuel, as the coasters which had heretofore brought their wood from the continent turned their attention another way on account of the risk of

capture. Even if a large supply had been brought here, few persons would have been able to purchase, from the fact that there was no money. The people, however, suffered much more for the want of bread than fuel, finding various substitutes for the latter; peat being one of them, of which there was an abundance and it made excellent firing. The shrub-oaks also were dug up, and with their roots made another substitute. Many persons cut brush in the swamps, or went up harbor to Coskata and procured large quantities of oak, cedar, and juniper.

A few figures in relation to the property of the island at this time (1778) are here given, for which the compiler is again indebted to Macy's History: —

“The dwelling-houses, barns, and other buildings not hereafter specially mentioned, with all yards, gardens, and passageways to the same belonging,” numbered 604, the total value of which was £35,633 5s. The value of the “upland, mowing, orcharding, and tillage land” was £14,688; of salt and fresh meadows, £4,050; of pasture land, £55,840; of woodland and unimproved land, £4,338. The wharves were valued at £1,708 2s. 4d. They had “money at interest and on hand more than they are indebted” £11,222 16s. 8d., and “debts due not on interest more than they are indebted” £3,732 10s. Their “goods, wares, merchandises, and stock in trade” amounted to £8,257 8s. And the valuation of “vessels of all sorts with their stores, and the true value thereof, whether at home or abroad,” was £12,860 8s. They had also 1,780 ounces of plate and 270 horses, valued together at £4,860; also 54 oxen, 540 cows, 155 steers, 9,938 sheep and goats, 299

swine, valued all together £9,319 15s., swelling to an aggregate of over £173,200!

In April, 1779, about a hundred armed men landed in the town from vessels that were anchored at the bar. They were commanded by one George Leonard, a Tory; and immediately after landing, they commenced robbing the stores and committing other depredations. They left the next day, after securing booty to the amount of £10,665 13s. 4*d.* "lawful."

Soon after this transaction, the town appointed a committee to proceed to Newport and New York and represent to the British commanders "the difficulties under which the people labored on account of the war, and particularly on account of the British armed vessels, which had lately committed depredations on the property and inhabitants."

The committee consisted of Benjamin Tupper, Timothy Folger, Samuel Starbuck, and William Rotch, who proceeded immediately to the points indicated, and returned with assurances from Sir George Collier and Sir Henry Clinton that the depredations should cease, provided the town of Nantucket would preserve strict neutrality.

Not long after this, a squadron of armed vessels left New York for the purpose of plundering and burning the town. They did not have, however, any authority from the British commander for this act of vandalism. Arriving at the Vineyard, they were detained there several days by an easterly wind. Meanwhile negotiations were carried on between the commander of the squadron and the townspeople, the project of burning the town being finally abandoned, the vessels returning to New York.

The tonnage of shipping in 1775 was, according to Macy, "about 14,867 tons"; one hundred and forty-nine vessels were destroyed during the war, the total tonnage of which was 12,476 tons, and of that more than 10,000 tons fell into the hands of the enemy. Many of these vessels had valuable cargoes, and it would be impossible to estimate the loss to the island. Of the crews, some perished in prison ships, lingering in confinement for years; some entered the navy; others returned home destitute to more destitute families. To these considerations, if we add losses by plunderers, the almost total stoppage of all business during the war, the insufficiency of the soil to produce food for the inhabitants, the almost constant blockading of the harbor by the English or the refugees, it will not be doubted that Nantucket paid as dearly for the independence of our country as any place in the Union.

At the commencement of the war, the island boasted of more than one hundred and fifty vessels; and at its close only two or three old hulks remained. There were 202 widows and 242 orphan children; but with that same indomitable spirit which had characterized the early settlers, they commenced anew the whale fishery, but under every difficulty. As this business was the great industry of the people, the interested reader is referred to the article on that subject on page 329.

Settlement of Hudson, N. Y.

In "Historical Sketches of Hudson," kindly loaned the compiler by F. C. Sanford, Esq., we find the following: "In the year 1783, a considerable number of the inhabitants of the island, desirous of bettering

their fortunes, determined to leave it, and make a settlement somewhere upon the Hudson River. The enterprise doubtless originated in Providence, R. I., but was joined by others from Nantucket and Martha's Vineyard. Thomas Jenkins, to whom more than any other individual it owed its success, although a native of Nantucket, was at the time a resident of the city of Providence, and a wealthy merchant. In the spring of 1783 he formed an association, to consist of not more than thirty members, all of whom should be merchants or concerned in navigating the deep."

It seems that in July, 1783, Cotton Gelston of Providence came here to secure accessions to this association for the purpose of purchasing a suitable place for a town, somewhere on the Hudson, and the following persons joined it : Stephen Paddock, Joseph Barnard, Charles Jenkins, Deborah Jenkins, Gideon Gardner, Reuben Folger, Alexander Coffin,* Benjamin Hussey, Shubael Worth, Paul Hussey, Benjamin Folger, Reuben Macy, Walter Folger, Benjamin Starbuck, and John Cartwright. The above named, with others from Martha's Vineyard, Newport, and Providence, R. I., proceeded to New York and finally purchased of Peter Hogeboom, Jr., and others, what was then "Claverack † Landing" ; but on Nov. 14, 1784, it was, according to the records, "unanimously agreed by the proprietors that in *futer* it should be called by the name of Hud-

* Alex. Coffin was born in Nantucket, 1740, and died at Hudson in 1839, aged ninety-nine years. He was postmaster, chamberlain, and mayor of the city.

† Claverack, Dutch *Klauffer-acht*, meaning eight hills or cliffs.

son." As the business of this book is with Nantucket alone, the above is given merely as an episode of the Revolution, and Hudson is left to take care of herself for the *future*.

War of 1812.

As in the war of the Revolution, so in the war of 1812, the inhabitants of the island, a few months after its commencement, were reduced to great distress. Nearly every ship was at sea when war was declared, the greater part of which were not likely to return in less than a year, and perhaps not in two. The British cruisers were so numerous on the coast that it was extremely hazardous for the little coasting vessels which supplied the town with provisions to attempt to bring here the necessaries of life. There was less wood here than had been seen for many years, and never since the Revolution had the people been reduced to such straits.

In July, 1812, a whaling schooner belonging to the island was captured and burned, her crew were made prisoners, and for the second time the inhabitants began an experience of the horrors of war. Fears were entertained of a hostile demonstration upon the town, and the people were in a constant state of dread and alarm. From Macy's History we learn that "There were at this time belonging to the island 43 ships, 47 sloops, 7 brigs, 19 schooners, total 116 vessels, whose tonnage amounted to nearly 11,000 tons. . . . At the close of the war it was found that about one half of the ships were left," several of which were not at sea during the war, having been sent to neighboring ports for safety. Of those that were left there remained 23,

the others having been captured, condemned, or lost.

All through the war the sufferings of the people were intense. Petitions were presented to Congress and to the British commanders for relief, and had it been possible for the people to have observed a strict neutrality, there is no doubt whatever that they would have escaped much privation, discomfort, and loss of property; as it was, it was almost a repetition of the horrors of the Revolution.

In 1814 a sanguinary naval battle was fought off the island, and the sound of cannon echoed around the quiet locality of Tom Never's Head. Heretofore they had seen only the effects of war, but now they were called to witness all its horrors in one of its most terrible aspects.

F. C. Sanford, Esq., has furnished the compiler with a few facts of interest in relation to this affair. It seems that on Oct. 10, 1814, three vessels — which afterward proved to be the British frigate "Endymion" and the American privateer "Prince of Neufchatel," together with a prize, an English ship — appeared in the offing. It was very plain to be seen that the British cruiser was in chase of the other two vessels. It soon fell calm, and the ponderous frigate lay helpless. Nothing daunted, and determined to capture one or both the vessels, the gallant commander of the "Endymion" manned five boats, containing one hundred and forty men well armed, and placed them in command of one of his lieutenants. The captain of the Yankee privateer, understanding that all this parade meant business, beached his prize and cleared his ves-

sel for action. On came the barges; but the privateer was ready to receive them. It had been determined to board and carry the privateer by assault; but when the attempt was made, the attacking party were met by such a terribly stern and stubborn resistance that after a fight of only thirty-five minutes, in which the enemy lost the commander of the party, one hundred and twenty men in killed and prisoners, and three boats, they were obliged to give up the attempt. Five only of the privateer's crew were killed, including the pilot, who was Mr. Charles J. Hillburn of Nantucket.

The prize which was beached proved to be the ship "Douglass," loaded with sugar, from Jamaica for London. She was "wrecked" by the citizens, and was afterwards broken up at Wauwinet. After the terrible repulse of her boats, the "Endymion" put into Tarpaulin Cove, from which place officers were sent to the island to look after her men. The wounded had all been brought to town, and were properly cared for. The privateer sailed for Boston, where she safely arrived, and captain and crew were alike honored.

The Great Fires.

Since the settlement of the island, up to 1832, — so far as can be ascertained, — the losses by fire on Nantucket had not exceeded \$36,000. The largest fire which had occurred was in 1769, when property to the amount of \$11,000 was destroyed. In 1836 an extensive conflagration took place, but the compiler has been unable to ascertain the amount of loss on that occasion. In 1838 a fire occurred entailing a loss of

upwards of \$200,000. A Nantucketer usually speaks of the "great fires of 1836 and 1846"; but according to the *Nantucket Inquirer* of June 6, 1838, this fire was "by far the most extensive and disastrous ever experienced in this community." In 1846 came the terrible catastrophe known as the Great Fire, which laid the entire business portion of the town in ashes; involving a loss of over \$1,000,000, and for the moment almost paralyzing the people. That they were equal to the occasion is shown by the fact that in just eight months and eleven days from the breaking out of the fire, a number of new stores were lighted for the first time on Main Street. This event occurred March 24, 1847, and was the occasion of quite a jollification. Space will not admit of an extended article on this fire, consequently a few facts only are given. The fire originated in the hat store of Wm. H. Geary, which stood near the site of the brick block now belonging to T. W. Calder, Esq. The alarm was given not far from eleven o'clock of a hot, sultry July night.

An eye-witness says:—

"A good, smart stream of water at this juncture would have quenched the flames, which were in a few moments bursting from the roof. Once upon the dry roof, the adjoining buildings were an easy prey to the fiery fiend. . . . And now the roar of the great conflagration is heard, and the hoarse cries of the fire wards* as they, almost in vain, give their orders. Then, above the whole, came the sound of

* There are twelve of them, and it is no wonder that with so many conflicting orders as the officers must necessarily have given, such a large amount of property was destroyed.

falling buildings, as gunpowder did its work. Across the street swept the flames, and seized upon vast piles of this scattered wood, and with the rapidity of lightning the huge volume of flame enveloped at once whole buildings.* It turns the corner, rushes north, rushes south, rushes east! what earthly power can prevail against it?

“ At one time, standing on the steps of the Pacific Bank and looking east and north, every building was on fire, as far east as the old insurance office on the lower square, and as far north as the Ocean House. It was a sight never to be forgotten, and one that was indeed depressing. The fire department, of course, at this time had become entirely useless; and as the sun rose the next morning, the slowly burning turrets of the beautiful Trinity Church [p. 248] seemed to announce, from their eminence, that the work of destruction was nearly ended; and then the flames, slowly descending to the body of the church, consumed that portion of it not yet fully destroyed. The loss by this fire was upwards of \$1,000,000; the insurance obtained amounted to \$300,000, and there were received from various sources besides, some \$70,000,” thus making the actual loss over \$625,000, — a matter of great moment to the town at that time, as the whale fishery was then on the decline, and this fire doubtless gave the industry its death blow.

The California Fever.

In 1849 an epidemic appeared here which, although

* It would seem from this account that the blowing up of wooden buildings in a large conflagration is worse than useless.

not fatal in its nature necessarily, yet at one time seemed as if it would depopulate the town. It was called the "California fever." It had swept through every State and crossed the water to Nantucket; and every man on the island caught the disease, and was mad to go to the land of gold. Nine vessels sailed for San Francisco that year from this port, three from Boston, and two from New York, which were owned or officered by Nantucketers. The vessels which sailed from Nantucket were the "Aurora," "Henry Astor," "Montana," "Edward," "Joseph Butler" (brig), "Sarah Parker," "Fanny," "Martha," and "Citizen." These vessels were loaded with building frames, lumber, naval stores, oil, candles, etc. A large number of the passengers on these vessels never came back. Many are still living in California, some of whom have amassed a competency; still others returned with a little dust; and alas! far too many came back poorer than they went. For the time being, or for a year or so, business was quite at a standstill; but in 1850 a little better feeling prevailed, and fourteen ships were fitted for the whale fishery, although there was a very great scarcity of officers and men.

The Civil War.

Although the Friends were at a very early period, and for many years after the settlement of the island, in the ascendancy as a religious body, and deeply imbued the people with their sentiments and teachings, which are felt even to this day; although situated in a time of war where no protection whatever was afforded by the general government, and was even

acknowledged or considered by the belligerents in the wars of the Revolution and 1812 as a neutral, yet in both of these wars, and later in the Rebellion, Nantucket showed she was in no way lacking in courage or patriotism. The monument which stands at the head of Main Street attests the truth of this. Seventy-four names cut into the granite shaft speak silently yet eloquently of the bravery and patriotism of her sons, who, believing that the Union must be preserved at all hazards, left the peaceful pursuits of their dear island home and yielded up their lives or received honorable wounds in the battles of Fredericksburg, Ball's Bluff, Antietam, Fair Oaks, Spottsylvania, Kingston, Petersburg, Cold Harbor, and Mobile, or slowly starved to death in the prisons of Libby, Andersonville, and Salisbury.

Nantucket during the Rebellion sent into the army two hundred and thirteen men, and into the navy one hundred and twenty-six, making fifty-six more than her quota, and gaining for herself the proud distinction of "banner town" of this Commonwealth.

And let it be writ in letters of gold on the pages of history that Nantucket sent her own sons. Each and every man whom she gave to the country was a native of this little heap of sand-drift, and they entered the service of their country, not for big bounties, but from pure patriotism. This is a case unparalleled in the history of the Rebellion. Many of these men highly distinguished themselves. One of them (Gen. G. N. Macy, page 119) rose to the rank of brigadier-general, received a brevet of major-general for meritorious services, and was provost-marshal-general of the army

upon the surrender of the Confederate forces. Lieut. Isaac H. Folger lost a leg, and was brevetted for bravery and gallantry; Benjamin F. Wyer lost an arm at Spottsylvania; Capt. A. B. Holmes was severely wounded at the Wilderness, and was brevetted major; our efficient postmaster, J. F. Murphey, and the collector of the port of Nantucket, Mr. Wm. Hiller, were also wounded, the latter losing a leg; and many others bear honorable scars. One officer at least remains in the regular army, — Brevet-Major John W. Summerhays, 8th Infantry.

In the navy, a large number of Nantucketers distinguished themselves. The compiler is indebted to T. W. Calder, Esq., for the following facts: —

At the close of the war in 1865, Nantucket was represented in the regular navy by five officers, and in the volunteer service by thirty-four officers, of whom fifteen were acting masters, fifteen acting ensigns, three assistant paymasters. One was an engineer, and one a lieutenant-commander (John G. Mitchell). Four of the above remain in the navy; viz., Commander George W. Coffin, Lieut.-Commander Thomas M. Gardner, Lieut. Seth M. Ackley, and Mr. D. C. Brayton. Neither time nor space will permit here a recital of the many acts of bravery and daring by which these men distinguished themselves. That they did cannot be doubted, if one chooses to examine their records. It is a well-known fact that the volunteer officers from Nantucket rendered to their superiors on many occasions inestimable service from their knowledge of and experience in seamanship.

Reunions.

There have been three reunions of the alumni of the Nantucket High School. These occurred in 1865, 1866, and 1869, and orations were delivered on the several occasions, respectively, by Rev. Dr. F. C. Ewer of New York, Wm. B. Drake, Esq., of Meadville, Pa., and Charles H. Glover, Esq., of New York. Of course Father Morse was there, his hair silvered by time, (who ever saw it any other way?) and his eye sparkling as ever; but his "lazy, lawless, indolent" pupils, who had not been equal in their comprehension to monkeys during their school days, had grown up into noble and intelligent men and women. It is a shame and a disgrace that the Nantucket High School Alumni Association was suffered to expire for want of sufficient financial support.

Some years since, it was suggested through the columns of the *Inquirer and Mirror*, by one of its correspondents,* that each of the great families upon the island who were descendants of the first settlers hold at intervals family reunions, commencing perhaps with the Coffin family. Dr. Ewer's suggestion seems to have met with favor by at least one family, and that the first mentioned.

In September, 1881, a large gathering of the descendants of "Ye° Firste Chiefe Magistrate of y° Island of Nantucket" was held here, and a goodly one it was. Men, women, and children from all parts of the country, bound together by the mystic tie of blood, met and clasped hands on the spot once trod and honored by

* Rev. Dr. F. C. Ewer of New York.

their common ancestor. As it would be impossible to give in this work a full account of this family gathering, the reader is respectfully referred to the files of the *Nantucket Journal* and *Inquirer and Mirror*.

It is to be hoped that the example thus set by the Coffins will be imitated by the Macys, Folgers, Starbucks, Husseys, Gardners, Swains, Barnards, Greenleafs, and Pikes; and after the family reunions have been held, let Nantucket bestir herself and have a grand reunion of all her sons and daughters, which will bring from Cipango and Cathay, from the Orient and the Occident, from "Greenland's icy mountains and India's coral strand," aye, and from the antipodes, every one who, by birthright or any other right, ever claimed this sea-girt isle as his home.

From the first settlement of the island to the present, its people have had terrible odds to contend with. First came the troubles, trials, hardships, and also disagreements with the Indians, and among themselves, always incident to a new colony in this country. Then came the long, dreary years of the Revolution, bringing suffering to the people and disaster to their great industry; then the war of 1812, with similar experiences; then, in quick succession, the fire of 1836, the financial panic of 1837, the great fires of 1838 and 1846, the "California fever" of 1849, and lastly the great Rebellion, in which she shared with the whole country in the suffering and the honor. With all this and through all this, the islanders have had Nature herself to contend with and overcome; the immense sand bar lying at the mouth of the harbor, which Nature forgot to remove when she tore away part of the island's hills

and deposited the material at Coskata and Great Point. With all these drawbacks to her prosperity, what wonder is it that the Nantucketer of to-day is inclined to apathy?

For historical facts not included in these sketches, the reader is referred to Cemeteries, Distinguished Nantucketers, Oldest Buildings, History of Newspaper, Whaling, and Steamboating.

HOTELS.

What Nantucket lacks in the size of her hotels, she makes up in numbers. There are six in the town, two at 'Sconset and one at Wauwinet. There are rumors that more are soon to be built, — at Surfside, at the Cliff, and at other points.

The place has outgrown its hotels; there is not a public house on the island that is large enough to accommodate its patrons in the regular summer season. Every one of them at that time is obliged to lodge in private houses a goodly number of its guests. At least one large hotel should be erected, at the earliest possible moment, and that in the immediate vicinity of the water. If capitalists will examine into this matter, they will find that the investment will be a paying one. People who go to watering places want to be near the water; and if a plain building of two hundred rooms were built flat on the beach at the Cliff, every room would be taken in twenty-four hours after its completion.

The prices for transient guests, at the different hotels upon the island, range from two to three dollars a day. For longer terms than a day or week, satisfac-

tory prices are given on application to the proprietors, either personally or by letter. Appended is a list of the hotels at Nantucket, with the names of the proprietors: —

Surfside Hotel, C. H. Moore, prop.

Nantucket Hotel, J. S. Doyle, prop.

Ocean House, Broad St., J. S. Doyle, prop.

Springfield House, No. Water St., A. S. Mowry, prop.

Sherburne House, Orange St., T. H. Soule, Jr., prop.

Bay View House, Orange St., J. S. Patterson, prop.

Veranda House, Chapman St., N. Chapman, prop.

American House, Orange St., W. C. Bagley, prop.

Ocean View House, 'Sconset, L. S. Coffin, prop.

Atlantic House, 'Sconset, Eliza Chadwick, prop.

Wauwinet House, Wauwinet, A. W. N. Small, prop.

JAIL.

So far as a jail is concerned, to Nantucket it is comparatively a useless affair. Few persons are ever confined there (fifteen in ten years); and the offences generally have been so slight that if the culprits had been placed in somebody's cellar, with a boy to sit on the door, the letter of the law would have been obeyed. The story is told that many years since, when sheep were allowed to roam at will around the streets of the town, a person incarcerated in the jail sent word to the selectmen that if they would not repair the jail so that the sheep would be prevented from getting in, he would get out! This jail is on Vestal Street. Daniel Webster Folger is the keeper.

LATITUDE AND LONGITUDE.

The island of Nantucket lies in north latitude $41^{\circ} 15' 22''$; in west longitude $70^{\circ} 7' 56''$.

LIBRARIES.

There are three libraries in the town to which the people have access. There is, however, no *public* library; that of the Athenæum, perhaps, being the nearest approach to one. (See page 34.)

There are two circulating libraries; one conducted by Samuel Davis, on Main Street, the other by E. K. Godfrey, manager, corner of Main and Orange Streets. Good books can be obtained at either, and both charge at the rate of two cents a day for each volume taken from the library.

LICENSES.

The public carriages and dogs are the only things that are licensed on the island. The town, at its last annual meeting in February, voted not to grant any licenses for the sale of intoxicating liquors for the present year; which shows a very radical change in the sentiments of the people, from the fact that up to the present time, for many years previous, the selectmen have granted a limited number of licenses, and it has been generally conceded that Nantucket was a license town.

LIGHTHOUSES.

There are upon the island five lighthouses that belong to the United States government; they are at Sancoty Head, Great Point, Brant Point, and on the beach at the foot of the Cliff.

The most important of these, perhaps, is that at Sancoty Head. Mr. Geo. F. Folger, the principal keeper,

whose efficient services are acknowledged and appreciated by the government, as is evidenced by the fact that he has been retained for a long period of years, furnishes the following in regard to this lighthouse: —

Sancoty Light

Is one and a half miles from the village of 'Sconset, and stands on a bluff one hundred feet high. The extreme height of the tower is one hundred and seventy-five feet from the level of the sea. The light is of the kind known as the "Fresnal," and was lighted for the first time Feb. 2, 1850. It is of the second order, and is a fixed white light of fifty seconds' duration, varied by flashes once a minute of ten seconds' duration.

Through the centre of the lens, which is one hundred and sixty-five feet from the level of the sea, the flame when at its full height can be seen at a distance of forty miles, and it has been seen at even a greater distance.

The lens alone cost six thousand dollars. The tower is built of brick, stone, and iron, and is painted white, red, and white. Geo. F. Folger, keeper; Calvin C. Hamblen, assistant keeper.

Great Point Light

Is situated on Great or Sandy Point, about nine miles from town by water and fifteen miles by land. It is a fixed white light of the third order. The light is seventy feet above the sea level, and can be seen at a distance of fourteen nautical miles.

The original structure, which was of wood, was erected in 1784. It was consumed by fire in 1816, when the present edifice of stone was built. The tower is whitewashed, and the lantern painted black.

Mr. Wm. Allen has held the position of keeper for many years.

Brant Point Lighthouse.

This lighthouse is situated at the entrance to the harbor, about one mile from the town.

Considerable interest attaches to this spot, from the fact that here was erected the first beacon for vessels ever built in the United States. This occurred in 1746. (The lighthouse on Little Brewster Island, north side of main outer entrance to Boston Harbor, was established in 1754.) A light was maintained at this place by the town for forty-five years, when in 1791 it passed under the control of the general government.

Five lighthouses have been built upon this point, three of which were destroyed by fire and one was blown down. The present edifice of brick and stone was erected in 1856. The height of the tower from base to focal plane is forty-two feet, from level of the sea forty-six feet. The light is a fixed red light of the fourth order, and is visible fifteen miles. The facts in regard to Brant Point were kindly furnished by Mr. F. B. Smith, the keeper of the lighthouse.

From the government list of lighthouses and lighted beacons, kindly loaned by Mr. Hiller, collector of the port, the following items are gleaned in relation to the Cliff lights: —

The Cliff lights, sometimes called "Bug lights," but listed as the "Cliff range beacons (front and rear)," are situated on the beach northwest of Nantucket Harbor. These are two small pyramidal structures about three hundred feet apart, the front being fixed white, the rear fixed red. The order of the lens is classed as reflecting. These lights were established in 1838 and refitted in 1856.

LIVERY STABLES.

See Public Carriages.

There are two regular livery stables in the town and a number of citizens who have one or more horses and carriages to let. Appended is a list: —

Wm. H. H. Smith, livery stable, Steamboat Wharf.

J. A. Johnson, livery stable, Washington Street.

David Folger, horses and carriages to let, Gardner Street.

Charles Rule, horses and carriages to let, Gay Street.

E. H. Fisher, horses and carriages to let, Winter Street.

E. C. Morse, hack to let, Fair Street.

The regular price for one seat in a hack from one point in the town to another is twenty-five cents.

The price for a hack by the hour	\$2 00
Single team by the hour	1 00
Single team to South Shore	2 00
Single team to 'Sconset	3 00
Double team by the hour (with driver)	3 00
Double team to South Shore	4 00
Double team to 'Sconset	7 00

MADDAKET,

Maddequet, Madeket, Madaquet, Madaket, Mattaket (the reader can take his choice of spelling), is a very small hamlet situated at the west end of the island, on a harbor of the same name. Many persons believe this locality to have been the site of the first town. Macy in his History claims it as such, and makes the assertion that Thomas Macy spent the winter of 1659-60 here, "having found a rich soil and an excellent spring of water." It is possible that Thomas Macy spent his first winter at this point, but it is certain that in the spring he found a "better place at Watercomet"; and there is nothing to substantiate the belief that here was the first town.

Large quantities of bluefish, scup, eels, herring, lobsters, and clams are annually caught at this place. The village is about five miles from the town of Nantucket. The town voted at its last annual meeting to erect a school-house here, and made an appropriation for the purpose, authorizing the school committee to maintain a school six months of the year.

MECHANICAL TRADES.

Forty or fifty years ago there was scarcely a mechanical trade but what was followed upon the island, from the making of a tin pot to the building of a ship. Although the mechanical trades are now at a low ebb, yet there are many fine mechanics, who have no superiors in their lines. There are blacksmiths, boat builders, carriage builders, carpenters, and cabinet makers who can turn out as fine pieces of work as

any mechanics in the country. There are carriages now in use upon the island, that were built here, which in point of style, beauty of finish, strength, and durability can hardly be surpassed elsewhere. The Nantucket baskets for durability cannot be excelled, and are fine specimens of workmanship. The greater part of these baskets are made on the light-ships during the long and stormy winter months.

METEOROLOGICAL.

What data and memoranda the compiler has been able to collect in regard to this subject are rather scant and unsatisfactory. Since the deaths of Capt. C. H. Coleman and Walter Folger, Esq., no one seems to have kept any record of the weather, except for their own private use. What little information he has been able to obtain is given below. Wm. C. Folger, Esq., who has a remarkably retentive memory for a man of his years, says that he does not remember that he ever saw the mercury fall as low as eleven degrees below zero but once in his life, or that it reached a higher point than ninety degrees on Nantucket. The writer himself can vouch for the fact that in a certain locality in Nantucket, during the exceptionally hot weather of the summer of 1881, a "Kendall" thermometer at no time marked over eighty-six degrees.

From a careful examination of a record of the temperature kept by the late Capt. Charles H. Coleman for many years, and kindly loaned the compiler by the family of Capt. Coleman, the following facts have been ascertained:—

From the first day of January, 1876, to July 26,

1880, covering a period of four years six months and twenty-six days, the mercury reached to as low a degree of temperature as four above zero but once, and did not go above ninety in the whole period.

Coldest day in 1876,	mercury marked	4°;	hottest	90°.
“ “ 1877,	“ “	9°;	“	85°.
“ “ 1878,	“ “	10°;	“	90°.
“ “ 1879,	“ “	9°;	“	86°.
“ “ 1880,	“ “	8°;	“	90°.

The reader will please remember that the figures for 1880 were made by Capt. Coleman only to July 26 of that year.

On the morning of Feb. 24, 1876, the mercury stood at four degrees above zero; the next day, at the same time, it was twelve degrees above. Aug. 14, 1876, the mercury marked ninety degrees at noon. The coldest day in 1877 occurred Jan. 4, when the mercury marked nine degrees in the morning; Aug. 9, the hottest day, it showed eighty-five degrees at noon, and at night it had dropped to seventy-two degrees. Jan. 8, 1878, was the coldest day of that year, and July 19 the hottest, the mercury marking respectively ten and ninety degrees. In the year 1879, Jan. 21, June 25, and Aug. 3 marked the two extremes, the mercury standing on the first-mentioned day at nine degrees in the morning, and on the two latter eighty-six degrees at noon. As far as Capt. Coleman's record goes, Feb. 2 was the coldest day in 1880, and June 29 the hottest.

Rainfall.

The total amount of rain which fell upon the island of Nantucket for the seventeen years preceding 1880

was 717.66 inches, making an aggregate of something over forty-two inches each year.

It is a noticeable fact that of late years few thunderstorms have visited the island, the greater part passing far to the northward. During the year 1881 not a single thunder-storm, worthy the name, was experienced here. This fact should be remembered by timid and nervous people, who are generally seriously affected by these storms, and it adds another to the many advantages possessed by the island as a resort for invalids. By careful examination of the tables, it will be found that the average temperature of the island in the winter is much above that of any other part of New England, thus rendering it an attractive spot for a winter as well as a summer resort.

The temperature of the island during the past twenty-five years has greatly improved, as the following will show: In the terribly severe winters 1855-56 and 1856-57, the harbor was frozen over so that no communication was had with the mainland for a number of weeks. The compiler well remembers of riding across the harbor in a sleigh, the former winter. He was away from the island the succeeding one; but if memory serves, the harbor that season was closed for six weeks, and twenty-nine mails were landed at one time at Great Point, the steamer being unable to force her way through the ice to the harbor. In February, 1881, the harbor was closed for a short time; but by referring to certain authentic records, the compiler finds that the mercury reached zero but once.

Very little snow ever falls here, and rarely does the ice crop exceed eight inches in thickness. High winds

at times prevail; but they are conducive to the health of the place, carrying off, as they do, any poisonous gases or malaria which might generate. Fogs do not prevail to any great extent, the seasons, however, differing from time to time; but on the whole, considering her situation, Nantucket is remarkably free from them.

MONUMENT.

The Soldiers and Sailors' Monument—erected in memory of those “who died that the nation might live”—is of granite, and has seventy-four names cut into its four sides. It was erected at a cost of about five thousand dollars, the money being raised by subscription. It stands on Main Street. It was the compiler's wish to give each man's name who died for his country an honored place in this work, but lack of space forbids. Their names, however, are kept green in the hearts of their fellow-townsmen; and when the stranger pauses to read them on the enduring granite, he can say, “They fought the good fight, and the fact that they kept the faith is here recorded.”

MUSKEGET.

This is a small, sandy island about ten miles to the westward of the island of Nantucket. It is noted particularly as the resort of myriads of sea-gulls, whose eggs are eagerly sought after in their season. The eggs are generally found in good condition between the 15th of June and the first of July. A trip from Nantucket on a gull's-egging expedition at that time of the year is considered to be the correct thing, which

together with the trailing for bluefish to and from the island makes the trip a very enjoyable one. Black and shoal duck, coot, and brant abound here in the spring.

NANTUCKET : ITS NAME.

Nantucket is doubtless an Indian word, but its meaning is unknown. The compiler, while engaged upon this work, being desirous of obtaining some light upon the subject, sent a communication to one of the papers published in the town, requesting that those interested in the matter would give him their views as to whether this island was really discovered and named by that daring navigator, Bjorne Herjulfson, or whether the name was given to the island by the Indians.

Only one reply was received to the communication, which was as follows, and appeared in the columns of the *Nantucket Inquirer and Mirror*, of Nov. 5, 1881:

“ An article appeared in your issue of the 8th ult., signed ‘ An Earnest Inquirer,’ asking for information in regard to the origin of the name of Nantucket and its meaning. I think that will be a difficult thing to answer. For myself I think it is of Indian, rather than Norse origin. By the map-makers of the seventeenth and eighteenth centuries its spelling is varied in detail, though similar in a general way. It is called Nantocket (1703), Nantoe, Neutocket, Natacei, Nantuket (1746), Nantucket (Huske), Nantukket (De la Tour). On De Laet’s map, 1630, the island name is Natocke.* In correspondence with a gentleman who

* Also in 1641 Nantican (Hough’s book, compiled from deeds in Secretary of State’s office, Albany, N. Y.), and Nauticon (Macy’s History, page 17).

has the reputation of being the finest Indian scholar in the country, I learned as his opinion that as nearly as he could judge without giving the subject careful thought, the name was similar in its significance to that of Natick, — *i. e.*, ‘the place of the hills’; an appropriate name, certainly. The idioms of the island aborigines would easily account for a change in the structure of the word.”

The above was signed “Nantucket, Jr.,” and was from the pen of Mr. Alex. Starbuck, of Waltham, Mass.

It will be found, if one cares to pursue the subject, that all names of localities which end in *et*, *etts*, or *ket*, are of Indian origin. Thus: Miacomet, Metacomet, Pawtucket, Shetucket, Pawtuxet, Nantasket, Wannacomet, Massachusetts (many mountains?), Neponset, Pocasset, Narragansett.

Knowing nothing of either the Norse or Indian languages, the compiler would hazard the conjecture that that bold navigator Bjorne Herjulfson, or some other equally bold, did discover the island and give it the name of Nauticon, which in the idioms of the Indian tongue had been Nantucket, ages before.

In Drake’s “Nooks and Corners” will be found on page 325 the following in relation to the name: “The name of ‘Nautican’ is the first I have found applied to Nantucket Island (by Sir F. Gorges). Whether the derivation is from the Latin *nauticus*, or a corruption of the Indian, is disputed, though the word has an unmistakably Indian sound and construction. In the patents and other documents it is called Nantukes, Mantukes, or Nantucquet Isle, indifferently;

showing, as may be suggested, as many efforts to construe good Indian into bad English."

NEWSPAPERS, HISTORY OF.

There are two weekly newspapers published in the town, the *Journal* and the *Inquirer and Mirror*, both being well supported. The price for each is \$2.00 per year.

The following article, entitled "Journalism in Nantucket," was kindly contributed by Wm. Hussey Macy, Esq., the editor of the *Nantucket Inquirer and Mirror*, and the author of "There She Blows; or, The Log of the Arethusa."

The writings of Mr. Macy need no eulogium. Whatever he does, he does well. For many years utterly deprived of the sense of sight, all his work has been done literally in the dark; but with that inner light which the Creator has given to all who will use it, he year after year gives to the world the matured thoughts of a man who thinks, if he does not see. The heart of every man and every woman beats in sympathy with Mr. Macy in his terrible affliction, and the compiler of this book believes that his contribution will be read with double the interest when it is known that it was written by one who is blind.

Journalism in Nantucket.

By Wm. Hussey Macy.

The history of Nantucket newspapers dates no farther back than the year 1816, at which time a little sheet called the *Nantucket Gazette* made its appear-

ance, under the management of Tannatt & Tupper. It is related that one of the wealthy old Friends of that day paid half a dollar for the first copy that came from the press. The enterprise does not appear to have met with much encouragement. The *Gazette* was published weekly, but collapsed after a dozen issues, evidently for want of support. It was a fair specimen of the average newspapers of the time; but journalism has since made such strides that we are inclined to wonder, at the present day, how our grand-sires could tolerate anything so stupid, even for a dozen weeks.

The *Nantucket Inquirer*, started in 1821 by J. T. Melcher, was more successful, and became a permanent institution. Under the editorial charge of Samuel H. Jenks, — who assumed the control of it soon after its establishment, — it grew to be a power among the journals of the day, and acquired much more than a local reputation. Mr. Jenks was a live editor, a ready and vigorous writer, and an earnest and fearless advocate of what he believed to be the right side of each current issue. Among the progressive movements to which the efforts of his pen largely contributed may be mentioned the abolition of the practice of imprisonment for debt, and the establishment of common schools in his native town.*

The *Inquirer* had a rival in 1826 and 1827, the *Nantucket Journal* having been started by the friends of Hon. Barker Burnell, then a candidate for Congress. But the *Journal* did not long outlive the local issues

* Mr. Jenks was not a native of Nantucket; see page 112.

which had given it birth, and after its collapse the *Inquirer* held the field alone until 1840.

For a time Mr. Jenks moved from the island, and the paper was conducted by Charles Bunker; but about 1834 he returned to his old love, and entered upon his editorial labors with renewed vigor.

Nantucket was strongly Whig in its politics, and with Mr. Jenks at the head of the only local newspaper, that party had everything very much their own way. But during the exciting Presidential campaign of 1840, the Democrats, making a great effort, succeeded not only in fitting up an opposition reading-room with files of their favorite partisan journals, but in bringing a new local weekly into life to do battle with the veteran *Inquirer*. The new paper took the name of the *Islander*, and the young editor was Charles C. Hazewell, since well known by his work on the *Boston Traveller*, and his magazine articles, chiefly on historical subjects.

A spicy flavor was given to our local journalism while Jenks and Hazewell maintained their keen encounters of wit during the campaign which resulted in the election of "Tippecanoe and Tyler too." The old favorite organ of the Whigs could no longer walk over the course without a competitor, though it affected to despise the new paper, and usually referred to it in a contemptuous way as "I slander."

The Democratic paper, not meeting with much support after the campaign work was done, expired in 1842. But it should be remembered that Nantucket was then a large and wealthy town, with a population of nearly ten thousand souls, and also that newspaper

work as well as public appreciation of newspapers had made great strides since the old *Gazette* days; and the old *Inquirer* soon found other new rivals in the field. Two young aspirants for journalistic honors, A. B. Robinson and W. Bradford, started up the *Telegraph* upon the ruins of the *Islander*, and for a time succeeded in maintaining a daily issue.

This was the first daily newspaper in Nantucket, and for a brief period another daily was issued from the *Inquirer* office. But other changes about this time followed in rapid succession. Mr. Jenks, having been appointed postmaster under the Whig administration, sold out his newspaper to Hiram Dennis, and he not long after transferred it to Edward W. Cobb, who, having also bought the little *Telegraph*, had for a brief season the monopoly of the local newspaper business. But in 1845 the *Nantucket Weekly Mirror* made its début, edited and published by John Morrissey (now of Plymouth, Mass.), who was then a very young man, and had been an employé in the *Inquirer* office.

The *Mirror* took no partisan stand in politics, professing to be neutral, or rather independent, upon all questions of the day; and being a sprightly, well-conducted paper, soon established itself, and became a formidable rival to the time-honored *Inquirer*. But this was not enough, for about the same time a third claimant for popular support made its appearance. At that time our people were much divided upon the antislavery question, and especially upon the subject of admitting colored children into the same schools with the whites; and party spirit waxed warm upon this local issue. The conservatives who opposed

this juxtaposition of different races started a new weekly called the *Warder* as their organ, and again Mr. Jenks appeared in the editorial chair, having given up his Federal office on the incoming of the Polk administration. His caustic pen was not long in stirring the ire of his political opponents, and again controversial articles were the order of the day in two of our journals, while the *Weekly Mirror* steadily pursued the even tenor of its way.

Thus when the great fire occurred in July, 1846, there were three newspaper offices doing active business. Two of these were laid in ruins; but the suspension of the papers was only temporary, and nothing daunted they started out again.

The progress of liberal ideas in due time settled the question of equal right in the public schools, and the *Warder*, which had been started for a purpose, died within two years.

From this time our town was for a series of years steadily declining in wealth, population, and importance; but our people who went abroad found a newspaper from their old home to be almost a necessity in the new one, and the two that remained continued to be well supported.

The *Inquirer* during its long career had been, according to the changes of the times, a weekly, a semi-weekly, a tri-weekly, and even a daily; but the *Mirror* went steadily on with its regular Saturday issues, and as steadily though slowly and gradually gained in strength and influence.

In 1849, when Mr. Morrissey went to try his fortunes in California, it was purchased by two young

printers, Samuel S. Hussey and Henry D. Robinson, and is now in a flourishing condition under the same management, having absorbed the old *Inquirer* into itself.

After several years abroad Mr. Morrissey returned to the island and purchased the *Inquirer*, Mr. Cobb having removed to Boston. Mr. A. P. Moore was afterward associated with Morrissey, and after the latter removed from the island, carried on the paper himself for a short time under financial difficulties; but was obliged to give up the effort, and it passed into the hands of Edward M. Gardner for a while, and afterwards was transferred to Alfred Macy, who continued it through the war of the Rebellion. But it had been for some years in a decline, and finally in 1865 Messrs. Hussey & Robinson bought out the whole concern and merged it in their own, giving to their paper the double title *Inquirer and Mirror*.

For nine years after this date this was the only paper published in Nantucket. Mr. Isaac H. Folger in 1874 started the *Island Review*, at first a very small affair; but it was soon after enlarged and improved, and continued to issue semi-weekly, and at times tri-weekly, and even daily for a brief period: Mr. S. Heath Rich became associated with Folger on the *Review*, and its career was four years in duration, or until the autumn of 1878, when its proprietors bought the *Advance* at Brockton, Mass., and removed to that place.

Mr. Arthur H. Gardner, a young graduate of the *Inquirer and Mirror* office, immediately entered the opening thus made, issuing the first number of the

Nantucket Journal, Sept. 25, 1878. The *Journal* is now an established institution, and still gradually gaining ground; while the *Inquirer and Mirror*, having removed to a more spacious office up-town, appears to be in more flourishing circumstances than ever before. Messrs. Hussey & Robinson have been its proprietors for more than thirty-two years, and by steady and persistent effort may be said to have merited all the success which they have achieved.

Notwithstanding the great decline of our island's population, the circulation of our newspapers has steadily increased, and is larger to-day than at any time in our history.

Everybody in the present age not only wants a newspaper, but must have one; and as the sons and daughters of Nantucket now scattered everywhere generally retain a keen interest in everything that concerns their island home, the mail editions are large and still increasing.

[It appears that some time between 1845 and 1849, Andrew M. Macy, Esq., ably filled the editorial chair of the *Inquirer*.]

OLD BUILDINGS.

William C. Folger, Esq., furnishes the following in relation to old houses:—

The late Benjamin Franklin Folger, who died March 22, 1859, aged eighty-two years and eleven months, was by all or nearly all intelligent persons on the island considered the very best genealogist here, and the person most reliable then living for dates and facts

regarding the early history of the island, its buildings, etc. He had made these matters a study from his youth, and had consulted early records and many ancient people on these subjects. He told me the oldest house on the island then standing, some years before his death, was the Jethro Coffin house on North Shore Hill, which was built in 1686. This house was purchased by the first Nathaniel Paddack from the Coffin family in 1707, and it was in the possession of the Paddack family long after I was born. This is the house that Tristram Coffin, Esq., and his brother bought and repaired in 1881. He told me also that the next oldest one was the Meader house in Polpis, near the Quaise line, a part of which was nearly as old as the Jethro Coffin house.

The house on North Street owned by Edward Burdett and wife is an old one. It was originally a single house, and was built in Squam in 1702, by Nathan Folger, Sr., who lived in it until 1716, when he had it taken down and erected on its present site, adding another part, and making it, as at present, a double house.

I believe the next oldest dwelling standing on the island is the George Swain house in Polpis, recently owned and occupied by his daughter, Love Smith. This old house was built in 1704 by John Swain, Sr., for his daughter Elizabeth, who married Joshua Sevolle, a tailor by trade. Elizabeth was born May 17, 1676, and died May 24, 1760, and her husband in 1735 or 1736. George Swain, Sr., showed me, about forty years ago, the spots where John Swain, Sr.'s, and John Swain, Jr.'s, houses stood, one on the Capt. Rule farm,

and the other near the fence of George Swain, Sr.'s, lot, separating the said lot from the Capt. Rule or later Edward Ray farm, — both being northeasterly from the school-house and north of the now travelled road.

Probably the next oldest dwelling was the Eliakim Swain house in Newtown, northeasterly from Elisha Smith's on Orange Street. This is said to have been built by John Swain, Jr., for his son, Eliakim Swain, who married his first wife, Elizabeth Arthur, April 18, 1717, and was living in it in 1726 or 1727, when the Thomas Howes house, now Elisha Smith's, was built. The carpenters who came from Boston boarded in the Eliakim Swain house while they were building the Howes house. The former has lately been taken down.

Another old building, still standing but moved out of town and made into a barn on the farm of James Gibson, was long known as the dwelling-house of Shubael Gardner ("blind Shubael"), and stood where now stands the house of the late H. G. O. Dunham, Esq., and was built for Capt. Richard Gardner, Jr., who died March 8, O. S. 1728. It was probably built previous to 1700, certainly not long after.

There is another old house that stands on its original site; it is on the south side of West Centre Street, and was built for Richard Gardner, 3d, son of Richard, Jr., who was married May 26, 1724 O. S., and died Feb. 27, 1724-5 O. S., so that the house was doubtless erected in 1724. It fronts south, with its long back roof towards Centre Street.

The old North Vestry was built in 1711 in the Holmes Country, northerly from "No-bottom Pond,"

and removed in 1765 to near its present site, and again removed in 1834 to its present location. This church or vestry was certainly built of wood grown upon the island. (See Churches.)

The Thomas Gardner, Sr., house on Gull Island, I was told by Edmund Gardner, was built for his grandfather in 1736; and his father, Thomas, Jr., lived and died there in 1830, aged about ninety-four years. Capt. Charles Gardner refitted and modernized it some time between 1823 and 1826. The house is now owned by Mr. I. S. Riddell. The north half of the house, now owned and occupied by James Austin, was built from the Nathaniel, Sr., and Mary Starbuck house,* and stood near the north head of Hummock Pond.

And there are many other dwellings in the town that have been built in part of materials from old buildings. There are several old houses on Liberty Street whose dates of erection I do not know, and several on Gardner Street. There is one on the corner of Gardner Street fronting on Main, which was known in my early life as the "Reuben Joy or Father Joy" house, which was owned and occupied by Zaccheus Macy in former times. The one opposite and next eastward, now occupied by Mr. B. G. Toby, is also a very old house. It was formerly owned by Christopher Starbuck, who was married in 1751, and is probably much over one hundred years old. The Samuel Stanton, Sr., house, next above that now owned and occupied by Capt. Henry Coleman (Milk Street), was probably

* This was the *great* Mary Starbuck, consequently the house possesses considerable historical interest.

built about 1734, as he (Stanton) was married Feb. 14, 1733-4 O. S., and died before 1744. It was afterwards purchased by "Uucle" John Coleman, who died in 1805.

F. C. Sanford, Esq., informs the compiler that there are still traces remaining of Thomas Macy's house, which, he says, "stood near the Reed Pond, on a gently sloping piece of ground overlooking the beautiful bay, or sound, where now can be seen upwards of five hundred vessels in one day, passing and repassing with their domestic merchandise, as well as those having goods from the far-off shores of Cathay and the Indies."

There is a house now standing on the corner of Liberty and Walnut Streets, which, Mr. Sanford says, "was built at Madaquet in 1665, and moved to its present location, its original shape never having been altered." Paul Worth in 1842, just eighty-eight before he died, said to me when he was six years old he saw it taken down and put up as now.

"We took down a house two years ago on the Norwood farm, that was one of the first built for a dwelling upon the island. It was for many years a great resort, and good cheer abounded. I should judge from what I have been told that plenty of drinks of all kinds were served, though the place was styled a 'tea house.' It was known to all as 'Hannah Meader's.' When this house was taken down, there were three floors in the parlor, one upon the other, resting upon timber on which the bark still remained, and faced

only where the floors rested. This house, and many others, were built of wood grown upon the island.

“The first wharf was built in 1723, and is now known as the Straight Wharf, directly at the foot of Main Street. The first windmill, on the hills back of the town, was also built in 1723. This mill was blown up in 1836, as an experiment to ascertain the effects of gunpowder, in case it should ever be necessary to use it in blowing up buildings to impede the course of a fire. Three other mills were, at various times, erected upon the four hills known as the Mill Hills. These mills were used, in the Revolution, as a means of telegraphing to our ships the presence of the British cruisers who were known to be near the island, and could not be seen from the ships,—the position of the vanes indicating their direction,—and many a full-freighted ship escaped from the clutches of the ‘Bull-Dogs’ and ‘Scorpions’ of Great Britain.”

The mill now standing, and known to resident and visitor alike as the “old mill,” was erected in 1746, probably for Eliakim Swain. There is no doubt that he was the first owner, and his son Timothy tended it for many years. It was built of oak which grew just across Dead Horse Valley, to the southward of it. A fine view can be had of the island from its upper window. There has been, as yet, no “mailed knight” dug up near it. (A grand chance for Barnum.)

There are various traditions extant in regard to this old edifice. One is to the effect that one of the Swains died in the mill; another that in 1828 Jared Gardner bought it for twenty dollars for firewood, but finding its framework perfectly sound, decided to repair it; another,

that during the Revolution a cannon-ball was fired from a British cruiser in the sound, which went completely through the mill, passing within a foot of the miller's head; and still another, that some years since, a little girl while at play grasped one of the vanes as it commenced to move, and keeping her hold too long, was carried entirely "around the circle" without injury. Of course the reader will take these stories for what they are worth. On the stone doorstep of this old mill will be found cut into it the date of its erection, 1746.

The building now occupied by the custom-house and Captains' Club is a very old one, having once been the warehouse of the celebrated William Rotch. The building with brick ends to the street which leads to the "Old South Wharf" was Rotch's candle factory and oil works, but the date of erection of either is unknown.

"OLD SPANISH" BELL.

This bell, which hangs in the tower of the Unitarian Church on Orange Street, is neither Spanish, nor is it very old.

A story was in circulation for many years to the effect that it had been stolen, as the inscription upon it showed it was originally one of a chime of six that had been cast for some sanctuary; and as the Roman Catholic religion forbids the selling of bells after having been consecrated, considerable credence was given the story. The true story of the bell, as told by Hon. Wm. R. Easton, — than whom is no better authority on anything that relates to Nantucket, — is as follows: —

“This splendid bell, which is said by travellers to be the finest in the country, was purchased in Lisbon by Capt. Charles Clasby of this town, in 1812, and brought to this port by Capt. Thomas Cary, in the schooner ‘William and Nancy,’ a vessel owned by Samuel Cary and others. Captain Cary gave to the writer hereof the following history of the procurement of this bell. He said:—

“‘Clasby invited me to go to the foundry with him and assist in selecting a good-toned one. They had in the yard where the bells were, a lever for raising them from the ground, when they were about to ascertain their quality or peculiar tone. Well, they applied the lever to one, and struck her: “That will not answer,” said I. Then they raised another, with the same result. When they raised the third one, and struck her, “Ah, Clasby, you need look no farther! That’s the bell you want. She is a beauty. She sounds on B.” * “Well, sir,” remarked the gentleman of the foundry, “we consider that to be the sweetest toned bell we have in our yard!”’”

Capt. Cary also said that while in Lisbon they heard of the declaration of war with Great Britain, and on the passage home they were spoken by a British sloop-of-war which had been at sea some time, and was not aware that war had been declared. The commander asked Capt. Cary the news; but he took especial good care not to tell him all he knew.

* An error on the part of Mr. Easton or his informant, Capt. Cary, as the bell sounds on A, according to Mr. B. G. Tobey.

Mr. Easton says also that after the bell was safely landed here it was stored in the cellar of Samuel Carey, where he often saw it, and that it remained there until 1815, when it was purchased by subscription for about \$500, and placed where it now is, — the society paying \$350, and outsiders the balance; among them a number of Friends, one of whom, Obed Mitchell, is credited with saying that “although Friends did not use bells for religious purposes, yet as they were very useful in giving fire alarms, etc., he would assist in the purchase.” Some little time after the bell had been in use, the sound of its mellow tones had reached the “Hub”; and so bewitching were the musical vibrations of this queenly bell(e) of Nantucket, to many of the good people of the renowned “City of Notions,” that the agents of the Old South Church negotiated with the agents of the Unitarian Church, saying that they had a very fine clock in their tower, that they had been so unfortunate as to have their bell broken, and wished to know at what price this bell could be procured. The agents of the Unitarian Church replied that “they had a very fine bell in their tower, and would like to know at what price the Old South Society would sell their clock.” The bell weighs 1,575 pounds: the Boston gentlemen offered one dollar a pound for it, and upon finding they could not get it at any price, they asked where it came from; and having ascertained its history, sent to Lisbon to the same foundry and procured that which they now have, — a remarkably good one.

The following is a translation of the inscription upon the bell, which doubtless gave rise to the story that the bell had been stolen.

“To the good Jesus of the mountain the devotees of Lisbon direct their prayers, offering him one complete set of six bells, to call the people and adore him in his sanctuary.

“Jose Domingos da Costa has done it in Lisbon on the year 1810.”

The original of which reads: —

“Ao bom Jezus do monte completao seus votos os devotos de Lisboa, offerecendo lhe Hum completo iogo de leis sinos para chamar pos ovos adorato no sen santuario.

“Joze Domingues Dacosta offez em Lisboa no anno de 1810.”

ORNITHOLOGY.

See Gunning.

The compiler begs to acknowledge his indebtedness to Mr. Herbert S. Sweet, who has so kindly furnished this very valuable contribution on the ornithology of the island. Mr. Sweet, having made the science a life study, is without doubt the best ornithologist we have, and the following article will therefore be read with confidence by all who are fond of the study of birds. .

The ornithology of Nantucket is of course very incomplete, little local interest being shown in the subject. Nevertheless, Nantucket furnishes a rare field for the study of migratory birds, it being the last place they leave after their season in the regular breeding places farther up the coast. From Nantucket they pass to the capes below into warmer weather.

I have met with the following specimens, many of

which are in my cabinet at present. Others are variously distributed, but I have seen and identified them all.

Night Hawk (<i>Caprimulgus Americanus</i>).	Green Heron (<i>Butorides Herodias</i>).
Pigeon Hawk (<i>Falco timerarius</i>).	Baltimore Oriole (<i>Icterus Baltimorea</i>).
Sparrow Hawk (<i>Falco Sparverius</i>).	Night Heron (<i>Nyctiardea Gardeni</i>).
Goshawk (<i>Falco atricapillus</i>).	Golden Plover (<i>Charadrius Virginicus</i>).
Harrier (<i>Falco Uliginosus</i>).	Black-Breast Plover (<i>Squatarda Helvetica</i>).
Eagle (<i>Falco ossifragus</i>).	Northern Phalarope (<i>Phalaropus hyperboreus</i>).
Screech-Owl (<i>Scops asio</i>).	English Snipe (<i>Gallinager Wilsonii</i>).
Snowy Owl (<i>Nyctea nivea</i>).	Gray Snipe (<i>Macrorhampus griseus</i>).
Golden Woodpecker (<i>Picus auratus</i>).	Least Sandpiper (<i>Tringa Wilsonii</i>).
Belted Kingfisher (<i>Aryle Alcyon</i>).	Yellow-Leg (<i>Gambetta flavipes</i>).
Kingbird (<i>Tyrannus Carolinensis</i>).	Field Plover (<i>Artiturus Bartramus</i>).
Robin (<i>Turdus migratorius</i>).	Long-billed Curlew (<i>Numenius longirostris</i>).
Wilson Thrush (<i>Turdus fuscescens</i>).	Hudson Curlew (<i>Numenius Hudsonicus</i>).
Bluebird (<i>Sailia Sailis</i>).	Rail. †
Titlark (<i>Anthus Ludovicanus</i>).	Crow. §
Scarlet Tanager (<i>Pyranaga rubra</i>).	Wood Hen (<i>Fulica Americana</i>).
Cedar-Bird (<i>Ampelis cedrorum</i>).	Florida Gallinule.
Northern Shrike (<i>Collurio borealis</i>).	American Swan (<i>Cygnus Americana</i>).
Catbird (<i>Mimus Carolinensis</i>).	Barnacle Goose (<i>Bernicla leucopis</i>).
Red Crossbill (<i>Curvirostra leucop- tera</i>).	Canada Goose (<i>Bernicla Canadensis</i>).
Snowbird (<i>Junco hyemalis</i>).	Mallard Duck (<i>Anas Boscas</i>).
Cow Blackbird.*	Black Duck (<i>Anas obscura</i>).
Red-winged Blackbird (<i>Agelarius Phoeniceus</i>).	Green-winged Teal (<i>Nettion Caro- linensis</i>).
Meadow Lark (<i>Sturnella Magwa</i>).	
Passenger Pigeon (<i>Ectopistes mi- gratoria</i>).	
White Heron. †	
Blue Heron (<i>Ardea Herodias</i>).	
Bittern (<i>Botaurus</i>).	

* This species I have not yet looked up.

† This, also, I have not examined.

‡ Several of this species I have not looked up.

§ The common, probably the fish crow.

|| I have one answering this description.

Blue-winged Teal (<i>Querquedula discors</i>).	Red-breasted Merganser (<i>Mergus Serrator</i>).
Spoonbill (<i>Spatula clypeata</i>).	Hooded Merganser (<i>Lophodytes Cuculatrix</i>).
Widgeon (<i>Marica Americana</i>).	Mother Carey's Chicken (<i>Thalassidroma pelagica</i>).
Summer Duck.*	Shearwater.†
Bluebill (<i>Fulix affinis</i>).	Black-backed Gull (<i>Larus marinus</i>).
Redhead (<i>Aythya Americana</i>).	Herring Gull (<i>Larus argentatus</i>).
Golden-Eye (<i>Bucephalia Americana</i>).	Laughing Gull (<i>Clavicocephalus Articilla</i>).
Dipper (<i>Bucephalia alveola</i>).	Arctic Tern (<i>Sterna macrura</i>).
Harlequin (<i>Histrionicus torquatus</i>).	Roseate Tern (<i>Sterna paradisea</i>).
Old Squaw (<i>Harelda glacialis</i>).	Loon (<i>Colymbus torquatus</i>).
White-winged Coot (<i>Melanetta velvetina</i>).	Red-necked Grebe (<i>Particeps griseus</i>).
Scoter (<i>Oidemias Americana</i>).	Puffin.‡
Eider (<i>Somateria mollissima</i>).	Auk.§
King Eider (<i>Somateria spectabilis</i>).	
Ruddy Duck (<i>Erismatma rubida</i>).	
Goosander (<i>Mergus Americanus</i>).	

Our island, of course, contains many birds not in my list; but I believe that most of the large birds and ducks I have met with are here recorded. The small birds, warblers, etc., I have not at present examined. The island being so far from the coast, the small birds do not reach here in any great quantity or variety, consequently a list of them would not be very large.

The harrier, screech-owl, kingfisher, kingbird, robin, thrush, bluebird, titlark, catbird, snowbird, blackbird, crow, meadow lark, bittern, night hawk, tern, laughing and herring gull, sandpiper, field plover, black duck are always looked for, and present at the proper season. Many of them breed here, and others

* One occasionally shot here, and known as the "wood duck."

† I had one of these some time since, but have not as yet classed it.

‡ One specimen not classed yet.

§ Several small auks not classed.

remain the year round. About the 25th of August the golden plover come in more or less numbers. On the first of October come the night hawk, pigeon, and sparrow hawk, passenger pigeon, heron, woodpeckers, English snipe, yellow-legs, curlew, teal, and herring gull. Later on, as the northerly storms bring cold weather, they also bring the wood hen, bluebill, dipper, goldeneye, merganser, old squaw, coot, ruddy duck, loon, greetes, auk; and at the commencement of winter come geese and eider duck.

At various times during the year sporting men get occasionally a shot at some of the rarer species; among these the goshawk, eagle, snowy owl, tanager, cedar-bird, shrike, crossbill, white heron, green heron, oriole, phalarope, long-billed curlew, rail, gallinule, barnacle goose, swan, mallard duck, spoonbill, widgeon, summer duck, red-head duck, harlequin, scoter, king eider, hooded merganser, shearwater, and puffin.

POCOMO.

Pacummohquah, Poocomo, or modern Pocomo (pronounced *Pok-omo*) is a headland extending into the upper harbor of Nantucket, upon which are several good farms. There is said to be, at times, fair shooting for those who are fond of the sport at this place. It would be a fine locality for a hotel, as can be seen by a glance at the map. It is about four and one half miles from town by water.

POLPIS OR PODPIS.

This little village was one of the earliest settlements on the island. It is about six miles from the town of Nantucket, and is situated on an arm or inlet of the

upper harbor, which takes the name of the village. There are quite a number of dwellings and a school-house here. The inhabitants depend chiefly upon agriculture and fishing for their subsistence. Here is situated the fine farm of F. C. Sanford, Esq., called "Spottswood," after the old chief Spotsa, or Daniel Spotsor, the latter being the name by which he was known to the whites. Spotsa swamp also takes its name from the same old Indian, who reigned sachem by his wife near about forty years. One of the oldest buildings on the island is still standing in the village ; it was erected in 1704, by the father of the first white male child born on the island. (See Old Buildings.)

POETS AND POETRY.

Among the many accomplishments which the sons and daughters of Nantucket have possessed has been the art of making poetry. Some of the island's poets have attained much more than a local reputation. It seems that at a very early period in the history of the island, even as far back as 1676, one individual at least made some pretension to rhyming, and this was no less a personage than the great Peter Folger, who appears to have been a universal genius. In order that the reader may judge whether Mr. Folger is worthy a place among classical poets, a few extracts are here given from

A Looking-Glass for the Times; or, The Former Spirit of New England revived in this Generation.

By Peter Folger.

(There is one thing that is very certain, and that is, if these lines are not poetry, there is good, square com-

mon-sense in them, and they will apply as well to-day as they did two hundred years ago.)

Now, loving friends and countrymen,
I wish we may be wise;
'Tis now a time for every man
To see with his own eyes.

'Tis easy to provoke the Lord
To send among us war;
'Tis easy to do violence,
To envy and to jar;

To show a spirit that is high,
To scorn and domineer;
To pride it out, as if there were
No God to make us fear.

To covet what is not our own,
To cheat and to oppress,
To live a life that might free us
From acts of righteousness.

To swear and lie, and to be drunk,
To backbite one another,
To carry tales that may do hurt
And mischief to our brother.

To live in such hypocrisy
As men may think us good,
Although our hearts within are full
Of evil and of blood.

All these and many evils more are easy for to do,
But to repent and to reform we have no strength unto.
Let us then seek for help from God, and turn to him that smite;
Let us take heed, that at no time we sin against our light.

.

I would not have you for to think, tho' I have wrote so much,
That I hereby do throw a stone at magistrates as such.
The rulers in the country I do own them in the Lord;
And such as are for government, with them I do accord.

If that you mistake the verse for its uncomely dress,
I tell thee true, I never thought that it would pass the press.
If any at the matter kick, its like he 's galled at heart,
And that 's the reason why he kicks, because he finds it smart.
I am for peace and not for war, and that 's the reason why
I write more plain than some men do that use to daub and lie.

But I shall cease and set my name to what I here insert,
Because to be a libeller, I hate it with my heart.
From Sherborn town, where now I dwell, my name I do put
here,
Without offence your real friend, it is

PETER FOLGER.

April 23, 1676.

That the art of writing poetry did not make very rapid progress in the next hundred years, or that the people generally were not afflicted with the divine afflatus, is evidenced by the following

Elegy on the Sudden and Awful Death of Seven Men who were drowned on Nantucket Bar, Jan. 1, 1782.

(Shades of Shakespeare and Homer and Virgil, come forth and listen!!)

Kind heaven, assist my feeble muse,
And help me to relate
Unto my friends the dismal news
Of my poor townsmen's fate.
O! what a sad and awful time,
Which caused our eyes to weep;
For seven men all in their prime
All drowned in the deep.

In seventeen hundred eighty-two,
The first of New-Year's day,
This poor unhappy crew of men
Were sadly swept away.
They from Nantucket shore put off,
And for the bar did try,
In hopes to get on board a brig,
But could not her come nigh.
The wind did blow, the sea ran high,
They strove the brig to gain,
But all endeavors fruitless were,
Their striving proved in vain.
Their boat upon the ocean fill'd,
And two were then swept out,
And five remaining in her still,
Some time were tossed about.
Their friends on shore saw their distress,
And for their help did try,
But nothing could on time be done,
It was their lot to die.
Four mournful widows left that day,
And eleven children small,
And two besides that were unborn,
Which makes thirteen in all.
Their sorrows surely must be great,
Which I full well do know,
Having once shared the same fate
And tasted the same woe.

It was rather unfair in the author of the above poem (?) to leave the reader in such an uncertain frame of mind, for it must be left to conjecture what "fate" the author "shared." He or she says, "having once shared the same fate, and tasted the same woe": it is of course impossible to tell whether the author was once drowned and left behind thirteen

mournful widows, and "two besides that were unborn," or whether he or she was once drowned and left "four mournful widows, eleven children small, two besides that were unborn, making thirteen in all." At any rate, the reader must be satisfied that the author's sorrows were great; for had they not been, no such heart-rendering lines as those above quoted could have been written.

In direct contrast, the following beautiful little poem written by Mrs. Martha W. Jenks, a native of Nantucket, is here given, and is entitled

The Music of the Tower.

Trinity Church, a very beautiful little edifice in Nantucket, was destroyed in the great fire of 1846. It may be remembered that the tower contained a latticed window, through which the wind sighed forth, as an Æolian harp, strains of fitful melody, "most musical, most melancholy."

How sweet, how soothing, and how clear,
 Thou sacred tower, thy spirit's tone
 Sounds on the musing traveller's ear,
 Listening and lone!

Earnest and deep that spirit calls,
 Speaks to the wearied soul of home;
 Of holy rest within these walls:
 "Come hither, come."

And oh! responsive in the heart,
 An answering chord is wakened there,
 Whose voiceless chorus bears a part,
 And calls to prayer.

Methinks thy viewless minstrelsy
 Weaveth for all a soothing strain,
 In mingling notes of sympathy
 For joy and pain.

Young men and maidens, blithe and free,
 With gladsome heart draw near, draw near;
 List to the watch-tower's melody
 With chastened ear.

Mourner, who, unsubmissive still,
 Forget'st the hand that wounds to cure,
 Hear, in that note of magic thrill,
 A promise sure;

A pledge that He, whose power hath given
 Enchanting music to the air,
 Thus sweetly sends a voice from heaven,
 To win thee there.

And thou mysterious sentinel!
 Invisible to human sight, —
 Hath not thy watchword speech to tell
 "What of the night?"

Haply it warneth that the night
 For me shall have no morning ray;
 That with my soul the fading light
 Shall flee away.

God of my life! strength of my day!
 Oh, grant me courage from on high
 To hear thy summons and obey
 Without a sigh.

Lent, 4th day, 1842.

So far as the compiler can ascertain, Miss Anna Gardner is the only native poet who has had the hardihood to publish a volume of original rhymes. A few years since, however, Mr. Wm. Hussey Macy collected a number of his fugitive pieces, which were published here, at one of the newspaper offices, in pamphlet form; and another little pamphlet was printed

abroad, containing an account in verse of the experiences of Charles Murphy during a whaling voyage.

Something over a quarter of a century ago Miss Lucy C. Starbuck made a collection of about fifty poems, written by natives of the island, to which the felicitous title of "Seaweeds from the Shores of Nantucket" was given. This little volume was published by Crosby, Nichols & Co., of Boston, and a copy of it can be found at the Athenæum. From "Seaweeds" came the beautiful poem "The Music of the Tower," before quoted. This poem, and the one entitled "Musings" by George Howland Folger, a well-known merchant of Boston, are perhaps the best in the book, although some of the others are worthy a high place.

Miss Anna Gardner's book of poems has many good things in it; and although all might not agree with her in regard to certain questions which are now being agitated, yet on the whole her book can be read with pleasure and profit. Want of space forbids the insertion of more than a few lines; the first are from "Nature."

" 'Tis now the still and hallowed hour of noon,
 Not e'en a sound disturbs the deep serene;
 Hushed is the brook's subdued, low undertone,
 And checkered sunshine slants the rocks between.
 Throughout the woods a noontide slumber reigns,
 As hushed to list to sweet angelic strains."

SPRING FLOWERS.

Now bursts the crocus from its night of sleep,
 The daffodil and hyacinth we see;
 While o'er the plain the trailing laurels creep
 'Midst the anemone.

.

Creation wakes from torpid winter's sleep,
Sending new life through artery and vein;
As yet too young, the race grasps not the deep
Design of Flora's reign.

Miss Anna C. Starbuck, a native of Nantucket, but now a resident of Rochester, N. Y., has written many poems of great purity and sweetness. The only one of them which is at this moment at hand is entitled "The Fountain," from which the succeeding lines are quoted:—

"Splashing, dashing all the night
Trip-a-trip;
With its silvery cadence light
Drip-a-drip.

"Murmuring softly through the day,
Mid the whirl;
Sending up its ceaseless spray,
Purl-a-purl.

"Never pausing for a rest
On the brink,
When the robins come in quest
Of a drink,

"Wetting little clinging feet
With a laugh,
While the timid songsters sweet
Quaff and quaff."

Another daughter of Nantucket thus sings of her early home:—

NANTUCKET.

By Mrs. H. M. Robinson.

There's a dear purple isle far out in the ocean,
 Of all nature's favorites most favored of all;
 So full of quaint legends, of rich old romances,
 Ah, how they come trooping at Memory's call!

Aurora in haste cleaves a pathway of glory,
 Across the blue waters, to that isle so dear;
 Where never a shell but would tell you a story,
 Would you pause but a moment to lend it your ear.

It could sing of the forests that sheltered the red man,
 Or the lake whose clear waters were kissed by his oar;
 Alas! with the forests, the red men departed,
 And the places that knew them now know them no more.

Their names alone live in sweet strains of music,
 That fall from the lips of our island's fair dames,
 And long shall the love of Autopscot, the warrior,
 With his lovely Wonoma, embellish her fame.

Let those who delight turn back history's pages,
 To glean some fresh laurel for our island's fair brow;
 It gladdens my heart to list to her praises,
 But *my* theme is her glorious present, — and now.

I sing of her ocean, — that great pool of Siloam,
 Where the cities' worn children may bathe and be strong;
 There Hygeia her chariot rides on the billow,
 While Fessonia and Februa to her train belong.

I sing of her beaches, — old ocean's great playground,
 Thus I call back the hours of my childhood again;
 When I watched Neptune toss from his bosom the white-caps,
 Then backward retreating, entice them again.

I sing of her sunsets, — no art of the limner
 Has ever on canvas their beauties portrayed;
 By God's hand alone can such pictures be painted,
 Now radiant in glory, now mellowed in shade.

I sing of her valleys, her streams, and her moorland;
 I sing of her children with hearts free from guile:
 But sing as I may, my song cannot compass
 A tithe of thy beauties, my own native isle!

Like a mother thou blestest thy children's forced parting,
 Which blessing to all their endeavors gives zest;
 Till faint in life's battle they fall worn and weary,
 And return once again, to sleep on thy breast.

God bless thee, Nantucket, and God bless thy offspring,
 Who by fortune are scattered full many a mile;
 At the sound of thy name every pulse throb will quicken;
 Farewell for a season, thou dear purple isle!

Louisville, Ky., Oct. 1, 1881.

If one has a spark of poetic fire in him, Nantucket is one of the best places in the world in which to fan it into a flame. Here is the wide ocean in all its grandeur and magnificence, beating with unceasing thunder along the shores, and pouring upon the sands its measureless bulk of waters; or lashed into fury by storm, tossing toward heaven its white arms in seeming defiance. Here is the "harbor bar with its moaning," and here are undulating moors with their velvety coverings and glorious wild flowers. Here are purple skies, balmy breezes, highlands and lowlands, cliff and rock, hill and dale. Never yet a ship sailed from the port but what around its history hangs a halo of poetry and romance. Certain it is that the true poet can find

enough on this little island to embody in ringing, singing rhyme. Dr. Arthur E. Jenks, perhaps the most prolific of our native poets, and who, it is to be hoped, will before long give to the world a collection of his sparkling little gems, has caught the true spirit of poetry in the natural scenery of this "isle of the sea." As with those before mentioned, there is room but for a few short extracts from his poems. Some years since, during a time of long-continued cold weather, the harbor became closed to navigation, and we were ice-bound. In order to make the time pass less wearily, Dr. Jenks wrote a little pastoral, dramatized it, and placed it upon the Athenæum stage with fine scenic effects. It was called "A Winter Crystal," and deserved its name. The following is an extract from it:—

"Across the plains that like the Scottish moors
Are but lone barrens to the man who sees
No beauty in their quietness, — who has
No heart for Nature in her peaceful moods,
No love for the wild flowers and fragrant pines, —
Alone upon a lofty headland loomed
The weather-beaten tower of Sancoty!

"Out there in dark night-watches, flashing o'er
The treacherous surge that haunts the trackless shore,
Light to the mariner whose vessel ploughs
The furrows of the ocean, as the blade
Of the good husbandman the seas of grain
Whose waves roll in upon the harvest floor
For the support of man and beast. Dear old
Gray Sancoty! Thy form is fair to me;
To others thou art but a lighthouse, cold
And spiritless, — a pile of quarry stone;

Thy lantern but a prison-house, and thou
 Companion too of dreary solitude.
 To me, whether in coat of icy mail,
 Or warm with the sweet glow of summer-time,
 Thou art the same. Early I learned to love
 Thy bronzed face looking seaward; the long roll
 Of billows lulling me to sweetest sleep;
 To stand upon thy breezy bluff and catch
 A glimpse of dreamy 'Sconset, and between,
 The winding road flanked by the grazing sheep,
 And the blue waters of Sesachacha,
 The hermit-lodge; and far away at sea
 The white sails of the ships that go about
 The world! But there 's a memory of all
 Its inmates whose fond life in daily round
 Of duties thankfully performed, wrought its
 Bright tissues in my careless boyhood days;
 And now my manhood clasps these golden ties
 As treasures from a mine richer than gold.

“ Asleep in winter, when the frost-king reigns;
 It is the carnival of Nature's ghosts!
 Their garments like the gossamer trail on,
 While in their wake the iron men of cold
 File down the steeps the north wind cleaves for them,
 Binding with cruel fetters ruthlessly.
 All day, all night, these grim besiegers work,
 Until, at sunrise, as we venture forth,
 Lo! we are ice-bound, but our foes are gone.

“ At this the good old man began once more:
 ‘ Men stand aghast at Nature's alchemy;
 In elemental war they are at bay;
 To murmur is to beat against a stone
 That will not move. If we but learn to live
 In meek submission, noting these events,—

Seedtime and harvest, and the winter cold,
 That He who made the sea and the round world,
 And all that dwell therein, rules over us, —
 Life will be sweet indeed, from first to last.' ”

Only one more short extract can here be given, and that from “ When the Sea grew White,” which the Quaker poet, John G. Whittier, complimented as a spirited lyric: —

“ The harbor lights and Great Point’s eye
 With friendly glance gleamed steadily;
 And ever the bell-buoy rose and fell,
 With the lazy dip of the ocean swell.
 From the blazing vines and scarlet heath,
 Where mild October twines her wreath,
 Came the breath of pine boughs, autumn’s tide
 Of trailing glories, — Nantucket’s pride.

“ But something I saw, that crossed the moon,
 Seemed an omen of storm which would startle me soon;
 For afar in his northern lair there lay
 A monster cloud, like a fiend at bay!
 But why did I dread, as never before,
 The sound of the waves on the sullen shore?
 I cannot tell. But I heard, alone,
 The voice of a wrath I dared not own!
 And at morning’s dawn I saw the sky
 Look out with a wild and threatening eye.
 Over the harbor bar the spray
 Blinded the mariner all that day;
 And the rain came on, like the flood of old,
 With the desolate moan of a wintry wold.
 The roofs and towers of the ancient town
 Grew black with the dark mist swooping down.
 All day it surged, like a tidal wave;
 And the hearts of the people, so true and brave,
 Beat quick with fear. Down came the night,
 With never a star, and the sea was white! ”

Several more might be named whose efforts are far superior to the ordinary newspaper trash of the day; but the limits of this article have already been exceeded, and we must bid adieu to the island's poets.

POLICE.

Probably no town of its size in the Union has better order than Nantucket, and rarely is a drunken person seen on the streets.

The regular police force consists of two night patrolmen; there are, however, several "special police," who can be called on at any time when needed. The steamboat company have an efficient officer (special police) at their landing, whose duty it is to preserve order, and check the wonderful exuberance of spirits always displayed by hackmen and teamsters at all watering places. After 10 P. M., two men are stationed in the Tower the year round, whose duty it is to watch for fires; and many a little blaze has been seen from their high perch, which might, if not discovered, have produced serious results.

PONDS.

The following valuable information in relation to the ponds upon Nantucket was kindly furnished by Wm. C. Folger, Esq. : —

Contents of all the ponds on the island of Nantucket, copied from a book of surveys by Benjamin Bunker, a surveyor, who died April 14, 1842, aged ninety-one years.

Copaum Pond	23	acres,	24	rods.
Fulling Mill Pond	10	"	24	"
Gibbs's Pond	31	"	93	"
Hummock Pond	319	"	43	"
Jonathan Small's Pond	4	"	46	"
Long Pond	216	"	151	"
Maxcy's Pond	10	"	88	"
Madequecham Pond	7	"	23	"
Miacomet Pond	45	"	128	"
Mioxes Pond	15	"	95	"
Nobodeer Pond	7	"	104	"
Offy's Pond	5	"	51	"
Pond northeast of Snake Spring	6	"	52	"
Poot Pond	1	"	148	"
Poot Pond, another	1	"	49	"
Pond S. W. of Quayes (Quaise) .	1	"	66	"
Reedy (near Mioxes) Pond	4	"	27	"
Reed (at Watercomet)	5	"	8	"
Sesachacha pond	310	"	56	"
Sheep Pond	4	"	123	"
Shallow Pond	0	"	52	"
Washing or Wannacomet Pond .	7	"	51	"
Weeweder Pond	5	"	97	"
Wigwam Pond	3	"	34	"
—				
Total	1049	"	33	"

The above figures are given in order that the present generation may know what these ponds were forty or fifty years ago. A number of them are now very much reduced in size, and some have completely dried up. Copaum Pond was once Cappamet Harbor, and

opened to the sea. Around Copaum were built the first houses. At Sesachacha have been caught a great many perch. The Wannacomet Water Company now get their supply from the old Washing Pond. Near the Reed Pond Thomas Macy's "modest mansion rose." At Miacomet were washed the sheep.

In Macy's History is mentioned a mill that was built on Wesco Pond. None of the older people seem able to locate this pond. Some of them, however, agree with the compiler in the belief that the present Lily Pond is all that remains of the Wesco of our fathers, from the fact that when the houses were moved from the site of the first town they were placed in the near vicinity of this pond, which at that time must have been a very large one, as is evidenced by the following tradition, related to the compiler by Mr. Albert Easton. He says that his father, George Easton, who was ninety years old at the time of his death, told him that in the early days the Lily Pond was a large lake surrounding what is now known as Gull Island, and extending as far south as the present Egypt Road; and people used to sit on a rock which was near what is known as the George Brown house, and catch fish. At the east end of the lake, near the residence of J. B. Swain, was a dam and fulling-mill. It so happened that on a certain day a little girl on her way home from school stopped at the dam to play, and commenced making little ditches on the top of the embankment. The dam was full to overflowing; her little ditches soon became big ditches, and the water got the mastery of the little girl. She ran home terribly frightened, telling no one, however, of the accident. The water, left to itself, forced

a passage through the dam, sweeping it entirely away, and making that deep depression at the foot of North Shore Hill. The innocent cause of all this mischief never revealed the secret until her death, which occurred at a very advanced period of life.

POPULATION.

The following facts in relation to the population of the island have been gathered from Macy's History, Dr. Ewer's map, and from John F. Brown, Esq., town clerk: —

According to the last census there were upon the island 1,049 families, having an aggregate of 3,726 persons.

In 1800	there	were	5,617	inhabitants.
“ 1810	“	“	6,807	“
“ 1820	“	“	7,266	“
“ 1830	“	“	7,202	“
“ 1840	“	“	9,712	“
“ 1850	“	“	8,779	“
“ 1860	“	“	6,094	“
“ 1865	“	“	4,830	“
“ 1870	“	“	4,123	“
“ 1875	“	“	3,201	“
“ 1880	“	“	3,726	“

By comparing the figures of 1880 with those of 1875, it appears that the town has in five years gained upwards of five hundred; but such is not the fact, for the town has steadily decreased in population since 1840. The United States census taken in 1870 was doubtless correct, but that taken in 1875 could not have been correct, as it is well known that more people were liv-

ing on Nantucket that year than in 1880. It is believed that we have reached the lowest point, and that now the population will begin to increase; quite a number of persons having built or purchased houses with the intention of making Nantucket their permanent home, after testing the purity of its air and its evenness of temperature during the summer.

The compiler regrets exceedingly that he was unable in this edition to give facts and figures in regard to the last census, particularly as regards the number of females, old people, etc., upon the island. But under the circumstances it was impossible, as it would have involved too much of the limited time allotted him for the completion of the book.

POST-OFFICE AND MAILS.

The post-office at Nantucket is of the second class, and during the summer season a large amount of mail matter is handled, amounting to at least 3,000 pieces daily. During the months of July, August, and September, the office is open from 6 A. M. to 9 P. M. on week-days, and on Sundays from 1 to 4 and from 6 to 7 P. M. Through the remainder of the year the office is opened at 7 A. M. and closed at 8 P. M., and on Sundays from 6 to 7 P. M.

The box letters are usually distributed in about half an hour after the arrival of the steamer. The general public can usually secure their mail in less than an hour after the blowing of the steamer's whistle as she rounds Brant Point. There are two mails each week-day during the summer, which arrive about 11.45 A. M. and 6.30 P. M., and leave at 7 A. M. and 12.45 P. M.,

on Sundays at 2 P. M. The mails close half an hour before the departure of the steamers; but in order to afford every accommodation to the public, an open mail pouch will be found on each steamer, in which letters can be deposited up to the moment of their departure. Boxes can be rented at fifty cents, seventy-five cents, and one dollar for three months. J. F. Murphey, postmaster; A. T. Mowry, assistant; Perry Winslow, clerk.

PROFESSIONS.

Artists.

Harry Platt, crayon. Studio, Orange St.
 Wendell Macy, oil and crayon. Studio, Orange St.
 G. G. Fish, crayon. Studio, Athenæum.
 J. Walter Folger, crayon, oil, and carving. Studio, Union St.
 Eastman Johnson (summer resident). Studio, Centre St.

Bill Posters.

Wm. D. Clark, Lyons St.
 Alvin Hull, Hussey St.

Book-keepers.

Alex. Macy, Pine St.
 G. W. Burdick, Main St.
 E. K. Godfrey, Main St.

Copyists.

Miss Stella Chase, Union St.
 Geo. W. Burdick, Main St.
 E. K. Godfrey, Main St.

Clergymen.

- Rev. Daniel Round, Baptist, Orange St.
 Rev. J. E. Crawford, Baptist, Main St.
 Rev. M. Ransom, Methodist, Gay St.
 Miss L. S. Baker, Congregational, Orange St.
 Rev. J. A. Savage, Unitarian, No. Water St.
 Rev. Levi Boyer, Episcopal, Fair St.

Dentists.

- D. G. Hussey, Federal St.
 A. E. Jenks, Main St.
 A. G. Coffin, Main St.
 C. B. Underwood, Main St.

Lawyer.

- Allen Coffin, Main St.

Music Teachers.

- Miss Mary Sanford Mitchell, piano, Plumb Lane.
 Mrs. M. A. Wakeman, piano and voice, Hussey St
 Mrs. S. M. Raymond, piano and voice, Gay St.
 Miss Phebe C. Edwards, piano, Centre St.
 Mrs. Benj. Robinson, piano, Summer St.
 L. H. Johnson, piano, Union St.
 E. F. Whitman, cornet, Main St.
 W. B. Stevens, violin, Pine St.
 Miss Susie Morselander, accompanist.

Physicians.

- F. A. Ellis, M. D., office Broad St.
 B. F. Pitman, M. D., office, Centre St.
 J. B. King, M. D., office, Union St.
 E. E. Denniston, M. D., office, Pearl St.

Photographer.

Josiah Freeman, Main St.

School Teachers.

Walter H. Russell, principal, High School.

Miss Sara C. Robinson, assistant, High School.

Miss Elma Folger, principal, First Grammar School.

Miss Annie W. Bodfish, principal, Second Grammar School.

Miss Susie R. Barnard, principal, First Intermediate School.

Miss Elizabeth E. Adlington, principal, Second Intermediate School.

Miss Lizzie G. Coggeshall, principal, Primary School.

Miss Emma F. Wyer, }
Miss Annie Cartwright, } Orange St. Ungraded School.

E. B. Fox, principal, Coffin School.

Miss Lizzie S. Riddell, assistant, Coffin School.

Miss Gertrude M. King, assistant, Coffin School.

Miss Alice Coggeshall, assistant, Coffin School.

Miss Edith H. Cartwright, principal, Polpis.

Miss Nellie Ring, principal, Tuckernuck.

Miss Marianna Hussey, principal, 'Sconset.

Miss Abby W. Dunham, principal, Madequet.

Taxidermists.

Herbert S. Sweet, Federal St.

Samuel King, Pleasant St.

PROPERTY, VALUATION OF.

The total amount of taxable property of Nantucket is estimated at \$2,354,123, of which \$1,118,192 is in real

estate, and \$1,235,931 in personal property. Nine hundred and fifty-four persons are assessed for poll taxes. The rate of taxation is \$9 20 on a thousand.

At the last town meeting, held in February, it was voted the sum of \$23,170 be raised by taxation to meet appropriations for the year 1882.

PUBLIC CARRIAGES.

One can at almost any hour of the day find on some one of the streets a public carriage, if one wishes a ride. They are of the class denominated beach wagons, and can, with a driver, be hired by the hour. The drivers are generally very loquacious, and if what they say is not always strictly truthful, one has the satisfaction of knowing that he is having a pretty fair ride at a pretty round price. These carriages with their drivers are licensed and numbered. Appended is a list of all carriages licensed, furnished by the courteous town clerk, Mr. J. F. Brown. The price by the hour for a beach wagon and driver is \$1.00, and by reference to livery stables a list of prices will be found for hacks, etc.

NAMES.	NUMBERS.	NAMES.	NUMBERS.
Wm. H. H. Smith.....	1, 2, 3, 4, 5, 6	J. H. Wood.....	20
C. F. Crocker.....	7	F. W. Gardner.....	21
E. C. Morse.....	8	D. W. Folger.....	22
Thomas Warren.....	9	A. E. Arthur.....	23
Wm. Baxter.....	10	J. A. Coffin.....	24
H. Crocker.....	11	Wm. J. Chase.....	25, 57
W. C. Jernegan.....	12	R. K. Appleton.....	26
J. S. Hussey.....	13	O. C. Chadwick.....	27
Oliver C. Folger.....	14	J. M. Folger, Jr.....	28
Jos. W. Fisher.....	15	F. M. Pitman.....	29
Andrew Johnston.....	16, 19	John Hamblin.....	30

NAMES.	NUMBERS.	NAMES.	NUMBER.
*Asa P. Jones.....	31	P. Cox.....	48
Valentine Aldridge.....	32	W. S. Chase.....	49
C. S. Folger.....	33	C. H. Pitman.....	50
W. D. Appleton.....	34	E. H. Fisher.....	51
R. B. Coffin.....	35	S. P. Pitman.....	52
Levi S. Coffin.....	36, 37	Peter Cushman.....	53
Geo. F. Coffin.....	38, 39	R. Thurston.....	54
David Folger.....	40, 61	J. H. Perry.....	55
C. H. Rule.....	41	C. C. Taber.....	56
G. F. Folger.....	42	C. K. Manter.....	58
W. Fitzgerald.....	43	C. C. Mooers.....	59
W. C. Mooers.....	44	A. G. Coffin.....	60
W. B. Stevens.....	45	S. Thurston.....	62
W. E. Bates.....	46	F. W. Folger.....	63
G. W. Allen.....	47	James Small.....	64

QUAISE.

A visit should be paid to Quaise or Masquetuck ("the reed land"), as there is considerable of interest connected with the locality, from the fact that this portion of the island was reserved by Thomas Mayhew for his own use, when he deeded the island to the ten original purchasers. It is also celebrated as the site of "Miriam" (Keziah) Coffin's country seat, where she carried on smuggling to so great an extent as to cause her arrest and trial. Col. Hart in his novel "Miriam Coffin" has cast the halo of romance about the place. William B. Starbuck, Esq., now resides on what was called the "Miriam Coffin farm."

QUARY OR QUADY.

See Indians.

Abraham Quary was the last of his race. He was a half-breed, and lived for many years in a small hut at Shimmo. He had many peculiarities, but was gen-

erally respected by old and young. He died in 1854, aged eighty-two years, mourned by all who knew him. There is a fine oil painting in the Athenæum, showing him at home.

QUIDNET.

This place was formerly quite a village, and fishing was carried on to a considerable extent. Of late years it has been noted as the place of residence of the celebrated (?) hermit, Frederick Parker, now deceased. The land was originally included in the territories of Sachem Wauwinet.

RAILROAD.

On page 290 of Macy's History of Nantucket will be found these words: "In 1841 quite a movement was made in reference to a railroad to Siasconset." The movement does not seem to have amounted to much, for it was not until the past year of 1881 that the whistle of the locomotive echoed along the classic shores of Shimmo and the Goose Pond, and even up to the present time the movement towards 'Sconset is rather tortoise-like.

In 1879 Mr. Philip H. Folger of Boston—a native of Nantucket—conceived the project of building a railroad to 'Sconset. He associated himself with a number of gentlemen who were interested in the matter, and in May, 1880, ground was broken and grading commenced. On July 4, 1881, the first three miles of the road were completed, and a grand celebration was held at Surfside. During the summer—according to the report to the railroad commissioners—30,135

passengers were carried over the road without an accident, bringing to the road a net income of \$2,110.27. The superintendent of the road informs the compiler that it is the intention of the company to carry their track along the shore to 'Sconset during the summer of 1882. The company have a capital of \$60,000, one fine locomotive of sixteen tons, and two passenger coaches. The directors are as follows:—

John Dorr, president; John H. Norton, treasurer; P. H. Folger, superintendent; C. F. Coffin, John W. Cartwright, Jas. W. Cartwright.

RESOURCES.

Very few people care to look the truth squarely in the face, but the fact can in no way be disguised that the Nantucket spirit of to-day, so far as business is concerned, is not that of fifty or one hundred years ago. That there remains very little of that spirit which incited our ancestors to brave the ice and sleet of the frozen North, or drift, day after day, under a blazing tropical sun, in their perilous search for those oleaginous monsters of the deep, — bringing to the island millions upon millions of wealth, and making the town the greatest whaling mart of the world, — is evidenced by the dilapidated condition of the streets, the nearly total destruction of the wharves, and the general apathy shown in any needed improvement.

Nations or people, to be successful, must be producers as well as consumers, and Nantucket island has wonderful resources for production, if her people see fit to utilize them for agriculture or other purposes. The broad Atlantic with its salt, its sea-weeds, and its

fish, surrounds her; underlying her seemingly sterile soil are thousands of tons of peat and shells; there is iron ore, and it has been said there are indications of petroleum on the island. No better combination for agricultural purposes can be found than salt, lime, and peat, and they are to be had for the asking. If the people of this island would only profit by all this wealth which a beneficent Creator has so bountifully provided, another Eden could be made of what are now bleak and barren wastes. Every kitchen vegetable, all the cereals and fruits which she needs, can and ought to be grown here; every pound of beef, mutton, and pork she consumes should be raised here; and as for fish, the ocean swarms with them in untold variety and numbers, and every pound of salt used in their curing should be manufactured here.

Nantucket has a good harbor, with one hundred acres of anchorage; a jetty is being built, behind which ships can ride in safety; her climate is very even, and there is no malaria; the heat of summer is always tempered with cool and refreshing breezes, and her winters are never as cold as those experienced on the mainland; there are men of brains here, there is money: with all these advantages, why sit idle with folded hands, mourning over glory departed? "Yet a little more slumber, a little more folding of the hands in sleep," and Nantucket will become so dead that the last trump will fail to awaken her!

Make her a watering-place, make her a manufacturing town, make her an agricultural town, make her all three, but in heaven's name make her something! You have it in your own hands to make her what she can and should be.

In summing up the resources of the island, we find that many varieties of fish can be and are caught in large quantities. Salt and lime can be manufactured successfully. Apple, peach, pear, and quince trees and grapevines only need care to produce as fine fruit as any on the main. All the common garden vegetables and cereals yield abundantly. Oysters were once found here in large quantities, and should again be introduced and propagated. The compiler is informed that the manufacturing of bricks was at one time carried on quite extensively at the Cliff and in "Egypt," and of course can be again. Forest trees once grew on the island, and could be made to grow again. Horses, cattle, and sheep can be as successfully bred here as anywhere else. Manufacturing ought to be as profitably carried on here as elsewhere. And certainly the island possesses many advantages for a watering place.

All Nantucket to-day needs is a little of the *old leaven*; or rather a little *new*, for the old has long since lost its power.

The Nantucket Improvement and Industrial Association have issued a circular which the compiler sincerely hopes will reach every business man in the country, and in order that it may reach more than it otherwise would, part of it is here inserted.

WITHIN a few years Nantucket has been a popular summer resort, and as its advantages are better known, will become still more popular; for no other place in the country offers more beautiful sites for summer dwellings, or a more healthful atmosphere for a large class of invalids. Surrounded by the ocean, the nights are always cool; sleep is refreshing; the vitiated appetite becomes healthy, and constitutions worn down by

labor, study, disease, and business cares are recuperated more in a few weeks than by all the patent medicines ever sold. As a summer resort for health and pleasure, Nantucket offers superior advantages; but the special object of this circular is to call the attention of business men and manufacturers to its advantages for manufacturing purposes:—

First. There are residing upon the island a large number of unemployed young men and women, who are anxious to be employed and are willing to labor for a reasonable compensation.

Second. Among the buildings erected for candle and oil factories there are quite a number of large, substantial ones, both of brick and wood, which can be had by purchase for a small price, or can be leased for a term of years at a nominal rent.

Third. A number of these buildings are located near the wharves, so that the expense of cartage of coal and other necessities of a manufacturing establishment would be trifling.

Fourth. Rents of dwellings are very low, so that a tenement which in the vicinity of Boston would cost from \$10 to \$25 per month can be had here from \$2 to \$8 per month.

Fifth. The cost of living is very low. The ocean yields a bountiful supply of fresh fish; the farms furnish fresh and superior vegetables, milk, and butter; meats are almost daily sold by auction upon the public square, at very reasonable prices; coal and wood are cheaper than at almost any manufacturing centre in New England; and groceries, clothing, and all kinds of furnishing goods are as cheap as elsewhere.

Sixth. The schools of Nantucket have been noted for many years for the advantages they offer to acquire a good education. There are schools of every grade, from the Primary to the High School.

Seventh. Religious privileges are abundant, there being seven different societies, — Baptist, Methodist, Congregationalist, Episcopal, Unitarian, Friends, and Catholic, — and all have good and commodious houses of worship

Eighth. There is an Athenæum which contains an excellent library, museum, and hall; there are weekly papers,—the *Inquirer and Mirror* and *Journal*; a Lyceum for the intellectual improvement of its members; and several active organizations for benevolent purposes.

Ninth. There is daily connection with the mainland by steamers, and every facility for the transportation of crude material and manufactured goods; a daily mail all the year, and for several months two mails a day.

Tenth. The town is lighted with gas, and furnished with pure water by the Wannacomet Water Company. There is also a good number of efficient fire engines, and additional protection from fires will soon be furnished by hydrants.

Eleventh. The harbor bar, which has always been a serious hindrance to the growth of the town and of manufacturing industries, is to be removed, or rather the channel is to be deepened by building jetties. The government has made an appropriation for it, and the contract has been let. The work is now in progress.

It will be seen by the above statements that Nantucket offers some of the strongest arguments in its favor as a good place to establish certain classes of business: buildings all ready to be occupied at a nominal cost; help of both sexes and of the best class, who are anxious to work at a fair compensation; low rents and cheap living; daily transportation of passengers and freight to all the business centres of the country; an abundance of moral, religious, and educational privileges; and withal a locality noted for the healthfulness and mildness of its climate.

To facilitate investigation and give all necessary information, an association has been formed upon the island to encourage business enterprises. Any letters of inquiry addressed to them will be cheerfully and promptly attended to, and every facility afforded to visitors for personal investigation. We are sure that the inducements we can offer are worthy of careful consid-

eration, and the expense of an investigation will bear no comparison to the gain which we are certain will follow.

DANIEL ROUND, *President.*

ALMON T. MOWRY, *Secretary.*

ROWING.

It is astonishing that in a place like Nantucket, with water all around her, with a beautiful harbor, and plenty of room for the sport, so little interest is taken in aquatics. There is material enough here to furnish some of the finest oarsmen in the world, and yet among the islanders no interest whatever is exhibited in the manly and healthful exercise of rowing. It is to be hoped that at some time, not far distant, a boat club will be organized, and boats suitable for racing will be built or imported. At Steamboat Wharf, a very good row-boat can be secured for twenty cents an hour. According to a new government regulation, each boat remaining out after dark is obliged to carry a lantern. Lovers of rowing will find that a pull to Brant Point, or Coatue, or to Shimmo shore will give a reasonable amount of exercise, especially where there are two in the boat and only one uses the oars. Care should be taken in regard to the tides at Coatue and Brant Point. Avoid both when the tide is running out.

SAIL-BOATS.

See Yachts.

Many persons prefer to manage their own craft, and a good sail-boat can generally be secured at Perry's Wharf for those who desire one. These boats are

let by the day or hour. The prices vary from twenty-five to fifty cents per hour, and from \$1.50 to \$3.00 per day, according to the size of the boat.

SANATORY ADVANTAGES.

See Meteorological.

Nantucket as a sanitarium for many diseases is unsurpassed by any summer or winter resort in the country. All the resident physicians (one of whom has lived here forty years) unite in saying that during the months of June, July, August, and September, no better place can be found in New England for consumptives; and at no time are there as many cases, neither is that dread disease as severe upon the island in proportion, as upon the main. There is and can be no malaria. Being entirely surrounded by water, thirty miles at sea, a gentle breeze in the summer and a stronger one in winter continually sweeping over it, which carries off any poisonous gases or exhalations that might possibly arise, the air of this island cannot be otherwise than pure, and free from malaria. Neither are there the extremes of heat and cold experienced upon the mainland. Rarely does the temperature in the hottest summer reach ninety degrees, and for it to drop below zero in the coldest winters is something to be talked of.

During the summer of 1881, when people in the cities were sweltering and suffering untold torments from the terrible heat, the mercury marking in many places through the country over one hundred degrees, a "Kendall" thermometer which hung in the doorway

of the Tourists' Registry Agency in Nantucket at no time registered over eighty-six degrees.

The introduction of pure water into the town has added greatly to its other advantages as a sanitarium; for without good water, and plenty of it, all sanitary rules and regulations are useless. The introduction of water has doubtless caused a larger influx of visitors; and Moses Joy, Jr., who by almost herculean efforts carried the project through, is deserving the thanks of resident and visitor alike.

Doubtless the wells in the town, previous to the introduction of the Wannacomet water, furnished what was quite as good as that of most towns as thickly settled as Nantucket that are dependent upon wells for their supply; but as a general thing, thickly settled localities use what is unfit to put into the stomach, very little care being taken in regard to the location of wells as regards cesspools and sink drains.

That Nantucket is a really healthy place is evidenced by the fact that so many people live to an advanced age. Within a few years there was a period when upwards of one ninth of the population were over seventy years old.

Charles O'Connor, the eminent lawyer, not only gives it as his opinion that Nantucket has no equal as a cool and healthy summer resort, but shows by his acts that he believes it to be a good winter resort as well, as he has put up an elegant mansion and decided to make it his permanent home here.

Dr. B. F. Pitman, a resident physician for a number of years, is of the opinion that during the summer months there is no better place in the country for

invalids, on account of the purity of the air; that there is and can be no malaria; and that consumptives are really benefited by a visit to the island.

In a communication to the compiler by the oldest practising physician on the island, he says:—

“I have practised medicine on the island of Nantucket forty years. The climate is healthy, winter and summer. Being thirty miles from the continent, it is surrounded by ocean air, which is tonic and sedative. Appetite and the inclination to sleep are generally increased with visitors, whether invalids or not. Malarial diseases have never been known to originate here. The extremes of heat and cold are from ten to fifteen degrees less here than in Boston.

“Yours, etc.,

“J. B. KING, M. D.”

Dr. F. A. Ellis, who has practised medicine here for twenty years, while heartily indorsing what his brother professionals assert, adds that the benefit which invalids derive here is not temporary, but lasting; and cites many instances where persons have come to the island for the benefit of their health, and have not only improved greatly while here, but have continued to gain long after their return home.

Not the least of the island's sanatory advantages is the superiority of its sea bathing, generally acknowledged by most physicians to be of great advantage in the treatment and cure of many diseases. With this, and with an abundant supply of pure fresh water, cool breezes during the day, cool nights in which to sleep, and absence of malaria and mosquitoes, Nantucket is certainly a desirable place for those seeking health.

Herewith is an extract from the *Nantucket Journal* of March 8, 1882, which needs no comment, as it shows conclusively that the island is really a healthy place: —

The Healthiest Town in New England. — Sharon in this State has long been celebrated for the longevity of its inhabitants. The mortality list for last year shows the ages of the deceased to have been, respectively, 86, 83, 83, 83, 78, 77, 76, 76, 75, 74, 73, 72, 68, 62, 60, 60, 57, and 23. Seven infants under seven months of age, most of them “farm babies” from Boston, also died during the year. The average age of all but the seven infants was seventy years seven months and nine days, and only twenty-five persons died out of a population of over 1,500. Can any other town in New England show as good a record? — *Boston Herald*.

Oh, yes; we think we can show as good and even a better record here in Nantucket. The mortality list in this town last year shows the ages of the deceased to have been, respectively, 95, 92, 92, 91, 90, 89, 87, 87, 86, 85, 84, 84, 82, 81, 81, 81, 80, 80, 80, 80, 79, 76, 75, 74, 74, 73, 73, 73, 73, 73, 73, 72, 72, 71, 71, 70, 70, 70, 69, 68, 68, 67, 67, 67, 66, 66, 64, 62, 61, 60, 60, 60, 60, 59, 57, 52, 52, 48, 44, 41, 40, 40, 37, 36, 25, 25, 16, 1; under 1, seven.

First, it appears that eighteen of the twenty-five deaths in Sharon, or seventy-two per cent of the entire number, averaged seventy years seven months and nine days. In Nantucket there were seventy-seven deaths, and any one who will take the pains to figure it out will find that the average age of seventy-two per cent of that number was seventy-three years.

Second, eight of the persons deceased in Nantucket had attained a greater age than the oldest person who died in Sharon.

Third, the population of Sharon is 1,500; that of Nantucket 3,700 — not quite two and one half times as large: yet while in Sharon but four persons had reached the age of eighty, in Nantucket there were twenty. In Sharon but twelve were over seventy, while in Nantucket there were thirty-eight. In view of the above figures, Nantucket declines to “knock under” to Sharon on the score of longevity or healthfulness.

SANCOTY HEAD,

See Lighthouses,

Otherwise Sankoty, Sankaty, and Sankata, is one of the highest points upon the island, and is situated at its extreme east end. It is about ninety-five feet high, and was called by the Indians Naphchecoy, which signifies “around the head.” It is about one and one half miles from 'Sconset, eight miles from town, and upon it is situated the celebrated lighthouse which bears the name of the head. From the top of the lighthouse can be obtained a most superb view of the island and ocean. Away down its steep side, — if one has a taste for science, and will borrow a bucket and shovel of the genial keeper of the lighthouse, — one can dig out a wonderful variety of shells; for here begins a stratum which at this place crops out, and probably underlies the whole island. (See Geology.) This headland is supposed to have been the first point seen by Gosnold when he discovered the island.

SAUL'S HILLS.

Saul's Hills are situated easterly from the town about four and a half miles. Macy's and Folger's Hills are the highest of the range or group, the former being the highest point of land on the island. Dr. Ewer on his map gives the height of Macy's Hill at ninety-one feet. It is probable they took their name from "Old Saul, who was a very stern-looking old man, and one of the most respectable Indians in Wanochmawock's bounds." The geologist or botanist will be well repaid if they care to stroll for a day over these hills. Although the height of Macy's Hill is given on Dr. Ewer's map at ninety-one feet, it is probably nearer a hundred; for it is known to be higher than Sancoty Head, which is certainly over ninety feet.

SCHOOLS.

See Coffin School.

For more than fifty years Nantucket has been noted for the excellence of her schools. Very many eminent men and women have received their early education here, among them lawyers, doctors, clergymen, and school teachers; many of the latter are now teaching in some of our large cities. There are to-day eleven public schools and one private school, with an average attendance of quite four hundred and fifty pupils, requiring the services of seventeen teachers. About \$5,000 annually are now expended on the public schools of the island, Tuckernuck included; there being a school at the latter island, also at Maddequet, Polpis, and 'Sconset.

SESACHACHA.

See Ponds.

This was once a village of some importance as a fishing stage, and is easterly from the town some seven or eight miles. Many years ago the houses were nearly all removed to 'Sconset and other localities. Dr. Ewer on his map speaks of it as having been built about 1700. F. C. Sanford, Esq., says: "Early in this century, say up to 1818, there was quite a village just north of Sancoty, called Sesachacha, which was a great fishing place; but it was abandoned for 'Sconset, and the houses all removed to that or some other locality. These houses were all no doubt built from oak or yellow-bark grown upon the island."

SHAWKEMO AND SHIMMO.

Shawkemo, — or as Zaccheus Macy has it, "Show Aucamor," — signifying "the middle field of land," and Shimmo, are tracts of land which make the southeast side of the harbor. There is nothing particular of interest connected with this locality, except that at one time this vicinity was selected as the site of a new town, and house lots were laid out; but the project of removing thither was abandoned.

SHEEP AND SHEARING.

Although one of the things of the past, a book having anything at all in it in regard to Nantucket would hardly be complete without a reference to this at one time great industry of the island, second only in importance to that of whaling.

When sheep were allowed to roam over the commons, the annual shearing was looked forward to by young and old with as much pleasure, and was as enthusiastically celebrated by the islanders, as the great national holiday of July 4. But alas! those good old days when Blind Frank and Barney Gould, with their "Tew I can't and tew I ken," fiddled and danced for the amusement of the people, can never be recalled. The compiler here drops a tear over those departed days, but at the same time gives a sigh of satisfaction when he remembers that the annual *fleeceing* is still carried on, though in a different way.

By reference to the article on agriculture, it will be seen that one of our most practical farmers believes that sheep can again be raised here with profit. From an article furnished the compiler by Mr. Albert Easton, some interesting facts are gathered in relation to sheep-raising in former years.

There were at times from seven to ten thousand sheep suffered to roam over the commons, giving their owners wool for the manufacture of yarn and cloth, — which was of course made at home, — and also giving them a little surplus from the sale of extra wool and mutton. At the proper seasons of the year, the flocks were gathered at the shear-pens in the vicinity of Washing and Gibbs Ponds, the eastern and western flocks being driven to their respective places. About 1823 or 1824 this system of dividing the sheep, and having them washed and shorn at places far distant from each other, was changed, and a track of "common and undivided land" consisting of about five hundred acres was enclosed in the vicinity of Mia-

comet Pond. This enclosure was divided for the accommodation of the two flocks, and this was used as the regular shear pen until sheep-raising was abandoned.

After the sheep had been gathered for the shearing, they were driven through a lane into a circle of perhaps an acre, on the outside of which was a continuation of pens opening into the circle, where each owner put his sheep when caught. Within the circle was a smaller one, where, as the first part of the work, all the lambs were put. An officer of the association had the care of marking all the lambs. The clerk had the power of appointing deputies, whose duty it was to sit in an elevated position and note every sheep as the several owners filled their respective pens; after which a report was made to the clerk, and if the number of sheep overran the owner's account of commons (see page 86) in the stock book, he was obliged to slaughter to his number or obtain of others sufficient commons to keep his flock. But alas! men were found to be no more honest then than they are to-day. At the annual shearing the association gradually forgot or omitted to take account of stock or commons; and as a result of this remissness, it was soon found that certain individuals owned hundreds of sheep, and not one inch of land! As a natural result, the entire destruction of sheep husbandry followed, and for years the bleat of lambs was heard no more around the classic shores of Miacomet.

No care was taken to improve the sheep, and they were consequently rather small, rarely shearing more than two pounds each. A few Merinos were intro-

duced by private parties, but they did not amount to much, our climate not suiting them. This was the only variety that any experiment was made with at that time.

There are, however, to-day a number of flocks of sheep upon the island which are superior in every way to those of earlier times, and are the pride of their several owners. The Cotswold and Southdowns have done much to improve our existing flocks, and much more might be done toward raising in some degree a partial resemblance to the past. Earnest and concentrated effort on the part of those interested in the common and undivided lands would soon bring about a better state of affairs in the matter of sheep raising. These lands have for years produced nothing; but with labor, care, and intelligence, a revenue of many thousands of dollars could be obtained from them.

SHERBURNE.

This name, spelled indifferently Sherborn, Sharborn, Sherbourne, Sherbourn, or Sherburn, was applied to the first settlement on the island of Nantucket by Sir Francis Lovelace in 1673, he then being governor of the province of New York, under whose jurisdiction the island at the time was. Wm. C. Folger, Esq., believes that the town was named "after Sherbourne in England, the former home of Thomas Gardner, the father of Richard and John Gardner." At any rate, the name of Sherburne is to Nantucket what Manhattan is to New York and Tremont to Boston. An erroneous impression has prevailed, which has been

strengthened by Macy's History, that the name was given the town after its removal to its present site. "Wesco" was the name applied to this locality when the houses were removed from Sherburne. After their removal to this site, the town retained the name of Sherburne until it was merged into that of the island, which event the Hon. Wm. R. Easton informs the compiler occurred in 1795.

SHERBURNE BLUFFS.

This is a tract of land consisting originally of about twenty-five acres, directly north from the town a mile or more. It overlooks the whole bay, and the view is magnificent. According to manuscripts left by Obed Macy, author of the History of Nantucket, there was a grove of heavy white-oak trees growing in this vicinity, which Wm. C. Folger, Esq., says must have been on the Spaulding land; this was certainly in the near locality of Charles O'Connor's house. Messrs. Charles O'Connor, A. McGuffy, and others, appreciating the advantages this locality possesses over many other building sites upon the island, have here erected elegant cottages; that of Mr. O'Connor being particularly noticeable as the steamer enters the harbor. In close proximity to his residence this gentleman has erected a substantial brick building for his valuable library.

SHIP-BUILDING.

What facts the compiler has been able to collect in regard to ship-building are rather meagre; but on the principle that "half a loaf is better than no bread," he gives them to the public. Wm. H. Macy, Esq., the

author of "There She Blows; or, The Log of the *Arethusa*," kindly furnished the names of the ships which were built here, and the dates of their construction.

Small vessels of thirty or forty tons were built here in the latter part of the seventeenth or early in the eighteenth century, for the prosecution of the whale fishery. The first ship was the "Rose," which was built on Brant Point about the year 1810; she was followed by the "Charles Carroll" in 1832, the "Nantucket" and "Lexington" in 1836, and the "Joseph Starbuck" in 1838. These were the only ships ever built at Nantucket, as far as can be ascertained. A large schooner, however, was afterwards built; but when, or whether her name was the "Nantucket" or the "Philadelphia," the compiler is unable to tell.

The "Joseph Starbuck" was a beautiful ship, and had made one successful voyage; but when all ready to proceed to sea on her second, was totally wrecked on Nantucket bar Nov. 27, 1842, the full particulars of which are given in Mr. Gardner's "Wrecks around Nantucket." Each of the above-named ships had a history, and a Cooper, Marryatt, or Russell could find material enough for volumes of startling romance.

SIASCONSET.

In island parlance, this little fishing village is plain 'Sconset. Mr. Northrop — whose book has been oft quoted — has made the place famous, but the village was famous with the Nantucketers themselves years and years before the genial author of "'Sconset Cottage Life" was born; for very early in the history of

the island, the townspeople resorted thither for the benefit of their health; in fact, 'Sconset was Nantucket's seaside resort. They built there what were then considered elegant mansions, and it remains to-day the objective point with all young people of both sexes when planning a "Squantum."

The village is seven and one half miles from town, "as the crow flies"; has about a hundred dwellings, a school-house, a grocery, an ice-cream saloon, two hotels, — the Atlantic and Ocean View, — also private boarding-houses, and is a clean, cool, healthy, quiet place in which to get rested after a hard winter's work. The houses are built along the brow of a not steep bank, and there is good surf-bathing. A number of pretty cottages have been erected by summer residents during the past few years; more are in contemplation, and when the railroad reaches the village (which is promised this season), it will be more than ever resorted to by islander and stranger alike as a delightful spot at which to recuperate. The people are honest, intelligent, and hospitable, gaining a comfortable living by farming and fishing.

The compiler is indebted to Rev. Phebe A. Hanford, of Jersey City, a native of 'Sconset, for the following copy of the Laws of 'Sconset, written some years since by a Rev. Mr. Leonard, who preached at the North Congregational Church. It will no doubt be of interest to all who have visited this little village.

A Ballad.

Proposed with a pipe of tobacco as an evening's amusement to fishermen.

To the true republicans of Siasconset, and to all who wish well to the cause of simplicity and plain dealing in society, one with another, — which characterized the Golden Age of the ancients, — this humble tribute is respectfully inscribed by

PHILO SIMPLICITAS.

Wide in the East, on Nancy's Isle,*
 Where wars the wild surf louder,
 Ascends to view the happy vill
 For freedom famed and choudre.†

Fresh from the wave they take the cod,
 To feast the soul that wants it;
 Its air is pure, its water good,
 Its name is Siasconset.

Old Saturn's‡ reign is here begun,
 The Orient of the nations;
 Here kings and compliments are done,
 And all your Boston fashions.

The song, the jest, the smile serene
 Amuse the friend that haunts it;
 Here old Simplicity is seen
 In ancient dress at 'Sconset.

* Alluding to old Gaffer Mayhew's will, in which the island of Nantucket was bequeathed to his daughter Anne.

† A very palatable and wholesome preparation of the fish; a favorite and simple dish of the place.

‡ The Golden Age of ancient poets, which they prophesied should come again when the goddess of justice (Astræa) returned to the earth.

Its pump the lymph oblivious* pours,
 To drown despite and treason;
 Its purer air at once restores
 To liberty and reason.†

When erring virtue asks excuse,
 'Tis free good-nature grants it,
 And that which else would be abuse
 Is winked by laws of 'Sconset;

And should your fault incur a grudge,
 Our courts‡ you must attend, sir:
 Your speaker 's conscience; reason, judge;
 Your jury is a friend, sir.

This court guards well our dearest rights,
 And when the county owns it,
 Lawyers will starve with all their wits,
 And curse the laws of 'Sconset.

* Allusion to the ancient river Lethe, whose waters were said to make oblivious all things that were past. The well at Siasconset is accordingly celebrated for a salubrious quality in its water. The use of it so corrects the vicious humors of the body that it really produces in the mind the disposition here suggested.

† The flux and reflux of the tide operates as a continual ventilation to the place.

‡ The legislature which has favored us with this useful code of laws is composed of conscience, reason, and philanthropy. No bribes prevent a strict administration of justice. The happy era is not far distant in which this court, we hope, will give laws to the universe. At that time priests and lawyers will be but "drones of the church and harpies of the state."

Hygeia* here her reign resumes,
 The hyp'd and crazy healing;
 Restores old wounds, dispels the glooms,
 And brings the callous, feeling.

Then let religious maniacs prate,
 And on the treaty bounce it;
 Here invalids in church and state
 Are all made whole at 'Sconset.

The mind with priestcraft long beguiled
 May choose with freedom handy,
 Good Moses with the spirit filled,
 Or Thomas Paine with brandy.†

And thus will I, though pope and sect
 With bulls and zeal denounce it;
 My reason 's mine to think and act
 Like thee, friend Siasconset!

The souls of once too rude a form
 Receive a softer moulding;
 Here Jacobins forget to storm,
 And wives leave off their scolding.

The wight in town, who swells with pride,‡
 Or like Clesippus§ vaunts it,
 The paltry coxcomb lays aside
 And wears the man at 'Sconset.

* The daughter of Æsculapius, and the goddess of health.

† All sectarian principles are viewed here (like the offal of the fish) as the refuse of the village. They are all cast down the bank together.

‡ The influence of these laws is quite unfriendly to every species of nobility, not only at Congress, but also at Nantucket.

§ See Entick's account of the heathen gods, etc.

Should party zeal the bosom rile,
 'Tis here nor felt nor seen, sir;*
 For choudre will correct the bile,
 And dissipate the spleen, sir.

Then when with B—k the wild heart swells,
 Some genius bids renounce it;
 For no revenge or malice dwells
 With thee, O Siasconset!

Now let the fair one share her part,
 Sweet village, in thy candor;
 Safe to disclose her feeling heart,
 Nor fear the scorpion slander.†

Thus the fond maid shall find excuse,
 If first she make the onset;
 Her soul's elect her hand may choose
 By laws of Siasconset.

Should Polygons‡ and Catspaws§ ask
 My judgment of the vi'lence,
 This law I 'll claim, to wear the mask,
 And answer them in silence.

Thrice happy vill, extend thy reign
 Till every nation owns it;
 Thus shall the world its glory gain
 Beneath thy laws, O 'Sconset!

* Such is the common veneration for the municipality of 'Sconset, that all prejudices and animosities among the visitants are always left within the gate of the town.

† Though these laws in this respect are quite friendly to the fair sex, yet we would not excite in any lady an expectation of making more than one half of the marriage contract.

‡ In mathematics, figures of many sizes.

§ In the fable moralized, tools of party.

SMITH'S POINT.

This point was formerly the extreme west end of the island of Nantucket; but the sea at various times has made such inroads upon it that it is now an island itself. Tradition says that here the Indians from the Vineyard landed when they paid their Nantucket brethren a visit, calling it Nopque or Noapx (a landing place). It is situated about ten miles west from the town. There is nothing, of course, to attract any one save the sportsman, who may at times find certain wild fowl there.

SOCIETIES.

Nantucket Agricultural Society.

This society has been in existence about twenty-five years, and has done much toward increasing an interest in improved methods of farming, and the breeding of stock. It is greatly to be regretted that the interest once taken in the society has from some cause greatly diminished of late years. There are, doubtless, many reasons for this. It is probable that one of the chief causes of lack of interest is, that the annual fairs are held so early in the season. No agricultural fair should be held in any part of New England earlier than October, and on this island the rule applies with double force. Of late years the annual fair of the local society has been held immediately after the close of a long and exciting summer season; and before the townspeople generally have had time to think of a fair, it is upon them.

Believing that many varieties of trees, both fruit

and forest, can be successfully grown here, the compiler would respectfully call the earnest attention of every officer and member of this society to the matter; for the cultivation of trees is not only a matter of vital importance to the people of to-day, but for those who are to come.

The annual fair of this society occurs first week in September; the annual meeting occurs first Monday in October. The officers are: Daniel Round, president; C. H. Starbuck, treasurer; J. F. Brown, secretary.

Botany Class.

After a good deal of inquiry, the compiler ascertained that there is a botany class in town, consisting of about forty members, of which Mrs. Catharine Starbuck was president. This lady being away from the island for the winter, and the members of the class very reticent in the matter, nothing could be ascertained in relation to the doings of the class. This, in the interests of science, is much to be regretted.

Children's Aid Society.

The following in relation to this charity was contributed by Mrs. Charlotte C. Pearson:—

This society was organized June 10, 1869, and its object is to provide a home for young girls who have no parents, — or are exposed to such influences as to make a removal from their parents necessary, — where such care and attention can be given to their development, training, and education as shall fit them to become respectable and useful members of society. Children taken charge of by this society are provided

for at the Home until the age of fourteen, and are then placed in good families. The greatest number at any one time in the Home was nine. The society has always been very successful with those who have been under its care. The executive committee seek the cooperation of all benevolent people who are interested in continuing this good work. The society is now sadly in need of funds, and its work, consequently, at the present time, is very limited.

By the payment of one dollar, any person may become a member of the society. Appended is a list of officers, any one of whom would gratefully receive any contribution for the cause: Mrs. Catharine Starbuck, president; Mrs. Phebe A. Gardner, vice-president; Mrs. Mary Folger, vice-president; Mrs. Charlotte C. Pearson, secretary; Miss Sarah B. Brown, treasurer.

Farmers' Institute.

Organized some two years since for the purpose of a free interchange of views, and amicable discussion upon farming and agriculture. The society meets every Saturday evening during the winter at its room on Main Street. Rev. Daniel Round, president; Albert Easton, secretary.

Independent Order of Good Templars.

Isle of the Sea Lodge, I. O. G. T., meets Monday evenings, at lodge-room on Main Street.

Howard Society.

For facts in relation to this and the Relief Association, the compiler is indebted to Mrs. Elizabeth Starbuck.

During the year 1814, before any of the town schools had been established, a few young ladies between the ages of eighteen and twenty, belonging principally to the society of Friends, feeling the necessity of providing instruction for the poor children of our town, and hoping and believing that some plan might be formed by which it could be effected, met at the house of Rachel G. Austin to consult upon the matter. This occurred in the midst of the war with England, at a period of great poverty and suffering by the mass of the people upon our island, when many parents were hardly able to furnish the bare necessaries of life, and of course they deemed an education of secondary importance. After serious thought on the matter, these young ladies determined to open a school themselves, each taking her turn as teacher for one month during the summer; for they could not afford a fire, consequently they could hold it only during the warm season. They were obliged to be limited in the number of pupils, and commenced with thirty. These children were so poorly clad that their enthusiastic young teachers were obliged to solicit clothing from their more fortunate neighbors. The benevolent answered the call, and contributed articles and fragments of any kind of cloth to cover these poor, destitute little ones; hence the name of Fragment School. They subsequently formed a society to sew, and it was called the Fragment Society. In the school the children were instructed in the common branches, and plain sewing.

This society continued to grow, contributing to the wants of the poor, from the year 1814 until 1836, when

it united itself with two other societies, the Universalist Benevolent Society and the Methodist Charitable Society, the united societies calling themselves the Ladies' Howard Society, and numbering one hundred and seventy-nine members. It will thus be seen that the Ladies' Howard Society has been in actual existence for a period of sixty-eight years. It now numbers only sixty-six members, owing to the decrease in our population. In 1856, having received from one of our citizens a legacy of a house and land, it was incorporated. Contributions of money have from time to time been bestowed upon it by many interested citizens, all of which have been most gratefully received and judiciously used. The great good which the society has accomplished cannot be realized: only grateful recipients can say, and the blessings of many departed souls must rest upon it. The following is a list of the officers: Mrs. George Starbuck, president; Mrs. Joseph Mitchell, vice-president; Mrs. Emma Brayton, second vice-president; Mrs. Ann M. Coffin, secretary; Miss Phebe Ann West, treasurer.

Knights of Honor.

Island Home Lodge, K. of H., No. 2,486, was instituted June 14, 1881.

The lodge meets the first and third Thursday evening in each month, in the lodge building on Main Street. It has a membership of twenty-four, which is gradually increasing, and is in a good condition.

Masonic.

Isle of the Sea Royal Arch Chapter. Regular meeting, second Monday of each month.

Union Lodge, F. and A. M. Chartered 1771. Regular meeting, first Monday in each month.

With the exception of the anti-masonic days, this order has always been in a very flourishing condition, financially and otherwise. In 1871 the Union Lodge celebrated its centennial, and a grand one it was too, a number of commanderies of Knights Templar and subordinate lodges from abroad taking part in the ceremonies; one of the most noticeable features being the holding of a "lodge of sorrow" for departed brethren.

Mission School.

In 1859, Miss Ann Morselander and Mrs. Marianna Harper conceived the idea that a good work could be done among the very poor children of the town if these little ones could be made presentable and be induced to attend Sunday school. These ladies commenced in Miss Morselander's porch with three scholars. They labored for a year, the number continually increasing, and in 1860 had twenty-three scholars, when they hired a room. Their success was then assured. They continued to prosper until 1866, when the present building was purchased, the money being raised by subscription.

In addition to the children's school, regular prayer meetings for adults were established, and have been sustained for many years.

Regular Sunday services are now held in this building, which is on Orange Street, in the south part of the town. The attention of the charitably disposed is called to this mission, as it has doubtless done a good work. Miss Ann Morselander, the devout Christian

woman in whose porch the first children were gathered, still remains with the mission. To her it has been a life work. Deprived by one of those mysterious dispensations of Providence entirely of her eyesight, she spends a great part of her time for the good of others. Although to this noble Christian woman the world is dark, yet within she is cheered by the bright light of hope and of love for God's creatures, and many a one has had occasion to bless her.

Odd Fellows.

This order appears to have met with considerable favor upon the island, and now numbers nearly or quite one hundred brothers. They are the proprietors of what is doubtless one of the most valuable pieces of property in the town, which is known as Odd Fellows' Block. This block is on Centre Street, and contains a number of large stores, as well as their lodge room, which is known as Sherburne Hall, and is used also by the Masonic fraternity.

Nantucket Lodge, No. 66, meets Tuesday evenings.

Wanackmamack Encampment, No. 16, meets Thursday evenings.

Daughters of Rebekah.

John M. Winslow, N. G.; Sarah S. Veeder, V. G.

The Relief Association.

This society was formed for the benefit of respectable elderly persons and invalids, in order to prevent their being compelled to go to the almshouse, by assisting their own families and friends to care for them.

It was organized Feb. 25, 1873, and commenced with very small means; but by steady perseverance, and with the assistance of many friends, it has helped make a large number of aged people and invalids in some degree comfortable. It numbers one hundred and seventeen members, and has been the recipient of funds from many noble hearts, to carry out the work of this most laudable, Christian enterprise, and it is hoped that more means will be furnished by the wealthy to enable it to increase and enlarge its sphere of usefulness. Appended is a list of the officers: Mrs. Geo. Starbuck, president; Mrs. Joseph Winslow, first vice-president; Mrs. Charlotte C. Pearson, second vice-president; Mrs. Edward W. Perry, treasurer; Mrs. Olive B. Meader, secretary.

Sherburne Lyceum.

This society is, as its name indicates, a literary one. It was organized in 1877, with about thirty members. During the winter months, regular fortnightly meetings are held Monday evenings in Wendell's Hall, when debates, essays, and readings are in order. It now numbers about one hundred and fifty members. At the last election of officers, Dr. Arthur E. Jenks was chosen as president, and Mrs. Mary W. Valentine secretary.

Society for the Prevention of Cruelty to Animals.

The Massachusetts society with the long name, but which doubtless does a deal of good, has an agent here in the person of George E. Mooers, Main Street.

Nantucket Union Temperance Society.

This society was formed in 1876, on the principles of total abstinence from all that intoxicates. It boasted at one time of a membership of over one thousand. Weekly meetings have been held, and at times semi-weekly and tri-weekly. Their meetings are held at the town hall on Wednesday evenings, when a variety programme is generally presented for the amusement of the public. These programmes are in charge of a committee of several members of the society, who alternate in arranging them for successive weekly meetings, and each tries to outdo the rest. To an outsider, more attention appears to be given to pleasing the people with fine music and reading than the more serious subject of getting the poor drunkard on his feet and keeping him there. Nobody now asks after temperance meeting, "Who signed the pledge?" but "Who had the programme?"

The officers of the society are Allen Coffin, president; John Gray, secretary; Mrs. Mary F. Coffin, treasurer.

Union Benevolent Society.

Mrs. Joseph Winslow has kindly furnished the following in relation to this worthy charity:—

The Union Benevolent Society has been in existence sixteen years, and was formed for the sole purpose of assisting children, and making them presentable at week-day and Sunday schools. The society is composed of forty lady members, who represent all of the religious denominations upon the island, and have had

for some time past the children of twenty-one families under their immediate care. The officers are Mrs. Joseph Winslow, president; Mrs. Charles Mooers, vice-president; Mrs. S. A. Coffin, secretary and treasurer.

Women's Christian Temperance Union.

Mrs. Mary W. Valentine has kindly furnished the following in relation to this association: —

The Women's Christian Temperance Union of Nantucket was organized Sept. 28, 1880, as an auxiliary to the State society; its object being to inaugurate effective measures whereby the traffic in intoxicants shall be banished from the community. The society is formed on the principle that nothing can be accomplished without divine assistance. The regular meetings of the organization are held on the afternoon of every other Tuesday, in North Hall. Once a month a prayer meeting is held at one of the churches, in which all unite.

Its membership is seventy, and the officers are: Mrs. Sarah Ann Coffin, president; Mrs. Maria T. Swain, first vice-president; Mrs. E. G. M. Barney, second vice-president; Mrs. Mary W. Valentine, secretary; Miss Lydia B. Gardner, treasurer.

SQUAM.

This is a tract of land at the northeast part of the island, once within the boundaries of Sachem Wauwinet. The celebrated "Eat Fire Spring," made famous in the novel "Miriam Coffin," is located in Squam.

Wm. C. Folger, Esq., says that in the manuscript left by Obed Macy (author of "History of Nantucket"),

“he speaks of Squam as being covered for a great part with wood at the time of the first William Bunker, when the marauding French robbed his house and obliged him to pilot their vessel around the shoals and Great Point, as far as Tarpaulin Cove, but gives no date. It was probably between 1690 and 1700. William Bunker died in 1712.”

SQUANTUMS.

This is doubtless an Indian word; but whether used by them as it is used to-day is uncertain. In Nantucket parlance Squantum means a clam-bake, picnic, or good time generally, out of town. To visit Nantucket and not “go on a Squantum” would be just as culpable on the part of the visitor as for a Harvard student to go over to Boston and neglect to call at “Parker’s.”

STEAMBOATING.

It is a noticeable fact that two of the greatest necessities of modern times, steamboats and newspapers, steam and journalism, made their advent at Nantucket the same year.

In 1816 the little steamer “Eagle” commenced making trips between this port and New Bedford. She brought into the harbor the ship “George,” the first Nantucket whale ship ever towed by steam.

The “Eagle” was followed by the “Hamilton,” and she in her turn by the “Marco Bozzaris,” the latter being sent here about the year 1829 by the celebrated Jacob Barker.

The "Marco Bozzaris" was commanded by Capt. E. H. Barker, a nephew of Jacob Barker; and a gentleman who was the only passenger on the steamer during her first trip to New Bedford from this port stated to the compiler that in attempting to enter New Bedford Harbor, Capt. Barker ran the steamer upon some rocks, and was so chagrined at his mishap that he begged his passenger and also his crew not to mention the circumstance, which they conscientiously refrained from doing until the captain himself told the story.

The "Marco Bozzaris" was followed successively by the "Telegraph," "Massachusetts," "Island Home," "Eagle's Wing," and "River Queen."

In 1875 two of our most skilful young mechanics, Wm. F. Codd and Wm. M. Robinson, — the latter died in 1879, only twenty-six years of age, — conceived the idea of building a little excursion steamer. They succeeded admirably in their undertaking, and the little propeller "Island Belle," which has for several years made regular trips to Wauwinet, was the result of their united labors. She is beautifully modelled, is thirty-six feet long, and can carry safely sixty passengers. She has an upright engine of eight horse-power, and was designed and built entirely by these two young men, who are deserving of great credit.

Previous to the building of the "Island Home," the "Massachusetts" had been withdrawn from the New Bedford route and placed on the Hyannis route, at which place connection was made with the Cape Cod Railroad.

In 1855 the old "Massachusetts" was withdrawn

entirely, and the fine new steamer "Island Home" put in her place.

That year or the succeeding one an opposition boat, the "Eagle's Wing," was placed upon the old route to New Bedford. She was not a success financially, and was withdrawn the next season. She was afterward entirely destroyed by fire on the Providence River, off Pawtuxet.

Early in 1872 the Old Colony and Cape Cod Railroads were consolidated, and in 1874 the Old Colony Company obtained a controlling interest in the Nantucket and Cape Cod Steamboat Company. The "River Queen" was purchased that year, and with the "Island Home" was placed upon the route between Nantucket, Oak Bluffs, Wood's Holl, and New Bedford.

It was on board the "River Queen" that the celebrated conference between the lamented Lincoln and the Vice-President of the Southern Confederacy, A. H. Stephens, took place. A room on the upper deck is still shown as the one in which the conference was held.

The putting of two boats upon this route gave to the island two boats and two mails a day during the summer season; and the honor of bringing about this state of affairs belongs in a great degree to the courteous and efficient agent of the steamboat company, Mr. Joseph S. Barney.

Since the building of the "Island Home," she has been to Nantucket what the old frigate "Constitution" was to the United States. For more than a quarter of a century, with Nathan Manter as her com-

mander, she has braved storm and sea, and to-day remains stanch and strong, a credit to her designers and builders, and the pride of Nantucket, not because of her beauty and swiftiness, but because she is good and true. As a proof of the seaworthiness of this steamer and of the bravery of her captain and crew, the following from the *Inquirer and Mirror* extra of Feb. 5, 1882, is here inserted:—

A TERRIBLE NIGHT. — *The "Island Home" rides out the Storm under Tuckernuck, and reaches the Dock at 10 A. M. Sunday. The Night's Experiences related by those on Board.* — The storm which burst upon us about 2 P. M. Saturday afternoon proved one of the most severe that has been known here for years. From early morning the sky had looked threatening, but at the above hour a fine snow commenced to fall, and the wind breezed gradually, until at nightfall there was a small gale blowing from the eastward, which hurled the snow in blinding eddies. As night advanced the storm grew more and more severe, and before midnight the storm was of such violence as to cause strong buildings to tremble, sending a peculiar thrill through one's veins. At 5 A. M. the wind reached its greatest fury, drifting the snow into huge drifts and hurling it about in clouds.

When the hour for the steamer's arrival had come and gone, Saturday afternoon, with no tidings from her, it was generally believed that the storm had commenced to the leeward first, and that Capt. Manter had not put out. There were a few, however, who held an opposite view, and anxiously awaited the breaking of day and a cessation of the snow, that they

might scan the northern shores of the island and ascertain what the fate of the "Island Home" had been, if there was sufficient of her left to tell the tale. It has proved that these few were correct as far forth as the subsequent facts will prove, which have been gleaned from the officers and passengers.

Shortly before ten o'clock Sunday, a few men on the street were startled by the word that the steamer was on the bar, broadside on, and the word passed rapidly from mouth to mouth. Every step was turned toward the wharf, and one of the wrecking boats quickly run down to Brant Point, and before the crew had an opportunity to lift her from the truck, the wind performed the task for them, overturning the entire gear. The boat was launched in charge of Capt. John M. Winslow, but the services of the crew were fortunately not needed. The steamer in the mean time was eagerly watched as she backed and filled on the bar, until she drifted, broadside to the gale, into the harbor, when the anxious countenances assumed a more cheerful expression.

In the harbor the management of the boat was such as to elicit the warmest praise for Capt. Manter. Unable to get her round to mind her helm before the gale, he ran in close to Brant Point with a view of catching her bow upon the sand, and allowing her stern to swing; when a favorable gust caught her and allowed the rudder to perform its duty, when she was headed in and brought prettily to the end of the dock, where willing hands caught the heaving lines and drew the hawsers ashore, making them fast; and after some minutes in backing and filling, and with the aid of the

wrecking boat which brought ashore a stern line, the faithful boat was soon safely moored, when a lusty three cheers went up from those on the wharf.

The appearance of the boat foretold her experience during the night; for some twenty feet of the gangway had been stoven in, and the decks were a mass of ice. The few passengers on board, or rather the male portion of them, were gathered near the gap, some pale and wearied from the effects of sea-sickness and a night of anxious watchfulness; and when the plank had been put out, they quickly availed themselves of it to reach *terra firma*, expressing freely their gratification of that opportunity. The crowd upon the wharf quickly boarded the boat on a tour of investigation, and it required but a very few minutes for one and all to understand something of the experience the vessel had passed through. . . .

Capt. Manter's Story.

We were detained at Wood's Holl until nearly half past one waiting for the other boat, and then put out. When nearly up to Cape Poge we had fine snow. The weather was moderate and the wind east-northeast, and I did not anticipate anything serious. We made all our buoys, but after leaving Tuckernuck shoal buoy the snow increased, and we were unable to see ten feet ahead. Ran out our time to the bar, but could not see the buoy; then tracked the bar to the eastward about twenty minutes, but still no buoy; came about and ran twenty minutes to the westward with like result; and as night was coming on and the wind increased to a strong breeze, decided to anchor,

putting out the small anchor with fifteen fathoms chain, but found we were dragging, and increased the chain to forty fathoms. The night was terrible, and we were finally obliged to put out our large anchor.

At 5 o'clock this morning the wind blew the strongest, and as I made my way along the upper deck, it seemed as if the hurricane deck must blow off. We ripped open sacks of grain to get the bags to wrap about the hawser to prevent its chafing. The boat rode like a duck, though, and when it lighted up toward morning, made land close to us, which we took to be the Cliff, until later on we found we were close upon Tuckernuck, and could see the hotel. I realized the precarious situation, but when the tide had fallen and we began to strike bottom, knew that something must be done and that quickly, and decided to beach her on the island. Buoyed the large anchor and slipped the cable, then cut the hawser, when the wind favored us, and headed us so we could run for the bar. Our cook, William Orpin, knows every inch of the ground up that way, and he brought her through the slues among the Swile Islands into five fathoms of water, when we put for the bar.

The seas were terrific, and swept clean across the bow, running aft; and Mr. Bucknam, the engineer, was at times almost ankle deep in water in his engine-room. The old boat rolled fearfully, and when we reached the outer bar, lying in the trough of the sea, a wave towering above the hurricane deck struck her as she rose upon it, knocking that hole in the side and sweeping through to the outer saloon. I wouldn't have given two cents at the time for the boat and all

on board; but we have passed safely through it, with all hands safe, but slight damage to the boat, and with anchors gone which can be recovered. It was as much worse than being in the ice as you can imagine, and was one of the wildest times I have known in my many years' life on the ocean. We backed and filled across the bar, and the rest you have seen. I forgot to say that the wheel-rope broke once, but we managed with some difficulty to get it repaired.

That some of the passengers on board the steamer during that eventful night appreciated the stanchness of the boat, and the bravery of her captain and crew, is evidenced by the fact that R. Gardner Chase, Esq., and wife, who were on board, presented to the captain and crew a check for \$500 to be properly divided, as an earnest of their good feeling and thankfulness.

Had there been a fog siren or bell at Brant Point this affair would never have occurred; for during the time they were "running their time out to the bar" some one on the steamer would have heard the signal, and Capt. Manter would have known where he was.

It is obligatory on the government to place immediately at Brant Point some kind of a fog signal, and when the jetty is finished it should be removed to that locality.

So far as the compiler has been able to ascertain, the before-named steamers are all that have ever been engaged regularly in carrying freight or passengers to and from Nantucket, with the exception of the "Jersey Blue," a small propeller, which made about the year 1855 (?) a few trips between this port and New York.

STORES.

The stores of the town are very numerous, and to a stranger it is a wonder how so many of them are supported. There are about twenty groceries alone in the place. The greater part of these stores are upon Main and Centre Streets. They are large and have generally well-selected stocks, at prices that compare very favorably with other places as far removed from bases of supply. There are two large apothecaries, numerous ice-cream saloons (all in dwellings), two restaurants, four boot and shoe stores, milliners, dressmakers, bakeries, book, and dry-goods stores, confectioners where the finest grades of candies are sold; and in fact, one can generally get all one needs for comfort.

STREETS.

The map which accompanies this article was drawn expressly for this book by Mr. William F. Codd, from designs by the compiler, and will be found to be of great value to the visitor.

With the exception of Broad and Federal and parts of Main and Centre, the streets of the town are narrow and crooked; a number of them are paved with that most excruciating of all torments for man or beast, the cobble-stone. Very little time or money is expended on them. Some have brick or concrete sidewalks. The name of no "boulevard" has as yet transpired; but there are two *avenues*, and quite a number of lanes and courts. The buildings not being numbered, resident and visitor alike are caused a deal of annoyance and trouble. A few years since, the

town fathers, with an enterprise that was very commendable, caused the name of every street to be placed in a conspicuous position upon each street corner. If the authorities desire the lasting gratitude of visitors as well as residents, they should continue the work so well begun, by adding to the naming of the streets the *numbering* of the dwellings and stores.

It is a very singular fact that there is no official list of the streets of the town. The list which follows was kindly furnished the compiler by Mr. G. K. Long, who painted the street signs, and is believed to be correct enough for all practical purposes:—

Ash, Ash Lane, Academy Avenue, Angola, Atlantic Avenue, Allen's Court, Broad, Bloom, Beaver, Back, Bear, Brock's Court, Candle, Chester, Chestnut, Cambridge, Copper, Charter, Coon, Cherry, Coffin, Darling, Dover, Easton, East Chestnut, Eldridge, Eagle Lane, Federal, Farmer, Fish Lane, Fayette, Flora, Gay, Gardner, Green, Gardner's Court, Gorham's Court, Hussey, Hiller's Lane, Howard, High, Jefferson, Lily, Liberty, Lyons, Main, Milk, Mill, Martin's Lane, Mulberry, New Lane, North Beach, North Water, North Liberty, New Mill, New Dollar Lane, New, Orange, Oak, Parker, Pearl, Pine, Pleasant, Plumb Lane, Quince, Rose Lane, Ray's Court, Spring, Salem, Salon, South Water, Sea, Step Lane, South Square, Swain's Court, Saratoga, Summer, South Mill, School, Stone Alley, Silver, Union, Vestal, Washington, Whale, West Centre, West Liberty, Walnut, Winter, Westminster, Weymouth, West Dover, Warren, Williams Lane, York.

SUNSET HEIGHTS.

These heights are merely a continuation of 'Sconset Bank, and are at the west end of the village of Siasconset, about eight miles from town. Overlooking as they do the broad Atlantic, that with its everlasting thunder beats and throbs upon the beach below, the view from these heights is superb. Standing here, one can see the "rips" in the distance, over which break the angry waves, lashed into foam by storm; the ocean steamers which pass and repass; the putting into the surf of the many fishing boats, and the excitement attendant upon their return; the hundreds of bathers sporting with the waves; myriads of sea-birds skimming over the sea, and now and then a school of porpoises rolling sluggishly out of the water.

Lying prone upon the grass at Sunset Heights of a hot summer's day, gazing dreamily at the azure vault above, or out upon the darker blue of the ocean, — your cheek fanned by the refreshing breeze, — a sense of rest and peace steals over you, and you drop to sleep lulled by the soothing murmur of the sea, that comes mellowed by distance to your ears.

If one wants a "cottage by the sea" and quiet, this is pre-eminently the place at which to build. There are a number of fine cottages here, and there is yet room for more. The whole tract consists of about thirteen acres, and is the property of Dr. F. A. Ellis and C. H. Robinson.

SURFSIDE.

This locality has of late come into some notoriety, from the fact that here is the terminus of the Nan-

tucket Railroad. It is about three and one half miles from town. Cool and refreshing breezes are always blowing here, and an unobstructed view of the ocean can be obtained. A depot and restaurant have been erected, and the railroad company contemplate building a hotel at no distant day. A few hundred feet from the depot is the United States Life Saving Station. The tract covers about four miles of the shore, is uniformly high and level land, is well grassed over, many varieties of wild flowers are to be found in the vicinity, and it is well adapted for building sites.

SWAIN'S NECK.

Swain's Neck or Nashayte ("the neck") makes into Polpis Harbor. F. C. Sanford, Esq., who has a farm here, says, "Old Spotsa covered Swain's Neck with shells a foot deep, that are visible in places every time the land is ploughed." It is possible Mr. Sanford may be mistaken in regard to these shells having been deposited at this point by the hand of man. It seems probable that this mass of shells is only a part of the immense stratum which underlies the whole island (page 33), and which at this spot trends nearer the surface. The compiler believes that if some geologist will make an examination here, many facts of interest might be ascertained. By examining the deed of Thomas Mayhew to the purchasers of the island (page 164), it will be seen that at the time he made the sale he was uncertain whether he should reserve for himself Nashayte or Masquetuck, but as history shows, decided upon the latter; and yet, after

a careful perusal of the original deed of Mayhew to ten purchasers and an examination of the map, it would seem that somehow or other Masquetuck and Nashayte had changed places or rather names (another Bunker Hill affair).

TEAMSTERS.

Whenever the services of teamsters or carmen are required, they can generally be found in the vicinity of Main Street, or upon the arrival of the steamers at Steamboat Wharf. The regular prices charged are as follows: for taking a trunk to any part of the town, twenty-five cents; a ton of coal, fifty cents; for a box weighing not over one hundred pounds, from the steamboat landing to any place of business, fifteen cents. Appended is a list of teamsters:—

John S. Appleton, Hiram Reed, Thos. R. Coffin, Frederick Crocker, Henry Crocker, Charles Crocker, Wm. C. Mooers, Henry Mooers, James McCleave, Sidney Thurston, Samuel Thurston, Richard Thurston.

TELEGRAPHIC FACILITIES.

Considering the fact that there is as yet no cable between the island and the main, very fair facilities are afforded for the transmission of telegraphic messages. In 1879 the Western Union Telegraph Company appointed Mr. C. C. Crosby their agent here to receive messages and forward them on the steamers that left twice a day for Oak Bluffs, where there was a cable which connected with the mainland, so that the only time actually lost in the sending of messages was that

which elapsed between the hours of the steamers' departure and their arrival at Oak Bluffs.

In 1855 an attempt was made to connect Nantucket by cable with the mainland. A cable was laid from Great Point, Nantucket, to Monomoy Point, Cape Cod; but it proved a failure. This cable was subsequently taken up and laid from Madaket to Tucker-nuck, thence to Martha's Vineyard; but the cable in this locality worked no better than it did in the other. In 1857 Mr. S. C. Bishop, a gutta-percha manufacturer of New York, took the matter in hand, and after several years of useless and ineffectual labor the enterprise was finally abandoned. A number of messages were actually transmitted over Mr. Bishop's cable.

The telegraph office was in the building now belonging to Lieut.-Commander T. M. Gardner, U. S. Navy, on the corner of Main and Orange Streets, and two insulators are still to be seen on the building directly opposite. The science of telegraphy has made such rapid strides during the last quarter of a century that it is believed a cable can now be successfully laid to connect Nantucket with the continent. Earnest efforts are being put forth by some of our most influential citizens to induce the general government to interest itself in the matter. It is sincerely hoped that it can be made to appreciate the need of a signal station here, and be influenced to take the matter in hand. The establishment of a signal station of course necessitates the laying of a cable; and when that is done, and the jetty completed, the visitor and resident will not only be accommodated, but commerce will be greatly benefited.

After the above was written, the following item appeared in the Nantucket *Inquirer and Mirror* of Dec. 24, 1881:—

“*Telegraphic.*—A private letter from Hon. W. W. Crapo, received in town a few days since, states that Lieut. Swift, who recently made a survey here, has recommended to the War Department an appropriation of \$32,000 for establishing telegraphic communication between Nantucket and Martha’s Vineyard.”

This seems to mean business.

TOM NEVER'S HEAD.

This bluff is situated about six miles southeast of the town. Mr. Northrop, in his “’Sconset Cottage Life,” has so beautifully described his “lonely evening tramp” to this spot, and has given so realistic a picture of it, that an extract from his book is here given:—

“Pausing here awhile to gather in all the glamour and romance of the scene, at an hour when one’s fancy paints the most common things with rarest shades and hues, I climbed the hill and stood on the brink of the lofty height of the bluff,—the ‘Head’! Here, on the right the ocean sweeps away to the westward, and on the left to the north,—the ocean, vast, tragic, eternal; the ocean, rolling its mysterious tides around the world, and sweeping all shores. The moon struggled up through the waves, and poured the glory of its beams over the dark and heaving sea. All the crests of the grandly rolling billows gleamed. The gnashing teeth, gnawing at the beach far below, flashed in the cold light. Dimly I discerned the stranded hulk

of a vessel that came ashore in a storm years ago, and is now half embedded in the sand, — its oaken ribs resisting the tooth of time and the beating of the waves. The wind soughed and sighed, and in its weird dialect seemed to tell the story of wreck and disaster in the great world of waters before and around me. Winds that might have come from sunny Spain or the gold coast, winds that swept the rocky heights of historic St. Helena, winds from the Canaries, — they might have come from anywhere in this world toward which my face was turned. And with all this, through all my emotions, like the grand undertone of the organ, came the ceaseless, painfully regular roar of the breakers, sounding out the seconds of this manifest eternity before me, beating the heart-throbs of this living thing, this sentient being, — the ocean.

“ I turned away from the scene that I can never forget, and realized almost for the first moment that I was alone with all this gloomy grandeur. There, behind me, stood the life-saving station, suggestive of wreck and tragedy, — suggestive, too, of the strong feeling of kinship there is, after all, among men. Beyond were the sad, still moors, and below a vast field of dark verdure, — Tom Never’s Swamp, — all idealized under the rays of the moon, touched by the magic of the night.”

Tom Never’s Head is about sixty-five feet above sea level, is on the proposed route of the railroad to Sconset, and a visit to it will well repay those who love to look on Nature in her grandest moods. George Howland Folger, Esq., in his poem “ Musings,” has also a good word to say of Tom Never’s.

TOURISTS' GENERAL REGISTRY AGENCY.

Nantucket had grown so rapidly in favor as a summer resort, and the hotels and boarding houses had multiplied so fast, that a great deal of vexatious delay and inconvenience was experienced by visitors, who were desirous of securing at the earliest possible moment their telegrams and express packages, and intelligence of the whereabouts of their friends who were known to be upon the island. Appreciating the wants of the travelling public, the proprietor of one of the largest boarding houses in town suggested to Mr. E. K. Godfrey, in 1880, the necessity of a place where all visitors to the island could register their names, and thus avoid the trouble which had before been experienced. Accepting the suggestion, Mr. Godfrey opened in July of that year the Tourists' General Registry Agency, for the accommodation of summer visitors. The agency is in reality a directory, reading-room, and bureau of general information combined. By the payment of a small fee for registering, visitors are not only certain of receiving their telegrams and express packages promptly, but have free access to the reading-room at all times (Sundays included), are supplied free of cost with writing material, and can have all questions relating to the island answered in a courteous manner. The agency has been found to be of great advantage also to those who desire their mail matter directed to its care, thus securing it sooner and avoiding the confusion liable to arise from a similarity of names. The agency also forwards to its patrons all letters directed to them arriving or remaining in the

post-office after their departure, that would otherwise be sent to the Dead-Letter Office.

Soon after the opening of the agency (in August, 1880) a Washington gentleman suggested to the manager the feasibility of a plan for securing houses, rooms, and board for those of its patrons who were desirous of coming to the island the succeeding season, thus saving themselves a great amount of trouble and annoyance. The plan, being an eminently practicable one, was immediately adopted by the manager; and although it was afterward borrowed (?) by others, yet to Mr. E. K. Godfrey belongs the credit of the first plan for the securing of rooms and board by means of an agency at Nantucket, all assertions to the contrary notwithstanding.

This method of securing rooms and board for the patrons of the agency met with favor, and adds another to its many advantages. The witty Burdette of the *Hawkeye*, the genial author of "Rosecroft," and the kindly writer of "'Sconset Cottage Life" all speak in flattering terms of the agency, and all the hotels and boarding houses of the island indorse it. No visitor to the island should neglect registering.

Open from 6 A. M. to 10 P. M. week days, and 10.30 A. M. to 3 P. M. Sundays. E. K. Godfrey, manager, corner Main and Orange Streets.

THE TOWER.

After the great water tank, probably the first that is seen of Nantucket, approaching it from the westward, is the gilded dome of the Tower that flashes in the summer sunlight.

Every one who comes to the island should visit this tower. Unlike its illustrious namesake, the Tower of London, it is simply the steeple of the Unitarian Church on Orange Street. Here hangs the old Spanish bell; here Billy Clark holds high revel; here watchmen keep their midnight vigils, and tell us what of the night; here can be had the most delightful view of the whole island and its surroundings; here also is the new town clock.

It is about one hundred and ten feet from the base of the tower to its top; from the level of the sea to the lookout, a little less than one hundred and twenty feet; and to its top, one hundred and forty-four feet. Although no admission fee is charged, it is customary for those visiting the tower to present the person in charge, a trifling compensation. For a fuller account of the tower the reader is referred to the articles on Town Clock and Churches.

TOWN MEETING.

The annual town meetings are held in February (third Monday), at the Town Hall on Orange Street. The last one commenced Feb. 20, and nearly four days were consumed in discussing various questions, among them that of appropriations involving the expenditure of the enormous sum of \$23,000, which amount it was voted to raise by taxation for the present year. Three very important questions were settled by the voters: one was whether the town should accept the offer of thirty hydrants from the Wannacomet Water Company for use in case of fire, at a certain rate per annum; another, whether the town would petition the

Legislature to grant female suffrage; and the other, whether the town would grant liquor licenses this year. "Water straight" was the verdict in the last case; that is to say, it was voted to use a certain number of hydrants for fire purposes for ten years, and it was also voted to grant no licenses for the sale of liquors. It was voted without a dissenting voice that the town petition for woman suffrage.

Three classes of people were thus made very happy: the first, those who believed in water and plenty of it for fires and dirt; the second, the teetotalers, who *smiled* when the moderator announced, Yes, 106, No, 196! and the "woman's-righters," who were perfectly convulsed with laughter.

TOWN AND COUNTY OFFICERS, 1882.

Selectmen. — Allen Smith, Samuel Woodward, H. C. Pinkham, John W. Hallett, Henry Paddack.

Town Clerk. — John F. Brown.

Assessors. — Andrew Whitney, Joseph Mitchell, A. M. Myrick.

School Committee. — Alex. Macy, term expires February, 1885; G. H. Brock, 1884; Helen B. Worth, 1885; Albert A. Gardner, 1883; C. K. Manter, 1884; A. H. Gardner, 1883.

Collector of Taxes. — Henry W. Davis.

Town and County Treasurer. — Samuel Swain.

Finance Committee. — Joseph B. Macy, B. C. Easton, T. C. Defriez.

Commissioners of Sinking Fund. — Thaddeus C. Defriez, term expires February, 1883; E. W. Perry, 1885; J. B. Macy, 1884.

Surveyor of Highways. — Frank A. Mitchell.

Health Committee. — John Gray, Simeon L. Lewis, Geo. E. Mooers.

Town's Poor, Agent. — Samuel Woodward.

Superintendent Almshouse. — Edward G. Coffin.

Special Police. — G. B. Randall, F. W. Barney, G. E. Mooers.

Constables. — Cromwell Morselander, Chandler B. Gardner, Jr., Alexander C. Swain, John Chinery, Simeon L. Lewis, Edward P. Norcross, George B. Randall, David H. Eldredge, Charles S. Glidden.

Representative to the General Court. — Josiah Freeman.

Clerk of the Courts. — George W. Jenks.

Sheriff. — Josiah F. Barrett.

Register of Deeds. — William Hussey Macy.

Keeper of Jail. — Daniel W. Folger.

Trial Justices. — Allen Coffin, David Folger.

Judge Probate Court. — T. C. Defriez.

Justices of the Peace. — David Folger, George W. Macy, T. C. Defriez, Allen Coffin, A. M. Myrick, George W. Jenks.

TREES.

That the island was ever entirely covered with trees is extremely doubtful. There is no doubt, however, that there were a great many trees here; and that they were of good size is evidenced by a number of buildings still standing in the town which were constructed of native wood. The early records speak of "meadows, woods, and uplands," but it is probable the settlers were very like their modern prototypes, and used

the wood with an unsparing hand; for it seems that but little more than a century from the settlement of the island the inhabitants were obliged to get fuel from Coskata (1779-80). In a petition to Sir Henry Clinton, dated July 9, 1780, they represent themselves as being "wholly destitute of firewood." The town has ever since depended upon Cape Cod for its supply of wood. In 1847, Josiah Sturgess planted the first pines without the town. Others followed his example, and strong hopes were entertained that at some future day Nantucket would not be obliged to import firewood. But these pine-trees have not flourished as well as was expected. Whether the variety planted is not adapted to the soil, whether the air is too salt, whether some parasite or some unknown disease has attacked them, has not been determined; certain it is, they do not thrive. In the town, however, the trees which were set out a few years after the "great fire" have shown a wonderful degree of growth, considering that they are elms, which trees are known to be of very slow growth. On Main, Centre, Federal, and many other streets, Nantucket can show — considering their age — as fine a lot of trees as any town of its size in the country. The great gale of a few years since tore up a number of them; but if properly cared for and more are judiciously added to those that are left, year by year, our streets can in time rival those of Old Cambridge or the "Elm City" itself.

Probably the oldest and largest tree on the island is a sycamore which stands on the corner of Main Street and Ray's Court, and it is a beautiful sight in the summer.

That tract of land near the head of Hummock Pond which we now call "the woods" — now entirely destitute of trees — was previous to the year 1700 called "the long woods." This is very positive evidence that there were large tracts of trees upon the island in those early days; for the people of that time generally called things by their right names. Nearly all the early deeds on record speak of timber and wood for fuel as being granted to purchasers of land here. W. C. Folger says: "Notwithstanding all the testimony, a man of foreign birth stated in a meeting of the Farmers' Institute of last season that native trees never grew here."

Mr. McIntosh, in his article on agriculture, believes that attention should be paid to the cultivation of trees. There are certainly many varieties that could be grown to advantage and profit, both for fruit and timber. The compiler believes that the Australian blue gum (*Eucalyptus globulus*) would thrive here; it is certainly worth the trial. This tree has done finely in many parts of the country, especially in California. If the experiment were made here with the tree, it would of course want shelter for a few years; and why not plant some of the seed in Dead Horse Valley, or among the Pines? If planted at these places they would get a good shelter for at least ten years; and if they were adapted to our soil and climate, they could certainly by that time take care of themselves. In locations suited for it, the Australian blue gum has been known to attain a height of one hundred feet in twenty years. Its timber is unequalled, and for fuel it cannot be surpassed; its leaves are esteemed highly as a febrifuge, and their properties are said to be superior to quinine. It certainly

is worthy the attention of those desirous of, or in any way interested in, the introduction and cultivation of valuable forest trees. It really makes not a particle of difference to the people of to-day whether the island was covered with a forest at the time of its discovery or not. It must be patent to the most obtuse that more trees are needed on the island for fuel, if for no other purpose. That they can be grown, both forest and fruit trees, has been proved; and why more attention has not been paid to the subject is unaccountable to the visitor. It is only another exhibition of that indifference and apathy which marks the people of Nantucket to-day. The compiler sincerely hopes that a move looking to the introduction and propagation of several varieties of trees will soon be made, as he believes that they will not only be conducive to the health of the island, but ultimately prove a great source of revenue.

Had our forefathers exercised the same intelligence and forethought about protecting the trees which they found here as they did about most things, Nantucket need never have sent abroad for a foot of wood for fuel, and she might to-day be building ships of native wood.

TUCKERNUCK.

Tuckernuck, *alias* Tuckanuckett (a loaf of bread), is a small island lying a few miles to the westward of the island of Nantucket. It was deeded by Thomas Mayhew in 1659 to "Tristram Coffin S^r, Peter Coffin, Tristram Coffin J^r, and James Coffin, to them and their Heyres forever, ffor and in consideracon of y^e just

Some of six Pounds in Hand paid." Quite a number of families live upon the island, gaining a comfortable subsistence by farming and fishing. It is a favorite resort with many visitors to Nantucket, being a famous place for Squantums. Of course the only approach to the island is by water, and the trip is a delightful one. Any of the yachts can be secured for the excursion, and the trailing for bluefish, on the way up and down, lends an additional charm to the sail. There is a small hotel here, where one can be made comfortable. The island of Tuckernuck is in Nantucket County, and contains a population of between thirty and forty. A school is maintained here part of the year.

VOTERS.

There are seven hundred and ninety-seven legal voters in Nantucket. At the last Presidential election, there were five hundred and three votes cast, of which three hundred and ninety-five were Republican and one hundred and eight Democratic.

WATER WORKS.

The Wannacomet Water Company, which furnishes the town of Nantucket with a bountiful supply of pure water, draws its supply from the old Washing Pond at Wannacomet (Indian, meaning a pond field), on the north side of the island. To Mr. Moses Joy, Jr., belongs the sole credit for the conception of the plan for the introduction of water into the town, and the perfecting of it. He worked bravely for months, fighting against public opinion, a very large majority of

the people being bitterly opposed to the introduction of the water.

The first meeting held to consider the matter of introducing water into the town of Nantucket was on May 31, 1877, in Atlantic Hall. Space will not permit an extended account of the conception and carrying out of Mr. Joy's plans, and a few facts only can be given. We find in the *Nantucket Journal*, March 19, 1879, the following article —

“The pond covers an area of eight acres, is eighteen feet deep in various parts, contains now about 33,000,000 gallons, and is supposed to be fed by strong springs. The water is remarkably clear and pure, and the pond has a fine sandy bottom, surveys made the past winter failing to detect any mud. Prof. Lattimore of the Rochester (N. Y.) University, while on a visit to the island last fall, examined the premises, and pronounced the water of excellent quality and the surroundings as favorable for a water supply as he ever saw. On the day of the first trial, March 18, 1879, there were 3,000 barrels pumped out with no perceptible decrease in the pond, as shown by marks upon the margin, and there is not the slightest fear of the supply ever becoming exhausted under any circumstances. The pond is a few feet higher than the level of the sea.

“The tank was made by H. B. Bigelow & Co. of New Haven, Conn., and is of quarter-inch wrought iron, hot-riveted together. It is fifteen feet deep, twenty-four feet in diameter, and holds 1,585 barrels. It is supported by nine cast-iron pillars seven inches in diameter, cross-braced with wrought-iron bars, and set on a solid brick foundation. Across the top of the pil-

lars runs a network of thirteen rolled wrought-iron beams, made by Cooper, Hewitt & Co. of Trenton, N. J., four of them being fifteen inches thick and weighing one hundred and fifty pounds to the yard, nine nine inches thick, weighing eighty-five pounds to the yard, running above and crosswise with the heavier ones, all being strongly riveted together. Upon this trestle-work rests the floor of the tank. A duplex steam pump made by Geo. H. Blake & Co. of Boston supplies the tank. The engine has a capacity of sixteen horse-power. The pump is fitted with an eight-inch steam cylinder and six-inch water cylinder, and has a twelve-inch stroke, with a maximum capacity of some five hundred gallons per minute, thus requiring about two hours to fill the tank. The top of the reservoir is forty-two feet from the ground, and one hundred and four feet above mean low tide. . . . The leading of water into Nantucket is one of the great events in the history of the place."

The tank on the top of the hill is the first landmark to be seen when approaching Nantucket from the westward. That mysterious black speck first seen upon the horizon, hanging unsupported, apparently, in mid-air, attracts the eye of every one coming for the first time to the island. Opera and field glasses are levelled at it; but as soon as one is told that it is nothing but a great ungainly "iron tank on stilts," the romance is gone.

Moses Joy, Jr., the gentleman who originated, perfected, and carried out the plan for the introduction of water into the town of Nantucket, is scarcely twenty-eight years of age, and has already become famous

abroad, having contracted with a number of towns in the State for their water supply. The water furnished by the Wannacomet Water Company is of superior quality, and its introduction adds another to the many advantages possessed by the town as a watering place.

WAUWINET.

Wauwinet is a famous resort for all who like a good "square meal"; it is a famous resort for all who like a fine sail, and all who love the sea. In fact, when one goes to Wauwinet one gets the blue sky, the bluer sea, the bluest of bluefish (but not the "blues," — far from that), the best dinner, the best sail, a walk on the beach where can be picked up a pretty shell, a chance at a shark, and a good time generally. There is a nice, cosey little hotel here, where one feels at home from the moment of landing. There are many persons who consider this the most romantic locality upon the island.

Wauwinet takes its name from an old Indian chief, who at one time controlled a large portion of the eastern part of the island. It is situated at the "Haul-over" (a portage for boats, as its name implies), at the head of the harbor, and is about seven miles from town by water. It can be reached by steamer or sail-boat, — both leaving the steamboat wharf at 9 A. M. and 2 P. M., — the fare for the round trip being forty cents by either conveyance.

This resort must in time become one of the most popular of all the many localities on the island, for those seeking a genuine seaside resort. It is on the narrowest part of the island; the ocean is one side of

it, and the waters of the harbor on the other; in travelling a distance of only three hundred yards, one can get the finest surf bathing, or what is more preferable to many, equally as good still-water bathing. Here one can find beautiful shells, can go bluefishing, or if one wants more exciting sport, a boat can be found in which a visit can be made to the "sharking grounds." There is a fresh-water pond but a short tramp away, where abound a great number of perch, and a beautiful view can be had at all times of the harbor, the ocean, and the old town sitting queen-like in the distance.

WHALING.

The following article upon that great industry which made Nantucket, in years gone by, known in every part of the globe, was written expressly for this book by Mr. Alexander Starbuck of Waltham, Mass., author of "History of the American Whale Fishery." Mr. Starbuck has for many years been engaged upon a "History of the Island of Nantucket," and has collected a vast amount of very valuable material which it is hoped will before long be given to the public. Acknowledging his indebtedness to Mr. Starbuck for the article, the compiler now leaves it to the reader, knowing it will be perused with interest.

The Nantucket Whale Fishery.

By Alexander Starbuck.

The prosecution of the whale fishery from the little island of Nantucket was an undertaking that might well have been a matter of pride for any community

or any nationality. Such was the skill and daring of the islanders in this pursuit that they carried their employment, hazardous enough under the most favorable aspects, to an extreme that seemed audacious, and won the plaudits even of those who were their rivals in the business.

What England and France were unable to accomplish with a monopoly of trade and heavy bounties, whalemens of the United States carried on successfully without assistance from their government and in the face of all competition. Among the foremost were the seamen of Nantucket. Their keels vexed every sea, and the American flag floated from the mast-heads of their ships in every port. Pushing their pursuit into unknown seas, large numbers of the islands of the Pacific were discovered, and their locations determined by these pioneers of the sea. At once producers and factors, their trade extended from China in the west to the shores of the Mediterranean in the east; and they traded as well in the teas and silks of the Occident as in the fruits and wines and manufactured goods of the Orient. They brought as curiosities the dresses of the Esquimaux and the weapons of the natives of the Pacific islands; the trinkets of the Japanese and the natives of the lands bordering Behring's Straits, and the papyrus books of the people of India. At home, when peace reigned, the people were all busy, happy, and prosperous, the warehouses were crowded with goods, and the streets thronged with teams and foot passengers. At the wharves lay a large fleet of vessels taking in or discharging cargoes or refitting for new voyages. The cheery din of the

cooper's hammers and the ring of the blacksmith's anvils resounded on all sides, the sail lofts, the shops of the riggers, and the "walks" of the rope-makers were occupied by the multitudes that the demands of the shipping gave employment to. In a thousand ways the activities of a prosperous business showed themselves. But all this is now changed. The ships long ago sailed on their last voyages from Nantucket.

Not an ocean on the face of the globe but holds in its embrace the shattered remains of a portion of her fleet, while the surviving portion hails from other ports. The tools of the mechanic are silent, and the bustle of traffic no longer crowds the streets. The wharves are deserted, decaying, or decayed, and the warehouses have long been vacant and closed.

To a native of Nantucket, it is a sad sight to thus see "Ichabod" written on her desolate places; to look upon the ruined wharves and storehouses, and to see even the "toilers of the sea" themselves look old and weather-beaten; to see them rapidly nearing that port in which the anchor will be cast never to be weighed again.

Of the early history of whaling at Nantucket, much is involved in obscurity. In common with all the hardy settlers of the New England coast, those here must have paid early attention to fishing, since it afforded one of the — by no means numerous — methods of subsistence to the first comers; and to men inured to the sea, and appreciating the value of a pursuit which had already brought a goodly recompense to the Biscayans, the Dutch, and the English, it was natural that with the waters adjacent to their island

teeming with the gigantic mammals, they should soon have turned their attention to the pursuit and capture of the whale.

On the records of the town, under date of June 5, 1672, appears the draught of a proposed agreement between one James Loper of the one part and the proprietors of the island of Nantucket of the other part. As this is the first recorded recognition of whale fishing in the history of our island, it may be a matter of interest to the reader, and is in these words. —

“ 5th. 4th. mo. 1672 James Lopar doth Ingage to carry on a design of whale Citching on the Island of Nantucket, that is the said James Ingages to be a third in all respeckes, and som of the Town Ingage also to Carrey on the other two thirds with him in like manner, the Town doth also Consent, that first one Company shall begin and afterward the rest of the freeholders or any of them, have liberty to set up another Company Provided that they make a tender to those freeholders that have no share in the first Company and if any refuse, the Rest may go on themselves, and the Town do also Ingage that no other Company shal be allowed hereafter; also whosoever Kil any whale of the Company or Companys aforesaid they ar to pay to the Town for every such Whale five Shillings — and for the Incorragement of the said James Lopar the Town doth grant him Ten acres of Land in som covenant place, that he may Chuse in, (wood Land excepted) and also Liberty for the Commonage of the Cows and twenty Sheep and one horse with necesary Wood and water for his use on Conditions that he follow the Trade of whaleing on the Island two

years in all the season thereof, beginning the first of March next insuing. Also is to build upon his land, and when he leaves Inhabiting upon the Island then he is first to ofer his Land to the Town at a Valluable price, and if the Town do not buy it — then he may sel it to whome he please — the commonage is granted only for the time he stays here.”

But although this would seem at first glance to imply that Loper took up his abode among the islanders, there is no proof that such was the fact. One James Loper (or Looper) was a resident of Easthampton on Long Island, and carried on the business of whaling at that place; but there is no evidence that up to 1678 he had left there, for at that time he was still a taxpayer in that town. Nowhere else on the Nantucket records, neither in the proprietors' list of grantees forwarded to New York in 1674, nor in the record of lands “layd out by the land layers,” is his name mentioned, nor does the document just quoted appear to be signed. In the absence of such evidence, which must have existed had he removed to the island, we must conclude that he had no share in giving to the islanders instruction in the art that subsequently made them world-renowned.

According to the account of Macy (“History of Nantucket”), “the first whaling expedition in Nantucket was undertaken by some of the original purchasers of the island; the circumstances of which are handed down by tradition, and are as follows: —

“A whale of the kind called ‘scragg’ came into the harbor and continued there three days. This excited the curiosity of the people, and led them to devise meas-

ures to prevent his return out of the harbor. They accordingly invented and caused to be wrought for them a harpoon, with which they attacked and killed the whale. This first success encouraged them to undertake whaling as a permanent business, whales being at that time numerous in the vicinity of the shores "

The date of this expedition does not appear. Our judgment would be that it was prior to 1672, however, and that the proposed agreement with Loper was a result of it.

" In 1690," writes Zaccheus Macy in a communication to the collection of the Massachusetts Historical Society, " the Nantucketers, finding their neighbors on Cape Cod more proficient in the art of killing whales and extracting the oil than themselves, sent thither and employed Ichabod Paddock to remove to the island and instruct them on these points." It is probable that the removal was made, and that Ichabod proved a good teacher; we know that he had apt pupils.

The early stages of whaling on Nantucket did not require either large vessels or elaborate equipment. So numerous were the whales that boats were sufficient for the former; and for the latter such "craft" as could be easily and cheaply made was all that was necessary.

For the purpose of systematizing the work, the southern shore of the island was arranged in four districts, to each of which a crew of six was assigned; the business as a whole being, however, carried on in common. Near the centre of each division, or about three and one half miles apart, was erected a mast provided with cleats, which was used for the purpose of a

lookout. Near by was built a temporary hut, for the protection of all excepting the one whose station was on the lookout. When the man at the mast-head observed a whale spouting, the alarm was given, the boats were manned and launched, and the chase commenced. A capture made, the whale was towed ashore, and the oil-producing parts were removed in a similar manner to the custom on shipboard. Try-works were erected on the beach, and the blubber, which had been cut and sliced, was subjected to the process of trying out. These try-works were used for many years after shore fishing had ceased as a constant pursuit; the blubber of the whales captured at sea being cut up and stowed into casks on board of the vessels, and removed to the try-works and the oil extracted after they returned home.

According to Macy's History, the first sperm whale known to Nantucket people was found on shore dead; and the discovery, according to the account, created quite a sensation. In 1712 Christopher Hussey, while cruising near the island for "right" whales, was blown some distance off shore, and falling in with a school of sperm whales, killed one and brought it home. The discovery of Hussey gave a new turn to the business, and small vessels of about thirty tons' burden were fitted out for deep-sea whaling. These vessels were fitted out for cruises of about six weeks' duration, and carried a few hogsheads, — enough probably to hold the blubber from a single whale, which having obtained, they returned home; the owners taking charge of the blubber and trying out the oil, the vessels sailing again on another voyage.

In 1715 six sloops were engaged in this fishery from Nantucket. Five years after this, Paul Starbuck, in the ship "Hanover," William Chadder, master, made the first shipment of oil from Nantucket to England, the vessel sailing from Boston to London.

In 1723 the Straight Wharf was built for the better accommodation for the vessels which were demanded by the necessities of trade and fishing

In 1730 twenty-five whaling vessels of from thirty-eight to fifty tons' burden each were owned at Nantucket; the returns being about 3,700 barrels of oil, worth £3,200.

It was not far from the year 1726 that the high-water mark of shore whaling was reached at Nantucket. In that year eighty-six whales were taken by boats from the shore. From that time this mode of whaling declined, and that of carrying on the pursuit by means of vessels increased. As the boats had been manned in part by Indians, so the crews of the vessels contained many aborigines.

In 1732 Davis Strait was visited by whalers, probably from Cape Cod, and we may be sure that the seamen of Nantucket did not long delay following this example. It is difficult to prove, however, at what date trips to that locality commenced. Among the entries and clearances at Boston in 1737 are several to and from the strait. Among the names are many familiar to Nantucket. In 1745 our people loaded a vessel with oil and sent her direct to England. From this beginning grew a trade that eventually became world-wide, — France, Russia, Spain, the nations bordering on the shores of the Mediterranean,

even China, contributed in turn directly to the prosperity of our little isle.

Matters continued to progress favorably, on the whole, with our whalers down to the commencement of the Revolution. French and Spanish privateers had captured some of our vessels, and at one time forced them to abandon the northern fishery; but these troubles were of short duration, and of little comparative importance as affecting the general thrift.

The Revolution found Nantucket with a fleet of 150 vessels with an aggregate burden of 15,000 tons, manned by 2,025 men, and producing 30,000 barrels of sperm and 4,000 barrels of whale oil. Her seamen were familiar with the Atlantic Ocean from Davis Strait to the coasts of Guinea and Brazil. The current of the Gulf Stream was as familiar to them as the harbor of their island home; and the first man to describe upon a chart that now well-known body of water was, so far as history informs us, Capt. Timothy Folger of Nantucket.

Every effort was made by the best friends of the Colonies in England to avert war; and it was in the debates in Parliament in 1775 upon the adoption of severe measures towards the Colony of the Massachusetts Bay, that that speech of Burke's so familiar to the people of Nantucket, in which he so warmly eulogized those engaged in the fisheries, was delivered.

During the Revolution, Nantucket was the only port from which any attempt was made to carry on the whale fishery, and from here the work was carried on

under the most discouraging circumstances. No community in the colonies was so hard pressed as was that of Nantucket. The colonial government was utterly powerless to protect them, and the island itself was indefensible, even had the people been disposed to protect themselves. By far the larger portion of the population were of the sect of Friends, and abhorred war as a matter of religious faith. All provisions, fuel, clothing, the outfits for their vessels, everything that was needed for their sustenance, had to be brought to the island; if they imported nothing, they must perish; if they procured their supplies from colonial ports, they traded with the rebels, and the British seized their vessels; if they got their supplies in foreign markets, they were smugglers, and they became a prey to colonial armed vessels and boats. Thus they struggled through the terrible seven years of war. Realizing the straits to which the islanders were reduced, the colonial government relaxed the rigors of their laws as much as was possible, and beyond a doubt closed their eyes to many things which, under other circumstances, they would have punished.

It would be extremely interesting, did space permit, to follow closely the history of the fishery during the Revolution, but the limits assigned to this article makes such a narration impossible.

At the earliest moment after peace had been declared, when safety rendered it expedient, the ship "Bedford," Capt. William Mooers, with a load of four hundred and eighty-seven butts of oil, was despatched to London, and to this ship belongs the

honor of having been the first vessel to hoist the American flag in any British port.*

Recovery from the disasters of the war was slow. The principal market for oil was in England; and to shut off the importation from America, Parliament passed an alien duty of £18 sterling a ton. Although the General Court of Massachusetts, in response to the petitions of the people of Nantucket, declared a bounty, it did not permanently remedy the trouble. So heavy was the pressure brought to bear upon Nantucket by the adverse circumstances immediately succeeding the Revolution, that large numbers of her hardy mariners and wealthy merchants were compelled to leave the home endeared to them by so many happy associations, and seek in foreign countries the recompense for their toil and their investments that they were unable to obtain in the United States. Some of them settled in Nova Scotia, some in England, and some in France. In the English and French fisheries there sailed a large number of officers and men who once found a home on Nantucket.

Following closely upon the stagnation resulting from the Revolution came the troubles with France, in which Nantucket suffered to the extent of nearly \$150,000. Then again came complications with England early in the nineteenth century. Scarcely had a slight gain been made, and the business again become remunerative, when the war of 1812 occurred. A large

* F. C. Sanford, Esq., informs the compiler that this was Feb. 3, 1783; and that she arrived at Nantucket from London, May 31, 1783, her entry at the custom-house at the time being in his possession.

portion of Nantucket's fleet of forty-six whale ships was then at sea. The first of the fleet captured was the schooner "Mount Hope"; in rapid succession came the tidings of the capture of ship after ship, until one half of the number, besides smaller vessels, had fallen a prey to British cruisers. Some were taken on the return voyage within sight of the island. The miseries and deprivations of the Revolution were repeated; the same struggle for existence was maintained against the same terrible odds. In February, 1815, came the tidings of peace, and again our islanders essayed to restore their shattered fortunes. The first vessel to return to any port in the United States with a cargo of oil after the last war was the sloop "Mason's Daughter," which after a six-weeks' voyage returned to Nantucket on the 9th of July, 1815, with one hundred barrels of oil.

Recovery from these disasters of 1812-15 was rapid. In December, 1820, Nantucket possessed a fleet of seventy-two whale ships (aggregating 20,449 tons), besides brigs, schooners, and sloops.

In 1819 occurred the accident to the ship "Essex" of Nantucket, which has always been accounted one of the most singular and direful that has ever happened to a whaling vessel. An enraged sperm whale attacked and sunk her, and the crew were obliged to make a journey of three months' duration and about 2,000 miles in extent in frail, shattered whale boats. But eight of the crew of twenty men survived to tell of the terrible perils and privations of their voyage.*

* Of those eight men, Capt. Thomas G. Nickerson of Nantucket, who keeps a boarding house on the corner of North and Chester Streets, is the only one now surviving.

In 1824 occurred another memorable disaster to the crew of a Nantucket whaling ship. The crew of the ship "Globe" mutinied, killing the superior officers and some of the men. But eight of the crew returned alive to Nantucket to tell this tale of horror. The others — those who were not killed by the mutineers — were massacred by the natives of the Mulgrave Islands, to which place the vessel had been taken by the conspirators.

The business of whaling from Nantucket reached its culmination in 1842, when eighty-six ships and two brigs and schooners belonged to the port, having a capacity of 36,000 tons. From this time the pursuit from Nantucket declined. Losses by a terrible visitation of fire, the stampede for the gold mines of California, the scarcity of whales, the expense of fitting and increased dangers of the Arctic fishery, the decline in the value of the product, the discovery of petroleum, all served to cause the downfall of whaling, not only in Nantucket but in other ports. In 1869 the last whale ship sailed from the port of Nantucket; and the business, so far as the island's interest is concerned, is a thing of the past. Nantucket's mariners now sail from other ports, and the stories of their skill and daring are stories of by-gone years.

WHARVES.

There are five wharves belonging to the town, each of which has a history; Straight Wharf, the oldest of them, having been built for more than one hundred and fifty years. Hundreds — aye, thousands — of vessels have loaded and unloaded their freights here,

and sailed away to sea; many, very many, never to return. These wharves, alas! have been for many years slowly going to decay. It is to be hoped that at no very distant day they may again be made available for the uses of commerce.

The names of the wharves are as follows:—

Commercial Wharf.

Old South, or Swain's Wharf.

Straight Wharf.

Old North, or Perry's Wharf.

New North, or Steamboat Wharf.

WRECKS.

In his valuable book, "A List of the Wrecks around Nantucket," Mr. A. H. Gardner says:—

"The chapter of wrecks is perhaps one of the saddest as well as one of the most interesting in the history of Nantucket. Lying as it does directly in the track of vessels plying between the principal American ports north and south of the island, the waves which dash upon its barren shores, or break in angry foam upon the shoals and reefs near by, have reaped a harvest of shipwreck and death almost unparalleled elsewhere upon the American coast."

At 'Sconset, and at various other points about the island, placed in conspicuous positions, may be seen here and there the figure-head of some noble ship, or a piece of board having upon it the name of what once was a beautiful vessel, the pride alike of her owner, captain, and crew. These senseless blocks of wood tell eloquent stories of storm, of sunken rock, of unknown shoal, of treacherous sea, of dangerous

coast, of the midnight alarm to the watch below, with the terrible cry of "Breakers ahead!" of the rush to the deck, the awful crash, the lowering the boat, the irresistible wave, the long shriek of agony as the good ship goes down and all is swallowed in the seething and remorseless sea, — and to tell the tale, nothing left but these sad mementos that constantly drift to the shore.

Since the island's settlement, something like five hundred vessels have been either totally wrecked or met with some mishap on or near it. The timbers of many of these once noble vessels can be seen at various points all around the island, lying half buried in the sand, gradually crumbling to dust.

Within the last hundred years the government and individuals have done much toward alleviating the sufferings of shipwrecked seamen cast upon our coast, by the establishment of life-saving stations and humane houses.

F. C. Sanford, Esq., who has been for twenty years connected with that noble charity, the Massachusetts Humane Society, has kindly furnished the compiler with many facts in regard to its great work.

In 1791 the State Legislature granted to the citizen merchants of Boston a charter for a society which had been formed for the purpose of "recognizing and rewarding all humane, daring, and gallant exploits of individual citizens of the State, wherever performed." It was called the Massachusetts Humane Society, and "to-day it looks back with pride upon ninety years of benevolent work." Stations for the succor of shipwrecked seamen have been established all around our

State coast; and the best and finest apparatus for saving life that can be devised by man, consisting of rafts, boats, guns, floats, life cars and lines, has been placed on this and the adjacent islands of Tucker-nuck and Muskeget.

Mr. Sanford says: —

“ Since I have been upon the committee — nearly twenty years — there have been many disastrous and appalling wrecks. Among the most noted and distressing was that of the schooner ‘Haynes,’ from St. Domingo. On Dec. 24, 1865, we found her off the west end of the island; the thermometer was six degrees below zero, and the vessel encased with ice from her truck to the water. The Humane boat was manned by a brave set of men, who boarded the vessel, but not a soul was found on her. The cabin was warm, with a good fire in the stove. She had struck on a shoal, and it seemed probable that all the men had embarked in a boat, and perished in the sea at once. We afterward found the boat and oars upon the shore, and one man lying dead near them. Only a few days previous, her owner had received news of ‘all well.’ The captain, just before sailing on this voyage, had been married, and his wife, expecting him home on Christmas day, had prepared the dinner; but instead of a ‘merry Christmas,’ death came, turning her happy anticipations into mourning.

“ The next day, Christmas, was ushered in by a terrible southeast gale. News was brought to town that there was another vessel ashore at what is now Surf-side, that she had gone to pieces, and crew all lost.

“ Immediately repairing to the scene, I was met by

the most appalling sight I ever witnessed. Of what was but a few hours before a noble iron ship of eight hundred tons, the stern only was left. Her cargo, masts, and spars were being tossed about in terrible confusion; the débris was scattered along the beach for three miles; the sea was terribly savage, and I never saw it in greater majesty than on that morning. A few feet from the bluff I picked up the body of a young man in a nude state, who was then warm; but life was extinct. It was afterward ascertained that this was the young second officer of the ship on his first voyage. He had but recently graduated with high honors at the Hamburg Naval School, of whom his poor old mother wrote me afterward, 'He was a pious, good son, who always bore love for his mother in his eye and heart, and his dreadful death is the first sorrow he ever caused her.'"

This wreck of the "Newton," Capt. Herting, was perhaps the most destructive of any that ever happened on our shores. She was only thirty-six hours from New York, and was bound to Hamburg, Germany, with an assorted cargo, the principal item being five thousand barrels of kerosene oil.

Mr. Sanford continues: "We took out of the sea fourteen in all of the crews of the two ill-fated vessels, and all were properly cared for. Union services were held at the Methodist Church, and all the clergymen upon the island participated in the touching services over these drowned sailors, and our hearts beat in love and sympathy for those unknown bereaved ones in a foreign land; the solemn occasion bringing them very near to us, and still more near when we heard their responsive wails."

The following extract from a letter to Mr. Sanford, written by Mrs. Herting, the widow of the captain of the "Newton," expresses in no uncertain tones her deep appreciation of what was done by the people of Nantucket for her dead husband and his crew: —

HAMBURG, Feb. 27, 1866.

F. C. SANFORD, Esq.:

Honored Sir, — Although there is nothing that can make up to an unhappy woman for the great loss she has just suffered, yet it will, I hope, contribute in time to lessen my affliction when I see other people, strangers to me, feel a lively sympathy in my misfortunes. . . . Your letter gives me the consolation that my poor husband and part of his comrades in misfortune found a resting place in consecrated ground, and that his funeral was conducted with as much solemnity as could have been bestowed in his native country, and among his friends. I beg therefore to express through you my heartfelt thanks to all who took part in it, especially the worthy clergymen for their excellent and touching words on that occasion. May God recompense them abundantly for all the noble sympathy they have shown to a poor unknown woman. May he guard and protect them from such misfortunes."

On Dec. 21, 1865, schooner "Eveline Treat," Capt. Philbrook, struck on Miacomet Rip. The sea was so savage that it was necessary to fire a line over her, by which means a hawser was secured to the vessel. In getting the captain ashore, who was an old man, the block or line would not traverse, and there he hung

half-way over a terrible abyss for an hour and a half, in his stocking feet, bareheaded, the foam beating in his face, drenched to the skin, and half frozen, in sight of fifteen hundred people who stood on the beach. From out this crowd stepped a young man, Frederick W. Ramsdell by name, and said, "I will go out and clear him." He threw off his coat, put a knife between his teeth, fastened a light rope around his waist, and went out hand over hand and cleared the block, and the captain was brought on shore amid the deafening cheers of those who had witnessed the gallant deed. For this act Ramsdell was presented a medal.

On the 4th of February, 1871, the schooner "Mary Anna," Capt. Lerman, was lost on the bar. Her situation was discovered at daylight, and the "Island Home" was sent to her assistance, but was unable to reach her on account of the ice, which completely obstructed her way and forced her to remain just outside of Brant Point for three days. But here was this vessel full of water, mercury below zero, and seven men in the rigging who must be saved. A crew of eight men, after almost superhuman efforts, succeeded at last, with the aid of a board and dory, in getting to the vessel. The captain afterwards said when he saw these men coming to his rescue, there seemed to be a halo about their heads, such as is represented in the pictures of our Saviour; that he had read of the angel of mercy, but never until now had he realized the full force of the expression. They were all rescued, some frozen and frost-bitten. After they were all ashore and comfortably cared for at the Sherburne House, the captain made them all kneel down while he rendered

fervent thanks for their deliverance. It was a touching sight, and it was surely a remarkable escape from death. Each of the eight men who assisted in rescuing this crew was awarded a medal.

In the month of April, 1880, there was a terrible gale of wind, and thirty-eight vessels were in sight from the Tower. Some of these vessels went ashore within the "chord of the bay," some sunk, others went to pieces at the south of the island, still others passed the island to founder on some of its shoals. Thomas F. Sandsbury, of Tuckernuck, was in town at the time, and succeeded after great effort in having his boat transported to the west end of the island, where he with others embarked, and succeeded in reaching Tuckernuck in safety. This boat's crew were influential in saving many lives on that awful day, and as will be seen farther on, were rewarded for their efforts. Many other anecdotes might be related, but lack of space forbids.

As a general thing, when vessels are wrecked, the captains stand by them and are the last to leave. There are, however, exceptional cases, as the following anecdote will show:—

In February, 1881, the bark "Hazard" struck off to the south of Nantucket. The captain with three of his crew took one of the boats, and reached Nantucket safely; he was kindly cared for, and every assistance rendered him. This captain then went to Boston, and sent from there an article to the effect that our people did not heed his signals, or do their duty by him and his crew. Be it remembered that this fault-finding captain left, on a raft, three of his men to perish, and

abandoned on his vessel a young lad twelve years of age, whose mother he had faithfully promised to bring back her boy safe and sound on his next trip. Two of the three men on the raft were rescued, being seen from the South Shoal light-ship, taken on board, and kept until April, when they were brought to town by the United States steamer "Verbena."

Some of our most respected citizens have been people who were wrecked on or near the island. Mr. Robert Mooney was one of two hundred and twenty-six emigrants who were on the ill-fated "British Queen," wrecked on Muskeget in 1851. Mr. Mooney has ever since then remained upon the island, rearing up a family of seven children, and having for many years the fine farm of Mr. Sanford in his charge. The late Mr. Lewis Wendell, a native of Stettin, Prussia, was one of the crew of the brig "Florida," wrecked off Sancoty in 1833, and for nearly half a century lived upon the island, highly respected and esteemed by all classes.

Every serious subject has its ridiculous side; and to illustrate, an account is here given of the wreck of the ship "Nathaniel Hooper," taken from Mr. Gardner's "Wrecks around Nantucket":—

"July 8, 1838, ship 'Nathaniel Hooper,' Capt. John Bogardus, struck on South Shoal. Her cargo between decks, consisting of boxes of sugar, was thrown overboard. The crew abandoned her at midnight with all sails up. At one o'clock a heavy squall came up from the northwest, and she drifted off. Her helm being just right, she went off towards Boston. She was fallen in with by a smack which put two men aboard, and soon after spoken by another which put three more

aboard, and they succeeded by continual pumping in working her into Boston. The steamer 'Massachusetts' and sloop 'Copy' went out next morning, but could of course find nothing of her. Empty boxes were seen floating on the water, the sugar having dissolved and the boxes come up to the surface. The captain proceeded to Boston to report the loss of the vessel, but was astonished to find her tied up alongside of the wharf, all right."

Room only for one more anecdote can be given, and that from the pen of the one most directly interested in the sad catastrophe.

In a communication to the compiler from Capt. John Niven of Thorntown, Ind., he says: —

I have your letter containing a request that I should send you an account of my shipwreck off your island in 1846, and am happy in attempting to do so, albeit a reminiscence of that tragic scene brings forth many painful recollections; and were it not for the many very happy associations connected with it in my intercourse with the islanders and their more than hospitable treatment of myself and crew, I could almost have wished to have buried it in deep oblivion with my sorrow on that mournful occasion.

Here you have my jottings from memory. You can clip out, abridge, or manipulate it in any way you like, except to abbreviate any of my remarks relating to the kindness and whole-souled hospitality of your people to my naked crew and my bewildered self. Their conduct and philanthropic bearing can never be forgotten, or the story too often repeated. Con-

dense the jottings as much as you please, but take nothing from the opinions expressed of your people.

But to my task. The initiatory of that voyage, so replete with perils and which had such a disastrous ending, was during the last days of the year 1845. Under doubled-reefed topsails and reefed courses, with a strong gale from the southwest, we cast off the hawsers of the ship "Earl of Eglinton," and proceeded with a pilot down the Mersey on a voyage to the East Indies, *via* Boston. In less than two hours under reefed topsails we discharged our pilot at the mouth of the river, with the sombre prospect of thick weather and increasing gale, accompanied by an ugly sea. We beat about Liverpool Bay for three days, and like the venerable St. Paul, saw neither moon nor stars for many days. However, with a stanch ship and an outfit which lacked nothing, we managed to find our way in due season to the Atlantic Ocean. From that time till the 13th of March we experienced nothing but a continuation of fierce gales and very ugly and overwhelming seas; the which, whilst we were kept in tormenting suspense, only caused some loss in sails and bulwarks. The ship, however, was stanch and tight, with a strong and willing crew.

During a temporary lull on that day, I noticed with much satisfaction from the general appearance that all her laboring had not disturbed any of her compact proportions.

Taking observations in the evening, verifying at night, we determined our position from Cape Cod, and so shaped our course; but with the traditional fear that English navigators have of Nantucket Shoals, I

shaped a course well clear, as I supposed, but sufficiently to windward so that if the wind should suddenly chop to northwest, I should fetch Boston Bay without beating.

On the 14th, at 9 A. M., the weather became hazy, with a moderate breeze from the southward; sounded, and verified my position by the nature and depth of soundings: was under easy sail, keeping the deep-sea lead going: when near noon, finding the water shoaling, and imagining in the absence of sights that we were seaward of Nantucket Shoals, I hauled up, but still we shoaled; at noon the ship slightly grazed the bottom, and the boatswain, an old shellback of threescore years, fainted in the chains. As soon as we again reached deep water, the best bower was let go and sixty fathoms of cable veered out; but his Lordship barely tightened the chain when it parted, and off we went in as dense a fog as is ever seen on the shoals. We had evidently grounded on the last quarter of flood tide, and the tide ebbing bewildered us by the rips, which to a stranger simulated breakers. Here we were in unknown waters, unable to discover anything a cable's length ahead, and with an increasing gale. Our energies were spent in dodging the breakers, backing, filling, tacking, and going at large, until about midnight, when the lookouts sang out "Breakers all round!" We reduced our canvas even from the shortened stage, and amidst deafening thunder and vivid lightning, we struck very heavily, and to our consternation we had only one and one half fathoms water midships! Then occurred a scene which baffles description. Incipient mutiny was not the least feature, but it would involve

so much of the first person singular were it recited that modestly says, Hold on.

Firing guns, sending up rockets, and pumping ship kept us busy, whilst our distressed vessel was pounding on what we supposed was the Old Man Shoal, until 3 A. M. on the 15th, when with a fearful send we slipped off into deep water. Boats were hoisted out and provisioned, and with boat keepers were veered astern. While continually showing distress signal lights and firing guns, we drifted along between the "rips" and the shore, wishing for daylight and assistance, when the long-looked-for sunrise came; the sky was clear and the breeze more moderate, and to our manifest delight we observed the shore lined with people. Recognizing the facts that the ship had six feet of water in her hold, the rudder disabled, and a salt cargo in bulk, I determined, after a hasty consultation with the officers, to beach the ship as the seeming best way to save life and property. The surf, which was quite visible, seemed to be so overwhelming that it was not deemed prudent to venture in the small boats; but with hastily improvised steering apparatus we followed the shore line until we found what appeared to be a good place, near Tom Never's Head, at which to beach her. We then headed her for the shore, and at about 8 30 A. M. we grounded in five fathoms. At that moment a tremendous breaker struck the ship full in the stern, gutting the cabin and causing all hands to take to the rigging for safety. We were almost within talking distance of a vast number of the citizens of the island, who wished to assist us; but the way did not seem clear. Meanwhile, in an

evil moment, the hands in the long-boat and pinnace cast off from the ship; and in less time than it takes to record it, six out of the eight men were drowned, and the boats made into kindling. The two who were saved may thank the presence of mind of Watson Burgess and Capt. Matthew Crosby for their rescue. Surveying the surroundings, and notwithstanding the host of people anxious to give us assistance, it occurred to the master to swim ashore with a lead line, and thus establish communication between the ship and the shore, and for this purpose he got into the chains; but the deprecatory gestures of the assembled crowd deterred him. Meanwhile some inventive genius wrote on a board, so that we could see it, "Bend a line to an oar"; which we did, and threw it into the water, when it was dexterously hooked with a bluefish drail, hauled ashore and bent on to a stout rope, which we immediately hauled on board, finding instructions wrapped up in rope yarns for us to "make fast a hawser to the mast and lash it to the rope!" which was done as hastily as the overwhelming rollers would permit us. Very speedily they had the hawser tightened to a post on shore, and improvising a pair of hames on a bowline, a good substitute for a sling was made, and by it the supercargo and crew were safely landed. In the interim the boat keepers, contrary to orders, cast off their painters, and very quickly their boats were engulfed in the rollers, and but for the superhuman efforts of two noble gentlemen all would have perished; but two of them were rescued, and I believe one of the rescuers was severely hurt by the

boat striking him.* The last person coming on the running bowline nearly lost his life, the sling parting and dropping him in the surf; but one gentleman added another to his humane attributes by perilling his life † to save that of another, and more dead than alive, with reason for the time taking a recess, the half-drowned man was landed ‡

Well, everlasting thanks and unceasing gratitude are all that the principal actor in these scenes can render to the noble band of islanders who left their warm habitations on that tempestuous morning in March, to rescue entire strangers and foreigners. Ere the writer forgets the kind treatment experienced by the crew of the "Earl of Eglinton," and the spontaneous generosity of the people of Nantucket on that melancholy occasion, "his right hand will forget its cunning and his tongue cleave to the roof of his mouth."

And now, after thirty-six years, while the writer contemplates the many improved methods since employed for saving shipwrecked seamen, he cannot help thinking that the "bear-a-hand-shifts" that the undaunted men of Nantucket used were the initiatory steps toward the establishment of the many life-saving stations for the benefit of shipwrecked sailors, and the improvement of apparatus for giving assistance to vessels in distress.

The "fish-drail" that did its duty for us, with the lead line to which it is attached, have an honored place

* Watson Burgess (deceased).

† Capt. Matthew Crosby (deceased).

‡ Capt. Niven.

amongst the relics of the "Earl of Eglinton," and any one with the most distant claim to be a Nantucketer, who should venture so far inland to visit the "Ancient Mariner," in his cabin amongst the woods, can see them and enjoy the *ceud mille faulte* of himself and family, as well as an oral description of his first visit to America, together with his reflections on a people who, to be fully appreciated, must be introduced in as unceremonious a manner as he was.

JOHN NIVEN.

THORNTOWN, IND., Dec. 29, 1881.

Roll of Honor.

Many instances of bravery and daring are on record, where Nantucket men have perilled life to save others from these wrecks. Believing that the public will be interested in knowing who these brave men are, a list is here given of those who have at various times during the past twenty years been rewarded by the general government and Humane Society, for acts of unselfish daring unsurpassed in the world's history. A number in the list have passed to the "great beyond," but they will find there their heroic deeds inscribed in letters of gold on the great book.

Heman Eldridge	Gold Medal
Wm. Patterson	" "
Thomas F. Sandsbury, complimentary letter and . . .	" "
Frederick W. Ramsdell	" "
Ebenezer Gould	Silver "
George Fisher	" "
Joseph Perry	" "

Hiram Fisher	Silver Medal.
Jesse Eldridge	“ “
Moses Hamilton	“ “
Theophilus Key	“ “
John Hall	“ “
Henry Young	“ “
Meltiah Fisher*	“ “
Alexander Fanning	“ “
Joseph P. Gardner	“ “
Isaac Hamblen	“ “
Geo. A. Veeder	“ “
Henry C. Coffin	“ “
Wm. E. Bates	“ “
James A. Holmes	“ “
Stephen Key	“ “

Alexander B. Dunham has been seven times rewarded by the Humane Society, the reward in each case being in the form of money. A young lad named Horace Cook received a medal from the Humane Society for going down into a cistern, *every man refusing*, and securing a rope around Mr. George E. Mooers, who had gone into the cistern to do some soldering and had become insensible from the fumes of burning charcoal.

Fanning, Gardner, Hamblen, Veeder, Coffin, Bates, Holmes, and Stephen Key, mentioned above, not only received medals and \$10 each, but \$450 was presented them by a number of citizens. This was for their heroic efforts in rescuing the crew of the schooner "Mary Anna," Capt. Lennan, on the 4th of February, 1871. Edward Everett Hale, coming here some time

* Before his medal reached him, Mr. Fisher lost his life in attempting to reach a vessel requiring a pilot.

after, requested to see these men, and feelingly addressed them on the noble work they had performed, giving to each a copy of one of his books.

In the fall of 1881, a vessel loaded with coal struck on the outer bar and filled, the sea making a clear beach over her. Her crew of seven men, who were lashed to the rigging, were all saved by a boat's crew consisting of Benjamin F. Morris, Oliver Chadwick, Leander Small, Joseph M. Folger, Jr., John Norcross, and Frank Meiggs, who in the face of a terrible gale of wind and a furious sea rowed three miles to their rescue. The men on the vessel were found to be so much exhausted that it was necessary to roll them into the boat. The Massachusetts Humane Society rewarded the rescuers with \$10 each for their daring efforts.

Isaac P. Dunham, Isaac P. Coffin, Nathan Fish, Arthur Folger, and Joseph Hendricks, for saving the crew of the schooner "Andrew H. Edwards," which foundered off Tuckernuck in the great gale of April 1, 1879, were rewarded by the same society with \$15 each.

Thomas F. Sandsbury, before spoken of, and who received a gold medal and complimentary letter from the United States government, was accompanied on his perilous trip by the following brave crew, who received each a silver medal and a duplicate letter: —

James C. Sandsbury,	George E. Coffin,
Henry C. Coffin,	Marcus W. Dunham,
John R. Dunham,	Edwin R. Smith,
Andrew Brooks.	

"Greater love hath no man than this, that a man lay down his life for his friend."

Life-saving Station.

Some facts in relation to the life-saving service of the United States are here given. They are taken from the "Revised Regulations for the Government of the Life-saving Service of the United States," kindly loaned the compiler by Joseph B. Macy, Esq.

The line of coast upon which the life-saving service is established is divided into eleven districts, which embrace all the life-saving and life-boat stations and houses of refuge within their respective limits. The second district includes the coast of Massachusetts and Nantucket.

There are three classes of stations authorized by law, which are designated as Life-Saving Stations, Life-Boat Stations, and Houses of Refuge. The first are established in localities remote from settlements, and are furnished with every approved appliance for rescuing the shipwrecked from stranded vessels, and with the means for ministering to the immediate necessities and comfort of the rescued, and for the convenience of the crews regularly employed at such stations during the inclement portions of the year. To this class belongs the one on Nantucket. It has a keeper and seven men, who go on duty at sundown and are relieved every four hours. Many a life has been saved by these men, who patrol, night after night, miles upon miles of sandy beach in the most inclement weather. Theirs is no easy task, and the pay is hardly adequate for the hardships which they undergo. One life-saving station upon this island is hardly enough, and it is hoped that at no distant day the government will see fit to place

another here. The present station is at Surfside, three and one half miles from town. The names of the men are as follows:—

G. A. Veeder, Keeper; B. B. Pease, J. O. Freeman, C. E. Smalley, C. G. Coffin, 4th, Eugene Clisby, J. Williams, Jr., W. H. Norcross.

As a fit conclusion to this article on wrecks, an item is here inserted from the *Boston Herald* of February, 1882:—

“If there be one branch of the public service more than another that deserves generous recognition and liberal reward from Congress, it is the life-saving service. It has been divorced from politics, and its members undergo an amount of arduous and perilous labor that makes their positions the farthest removed from sinecures of any under the government control. The spigot-saving and bung-wasting economy of Congress has reduced the appropriations for this service to so low a figure that many exposed points on the coast have been left unguarded for months at a time; and sleepless vigilance, dauntless bravery, the prime of physical power and endurance, and unvarying fidelity to duty have all been required for the pittance of four hundred dollars a year. The country will sustain the present Congress in dealing liberally with our noble life-saving service.”

YACHTS.

Nantucket can boast of a very fine fleet of small yachts. The majority of them are cat-rigged, and are usually sailed by their owners, who are all very competent and careful men. Northrup, whose bright little book has

been before quoted, says: "Indeed, it is just to say that the sailors of the island bear the very highest reputation for good judgment, skill, and honesty, and that a mishap to a pleasure party under their care is almost an unheard-of thing."

The regular price for taking a party (one person or more) out bluefishing or sharking is eight dollars per day. This includes the services of the master and his assistant, together with hooks, lines, and bait, but not provisions.

Appended is a list of the yachts, with the names of their owners or masters. The tonnage only of those which are required by law (over five tons) to register at the custom-house is here given.

Yachts.

Vesta, William Jernegan, Master	8.13 tons.
Dionis, Barzillai Luce, "	6.27 "
Emily, Joseph Winslow, "	6.12 "
Maia, Wm. C. Dunham, "	5.86 "
L. Roberta, A. H. Adams, "	5.62 "
Clara, A. B. Dunham, "	5.44 "
Lillian, C. E. Smalley, "	5.33 "
Mabel, John M. Winslow, "	5.12 "
Ellouise, Wallace Adams, "	
Flora Temple, Benjamin Pease, Master.	
Windward, Everett Davis, "	
Dawning Light, J. O. Freeman, "	
Magic, Horace Cash, "	
Annie Wilson, Geo. A. Veeder, "	
Sylph, Obed Swain, "	

Zephyr, David Bunker,	Master.
Undine, S. P. Winslow, Jr.,	“
Dauntless, B. R. Burdett,	“
Naiad Queen, Judah Nickerson,	“
Metamora, T. M. Dunham,	“

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ATLANTIC AVENUE
To the South Shore & Outer Side.

NANTUCKET RAIL ROAD

To Polpis & Thawine
To Scituset

To the South Shore.









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