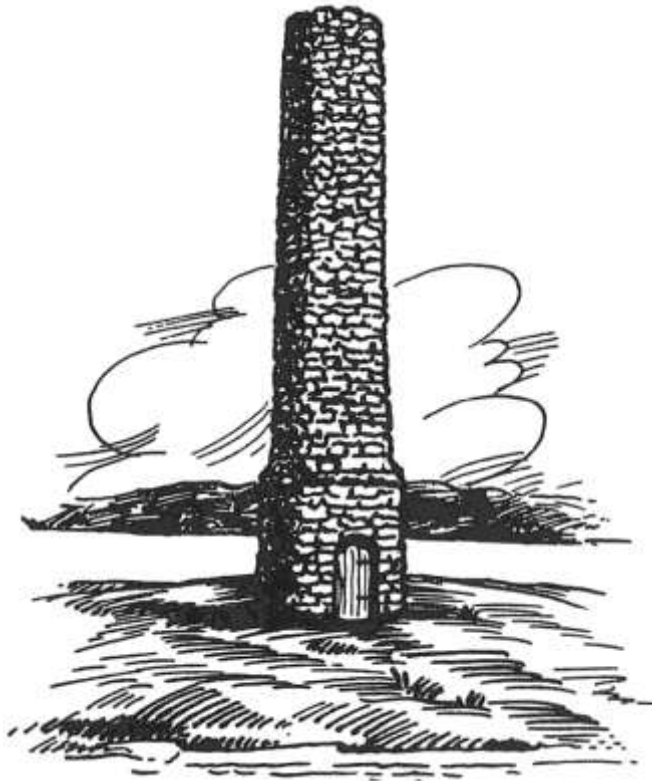


THE STORY OF CUTTYHUNK



LOUISE T. HASKELL

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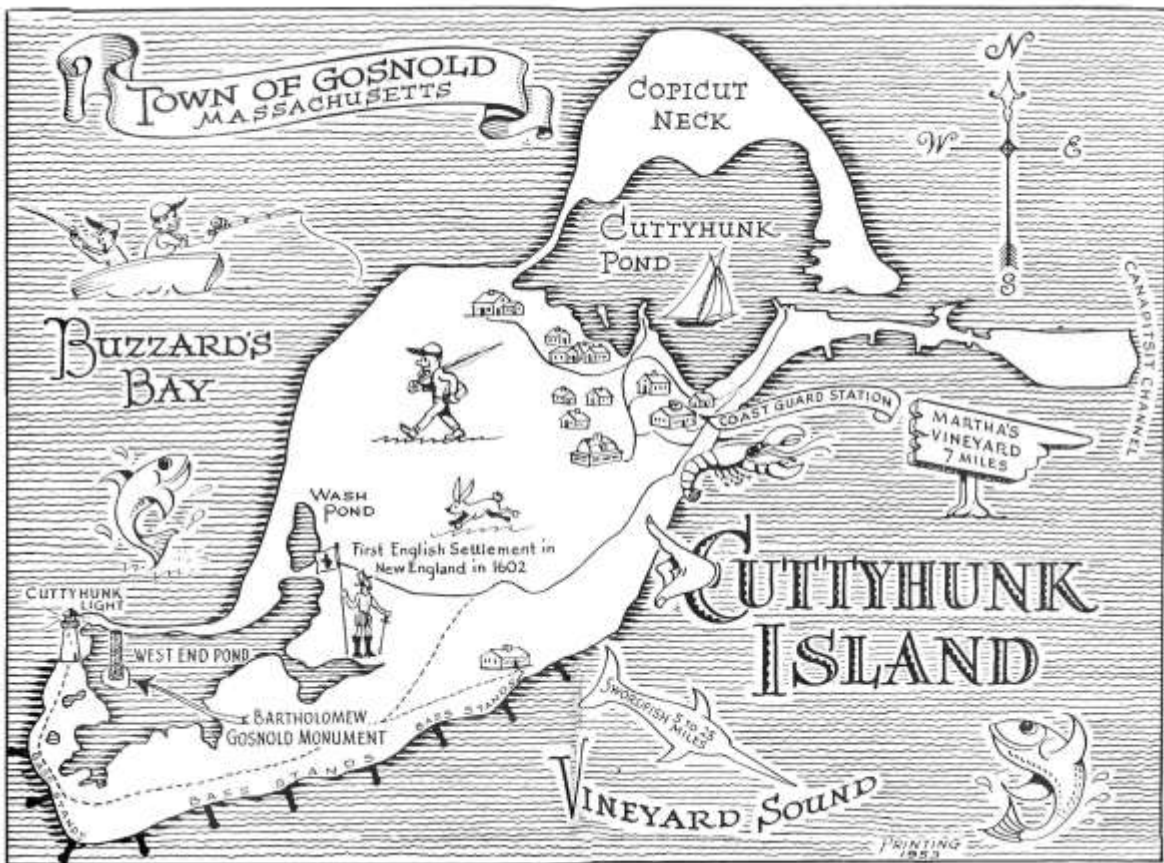
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Dedicated to All my
Cuttyhunk Pupils
For whom this research
was first undertaken



Introduction

After twenty-six years of life on Cuttyhunk, twenty-three of which were spent as teacher of the Cuttyhunk School, I was asked by the school committee: Mrs. Sarah J. Tilton, Mrs. Doris Bosworth, and Mrs. Ellen Veeder to write the history, geography, and legends of the island for use in the schools and for sale to those who are interested.

Such a project has been one of my pet dreams ever since I first became interested in the subject and began research on it for the purpose of teaching home geography and history to my pupils back in 1926.

Since the present year is the three hundred and fiftieth anniversary of the landing of Captain Bartholomew Gosnold and his expedition on Cuttyhunk, this pamphlet might be considered a slight memento of that event.

If there are any errors or omissions in the account, it is because of the dearth of early records and the difficulty of obtaining facts from other sources, as well as the universal proclivity of mankind to error. However, I have checked the subject matter herein as carefully as possible and cite my sources in the bibliography at the end of the account.

Much of personal history is of necessity omitted from a document of this kind which is not concerned with that phase of island life. However, like any other spot on earth, much of the color of Cuttyhunk is due to the personalities of its inhabitants and their ancestors.

I hope those who read these pages may obtain from them as much pleasure as I have enjoyed in the writing of them.

Louise T. Haskell
1952

What and Where is Cuttyhunk?

Cuttyhunk is the westernmost of the Elizabeth Islands which stretch from Woods Hole westward, and separate Vineyard Sound and Buzzards Bay. The chief Elizabeth Islands are these:

Cuttyhunk, Penikese,
Nashawena, Pasque (nese)
Naushon, Nonameset,
Uncatena and Weepeckets.

The chart shows sixteen islands in the Elizabeth group as follows:

Nonamesset - $1\frac{1}{4}$ miles long, $\frac{1}{4}$ mile wide
Uncatena - $\frac{3}{4}$ miles long, $\frac{1}{2}$ mile wide
Veckatimest
West Buck Island - not named on the chart but known thus to Naushon owners
and residents
Bull Island
Weepeckets - three small islands
Cedar
Naushon - 7 miles long, $1\frac{3}{4}$ miles wide
Pasque - $1\frac{3}{4}$ miles long, 1 mile wide
Nashawena - 3 miles long, 1 mile wide
Penikese - $\frac{3}{4}$ miles long, $\frac{1}{2}$ mile wide
Gull Island - $1\frac{1}{4}$ miles long - really a ledge of rocks
Cuttyhunk - $2\frac{1}{2}$ miles long, $\frac{3}{4}$ miles wide

The Elizabeth Islands together with Martha's Vineyard, Chappaquiddick and No-Man's Land form Dukes County in the Commonwealth of Massachusetts. Dukes County gets its name from the Duke of York, who in 1664 received from his brother, Charles II King of England, a grant of New York including Long Island, Martha's Vineyard, Nantucket and the adjacent islands.

Cuttyhunk is a shortened form of the Indian name Poo-cutohhunkunoh. This Indian name has received many translations and may be a compound of Pohauetahunkunoh, which in Algonquin means an open, cleared, broken up field, or a planting field. However, it seems more probable from the description of the island as given by Gosnold's expedition that it may be from another Algonquin word series which means, "Point of Departure" or "Land's End." It is difficult to trace the meaning of the early Algonquin place names.

One writer has said that "Cuttyhunk is an experience entirely surrounded by water"; another has called it the "True Treasure Island". To those of us who live on it, or return to it each year for vacation it seems more like the Irishman's song about Ireland, "a little bit of heaven."

GLACIAL ORIGIN

Thousands of years ago a great ice sheet or glacier covered all the northern part of the world, and like a great river slowly worked its way south. When it reached Cape Cod it began to melt, and as it came into contact with the Gulf Stream or the North Atlantic Drift, which is a current of warm water flowing north eastward about one hundred miles from Cuttyhunk, it melted quickly and dropped the earth, sand, rocks and other material which it had scraped up as it ground along.

Our island and the other Elizabeth Islands which form our town of Gosnold was formed by these glacial droppings. Geologists, men who have made a study of the formation of the earth, think that at one time these islands may have been a part of Cape Cod.

We know that our island was made by the ice sheet because it is covered with rocks and stones which are like those found only in the mountains of Vermont and New Hampshire. We also find pudding stone which must have come from around Boston. Besides, just look at the rounded topped, oval shaped, long hills on Cuttyhunk. Such hills are called drumlins and are formed of glacial drift.

The shape of our island is almost that of a lobster with one claw broken off. It is about two and a half miles long by three-fourths of a mile wide. It has a narrow strip of sandy or rocky beach which ends abruptly in steep, rocky, sandy or clay cliffs on the north, south, and west sides. The East end of the island is formed by two long narrow peninsulas. The southern peninsula is washed by Vineyard Sound and at its east end stands the Old Coast Guard Station (or perhaps I should say, stood, for it is to be removed to Menemsha Bight in the near future). This peninsula has a sharp bend toward the north and in the shallow waters of this bend surf bathing and fishing may be enjoyed. The northern peninsula forms a hook which is connected with the main island by a narrow beach which is sandy or rocky depending upon the material washed up by the storms and tides. This peninsula is shown on the maps and charts as Copicut Neck but is usually called The Neck by those who live on the island. These two peninsulas enclose the harbor called The Pond which forms a sheltered anchorage for the fishermen and for visiting yachts.

At the West End of the island is a large pond known as the West End Pond. For years this was a fresh water pond, but some years ago the sea broke through the beach on the north side and the pond has become an arm of the sea. In this pond stands Gosnold's Island with its monument.

Just east of the West End Pond is a small fresh water pond which is a home for turtles and frogs. In the old days this pond was used for cutting ice and washing sheep, thus it has become known as The Wash Pond.

Cuttyhunk is made up of rolling hills with deep grassy valleys in between. The highest point on the island is The Lookout where the United States Coast Guard maintains a Watch House. This hill is one hundred and fifty four feet above sea level. The Wigwam, so called from its conical shape, is slightly south of the center of the island and from its shape might be an Indian burying mound, but it is surely a drumlin. There are several low grassy meadows on the island which would make excellent pasturage for cows and where mushrooms grow wild. In the old days cows and sheep did graze in these meadows.

Between Cuttyhunk and its neighboring island, Nashawena, is a harbor which is capable of sheltering large vessels. Between Nashawena and Cuttyhunk is a strait known as Canapitsit. A strong tide rip runs through here and makes it a dangerous passage for amateur mariners. This strait is full of huge boulders where lurk the striped bass for which Cuttyhunk has become famous. From the accounts of Gosnold's voyage it seems probable that at the time of their visit this strait may have been an isthmus and Nashawena and Cuttyhunk may have been one island.

To the west of Cuttyhunk stretches Sow and Pigs Reef where the Vineyard Sound Lightship is stationed. On this reef many a vessel has been wrecked and here cod fishing and tautoging are carried on. Northwest of Cuttyhunk, farther away than the Vineyard Sound ship is Hens and Chickens Lightship which guards a reef at the entrance to Buzzards Bay.

Most of the New England wildflowers are found on Cuttyhunk. Many birds make their homes on the island in spite of the lack of trees. Many kinds of warblers, swallows, meadow larks, red-winged blackbirds, thrush and numberless gulls, terns and sandpipers. Many other varieties stop over here while in migration.

EARLY HISTORY

About the year 1000 certain Norsemen left Greenland and landed somewhere on the coast of America between New York City and Halifax, Nova Scotia. The exact spots of their landings cannot be determined from the accounts given in the Flatey Books or The Saga of Eric The Red, which are the only Norwegian accounts available. However, many scholars believe that the land and islands described in these accounts are Cape Cod, Martha's Vineyard and the Elizabeth Islands. So it is probable that the first white men to land on Cuttyhunk were these Norsemen. Certainly their description of the bay which they called Straumfiord (Bay of Currents) with its many islands separating it from the open ocean is an excellent description of Buzzards Bay.

Between the year 1000 and 1602 many European mariners and fishermen crossed the Atlantic but few of their voyages were written about. In the few cases where old letters and manuscripts are still found it would seem probable that a number of early voyagers touched our island, but nothing can be known for certain until Gosnold made his voyage.

On March 6th, 1602, with a company of thirty-two men, Bartholomew Gosnold sailed from Falmouth, England intending to plant a colony in the new world of America. His voyage was described by two of the men of his company, Gabriel Archer and John Brereton and in a letter which Gosnold himself wrote to his father. This voyage was made with the supposed permission of Sir Walter Raleigh, who at that time was high in the favor of Queen Elizabeth and had been given all rights of colonization in the new land. However, in letters from Raleigh some doubt is cast on whether Gosnold's voyage was under Raleigh or was an independent undertaking.

The descriptions given in the accounts of Gabriel Archer and John Brereton and in Gosnold's letter show beyond a doubt that Gosnold's men landed on Cape Cod, Martha's Vineyard and Cuttyhunk, after touching land in the vicinity of Kennebunkport, Maine.

THE VOYAGE AND LANDING OF BARTHOLOMEW GOSNOLD

In March 1602, in a small bark, The Concord, with thirty-two men, among whom was Sir Humphrey Gilbert's son, Bartholomew Gilbert, Gosnold sailed from Falmouth, England. The first land sighted in the New World was in southern Maine, near Portland. They sailed southward and came upon the shores of New Hampshire, where they met some Indians who had evidently been in contact with European fishermen for they had some "Christian words" and "one of them wore waistcoat, breeches, stockings, shoes and hat made by Christians."

The following is from the account of Gabriel Archer, "a gentleman in the said voyage".

"Finding ourselves short of our purposed place, we sailed westward. A bout sixteen leagues from thence we perceived two small islands" (probably Boone Island and the Isle of Shoals.) "About three of the clocke the same day in the afternoon we weighed and standing southerly off into the sea the rest of that day and night following, with a fresh gale of wind, in the morning we found ourselves imbayed with a mighty headland; but coming to anker about nine of the clocke the same day, within a league of the shore, we hoisted out the one half of our shallop and Captain Bartholomew Gosnold, myself and three others went ashore, being a white sandie and very bolde shore; and marching all that afternoon with our muskets on our necks, on the highest hills which we saw at length we perceived this headland to be parsell of the maine, and sundrie islands lying almost around it and returned to our ship where in five or six hours absence we had pestered our ship so with cod fish that we threw numbers of them overboard againe." They named this peninsula Cape Cod.

The next day the Concord proceeded "round about this headland almost all the points of the compasse" and came upon the two easterly points of Cape Cod which have eroded away in the years since, but which are remembered by men still living.

Gosnold sailed around Cape Cod and came upon NoMan's Land which he named "Martha's Vineyard". "The island is five miles and hath 41 degrees and one quarter latitude. The place most pleasant; for the two-and-twentieth, we went ashore, and found it full of wood, vines, gooseberry bushes, whortleberries, raspberries, eglantines, etc. Here we had cranes, stearnes, shoulers, geese, and divers other birds which there at that time upon the cliffs being sandy with some rocky stones, did breed and had young. In this place we saw deer: here we rode in eight fathoms near the shore where we took great store of cod,-as before at Cape Cod, but much better."

"The four and twentieth, we set sail and doubled the Cape of another island next unto it, which we called Dover Cliff, and then came into a fair sound, whence we rode all night; the next morning we sent off one boat to discover another cape, that lay between us and the main, from which were a ledge of rocks a mile into the sea, but all above water, and without danger; we went about them and came to anchor in eight fathoms, a quarter of a mile from the shore, in one of the stateliest sounds that ever I was in. This we called Gosnold's Hope; the north bank whereof is the main, which stretcheth east and west. This island Captain Gosnold called Elizabeth's Isle, where we determined our abode; the distance between every of these islands is from Martha's Vineyard to Dover Cliff half a league, over the sound, thence to Elizabeth's Isle one league distant. From Elizabeth's Isle unto the main is four leagues. On the north side, near adjoining unto the island, Elizabeth, is an islet in compass half a mile, full of Cedars, by me called Hill's Hap, to the northward of which, in the mouth of an opening on the main, appeareth another the like, that I called Hap's Hill, for that I hope much hap may be expected from it.

The five-and-twentieth, it was that we came from Gosnold's Hope. The six-and-twentieth, we trimmed and lifted up our shallop. The seven-and-twentieth, there came unto us an Indian and two women, the one we supposed to be his wife, the other his daughter, both clean and straight-bodied, with countenance sweet and pleasant.

The eight-and-twentieth we entered counsel about our abode and plantation, which was concluded to be the west part of Elizabeth's island. The north-east thereof running from out our ken. The south and north standeth in an equal parallel. This island in the western side admitteth some in creeks, or sandy coves so girded, as the water in some places of each side meeteth, to which the Indians from the main do oftentimes resort for fishing of crabs. There is eight fathoms very near the shore and the latitude here is 41degrees 11 minutes, the breadeth from sound to sound in the western part is not passing a mile at most, altogether unpeopled and disinhabited. It is overgrown with wood and rubbish, viz, oaks, ashes, beech, walnut, witch-hazel, sassafras and cedars, with divers other unknown names. The rubbish is wild pease, young sassafras, cherry trees, vines, eglantines, gooseberry bushes, hawthorn, honeysuckles, with others of like quality. The herbs and roots are strawberries, raspberries, ground-nuts, alexander, surrin, tansy, etc. without count. Touching the fertility of the soil by our own experience made we found it excellent; for sowing some English pulse; it sprouted out in one fortnight almost half a foot. In this island is a stage or pond of fresh water, in circuit two miles, on the one side not distant from the sea thirty yards, in the center whereof is a rocky islet, containing near an acre of ground full of wood, on which we began our fort and place of abode, disposing itself so fit for the same.

The nine-and-twentieth, we labored in getting of sassafras, rubbishing our little fort or islet, new keeling our shallop and making a punt or flat-bottomed boat to pass to and fro our fort over the fresh water, the powder of sassafras in twelve hours cured one of our company that had taken a great surfeit, by eating the bellies of dog fish, a very delicious meat.”

The account goes on to tell how Captain Gosnold and some of the company, on the 30th went in the shallop towards Hill’s Hap (Penikese) to view it and the sandy cove and brought back with him a canoe that four Indians had left there, having fled away for fear of the white men. This canoe they took back to England with them. What a commentary on the supposed Christianity of these first Englishmen! They were the first to take from the Indians what rightfully belonged to the natives. Small wonder that the Indians later gave them trouble.

The thirty-first Captain Gosnold and some of the party sailed to the mainland where they were met by Indians who gave them skins, tobacco, turtles, shell chains and treated them “with all courteous kindness.” The first of June, the account says “worked at gathering sassafras and building the fort,” also on the second, third and fourth they labored to complete their fort.

On the fifth of June they were visited by fifty savages from the mainland all armed with bows and arrows. Captain Gosnold gave the Indian who seemed to be chief a straw hat and a pair of knives.

The sixth of June was rainy and the company spent the day aboard the Concord.

On June seventh the band of Indians came to visit again and ate dinner with the Englishmen.

On June 8th the company divided the food so that some should stay with those who were to remain in the fort and some for those who were to return to England on the Concord. There arose a controversy as to this division and some of those who had expected to remain now wanted to return to England.

On the ninth the account says that they continued work on the fort.

On the tenth Gosnold took the Concord “to the little islet of Cedars, called Hill’s Hap, to take in cedar wood leaving me (Gabriel Archer) and nine more in the fort with only three meals meat, and promised to return the next day.”

“The eleventh, he came not, neither sent, whereupon I commanded four of my company to seek out for crabs, lobsters, turtles, etc. for sustaining us till the ship returned, which was gone clean out of sight, and had the wind chopped up at south-west, with much difficulty would she have been able in short time to have made return. The four purveyors, whom I counseled to keep together for their better safety, divided themselves, two going one way and two another, in search as aforesaid. One of these petty companies was assaulted by four Indians, who with arrows did shoot and hurt one of the two in his side, the other, a lusty and nimble fellow, leaped in and cut their bow strings, whereupon they fled. Being late in the evening, they were driven to

lie all night in the woods, not knowing the way home through the thick rubbish, as also the weather was somewhat stormy. The want of these sorrowed us much, as not able to conjecture anything of them unless very evil.”

“The twelfth these two came unto us again, whereat our joy was increased, yet the want of our Captain, that promised to return as aforesaid, struck us in a dumpish terror for that he performed not the same in the space of almost three days. In the mean we sustained ourselves with alexander and sorrel pottage, ground nuts and tobacco, which gave nature a reasonable content.” At last on the thirteenth Captain Gosnold returned, but now those who had expected to remain and found a colony refused to do so and the idea was given up. The thirteenth, fourteenth, fifteenth, and sixteenth the company spent in loading the Concord with sassafras, and cedar leaving the little fort to itself.

“The seventeenth we set sail, doubling the rocks of Elizabeth’s Island, and passing by Dover Cliffs, came to anchor at Martha’s Vineyard being five leagues distant from our fort, where we went ashore, and had young cranes, hernes, howes, and geese, which now were grown to pretty bigness.”

“The eighteenth we set sail and bore for England. The winds do range most commonly upon this coast in the summertime, westerly. In our homeward course we observed the aforesaid floating weeds to continue till we came within two hundred leagues of Europe. The three and twentieth of July we came to anchor before Exmouth.”

From the foregoing account of Gabriel Archer it is evident that Gosnold called No-Man’s Land, Martha’s Vineyard and what we now know as Martha’s Vineyard, Dover Cliffs. The latter name was given, no doubt, because of the similarity between Gay Head and the Dover Cliffs of England.

In John Brereton’s account of the voyage he says that the bay which was at first called “Gosnold’s Hope” was later renamed “Buzzard’s Bay” because of the many seafowl which were there.

INDIAN LIFE ON CUTTYHUNK

As far as can be ascertained no Indians lived on Cuttyhunk, but they used it as a place from which to fish occasionally, or for hunting. From early records some of the Indians of the Pokanawkets, a subdivision of the Wampanoag tribe, which was part of the Algonquin race did live on Naushon, Pasque and Nashawena. These island Indians were under King Philip of Pokanawket during his lifetime, but there is no record that any of the Elizabeth Islands were involved in King Philip’s War.

CUTTYHUNK BETWEEN 1602 AND 1864

The failure of the Gosnold expedition to found a colony left Cuttyhunk without permanent inhabitants until 1688 when, as far as can be determined Ralph Earle Jr. became the first permanent settler.

1606 - In 1606 the Elizabeth Isles were included in the territorial grant of the king of the Council for New England, but when the corporation dissolved in 1635 and divided the New England coast among themselves they were not assigned by name to either Gorges or Stirling. The Council for New England was a corporation of forty members and included Sir Fernando Gorges, who was most active in colonizing schemes, and Alexander, Earl of Sterling. When the Council for New England was broken up in 1635 Sir Fernando Gorges received a grant “of the province of Maine from the Piscataqua to the Sagadahoc and hereunto is added the north half of the Isle of Shoals and also the isles of Capawock and Nautican” (Martha’s Vineyard and Nantucket) Alexander, Earl of Sterling claimed all the islands from Long Island to Cape Cod.

1641 - Sterling’s agent in 1641 sold Martha’s Vineyard and Nantucket to Thomas Mayhew of Watertown and in the deed gave Mayhew the right to “plant” upon the Elizabeth Isles. The agent of Gorges made no claim to the islands. It does not appear from the record that Mayhew made any attempt to colonize the islands until 1688.

1654 - In 1654 Mayhew and his son received a deed from the Indian Sachem of Monument for the Elizabeth Isles, first receiving Cataymuck (Naushon) and later Nunamesset (Nonamesset). In this deed it appears that the other islands had been deeded earlier but not recorded.

1663 - 1665 - Meanwhile the proprietorship of these islands was transferred from Lord Stirling’s heirs to the Duke of York in 1663 although they are not mentioned by name in the Duke’s patent of 1665.

1667 - In 1667 Colonel Richard Nicolls, the Duke’s representative in New York, wrote to Mayhew that “all the islands except Block Island from Cape Cod to Cape May are included in my Master’s patent.” This was sufficiently comprehensive to include the Elizabeth group.

1668 - In 1668 Thomas Mayhew sold Cuttyhunk to Philip Smith, Peleg Sanford and Thomas Ward all of Newport, Rhode Island.

1670 - Colonel Francis Lovelace in his notice of May 16, 1670 addressed it “to all persons concerned who laye clayme or have any pretence of interest in - any of the Elizabeth Isles” among other places enumerated were under the jurisdiction of New York.

1671 - It is known that some of the islands were purchased by William Brenton of Newport sometime before 1671 but no record of it has been preserved save an adjudication of his title in that year. In 1671 the Elizabeth Islands were a part of Tisbury Manor which was under control of Thomas Mayhew and his son.

1685 - In 1685 the Elizabeth Islands were transferred to Martha's Vineyard Manor.

1688 - In 1688 Peleg Sanford acquired the rights of Phillip Smith and Thomas Ward and sold one half of the island to Ralph Earle of Dartmouth, who in the same year sold to his son Ralph Jr. who became, as far as can be determined, the first permanent settler. It would appear that these men from Newport and Dartmouth were chiefly interested in the lumber which could be cut from Cuttyhunk and they successfully denuded it of the lush growth described in the Gosnold accounts.

1691 - In 1691 the Elizabeth Islands were assigned to Dukes County.

1693 - Ralph Earle Jr. sold a quarter of the island to his brother William and in this same year Peleg Slocum, of Dartmouth, by successive purchases of the holdings of these two brothers and Peleg Sanford became the sole owner of Cuttyhunk, Penikese, and Nashawena. The Slocum family continued to reside here for the next two hundred years.

1789 - In 1789 Christopher and Giles Slocum were the owners of Cuttyhunk.

1858 - In 1858 William C. N. Swift, Thomas Nye and Eben Perry sailed out from New Bedford in one of their whaling ships which was bound on a voyage. They left their whaler about ten miles south of Cuttyhunk and took the pilot boat to return to New Bedford. A severe storm came up and they had to land on Cuttyhunk where they passed the night and were hospitably entertained by Otis Slocum, the owner of the island. In the morning, when about to depart, they offered Mr. Slocum some compensation for his hospitality, which he declined, and they desiring to show their appreciation for his kindness, asked him what he would sell them Gosnold's Island for. He told them he would sell it for fifty dollars. These gentlemen purchased it and at their death it became the property of their heirs."

THE ELIZABETH ISLANDS BECOME THE TOWN OF GOSNOLD

In 1788 Holder Slocum and five others describing themselves as "Proprietors of the four Elizabeth Islands (so-called) known by the names of Peskanees, Nashurnnah, Cutterhunker, and Pennokees' petitioned the General Court for a separation from Chilmark and annexation to Dartmouth. The reasons assigned by them for this change of jurisdiction were as follows: (1) "There is a great disparity in the assessment of their taxes from which they cannot gain any relief without passing twenty miles over sea." (2) They have not been notified "when a valuation was about to be taken". (3) "If obliged to have recourse to law - the remedy (to use an old proverb) might be worse than the disease" (4) that "agreeable to the Maxim Taxation and Representation ought ever to go hand in hand," they conceived themselves deprived of one of the "Essential Rights of Freemen as they have no voice in the election of Town Officers for said Chilmark" (5) They could offer "many other just and weighty reasons" but concluded that these were sufficient.

The General Court directed that the town officers of Chilmark and Dartmouth be notified of the petition and given an opportunity to be heard thereon. (Mass. Archives Senate Documents No. 1093) Under date of December 25, 1788 Robert Allen, town clerk of Chilmark filed the remonstrance of that town in which the allegation of the petitioners are traversed. He stated: (1) That no petitions for relief from taxation had ever been received from the Elizabeth Islands (2) That persons residing on said Islands have at several times been persuaded by the inhabitants of Chilmark to have an assessor chosen amongst them but they have ever refused; (3) that the petitioners were exceedingly mistaken with regard to the situation of the said islands - as the distance from Dartmouth to the Islands is nearer seven leagues and from Chilmark to said Islands but seven miles.”

“The exceedingly unconvincing terms” cited by the Chilmark authorities though the “many other just and weighty reasons,” which remained unspoken by the petitioners might have borne unexpected weight with the court, had not the House of Slocum been divided against itself. Under date of January 8, 1789, Christopher and Giles Slocum of Cuttyhunk calling themselves the owners of that island, sent in a remonstrance against the proposed change of jurisdiction, and the petitioners, on January 23rd, 1789 were given leave to withdraw. This ended the first campaign for separation.

SEPARATION AND INCORPORATION

For three quarters of a century the idea of independent existence slumbered and two generations of people passed out of existence. With a handful of voters and no political influence the prospect of severing relationship with Chilmark are chimerical. The growth of the summer tourist and seashore visitor revived the sentiment and to this was added the wide personal and business relations of John M. Forbes, the “Master of Naushon”. In 1863 this sentiment had crystallized, and the inhabitants of the several islands began anew the campaign for separation. Petitions signed by Edward Merrill, John Flanders, John W. Flanders, Benjamin B. Church, George N. Slocum, John M. Forbes, Willard Besse, Otis Slocum, Harry A. Slocum, Joseph Tucker, Charles C. Church, Henry J. Allen, W. R. Veeder, Daniel Hamland Jr. and Henry P. Macomber, were presented to the General Court asking that the islands be incorporated by the name of “Monohansett”. They alleged unequal taxation, appropriations, division of town officers, etc. and the usual accompaniment of loss of rights and privileges.

Notice was served on Tristram Mayhew, Samuel T. Hancock, and John Hammett, as Selectmen of Chilmark, and on December 22nd that year they were directed by the town to present a remonstrance. This they did and stated in objection that the proposed town “is a portion of the small town of Chilmark owned principally by non-residents and very sparsely populated; and that all the legal voters are but sixteen in number, a part of whom are tenants and laborers, temporary residents, and they are not sensible of unequal taxation.”

Notwithstanding the apparent absurdity of incorporating such a few persons into a body politic, yet the great influence of Mr. Forbes prevailed and the prayer of the petitioners was granted. The name selected, however, was not that asked for, but instead Gosnold was chosen in honor of the first discoverer, and on March 17, 1864 an Act to Incorporate the Town of Gosnold was signed by Alex H. Bullock, Speaker of the House of Representatives, J. C. Field, President of the Senate and attested by Oliver Warner, Secretary of the Commonwealth.

POLITICAL BEGINNINGS OF GOSNOLD

The warrant for the first Town Meeting was issued and signed by Richard L. Pease, Justice of the Peace at Edgartown and was addressed to John W. Gifford of Gosnold. It was posted on Naushon, Nashawena, Penikese, Cuttyhunk and Pasque Islands at the homes of the following inhabitants: John W. Gifford, Naushon; Richard Merrill, Nashawena; John Flanders, Penikese; Benjamin Church, Cuttyhunk; and Ebenezer Norton, Pasque.

The first Town Meeting was held “at the farmhouse on the western end of Naushon near Robinson’s Hole, on Monday May 23rd 1864 at one o’clock”. The town meetings for the first ten years were all held on Naushon. At this first meeting there were only twelve voters. The officers chosen at that meeting were: Moderator, Abraham C. White; Town Clerk and Treasurer, Samuel E. Shiff; Selectmen and Assessors, Abraham C. White, Benjamin B. Church, John W. Gifford; Collector of Taxes, Frederick S. Allen; School Committee Abraham C. White, Benjamin B. Church, John W. Gifford; Constables, George N. Slocum, Peter C. Wainwright, John W. Flanders.

A second Town Meeting was held in June of 1864 when the amount of one hundred dollars was appropriated for schools and a note for \$1,837.63 was given to the Town of Chilmark as Gosnold’s share of indebtedness incurred before separation from Chilmark.

It is interesting to note that the same three men were re-elected as Selectmen and Assessors for nine years, or until 1873 when the following men were elected; George L. Barney, Charles C. Church, and Timothy Akin.

In 1872 a committee was selected to purchase a piece of land and build a school on Cuttyhunk and in 1873 the sum of \$900.00 was appropriated for building the schoolhouse.

The first Town Meeting held on Cuttyhunk was in 1874 when the new schoolhouse was used as the meeting place and fifteen votes were recorded.

The voting list of 1875 is interesting because of the names of ancestors of some of the present Cuttyhunk families therein enrolled. The list is as follows:

Timothy Akin	John Duncan
Charles Akin	Reuben Dyer
Frederick S. Allen	Francis A. Flanders
Henry J. Allen	Oliver C. Grinnell
Holder Allen	W. H. Haskins
William W. Allen	Orin Keeney
Daniel Black	Alvira Lewis
Azel Bates	Richard Norton
Leonard Besse	S. Austin Smith
George Barney	Samuel Smith
Benjamin Church	Alonzo B. Veeder
Charles C. Church	William Veeder
Albert F. Church	William Veeder Jr.

At the Town Meeting of 1889 several items of interest came up. The Cuttyhunk Club gave the town the land for a cemetery. It was voted to build a building for housing the equipment of the Sealer of Weights and Measures, said building to be 10x12x8. The Warrant for this 1889 meeting was the first one posted in the Cuttyhunk Post-office.

In 1892 it was voted to locate a library in the building known as the Town House (the building built to house the weights and measures). The first Library Trustees were elected. They were Josiah W. Tilton Mrs. Annette B. Veeder and Alfred Eisner. It was voted to raise the sum of \$1,500. for the library. The next year the first Librarian was elected, Mrs. Albina F. Veeder, at a salary of \$20.00.

POPULATION

There are but few references available concerning the number of persons living on the Elizabeth Islands before 1800 and none before the middle of the eighteenth century. In 1761 it was stated that there were "near twenty families" here and we can estimate that this represents about ninety persons. In 1777 there were reported seventeen families and "about one hundred souls" (Mass. Arch. CXVII 758). The census of 1790 gives 13 on Cuttyhunk, 10 on Nashawena, 21 on Pasque, and 59 on Naushon, a total of 103. No further records exist until after 1864 when the islands became the Town of Gosnold. The latest figures show 125 living on the Islands.

THE CUTTYHUNK CLUB

In 1864 a group of New York gentlemen who had been members of The West Island Club located at Sakonnet Point, became dissatisfied with that Club's regulations and decided to look about for another situation where they might start a club with regulations which suited them. They came to Cuttyhunk in the yacht "Theresa," under the guidance of Captain Joseph F. Gifford and the following year bought the larger part of the island, organized their fishing club and established their fishing stands.

When first organized the membership was fixed at fifty, but afterwards the number was increased to sixty and later to seventy-five. The admission fee was \$300. An applicant for election to membership was rejected if there was a single vote against him.

The first president of the Cuttyhunk Club was Henry P. McGowan, who controlled a line of steamboats plying on the Hudson River. His son, Reverend William McGowan of the Five Points Mission, New York, was an annual visitor to Cuttyhunk for many years.

The Cuttyhunk Club, at one time, had twenty-six fishing stands extending completely around the island and each stand was occupied during all fit weather. Every night the members met to draw for stands to be used on the following day. A record was kept of the daily catch, showing number of fish caught, by whom, on what stand, and the weight of each fish. Each fisherman employed a boy to "chum" the fishing place. That is the boy would bait the fisherman's hook with a choice bit of lobster tail and break the rest of the lobster body into small pieces which he threw overboard to toll the bass toward the bait. Sometimes menhaden, ground up, were used as "chum". The usual bonus for the "chummer" was \$1.00 per fish, but sometimes when an unusually large fish was pulled in the bonus might be increased.

Besides the shore fishing, the Cuttyhunk Club stocked the West End Ponds with black bass and perch. The Cuttyhunk Club gave the Cuttyhunk Church the land for its House of Worship in 1880 and the deed for the land was signed in 1882 by William R. Renwick for the Club.

Every July 4th the Club members entertained the residents of the island at the Club. This old custom has been revived by the present owners, Mr. and Mrs. Robert Moore.

William Wood bought out the Cuttyhunk Club's interest in the island in 1921. Mr. Wood had previously built The Avalon Club, and after gaining possession of the land and buildings from the Club he endeavored to buy all property which was for sale, in an effort to make the island a summering place for himself and his friends.

However, many of the pilots and fishermen who had acquired property from the Slocum family wished to remain on the island and did not desire to sell their holdings. Mr. Wood was instrumental in many improvements made on Cuttyhunk such as sewage, town water, telephone, and harbor improvements.

PILOTS, FISHERMEN, LIFE SAVERS

As it natural for island peoples all over the world, the chief interest and work of the men of Cuttyhunk has been and is seafaring and fishing.

While the first owner to live on Cuttyhunk, Ralph Earle Jr. from Dartmouth, was doubtless most interested in lumbering and farming, it was not long until men whose chief interest was in piloting began to make their homes here, and in the intervals between piloting jobs took up cod fishing, lobstering, quahogging, and farming.

In the early days of the town, lobstering was the summer fishing occupation. In the spring and fall mackerel was caught and in the fall the boats went cod fishing off Sow and Pigs. In the winter, rigged out with quahog rakes, the larger lobster boats dragged for quahogs. Crab and eel pots were also set by some of the men.

Today bass fishing and sports guiding is the chief occupation of most of the men, although some lobstering, cod fishing and quahogging is carried on.

PILOTS

In the days when whaling was the chief business of the port of New Bedford and Clipper Ships were busy in the China and West India trade, pilots were needed to usher vessels into and out of New Bedford harbor. What better vantage point could there be for sighting ships needing such service than the island of Cuttyhunk? So it came about that for many years pilots made their homes on Cuttyhunk and their Lookout was the hill of that name. As late as 1903 Miss Elizabeth Watson writing an article entitled "The Modern Settlement At Cuttyhunk" for the Old Dartmouth Historical Society says: "On the hills we often see motionless figures with spyglasses, watching for incoming ships, for piloting is still a business with the men of Cuttyhunk, and one of the men of the island told me that eleven ships were once taken into New Bedford in a single day by Cuttyhunk pilots."

An article in the New Bedford Sunday Standard of April 17, 1921 lists the Cuttyhunk Pilots of that date as "Frank B. Veeder, Carlton Veeder, George King, Walter H. Allen, Charles C. Allen and Russell Rotch, all of whom with the exception of Charles C. Allen, who has not taken a ship in for sometime because of his age, stand ready at all times to pilot vessels in and out of Buzzards Bay and through Vineyard Sound.

A look at the recorded shipping list of coastwise vessels in the early years gives an idea of the necessity for pilots.

RECORDED NUMBER OF COASTWISE VESSELS

Year ending June 1829 passed through Vineyard Sound - 11,653

Year ending June 1830 passed through Vineyard Sound - 12,603

Passed Cuttyhunk 1n three months in 1851

Ships	182
Brigs	544
Schooners	4991
Sloops	954
Steamers	5

a total of 6,676 vessels in three months, which if this rate continued for a year would be 26,704 or 73 vessels per day.

LIFE SAVERS

The Cuttyhunk Fishermen and pilots have always been active in rescue work. As early as 1847 the Massachusetts Humane Society had erected life saving stations on the Elizabeth Islands supplied with approved life saving appliances for the use of the islanders who were always ready to put off to the aid of fellow mariners in need of assistance.

In 1889 the United States government established a life saving station on the peninsula near Canipitset. At first there were eight men assigned to the Cuttyhunk Station and seven of them were always on duty except during June and July. Every night and every foggy day the men patrolled the cliffs and beaches along the west and south shores. Each man carried two Coston signals, whose bright red glare warned ships which approached too close to the dangerous shore, or gave promise of help to wrecked mariners.

In the old days on the last night of July, just before the men went on duty they held a dance at the life saving station where visitors, especially the girls, were welcomed. Festivities ceased promptly at twelve o'clock and two of the guardsmen started out on their four hour watch, armed with clocks and signals. A watch that was to be continuously kept until the next June rolled around.

During pleasant days the watch was kept from the Lookout House on the Lookout Hill and all shipping passing in either Sound or Bay was logged.

Today, in a new station, near the village, radio watch is kept every day in the year and in a new watch house high up at the top of a steel tower on the Lookout a Coast Guardsman keeps constant vigil.

THE AQUATIC DISASTER

February 24, 1893

Of all the wrecks and rescues in the annals of Cuttyhunk none brought so much grief and disaster to the islanders as the wreck of the brig Aquatic on Sow and Pigs reef, Friday night, February 24, 1893. Five of the brave men of the island lost their lives and a sixth was saved with his health impaired by his experiences.

The wreck was discovered by Willie Eisener, whose father was the lighthouse keeper, about 8:20 P. M. As soon as Captain Eisner made sure that there was a vessel on the reef, a messenger was dispatched to the village to notify the life saving crew.

Soon most of the villagers were assembled at the West End and Captain Timothy Akin Jr., took charge of the Humane Society boat and in spite of the remonstrances of Captain Eisner to wait until the Life Saving crew from the government station arrived and then attempt the rescue together, because of the rough seas, and the chances against being able to board the brig, Captain Tim called, "Man the boat" and then "Push her out boys."

Ever since the government life saving station had been established there had been friendly rivalry between the men of the station and the islanders who still belonged to the Humane Crew as to which boat would be first on the scene of a wreck. This rivalry was to cost the crew of the Humane Society dearly. Josiah Tilton, the sole survivor told the story to a reporter of The Evening Journal as follows:

"I should say it was about twenty minutes of nine o'clock when I was aroused from a quiet perusal of a story paper by a knock at the door and Willie Black came in breathless with excitement and told us that there was a vessel ashore on Sow & Pigs. I started out alone and went directly to the boat house of the Humane Society and awaited the coming of the rest of the islanders. They came one by one until all had arrived but Captain Tim Akin and when he came up we were all ready for a start.

The boat was launched and this must have been about nine-thirty. Captain Akin named the five men who were to go and we shoved off. We got out opposite the brig in the breakers, and Captain Akin kept saying, 'This is all right, this is all right.' He is a man of no fear, and where he was the rest of the men were always brave. When we got pretty near out to the wreck and near the roaring breakers, I turned around to Fred Akin, who was in the bow of the boat next to me and said, 'I don't think we will get there, do you?' Fred looked first at me and then at the breakers, and answered, 'I don't know.' We didn't say any more and presently we were in the line of breakers that were pretty bad. Captain Akin sang out to get the anchor ready when we were a couple of hundred feet away from the brig, and when we were about to do this so as to have something to pull her back by, the boat gave a sudden lurch and went over like a flash of lightning.

I hardly realized what had happened, but went out on the bow of the boat and the rest of the crew over towards the stern. I saw the boat right and saw three men on top of her, whom I took to be Captain Akin, Fred Akin, and Hiram Jackson. I couldn't swim a stroke and as the boat went over Captain Akin shouted out to me: 'Get an oar, Joe;' and then a big wave took me right up to the side of the vessel.

The currents parted and I seemed to be carried down near the stern of the brig. A sailor standing amidship came aft and threw me a rope, which I caught and passed under my arms, and I was hauled in on deck. Then I saw a rope thrown to Captain Tim, but he only succeeded in getting it under one of his arms. He was bundled up in a great ulster and it bothered him terribly. He was washed away. I think they had another man partly up. I only just caught a glimpse of him, but think it was Jackson. Captain Tim was washed against the wreck with a fearful whack, and I think he must have been hurt and partly stunned. I think some of the other men must have been struck by the boat for they were washed away without being seen.

I was taken into the cabin of the vessel and given a dry suit of clothes but in about an hour was forced out as the vessel commenced to fill. Then we remained on deck until midnight when we were forced into the rigging as the vessel had settled down on a level with her decks. I went into the foretop and then came down on the rigging and remained all night sheltered by wrapping the foretopsail around me. I could see the shore the next morning and knew the anxiety that must prevail and tried to let them know at least one man of us was saved.

When we saw the tug Elsie come along from Vineyard Haven at about noon I was very glad for the calves of my legs ached terribly and were all cramped from my uncomfortable position. The lighter Aid was also with the tug; and then we saw the life saving crew put off to her. We could see some sort of preparation being made on board, and then saw the crew commence to drop the lighter astern from the tug; and when she was quite near the line of breakers the tug stopped her and shot was fired from the lighter directly across us and the line was secured and a breeches buoy apparatus rigged from the foretop to the lighter.

Three of us including myself, were taken down by the breeches buoy. We struck the icy water about fifteen feet from the lighter, the line sagging, I went into the water up to my neck and with the others was picked up by the life saving crew who stood by where we were expected to strike the water. A big dory from the lighter then put into the breakers and went under the brig's bow. The seven remaining men came down the spring stay and on to the martingale and dropped into the dory.

I tell you it was pretty cold standing in the rigging and I suffered some, but am thankful that I got out of the affair alive."

The five men of the Humane Crew who lost their lives in this brave attempt at rescue were: Captain Timothy Akin Jr.; Hiram Jackson; Eugene Brightman; Isaiah H. Tilton; and Frederick Akin.

THE WORK OF THE UNITED STATES LIFE SAVING CREW

The crew of the government life saving station had a tough night of work. It was about nine o'clock when the crew were notified of the wreck of the Aquatic. Captain Bosworth immediately launched the smaller lifeboat and the crew started out around the island on the bay side. The waves dashed into the boat in sprays and soon both boat and men were coated with ice. They had a hard pull of four hours. They rowed out until they went as near the line of breakers as they dared, and then seeing the extreme danger of trying to get to the brig Captain Bosworth put his boat into the beach at the Wash Pond, where she was hauled out by the assembled crowd. Then Captain Bosworth sent for the big boat to work with at daylight. The crew returned with the large boat just about daylight but nothing could be done because of the terrible breakers. When the fearful loss of the Humane Crew became known it saddened all hearts.

The tug Elsie from Vineyard Haven towing the lighter Oak and bound for the wreck of the John Paul, providentially came along and, of course, offered their services to aid in the rescue. Captain Bosworth and Captain Fred Allen of The Humane Society's Crew worked together and took their gun aboard the lighter and superintended the rescue of the crew of the Aquatic. Their joy was tempered with sorrow when the first man to come down from the wreck was Joe Tilton, for he told them that he believed all the rest of the men from the island had perished.

The members of the government life saving crew who helped in the rescue were: Captain David P. Bosworth, Alpheus P. Tilton Sr., Walter H. Allen, Willard W. Charles, John H. Jones, Thomas H. Jones, Humphrey Jamieson and Russell W. Rotch.

Three of the five men drowned were comparatively young men who left families of children who were dependent upon them for support. Captain Akin left seven children? Hiram Jackson left three sons; and Isaiah H. Tilton left two children. Captain Akin's children were in the worst plight for their mother had died two years before and so they were orphans.

As is usual in America a fund was started to aid the families of these brave men and \$30,000 was collected, to which was added \$1,000 from the Canadian government. Trustees were appointed to administer the fund and it was used wisely to keep these families from poverty.

WRECK OF THE HART - SURFBOAT CAPSIZED

Another rescue which shows the bravery and seamanship of the Cuttyhunk men was that of the barkentine Hart in February 1910. The account which follows was from the New Bedford paper.

“Nine members of the crew of the stranded barkentine Stephen G. Hart, together with the members of the Cuttyhunk life saving crew and two of the islanders who live on Cuttyhunk, eighteen men in all had a miraculous escape from death early Saturday morning when the surf boat capsized in the heavy swell and turbulent sea. Two men were pinned underneath the boat when she capsized and the heroism of Louis Ramos of the life saving crew, who managed to right the surf boat, saved the lives of the two men.

It was in a battle against a hard sea and a rolling surf that the boat upset and the men in the boat, weather worn and exhausted from their long fight in the water, came in closer contact with death than they have ever been before.

When the Hart struck Friday night she bumped three times and then brought up all standing. It was a dense fog and no land could be seen, but the fog horn of Vineyard Sound Lightship, two miles to the windward was plainly heard, and at 1 A. M. Saturday morning Captain Watts took his crew and abandoning the stranded barkentine, rowed to the lightship. Captain Watts deemed this advisable, not knowing at what moment the gale might increase and possibly cut off their chances of escape.

Early Saturday morning Keeper Keyser of the Cuttyhunk Light, saw the stranded barkentine and put off to her in a dory. He found her abandoned and remained on board until Captain Weeks came up with his life saving crew, when Keyser gave the abandoned vessel over to his care. Captain Weeks was in his big life saving motor boat, having his surfboat in tow. Anchoring the motor boat to the leeward of the wreck the crew went on board their surf boat to the wreck.

In the meantime Pilot Frank Veeder and his sons, Chester and Carlton, went in their power boat, “The Frolic,” to the lightship and picked up the crew of the Hart. It was fairly good weather in the early morning and the crew of the Hart were desirous of being put on the wreck to get their personal effects. This was done and the men were a considerable time in getting their things together.

A sudden gale of wind came out of the northwest, and this was directly on shore, the beginning of the blow that all this section of the coast experienced Saturday. The catboats and the life savers remained around to give the crew all the chance possible to save what they could. The catboats were finally pulled away from the side of the wreck with the increasing seas, and all the sailors dunnage was piled into the life boat. It was the intention to take the surf boat down to where the motor life boat was anchored and either tow the surf boat to the beach or transfer part of the crew to the larger boat. But the gale increased so fast that a tremendous sea was kicked up in an incredibly short time, and finally Captain Weeks gave orders that all on board must be gotten into the surf boat and a start made for the land.

About this time a line of rollers struck the big motor boat, which was anchored in shore of the wreck, and off she went on the top of the seas towards shore, her cable parting. This made it imperative that all haste be made to get the surfboat ashore. The men tumbled in and besides the crew of life savers and the crew of the barkentine, there were two others on board, John B. Cornell and Eddie Cornell, who had rowed out to the wreck in a skiff. Their skiff, as well as the barkentine's boat, had broken away in the squalls and drifted ashore. In all there were just eighteen men in the surf boat.

Captain Darius Weeks, James Rich, Louis Ramos, John Perry, Benjamin Davis, Ed Cahoon, Roland Snow and Isaac Gregory, of the U. S. Life Saving Station; John B. and Eddie Cornell, Cuttyhunkers: and Captain Watts and nine men besides from the S. G. Hart.

The wind began to blow with almost hurricane force and the life savers made all haste to pull for the land. The boat was loaded nearly to the gunwales, and she had not gone two hundred yards before a sea struck her and a considerable quantity of water was shipped. Another taking in of water and Captain Weeks ordered all dunnage thrown overboard. He saw that serious times were ahead for the surf boat with the ugly sea already running.

It was about this time that Samuel Jackson with Russell Rotch, Walter Allen, Alpheus Tilton, and Patrick Kelley in Captain Jackson's motor boat, who had been out to the wreck, noticed that the men in the lifeboat were throwing out the dunnage. Captain Veeder also saw the difficulty that the surf boat was in. Both islanders decided to keep around although they had started their power boats for shelter. In a very short time it was seen that the surf boat was being badly buffeted by the waves and then she ran over the shoal spot between Sow & Pigs Reef and the shore, and finally Captain Weeks was seen to head his heavily laden boat into the wind and let her drift. This showed those in the power boats that he was having a hard time. Shortly after the boat was hove to, a tremendous sea rolled in from the bay and to the horror of the watchers both from shore and the power boats, the surf boat with its human freight was seen to capsize.

Two of the men were caught beneath the heavy boat, Benjamin Davis and one of the boys from the island, John Cornell. The others, suddenly thrown into the water, began to swim and to try to right the overturned boat. Louis Ramos, one of the expert swimmers of the life saving crew, managed to divest himself of his oil clothes, rubber boots and pantaloons and with an almost superhuman effort managed to get the boat on an even keel, releasing Davis and Cornell, who were about exhausted. Someone assisted the two men to hold on the righted life boat. Holding a hurried consultation, Ramos and Gregory decided to swim ashore, not seeing the power boats up to windward, which by this time were making all haste to the assistance of the capsized boat. The Waif, Jackson's boat was the first to reach the overturned and partly submerged craft, and going down to leeward the Waif was stopped and the disabled boat drifted down on her.

Only some of the men were clinging to the overturned boat when the Waif came up. The rest were swimming off to leeward where they had been washed by the heavy seas. All were having a frightfully hard time.

As the life boat drifted into the Waif she was brought up with a bang that ripped a hole in the side of the rescuing boat, but fortunately the stoven planking was above the water line and the Waif took in water only when she dipped into a big sea.

While the exhausted men were being taken from the life boat, The Frolic, Veeder's power boat rounded to under the stern of the Waif. A large dory was on the end of a painter from the Waif and Frank Veeder and his youngest son, Carlton jumped into the dory and cutting the rope went off after the men in the water who were struggling against the big combers that often engulfed them as they swam.

Frank Veeder, who is an expert man in a dory, big and powerful, used to the hard work of an island fisherman's life, soon had the dory spinning off towards the fast weakening swimmers.

Gregory and Ramos happened to see the dory on top of a wave and they gave up the attempt to swim ashore and began to make up to the windward again. Coming up to the first man, Carlton reached down and grasped the swimmer while the elder Veeder pulled the man into the dory. He proved to be a sailor from the Hart. Then Gregory and Ramos were seized and pulled into the rescuing boat. One more swimmer was seen in the distance, and the loaded dory made for this man.

He was a sailor from the Hart, and he was swimming, or rather making a hard try to keep above the waves as they rolled in heavy surges over him every few seconds. When this man was taken into the boat he could not speak and utterly collapsed, turning black in the face.

Pilot Veeder, seeing no more swimmers, started to row ashore. He had the greatest difficulty in keeping the heavily laden dory on the top of the waves as they combed angrily in towards the shore, but with great skill he finally beached his craft with the six men on the shore near the lighthouse, where the boat was pulled high and dry by a waiting crowd of islanders.

The sailor from the Hart showed no signs of life by this time and it was feared that he was drowned. Cuttyhunk residents do not waste time in emergencies and so they soon adopted the heroic measure of rolling the sailor on a handy barrel, and had the satisfaction of getting out part of the salt water which the man had taken into his system, and in about an hour the man showed signs of life. He was taken into the lighthouse, and given further treatment, and finally restored to consciousness.

In the meantime, the Jackson boat had picked up the other sixteen men and started for Cuttyhunk Pond, near where the life saving station is located. The Cornell boys went home glad to be out of their unlucky scrape so fortunately, while the life savers and the rescued crew from the Hart were quartered at the station, where a dry shift of clothing made them comfortable.

THE WRECK OF THE WANDERER

The Last Whaling Ship to Leave New Bedford

On Monday, August 25th, 1924 the bark Wanderer, left New Bedford bound on what was to have been her last voyage as a whaler. Because the crew was incomplete, Captain Antone T. Edwards cleared his ship but anchored her off Mishaum Point buoy while he returned to New Bedford to recruit more men. The next morning, while Captain Edwards was still ashore, a northerly breeze began piping down across the Bay. Heavy clouds and a falling barometer spoke of more wind and the crew aboard the anchored bark dropped another anchor.

By noon the north wind had reached full gale force and was uprooting trees and toppling chimneys in New Bedford. At Cuttyhunk Island the seas were making up and a whistling wind broke into spray the waves which shot high above the thundering Sow & Pigs Reef.

The Wanderer, her bluff bows plunging into the seas and her rigging whistling and moaning dragged her anchors and drifted closer and closer to the surf swept reef. Finally one of her anchor chains snapped under the strain and her crew seeing that the remaining anchor could not hold the vessel, deserted her in two whale boats. The deserted bark dragged on to destruction. She struck first on Sow & Pigs and ended up among the boulders at the west end of Cuttyhunk about forty yards from shore.

Meantime the men of Cuttyhunk who have responded to the distress calls of stricken ships for years were not lacking in the courage to help the Crew of The Wanderer. Louis Ramos of Cuttyhunk owned a little motor boat thirty feet long and four men joined him aboard the craft. They were John B. Cornell, Howard Cornell, Isaiah Tilton and Humphrey Jamieson. These five men set out in the breaking seas and flying spume to help the men they had seen leave the Wanderer in the whaleboats. They were not able to locate them as one of the boats had made the Vineyard Sound Light Ship while the other had been able to get to Cuttyhunk. Their attempted rescue was rewarded when all five men were awarded gold Congressional Life Saving Medals for their bravery.

THE GOSNOLD MONUMENT

The first to recommend that a monument be erected to the memory of Bartholomew Gosnold was Daniel Ricketson of New Bedford in his History of New Bedford published in 1858. On pages 121 and 122 in referring to Gosnold's Isle whose Indian name was "Quawck", he says:

"It is truly a consecrated spot and should henceforth be devoted to the fostering of that noble and adventurous spirit as well as the kind and friendly relations between mankind manifested in the intercourse of these hardy adventurers with the natives, they here met. In the name and to the memory of Bartholomew Gosnold, whose bones lie in an unknown grave in Virginia, where he died 22nd August 1607, let it be consecrated."

“A small round and castellated form of tower, built of stone in a rude but substantial manner would be in good keeping with the historical associations of this spot, which might be called Gosnold’s tower or fort.”

After the establishment of The Cuttyhunk Club some of its members (especially Mr. Charles S. Randall) became interested in the erection of such a memorial and had raised a fund for the purpose; but the owners of Gosnold’s Island objected to deeding the island to any society or club incorporated out of the state, and the matter was shelved.

In 1898 Mr. Walter Ricketson, son of Daniel Ricketson, with a party of friends who were interested in historical subjects in Massachusetts visited the island and discussed the erection of a monument with some of the Cuttyhunk Club members in honor of the tercentenary of Gosnold’s landing. Nothing was done at that time. In 1902 Mr. Ricketson asked Mr. Charles S. Randall to unite with him in an effort to raise the money to erect some simple memorial to Gosnold on the spot. Mr. George Fox Tucker joined with them, and they constituted themselves a committee of three to make the attempt.

They obtained 112 subscribers and collected \$3,121.35. They also received the promise of a deed to the islet from the heirs of C. N. Swift, Thomas Nye and Eben Perry. This deed was to be conveyed to The Old Dartmouth Historical Society with the understanding that they would keep it as an historical monument.

The committee feeling assured that the project could be completed, came to the island on June 4th, 1902 and laid the cornerstone for the monument with appropriate exercises. (June 4th, 1902 by the new style calendar corresponds to May 25th, 1602 old style calendar which was the date of Gosnold’s landing.) Those journeying to the island for this ceremony were: Francis Ellingwood Abbott L. L. D. of Cambridge, Mass.; Edwin D. Mead Esq. of Boston editor of New England Magazine; George Gregerson Wolkins, Esq. president of the Old South Historical Society of Boston; Ellis Loring Howland; Honorable Charles S. Randall; George Fox Tucker Esq. and Mr. Walton Ricketson.

The following dedication was read as the corner stone was laid: “We dedicate this islet to Bartholomew Gosnold and his companions, who landed here May 25th, 1602, old style, and built a fort and storehouse, the first English habitation built on this continent. We propose to erect a tower to commemorate that important event, and now lay its cornerstone. We thus signalize the tercentenary of the first attempt at English settlement on this continent. In this action we take the lead in the long series of Tercentennial celebrations which are to follow.” The Cuttyhunk Club gave stones and sand from the adjacent fields for building and the work was completed before September 1st, 1903 when ceremonies of dedication were held.

The architect who designed the tower was Nat C. Smith of New Bedford, and to his lasting credit he followed the advice of Daniel Ricketson in his design. The contractor who followed out the design was Frank C. Bennett of New Bedford.

The committee in charge of the dedication ceremonies were Charles S. Randall, Walton Ricketson and George Fox Tucker, Captain David P. Bosworth, Oscar Stetson, Josiah W. Tilton, Alonzo V. Veeder and J. H. Tilton.

A large party of eminent citizens journeyed from New Bedford aboard the steam yacht Genevieve on the day of dedication. Among them were Charles S. Randall and Mrs. Randall, Rev. Francis E. Abbot of Cambridge, Rev. George L. Chaney of Leominster, Frank B. Sanborn of Concord, Rev. Woolsey Bacon D. D. of Assonet, Charles Francis Adams of Boston, Henry H. Rogers, Rev. William Elliot Griffis of Ithaca, New York and Mrs. Griffis and others.

Two other boats came from New Bedford for the exercises. They were the yacht Quicksand belonging to Frederick Grinnell and Charles S. Randall's catboat, Shadow.

The exercises included the report of the committee, letters from William W. Crapo, president of The Old Dartmouth Historical Society, Edward Everett Hale, Samuel A. Greene, Secretary of The Massachusetts Historical Society, Paul Revere Frothingham, Francis Ellingwood Abbott and George F. Hoar.

Passages from Daniel Ricketson's History of New Bedford were read and speeches were made by the following visitors: Charles Francis Adams, William Elliot Griffis, Henry H. Rogers, Congressman William S. Greene, President George G. Wolkins of the Old South Historical Society and George Fox Tucker.

The formal dedication was given by Walton Ricketson and the dedication tablet was unveiled of its draped American and English flags by Frederick S. Allen, the oldest inhabitant of Cuttyhunk and Miss Myrtie Bosworth.

The dedication which was revealed and which may still be read by those who journey to the historic island reads as follows:

Tercentenary Memorial
to
Bartholomew Gosnold
And His Companions, Who Landed Here
June 4 (O. S. May 25) 1602
And Built On This Islet The First English Habitation
On The Coast of New England
Corner Stone Laid June 4, 1902
Dedicated Sept. 1 (O. S. Aug. 22) 1903
Anniversary of Gosnold's Death at Jamestown, Va.

Arthur E. Perry, representative of the Perry, Nye and Swift families was introduced by Charles S. Randall, Chairman of the Committee. Mr. Perry read the deed which conveyed Gosnold's Island to The Old Dartmouth Historical Society. George Fox Tucker formally presented the monument itself to the same society and Vice President George H. Tripp received the deed and the monument on behalf of the Old Dartmouth Historical Society. Rev. Leonard W. Bacon of Assonet closed the exercises.

Thus our island contains a monument, which though less well known, yet is as important in the history of our country as Bunker Hill or the Minute Men of Concord and Lexington.

CUTTYHUNK'S CONTRIBUTIONS TO THE ARMED SERVICES AND WAR EFFORTS OF OUR COUNTRY

After much searching of records, many conversations with old inhabitants, and other people interested in the history of our island, it has been impossible to establish for fact that Cuttyhunk figured particularly in either the Revolutionary War or The War of 1812. This bothered me until I came upon the following information about the early owners of the island.

“At a man's meeting in the town of Dartmouth the sixth day of the eleventh month, 1698 at the home of John Lapham, we, underwriters, Peleg Slocum, Jacob Mott, Abraham Tucker and John Tucker, undertake to build a meeting house for the people of God in scorn called Quaker, (35 foot long, 30 foot wide and 14 stud) to worship and serve the true and living God in according as they are persuaded in conscience they ought to do, and for no other use, intent or purpose. We herewith subscribe our names with our own hands, and for the use of the said society of people toward the building of said house of our own free will contribute as followeth.” Then follows a list of eleven subscribers giving in all 63 pounds. The largest individual contribution, 15 pounds, was given by Peleg Slocum, who also gave the land, six acres, for meeting house and burying ground purposes. Peleg Slocum is recorded as one of the first approved ministers of the society. (The above was taken from the Records of the Friends Monthly Meeting in Dartmouth).

In the Dartmouth Monthly Meeting Records we find the following: “In 1724 John Tucker and Peleg Slocum, members of the Dartmouth Monthly Meeting of Friends, refused to pay a tax for building a Presbyterian Church at Chilmark. Their property on Elizabeth Islands was seized and a horse and heifer belonging to the former, and 80 sheep belonging to the latter, were sold to pay the rates.”

With such a background of Quaker faith it is not surprising that the Slocum family, owners of the Elizabeth Islands, were not recorded as offering any warlike assistance during the Revolution or the War of 1812.

However, on April 3, 1779 a British fleet attacked Falmouth. The Town was warned of the attack by the Quaker John Slocumb who lived on Pasque Island and like many of the Quakers of the period was labeled a Tory. It is said that several of the British officers spent the evening of April 2nd at Slocombs house and talked freely of their plan for attacking Falmouth. Mr. Slocumb secretly dispatched his son down Naushon to cross over to Woods Hole and warn the Falmouth people.

In the list of Massachusetts Volunteer Militia In The War of 1812 on page 63 are recorded the names of Lieutenant B. Rowland's Company of Lieutenant B. Lincoln's Regiment, which was raised at Dartmouth and saw service there, are the following names, which may be and probably are Cuttyhunk ancestors: Frederick Slocum, Giles Slocum, Benjamin Allen and Charles Allen.

Judging from the records the waters of Vineyard Sound and Buzzards Bay must have teemed with British ships and American privateers during both wars. Naushon and Pasque Islands were raided several times by British ships and cattle, sheep and supplies taken away. Tarpaulin Cove was a harbor of refuge for ships of all contestants, as well as for pirates. The tavern at the Cove was a rendezvous for coastwise seamen.

A company of thirty men were stationed at Tarpaulin Cove in 1775 and in 1776 this company was increased to seventy-five. They had four cannon at first but this number was reduced to two because of its need elsewhere.

Cuttyhunk is mentioned in Admiralty Records only once during the Revolution. "H. M. S. Unicorn, John Ford, Commander: Monday May 4, 1778 Still in Buzzards Bay 2 leagues from Katty Hunk on the S. W. Tuesday May 5th, Moderate fair weather, sent the Boats man'd and armed in chace of a Schooner which they drave on shore and set her on fire, at Noon ye boats returned. Joined company with the Sphinx and Harlem Sloop and 2 transports with troops from Rhode Island." During the War of 1812 the following notice appeared under date of March 23rd, 1813 in The Boston Daily Advertiser:

"The U. S. Sloop of War Hornet was at anchor Monday morning off Tarpaulin Cove. A sloop was chased ashore at Cuddy Hunk on Saturday by a British privateer."

From the files of the Admiralty in London the following: "H. M. S. Nimrod, Captain Vincent Newton, 7th July 1814. At 2 Cuttyhunk E. N. E. 2 leagues. Boarded a sloop with flag of Truce and allowed her to proceed. 7 filled and made sail."

The record of the part played by Cuttyhunk in World War I and II is quite different. The list of those who saw service in these wars is as follows:

WORLD WAR I

Alvah H. Akin, William R. V. Bosworth, John B. Cornell, Edward K. Cornell, John A. Olsen, Russell W. Rotch, Roland S. Snow, Charles W. Tilton, Robert R. Tilton, Isaiah C. Tilton, Harold S. Veeder (died in Service).

WORLD WAR II

United States Coast Guard

Norman W. Ricketson
Donald K. MacKay
Wilfred R. Tilton
Emery W. Ackerman

United States Marine Corps

Carlton O. Veeder

Army Transportation

David N. Bosworth, Jr.

United States Army

Alpheus P. Tilton
Ira Young
Walton H. Jenkins
I. Winslow Hall

Merchant Marine

Howard A. Cornell
Bruce Newton
Robert P. Bosworth
Herbert A. Stetson, Jr.
Jans Olsen (Died in Service)

As would be expected from a seafaring village most of those who served in both World Wars were connected with the sea in some way. During the Second World War Cuttyhunk was the scene of much military activity. There were barracks on Copicut Neck with guns and a company of soldiers. There were radar installations at the West End and secret installations on The Lookout. Part of the island was out of bounds for civilians. Our Coast Guard was reinforced by citizens who were members of The Coast Guard Auxiliary and patrolled along with the regulars.

Cuttyhunk civilians did their share, too. Most of the women took the Red Cross First Aid Course and men and women alike were enrolled in Civilian Defense and took part in Air Raid preparation.

In the scrap collection drive Cuttyhunk won \$100.00, a prize offered by The New Bedford Standard Times for the largest metal scrap collection per capita. The money was turned over to the American Red Cross. The list of civilians who did their part would be too long to print in this pamphlet, so suffice it to say that Cuttyhunk has a right to be proud of its record.

The use of Gull Island as a bombing target gave the Island an idea of what a real air raid might be like and since the navy still uses that ledge of rocks for the same purpose we are still mindful of "what could happen here."

THE HURRICANES

Wednesday afternoon, September 21st, 1938 the island was visited by a ninety mile an hour hurricane and a twelve foot tidal wave. Between three and four o'clock in the afternoon the wind which had been blowing a smart gale suddenly increased and the tide which was supposed to full at 6:37 P.M. increased correspondingly.

Around 5:00 o'clock the entire South Beach between the village and the Old Coast Guard Station was covered with angry waves many feet high which swept away the building and planking from the Town Wharf, demolished the boat houses, bath houses, and all the buildings surrounding the Coast Guard Station.

Between 5:00 and 6:00 o'clock buildings belonging to Mildred Stubbs, Thomas Cornell and Howard Cornell, which were situated on the south-west shore of the inner harbor were swept across the harbor and pounded to kindling on the South shore of Copicut Neck.

Meanwhile the Coast Guards and fishermen were laboring desperately near Fishermen's Wharf to save the fishing fleet. Three boats, The Louise, belonging to Clarence W. Allen, The Mildred T. and The Martha property of Carlton L. Veeder broke away from their moorings and piled up on the Neck beach.

The lighter and pile driver which belonged to The Taylor Construction Company and which had begun work on the Coast Guard Boat House broke adrift and landed high and dry on top of the Neck. The lighter broke apart in the center.

The buildings and gear from the Fisherman's Wharf, locally known as "The Point" were a total loss. The wharf itself was badly battered and separated from the road.

The North Side of the island was equally hard hit with surf pounding it both from Buzzard's Bay and from the Inner Harbor, known hereabouts as The Pond. A bungalow belonging to Thomas Jones was swept out into the Bay and never seen again. The summer cottage known as the Lower Bungalow belonging to Mrs. C. B. Church was also washed into The Bay. Cora Doubleday's cottage was swept from the South Shore of The Pond and landed on the Neck Beach. The cottage known as "The Overedge," property of Mrs. George C. King also washed away. The fishing boat Hazel, owned by John McKay, which was tied up at the end of the wharf was lifted up and pounded upon the spiles damaging her hull.

Mr. and Mrs. Walter Loveridge and daughter Shirley, who were living in the Howard Cornell house lost practically all of their belongings including their clothes. Mrs. Loveridge's brother, John Cornell, lost most of his personal belongings, too. Thomas Cornell lost most of his effects and quite a sum of money. Mrs. Stubbs lost all of her equipment for catering, ice chests, stoves, booths, tables, chairs, etc. all were smashed to pieces by the sea.

No lives were lost and no one was badly injured. This happy fact was due in large part to the efficient work of the Coast Guards under the excellent seamanship of Captain Alfred Volton. The boys worked desperately and indefatigably all through the afternoon and evening. They stood by all night in the Life-boat and were at work early Thursday morning trying to salvage some of their own lost gear. Several men who were working on the Coast Guard Boathouse and were in the Taylor Construction Company's shed on the Town Wharf were saved by the Coast Guards with only a few minutes to spare. Captain Volton ordered them into the Lifeboat and took them to safety. Two boys who were in a catboat in the harbor were also rescued only a few minutes before their boat was swept up on the Neck Beach.

The Old Coast Guard Station was left on an island separated from the village by several feet of water.

At high tide the entire beach leading to the Town Wharf was a roaring mass of surf. The road from the Town to the wharf along the beach was wrecked. At high water the bungalows belonging to Mrs. Stubbs and her mother were but a few feet from the water. They stand on a rise in the middle of the South meadow.

The water supply for the Town which was owned by Mrs. Elisabeth M. Allen miraculously escaped the ocean which was at one time within sixty feet of the well house.

THE HURRICANE OF 1944

The radio warned in the morning that a Florida storm of hurricane proportions was proceeding up the coast and would probably strike New England around eleven o'clock in the evening.

All day the wind increased and at six in the evening was blowing a good gale. We went for a walk down the beach to look at the surf. It was exceedingly heavy and the waves were very high. The ocean looked ominous and angry. The clouds which were piling up in the Southwest were terrifying.

Fortunately for Cuttyhunk, high tide was at 7:15 P.M. and the full force of the hurricane did not arrive until about 10:00 P.M. It sounded as though all the fiends of the universe were unleashed from 10:00 P.M. until 1:00 A.M. The wind shrieked and wailed and everything loose blew through the air.

The porch on the East and North side of Elsie Bauer's house was ripped off cleanly from the house leaving only the floor in place. The steps too, were torn away. The rose trellis on the Southeast corner of the Bosworth cottage was ripped away from the house with a noise that sounded as if the side wall of the house had gone. Chimneys were blown down on the church, The Bosworth House, the MacKay House, the Tilton House, the Garfield House and the Frothingham House. Shingles were ripped off The Poplars, the Stetson House, the Tilton House,

the Church, the Library, and various other places. The pergola over the walk from the Poplars going up to the store collapsed. The Coast Guard Boat House doors were broken open by big boulders and the whole floor was strewn with rocks and sand. The beach between the village and the Old Coast Guard Station which had been partially destroyed by the 1938 hurricane washed completely through and left a tide rip between the village and the Station. The road from the village to the Town Wharf was badly undermined and broken up in many places. Two large plate glass windows at the Wood House were shattered. Several of the smaller fishing boats were sunk and Winslow Hall lost one of his boats. John Cornell narrowly escaped drowning when his boat foundered.

The Vineyard Sound Lightship went down with all her crew. Everyone on Cuttyhunk suffered from water which poured into the houses around every East and South Window and door.

The wind and rain were much worse than in the 1938 hurricane and the pitchy darkness of the night added to the feeling of helplessness. The main wharf was raised from its spiles next to the land about eighteen inches, and everything loose on the wharf was washed away. The Boathouse belonging to Mr. Wood disappeared with no trace left, and the float stage next to it also washed away.

The wind played a queer trick at the King house. It sucked a sash curtain between the frame and the glass of the kitchen window on the west side of the house.

The wind reached a velocity of one hundred miles an hour and sounded like it!

IS CUTTYHUNK THE SCENE OF SHAKESPEARE'S TEMPEST?

That is one of the unanswerable questions of the ages. Who can be sure? It well might be for Gosnold was a protegee of the Earl of Southampton as was Shakespeare: and who can tell whether or not the great playwright was enamored by the tales of the island visited by the great mariner. Anyway, Edward Everett Hale makes quite a case for the affirmative in his "Prospero's Island" which is part of the larger work called Discussions of The Drama. Those of us who have studied the case are inclined to agree with Mr. Hale, for his argument seems sound to us. We like to think so anyway and it adds luster to our island.

WERE THE ELIZABETH ISLANDS NAMED FOR THE QUEEN OR FOR GOSNOLD'S SISTER

Again who can say? However, it seems much more likely that the Captain had his sister in mind for Queen Elizabeth had refused to allow her favorite Sir Walter Raleigh to name the land known as Virginia for her and he compromised on the name which honored her as the Virgin Queen. Naming a small chain of islands Elizabeth for the great Queen would be considered not a compliment but an insult. Besides, all mariners from time immemorial have thought of their dear ones when far away from home.

CONCLUSION

And now with so much that might be told I bring this account to its conclusion with a list of birds and wildflowers which may be seen on Cuttyhunk by those who are interested and know their fauna and flora.

MISS MARGARET BREWER'S WILDFLOWER LIST

Sweet pepperbush, Wild Bean, Colopogon. White Clover, Ladies' Tresses, Pearly Everlasting, Cinquefoil, Buttercup, Dandelion, Rattlesnake Weed, Hedge bindweed, Dewberry, Pink knot weed, Joe Pyewood, Pimpernel, Blue Flag, Pickerel Weed, Toad Flax, Yellow Star Grass, Blackberry, Strawberry, Mullein, Primrose, Steeplebush, Yarrow, Queen Annes Lace, Chicory, Wood Sorrel, Swamp Honeysuckle, Beach Plum, Chickweed, Bouncing Bet, Wood Lily, Bluebell, Self-heal, Indian Tobacco, Ground Nut, Red Clover, Water lily, Cow lily, Milkweed, Cynthia, Loosestrife, St. Johnswort, Butter and Eggs, Goldenrod, Yellow Thistle. White Daisy, Ox-eyed Daisy, Nightshade, Elder, Rabbit Clover, Blue Eyed Grass, Blue Vetch, Sea Lavender, Yellow Clover, Wild Aster.

BIRDS SEEN ON CUTTYHUNK 1944-1952

BY GEORGE W. HASKELL

January - Black Duck, Catbird, Chicadee, Gull, Loon, Phoebe, Purple Grackle, Robin, Starling, Tree Sparrow, Vesper Sparrow.

February - Black Duck, Dove, Duck Hawk, English Sparrow, Slate Junco, Tern, Gull, Tree Sparrow.

March - Bluebird, Chicadee, Cormorant, Cowbird, Dove, English Sparrow, Purple Grackle, Redwinged Blackbird, Robin, Slate colored Junco, Song Sparrow, Tree Sparrow, Vesper Sparrow.

April - Barn Swallow, King fisher, Spotted Sandpiper, Bittern, Myrtle Warbler, Cormorant, Redwinged Blackbird, Junco, Savannah Sparrow, Tern, Vesper Sparrow, Catbird, Old Squaw Duck, Whitebreasted Nuthatch, Cowbird, Purple Grackle, Flicker, Brown Creeper, Hooded Warbler, Song Sparrow, Tree Sparrow, White Crowned Sparrow, Wilson Snipe, Dove, Redbreasted Merganser, White-winged Scoter, English Sparrow, Black Duck, Mourning Dove, Crow, Robin, Spotted Sandpiper, Tree Swallow.

May - Baltimore Oriole, Black-throated Green Warbler, Bobolink, Catbird, Chestnut-sided Warbler, Cliff Swallow, Fish Hawk, Goldfinch, Kingfisher, Night Hawk, Pine Warbler, Redstart, Sandpiper, Tern, White-Crowned Sparrow, Barn Swallow, Blue Jay, Brown Thrasher, Cedar Waxwing, Chipping Sparrow, Connecticut Warbler, Fox Sparrow, Grackle, Meadow Lark. North Carolina Warbler, Pigeon Hawk, Red-eyed Vireo, Scarlet Tanager, Tree Swallow, White-throated Sparrow, Yellow Throated Warbler, Blackburnian Warbler, Black-poll Warbler, Canada Warbler, Cheewink, Chimney Swift, Cowbird, Golden Plover, Kingbird, Myrtle Warbler, Palm Warbler, Reel-Shoulder Hawk, Rose Breasted Grosbeak, Sharp-tailed Sparrow, White-breasted Nuthatch, Yellow Warbler.

June - Brown Thrasher, Crow, Flicker, Kingbird, Maryland Yellowthroat, Red-eyed Vireo, White-throated Sparrow, Chimney Swift, Downey Woodpecker, Fox Sparrow, Kingfisher, Meadow Lark, Tohee, Wilson Warbler, Chipping Sparrow, Fish Hawk, Goldfinch, Least Sandpiper, Northern Shrike, Tree Swallow.

July - Black-billed Cuckoo, Blue Heron, Cormorant, Humming Bird, Indigo Bunting.

August - Cormorant, Flicker, Humming Bird, Least Bittern, Red-Eyed Vireo, Arctic Tern, Black-billed Cuckoo, Brownheaded Nuthatch, Brown Thrasher, Cedar Waxwing.

September - Black and White Warbler, Cedar Wax Wing, Cliff Swallow, Flicker, Kingfisher, Red-breasted Nuthatch, Brown Thrasher, Chickadee, Cormorant, Hairy Woodpecker, Redstart, Sparrow Hawk, Veery.

October - Black-poll Warbler, Cheewink, Meadow Lark, Sparrow Hawk, Whitebreasted Nuthatch, Black-throated Blue Warbler, Hairy Woodpecker, Philadelphia Vireo, Vesper Sparrow, Yellow Crowned Kinglet, Black and White Warbler, Fox Sparrow, Ruby Crowned Kinglet, Upland Plover, Yellow Throated Vireo, Brown Creeper, Lesser Yellowlegs, Slate Junco, Wild Geese, Bittern, House Wren, Savannah Sparrow, Winter Wren, Blue Jay, Cliff Swallow, Red-eyed Vireo, Towhee, Veery.

November - Meadow Lark, Pigeon Hawk, Red-breasted Warbler, Snow Bunting.

December - Chickadee, Junco, Raven, Starling.

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