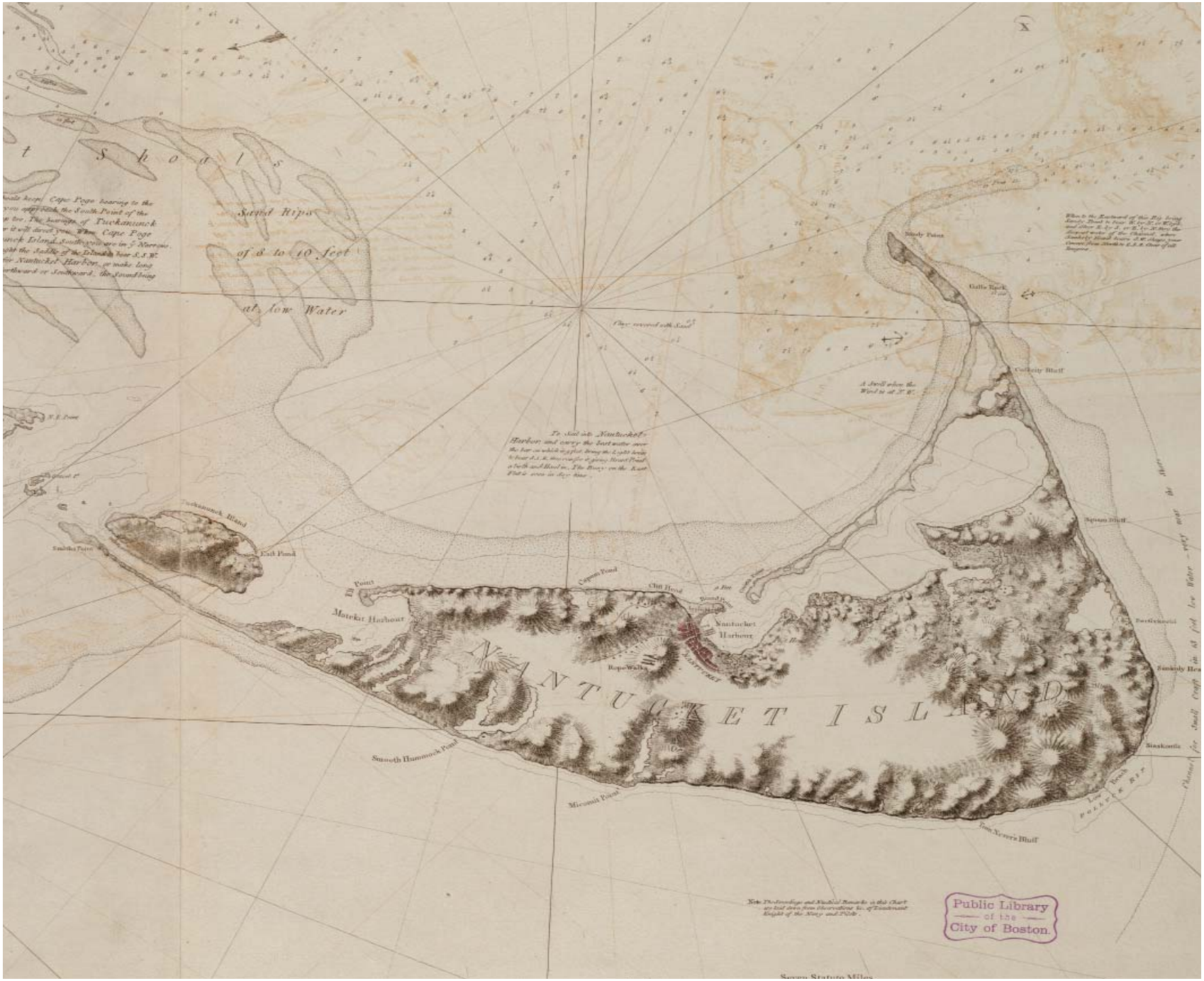


Norman B. Leventhal Map Center http://maps.bpl.org/id/12297

Finding Nantucket

MR. ROBERT RATTCLIFF.

SKETCH OF ONE OF THE NANTUCKET SEA-KINGS.

Some few weeks since I gave you an account of Mr. Robert Rattcliff, who was one of the sailors that belonged to ship Northumberland, which took Napoleon to Saint Helena in 1815. The slip was copied into the New York Evening Post from your paper, and a lad of sixteen years read it in Rockport, Illinois. He was so interested in the subject that he has written here for a fuller account, and for the autograph of the old hero. He, no doubt, is the only person alive, on this side of the Atlantic, at least I think so, that was in that remarkable company, over sixty years ago. With these views, I thought it would be interesting to your many readers to more fully detail his eventful career, as related by him to the writer from time to time in his pleasant life among our people in the fifty-eight years past.

Mr Ratteliff was born at Newcastle-upon Tyne, England, February 23, 1794. At eleven years of age he went into a factory where watch-crystals were manufactured. This not proving to his taste, he left, and was apprenticed to sea-life for seven years, his father meanwhile paying for a membership, when of age, of Trinity House of Newcastle. These papers he still preserves in a frame, and shows them with much enthusiasm, for they made him a free man entitled to vote when of age, and conferred some other privileges upon him, and I am happy to add the corporation of Trinity has recently held correspondence with him and owned him as a brother in a foreign land! He went on board the Malabar frigate, which joined a thousand war-ships and transports gathering in the Downs.

They sailed for Copenhagen, and Rattcliff, in the Prince of Wales, was present at the taking of the Danish capital and of all the war-ships in the port, including some which were on the stocks. These were carried to England, and two of these ships from the stocks were in time famous whalers in the South seas.

We next find him convoying transports with troops from England, for Wellington in Spain, and bringing back ship-loads of famished, fever-stricken soldiers, who died by the hundreds upon the passage, and even after they had arrived in the Downs, thousands died and were thrown into the sea, with mattresses, bed-clothes and wardrobe, leaving nothing behind to spread the pestilence.

He next was on service in the Baltic, and was frozen up there in the winter of 1813. In the spring he arrived home, and was immediately impressed upon the ship Albion, 74, Captain Devonshire, belonging to a large fleet, one of which was the Shannon, frigate, that afterwards fought and took our United States ship Chesapeake in 1813. When they arrived in Halifax they took a pilot to the Albion from the fleet, and sailed for a cruise off our coast; and, when just south of Nantucket, they fell in with the ship Monticello, Captain Barzillai Coffin, bound to Nantucket from the Pacific ocean, full of sperm oil. They took Captain Coffin out of his ship, and sent her, a bonny prize, to Halifax with all her crew. They then sailed for Gardner s bay, Long Island, and landed Captain Coffin. Here Sir George Cockburn transferred his flag to the Albion, and they proceeded to the Chesapeake bay to cooperate with the fleet from England and the troops under Sir Peter Parker and General Ross in the contemplated attacks on Baltimore and Washington.

Sir George Cockburn built a battery at Tangier Island to engage the batteries on the Maryland shore and against the forts. When General Ross arrived from England they were ready to proceed with the work. Soon General Ross and Sir Peter

Boston Daily Advertiser 1878/03/15
America's Historical Newspapers

http://parkmangenealogy.wordpress.com/2009/05/

Tristram Coffin and the "Nine original purchasers"

Nantucket Historical Association

Soon after this, it was deemed expedient to encourage others to emigrate to the Island, such as seamen, mechanics, &c. For this purpose, they mutually agreed to take in what was called hait share men as follows:

John Bishop, two half shares In		1659
Peter Folger, one	do	1662
Eleazor Folger, do	do	"
Wm Worth, do	do	"
Thomas Macy, do	do	"
Joseph Coleman, do	do	1663
Richard Gardner, two do		1666
Joseph Gardner, one	do	1667
Samuel Streeter, do	do	"
Nathaniel Wyer, ½	do	"
Wm Worth, ½	do	1671
John Gardner, one	do	1672
Nath'l Holland, do	do	"

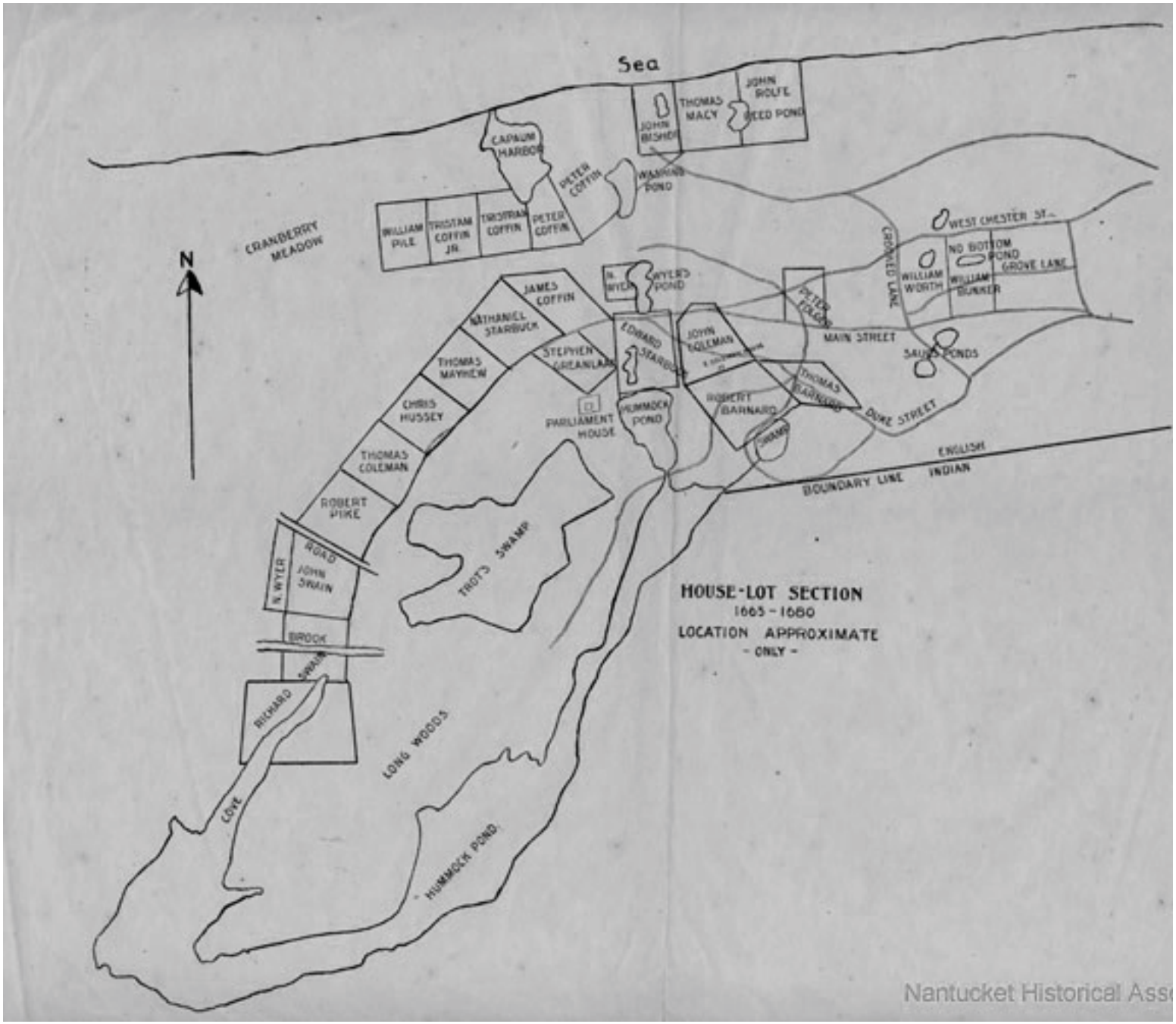
Making fourteen half shares; and in all 27 shares.

In 1660, May 10. Sachems Warnock and Nickanoose, for and in behalf of the people of this Island, in consideration of £25 sterling, conveyed by deed all but half the Island, including the town of Nantucket, to the ten first purchasers who afterwards took in other associates. The charter right to the Island was bought by Thomas Mayhew, of Watertown of Joseph Pedrick, steward to Lord Sterling, in 1641, and afterwards sold by said Mayhew to Tristam Coffin and his associates, who settled here in 1659 under the above title.

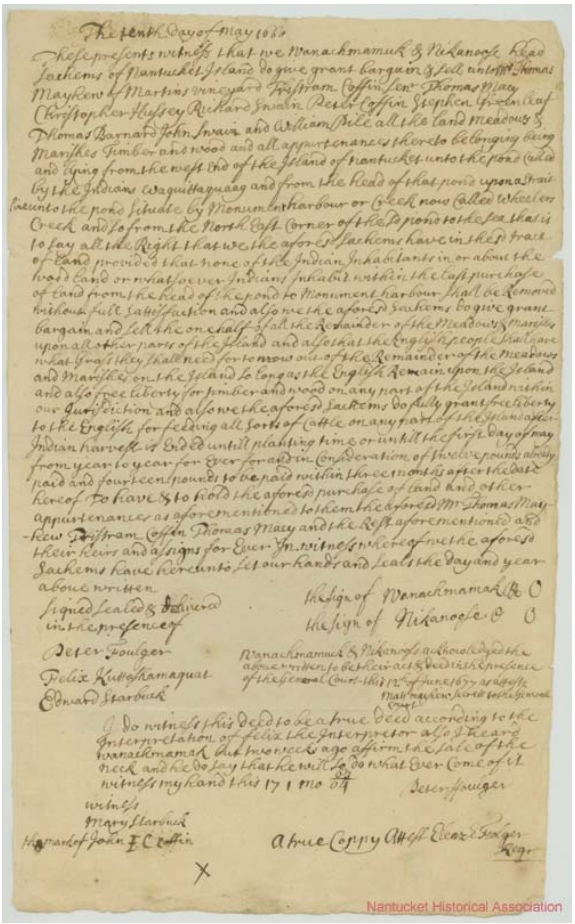
New-York Gazette 1821/09/04
America's Historical Newspapers

Nantucket Historical Association

Tristram Coffin and the "Nine original purchasers"



Nantucket Historical Association



Nantucket Historical Association

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Offshore Whaling

Nantucket Historical Association

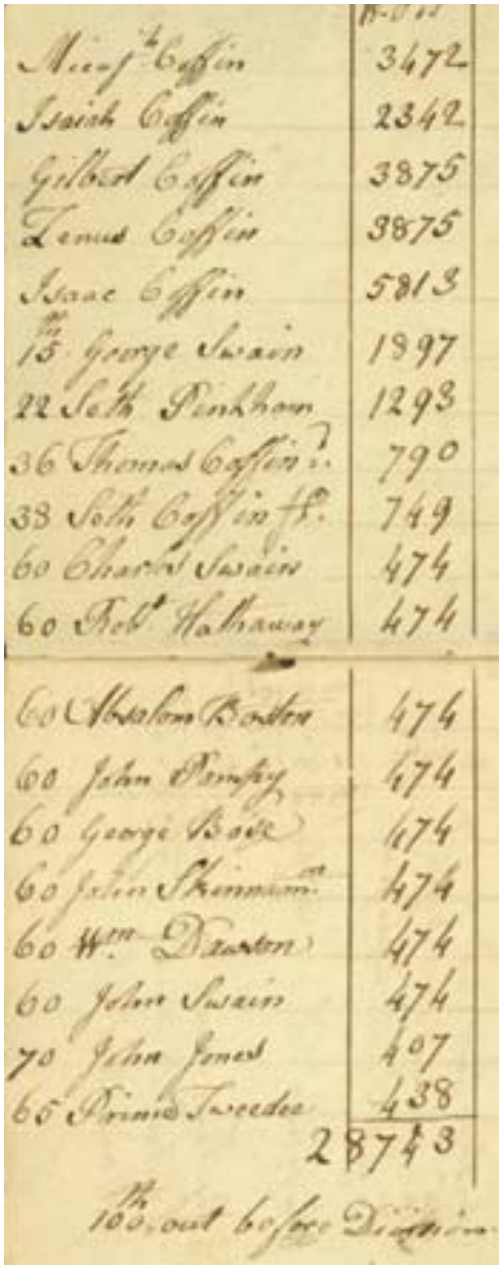
Nantucket Historical Association

Nantucket Historical Association

http://upload.wikimedia.org/wikipedia/commons/1/1a/Walfang_zwischen_1856_und_1907.jpg

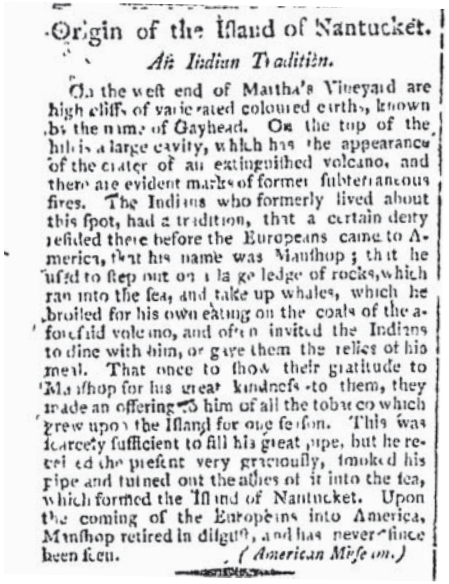
Offshore Whaling

Nantucket Historical Association



Mary Coffin	3472
Isaiah Coffin	2342
Gilbert Coffin	3875
Lemuel Coffin	3875
Isaac Coffin	5813
13 George Swain	1897
22 Seth Pinkham	1293
36 Thomas Coffin Jr.	790
38 Seth Coffin 3d.	749
60 Charles Swain	474
60 Robt Hathaway	474
60 Absalom Boston	474
60 John Bunker	474
60 George Boyce	474
60 John Skinner	474
60 Wm Paxton	474
60 John Swain	474
70 John Jones	407
65 Prince Tweedee	438
	28743

Nantucket Historical Association

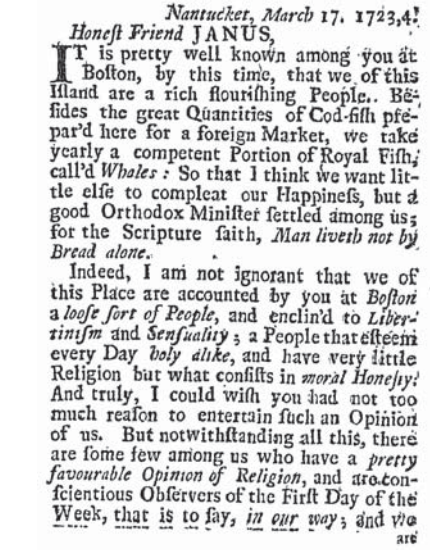


Origin of the Island of Nantucket.

An Indian Tradition.

On the west end of Martha's Vineyard are high cliffs of variegated coloured earth, known by the name of Gayhead. On the top of the hill is a large cavity, which has the appearance of the crater of an extinguished volcano, and there are evident marks of former subterraneous fires. The Indians who formerly lived about this spot, had a tradition, that a certain deity resided there before the Europeans came to America, that his name was Manthop; that he used to step out on a large ledge of rocks, which ran into the sea, and take up whales, which he broiled for his own eating on the coals of the aforesaid volcano, and often invited the Indians to dine with him, or gave them the relics of his meal. That once to show their gratitude to Manthop for his great kindness to them, they made an offering to him of all the tobacco which grew upon the Island for one season. This was scarcely sufficient to fill his great pipe, but he received the present very graciously, smoked his pipe and tumed out the ashes of it into the sea, which formed the Island of Nantucket. Upon the coming of the Europeans into America, Manthop retired in disgust, and has never since been seen. (*American Museum.*)

Newburyport Herald 1811/05/03
America's Historical Newspapers



Nantucket, March 17. 1723,4.

Honest Friend JANUS,

IT is pretty well known among you at Boston, by this time, that we of this Island are a rich flourishing People. Besides the great Quantities of Cod-fish prepar'd here for a foreign Market, we take yearly a competent Portion of Royal Fish, call'd *Whales*: So that I think we want little else to compleat our Happiness, but a good Orthodox Minister settled among us; for the Scripture saith, *Man liveth not by Bread alone.*

Indeed, I am not ignorant that we of this Place are accounted by you at *Boston* a *loose sort of People*, and enclin'd to *Libertinism* and *Sensuality*; a People that esteem every Day *holy alike*, and have very little Religion but what consists in *moral Honesty*: And truly, I could wish you had not too much reason to entertain such an Opinion of us. But notwithstanding all this, there are some few among us who have a *pretty favourable Opinion of Religion*, and are conscientious Observers of the First Day of the Week, that is to say, *in our way*; and we are

New-England Courant 1724/03/30
America's Historical Newspapers

Nantucket Historical Association

Nantucket Great Fire

GREAT FIRE AT NANTUCKET.

A great fire which had already consumed many buildings, was still raging at Nantucket, at about 8 o'clock yesterday morning: The only particulars received are contained in the following extract from the Warder Office.

NANTUCKET, July 14, quarter to 8 A. M.

It becomes our melancholy duty to record one of the most calamitous fires that ever happened in this place. We have had an awful fire.

The fire is still raging, and God knows when it will end. At one o'clock last evening, the fire was discovered—the flames spread with such rapidity as to baffle every exertion to repress them. The expedient of blowing up houses was resorted to as the only means to arrest the conflagration, but it would seem with little success. More than 20 buildings are thus destroyed, and indeed many more would have been demolished, but that all the powder in the place was consumed. The town presents a scene of devastation that language cannot describe.

The whole square of buildings bounded by Main, Centre, Broad, and Federal streets is in ruins, and nearly all the buildings opposite them which formed the square. Trinity Church is now in flames, all the buildings on North Water st. as far as Mitchells inclusive, all the buildings on Main st. from E. H. Redell's to Straight Wharf on Union st. as far as the buildings occupied by the town officers inclusive, Washington st. as far as Capt. J. H. Pease's.

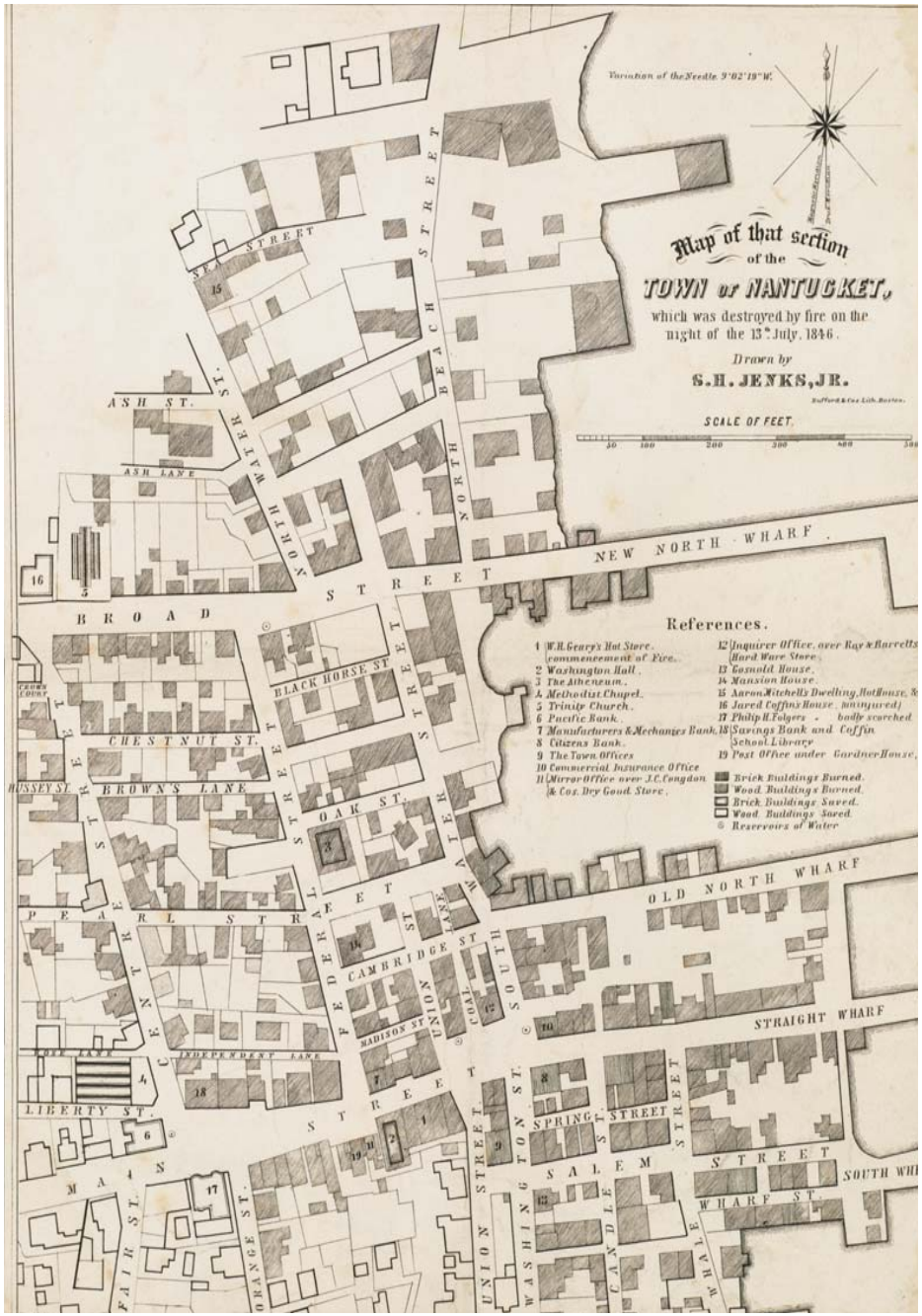
Mr. Ruggles House on Orange st. was blown up and arrested the flames at that point. The aggregate loss is at present incalculable. Many rumors are afloat of injury received by divers individuals but are so vague, and the whole town in such confusion, it is utterly impossible to arrive at the truth.

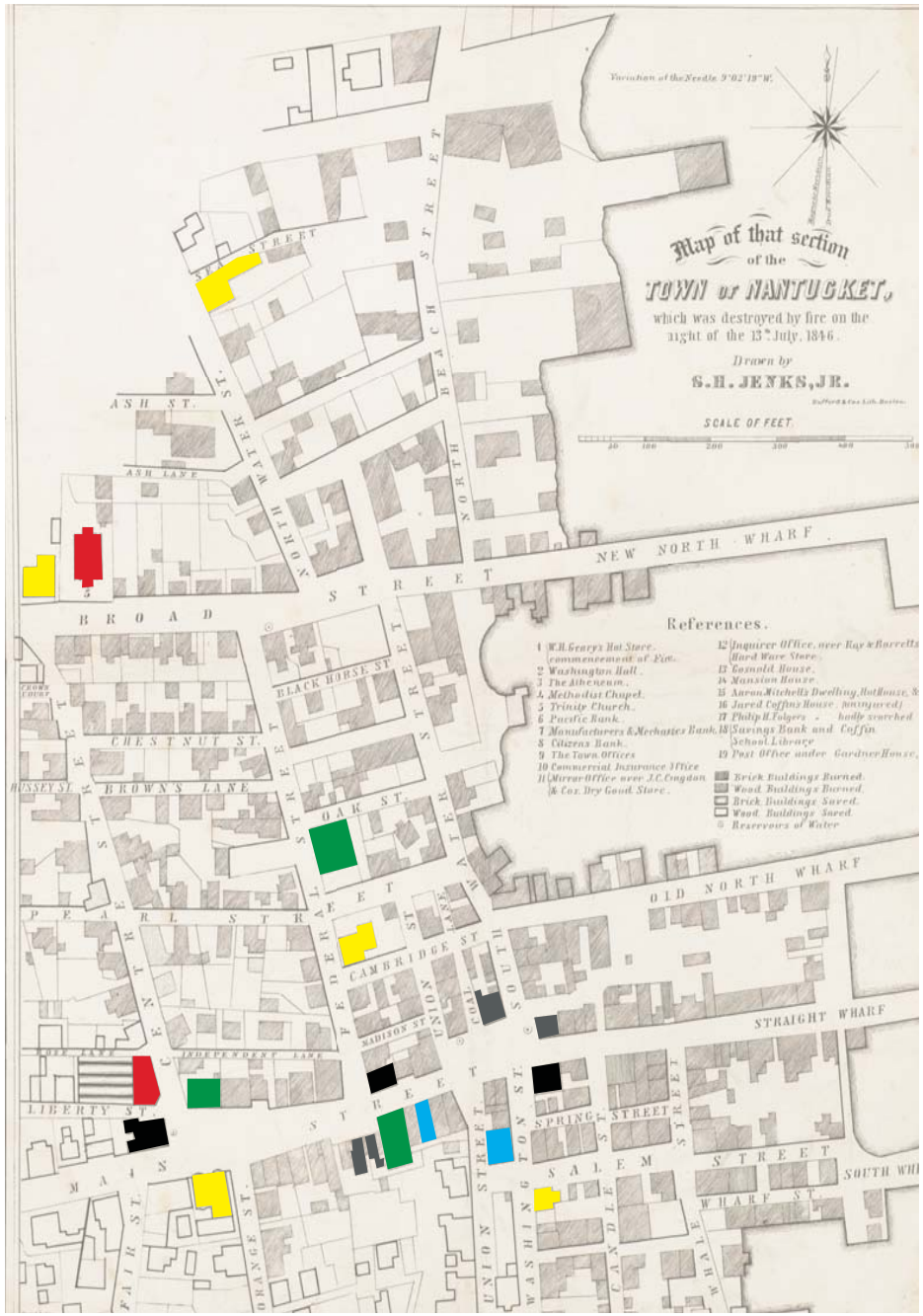
We are at this moment told that no one has been severely hurt. The Enquirer and Morning Herald printing offices are both destroyed.

Auburn Journal and Advertiser 1846/06/22
America's Historical Newspapers

http://www.historylecture.org/greatfires.html

Nantucket Great Fire

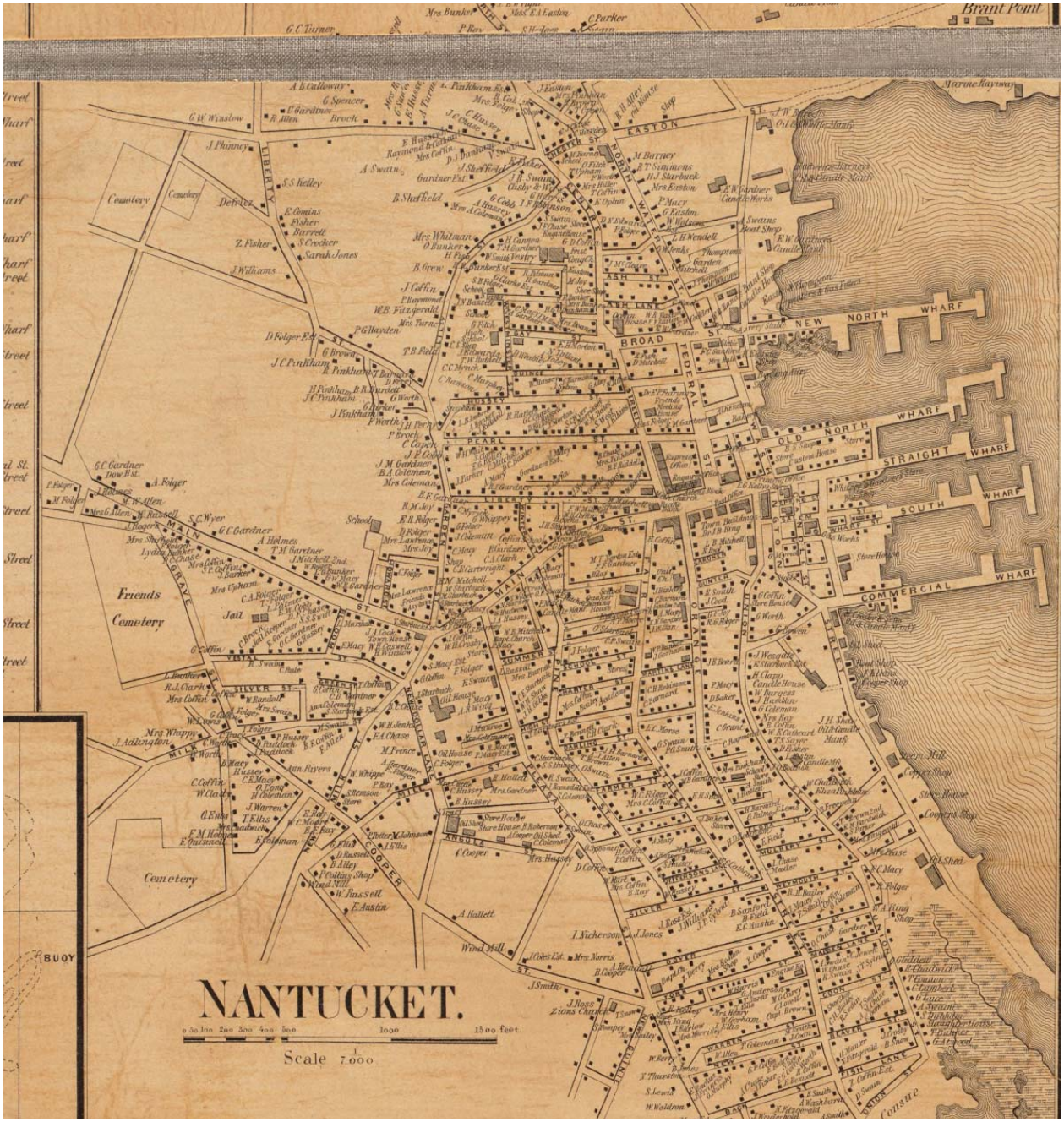




- Churches
- Banks
- Offices
- Schools-Institutions
- Houses
- Shops

Nantucket Historical Association

Road to Tourism



Norman B. Leventhal Map Center http://maps.bpl.org/id/10693

ROUTES FOR SUMMER TRAVEL.

BOSTON AND SARATOGA BY WAY OF BELLOWS FALLS AND RUTLAND.

The time of summer vacations is at hand and hundreds are asking themselves where they shall go. With most persons the main points in choosing a place or direction is what can we see that is new to us and worth seeing, either on account of beautiful views, healthful air, or historic connections, and where can we get the most for our money? C A Faron, general agent of the Boston and Saratoga line of railroad, has arranged with the connecting roads for 106 different routes for summer excursions, for which the price of tickets varies from $11 to $70. The Fitchburg, Cheshire, Central Vermont, and Rensselaer and Saratoga railroads form the trunk, and the tickets are sold at reduced rates to all prominent points among the Adirondacks, on Lake George, Lake Champlain, to Niagara Falls, Montreal, Quebec, Saguenay River, the White Mountains and the Provinces. Full particulars can be obtained at Mr. Faron's office, No. 328 Washington street, and interesting information concerning any route. As for the next few days travel will set toward Saratoga, people will bear in mind that no more pleasant route can be selected than over this line. The scenery all the way from Fitchburg, and especially from Bellows Falls to Whitehall, is unsurpassed in New England. The road climbs the mountains and skirts along far above green and fertile valleys, dotted with farmhouses and farms, through the most picturesque little towns, and at every turn in the road something new and beautiful comes into view. Nowhere is there a wilderness, but cultivation and thrift characterize the whole country. At Rutland, Vermont, which is reached about one o'clock, a stop of an hour or so is made, giving the traveller an opportunity to rest and obtain a dinner. The Bates House, located directly opposite the station, is a first-class hotel, where all the substantials of country be aid, with the delicacies of city fare, can be obtained, and the city itself is so pretty that a stroll about it will be one of the pleasant incidents of the trip. Saratoga is about sixty miles beyond Rutland, by way of Whitehall, and is reached about half-past six.

A DELIGHTFUL OCEAN TRIP AND A PLEASANT SUMMER RESORT.

Now that the summer heat in all its fierceness is upon us, many are looking for resorts by the seashore, or short sea routes, by which a few days or weeks may be pleasantly and coolly spent. To the many well-known pleasant places on the shores of Nova Scotia, Yarmouth may be added. The fine, stanch steamer Dominion, Captain Clements, makes the round trip each week to the above port by way of St. John, N. B. The Dominion is an excellent sea-boat, and her captain and officers are spoken of by those who have had occasion to sail with them, as gentlemen of culture and seamen of the highest order. The Dominion leaves here every Tuesday and returns the following Monday, thus making a most delightful trip for tourists during the sultry weather. Or the visitor may take rail and go further on through the Eastern Provinces and return at his leisure. The people of Yarmouth are hospitable to visitors, and many of them spend their leisure in Boston. The fishing and boating on the lakes adjacent thereto cannot be beaten. As the port of Yarmouth is situated at the extreme western boundary of Nova Scotia, and its waters flow in and out of the Atlantic, the searcher for cool resorts cannot fail to find there all that could be desired. Captain Clements owns and runs his boat, and takes great pride in having everything go well and his patrons satisfied. Messrs. John G Hall & Co, an old and well known commission house, No 64 Chatham street, are the freight and passenger agents, who will be pleased at any time to show the inquiring traveller that the statements made above are correct. The Dominion is at present running a full list of passengers each trip.

Boston Daily Advertiser 1875/07/09
America's Historical Newspapers

A NANTUCKET EXQUISITE.

BY HENRY H. BROOKS.

[Copyright 1895.]

I.

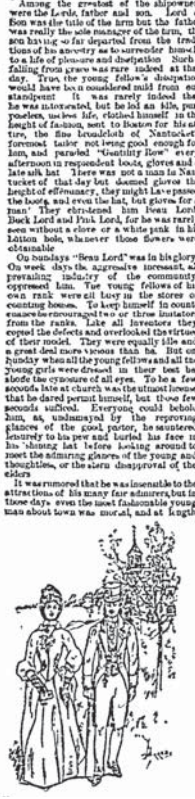
Few persons realise how difficult it is at this day to discover a purely American community, or even a community of purely American type. The immigration has been so ingessant, so enormous, so all pervading that one must seek it in isolated outlying localities to stand any reasonable chance of success. Probably the island of Nantucket today holds a community more near to the original simplicity and independence of our forefathers than any other place. To observe and study their character one must visit them a month or two before the arrival or after the departure of the summer visitors, during which period the islanders are absorbed in providing for the many wants of the pleasure seekers. The season is brief, from two to three months only. Thereafter they resume possession of their domain mentioned by the display of wealth and fashion, happy to return to their toilsome duties, their primitive ways and simple pleasures.

Forty or fifty years ago Nantucket was a prosperous place. The whale fishery was then a valuable source of wealth. The hardy islanders possessed it with exceptional success, as the kindred industries incident toit, refining the oil, the manufacture of sperm and stearin candles, ship chandlery, cooperage, and the on ller fisheries, all of which prospered, yielding fortunes, as much considered, perhaps, in that day as the menacing and monstrous accumulations of the present.

Among the greatest of the shipowners were the Lords, father and son. Lord & Son was the title of the firm but the father was really the sole manager of the firm, the son having so far departed from the traditions of his ancestry as to surrender himself to a life of pleasure and dissipation. Such a failing from grace was rare indeed at that day. True, the young fellow's dissipation would have been considered mild from our standpoint. It was rarely indeed that he was intoxicated, but he led an idle, purposeless, useless life, clothed himself in the height of fashion, went to Boston for his adventure, the fine broadcloth of Nantucket's foremost tailor not being good enough for him, and paraded "Gentility Row" every afternoon in resplendent boots, gloves and a late silk hat. There was not a man in Nantucket of that day but deemed gloves the height of effeminacy, they might have passed the boots, and even the hat, but gloves for a man! They christened him Dean Lord, Buck Lord and Puck Lord, for he was rarely seen without a clove or a white pink in his button hole, which never those flowers were obtainable.

On Sundays "Beau Lord" was in his glory. On week days, his aggressive incessant, all prevailing industry of the community oppressed him. The young fellows of his own rank were all busy in the stores or counting houses. To keep himself in countenance he encouraged two or three imitators from the ranks. Like all investors they copied the defects and overlooked the virtues of their model. They were equally idle and in general more vicious than he. But on Sunday when all the young fellows and all the young girls were dressed in their best to elude the eyesore of all eyes. To be a few seconds late at church was the utmost license that he dared permit himself, but those few seconds sufficed. Everyone could behold him, as, undaunted by the reproving glances of the good pastor, he sauntered leisurely to his pew and lurled his face in his shining hat before looking around to meet the admiring glances of the young and thoughtless, or the stern disapproval of the elders.

It was rumored that he was insensible to the attractions of his many fair admirers, but in these days even the most fashionable young man about town was mortal, and at length



"HE BEHELD THREE NOBLE SHIPS ENTERING THE HARBOR."

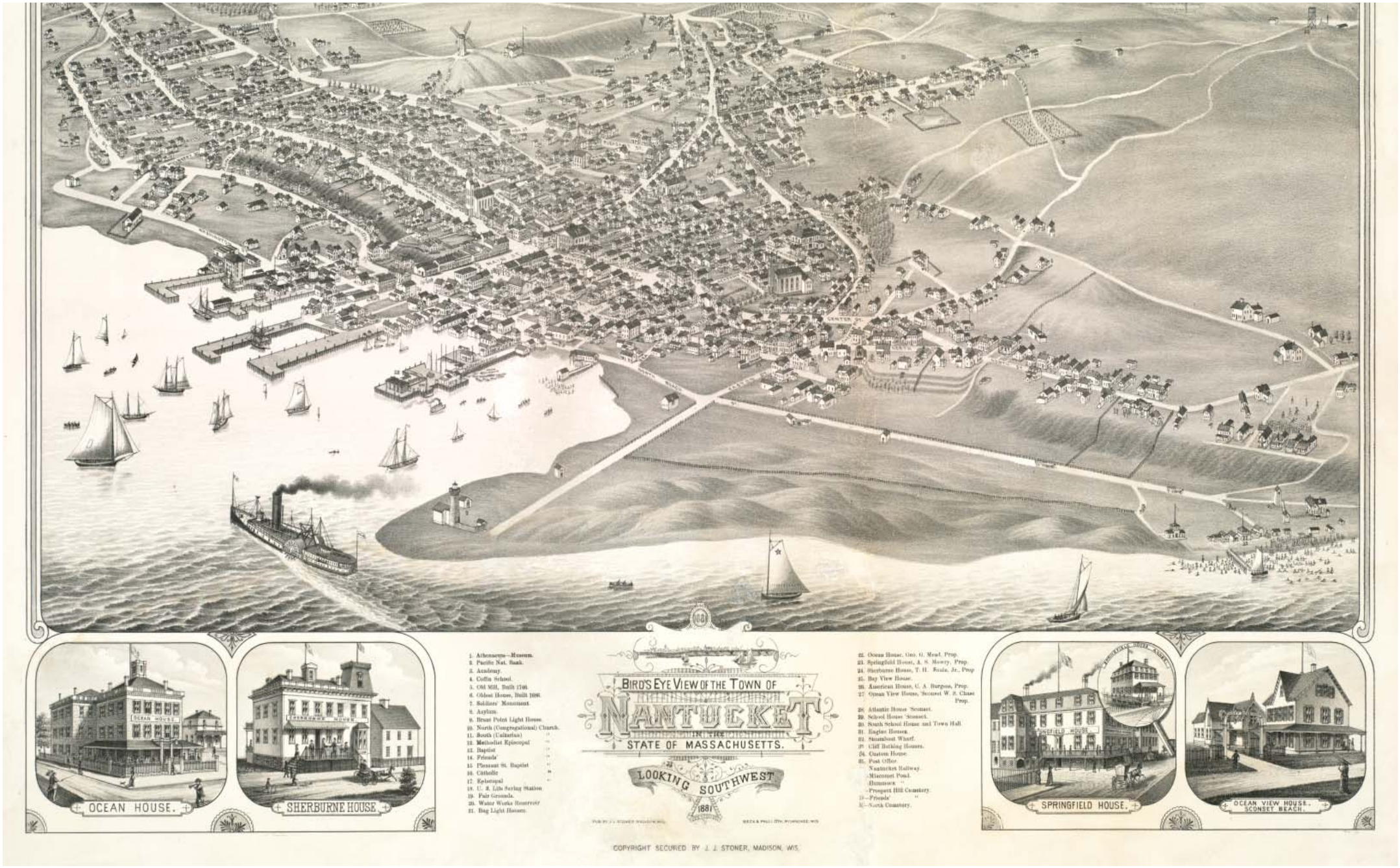
ings were not so formless. The lines so hard and unbroken are destitute in most cases of verandas, portticos, or even of cornices to the windows. As it is they stand grim and gaunt, appearing through the heavy wet mist, which so frequently enshrouds the island like great, gray ghosts, advancing or receding with the wind-swept vapors. But illuminated by the rosy tints of sunrise or sunset no mirage on the desert could be more beautiful or more deceptive. On the roof of one of these, situated at the foot of the road leading to the cliff where are built the pretty modern cottages of the summer visitors, an old gray-headed man was pacing

"the walk," such as is built by so many of the sailor islanders for the purpose of lookout and observation. The walk commanded a view of the bay and of the distant channel between the island and the mainland. The old man after gazing intently seaward for a time proceeded to a flag staff erected on a corner of the roof and commenced to signal with great expertness and act vity as though saluting an entering vessel. The signals, sadly tattered and faded, bore the ancient private cyphers of the once great firm of Lord & Sons, and the phantom ships thus saluted had been due to arrive upwards of a quarter of a century. Greatly elated, the old man hurried with the activity which his age permitted, to descend the narrow ladder in order to hasten to the counting house of Lord & Sons, to announce the welcome news. But arrived at his lare desolate room, the train of associates changed; mechanically he took a ten can from the table and descended to the street on his way to the beach to dig a few clams for his daily meal. On the corner he stopped to survey a particularly well-dressed gentleman, one of the summer visitors. What resemblance did the sight of the fashionable stranger awaken. Who shall venture to say? Upon his return his only visitor, who owned the lower half of the house of which the brother still retained the upper—all that was left of a once noble fortune—entered his shell swept the bare floor of his room. A kind neighbor had brought in a mess of hot fish and potatoes, knowing almost to a moment the hour of his return, careful to conceal herself, otherwise the food would have remained untouched. The sister and brother never spoke to each other, alas, but such care she never failed to take of him as their poverty and misery permitted.

One summer's morning the sun rose through a resplendent mist, which occasionally lifted to display the most gorgeous tints of green, amethyst, violet and gold. As the old man clambered to the roof his rags and greasy tatters were transformed into imperial robes. Scarcely had he touched the floor of the walk than he beheld three noble ships entering the harbor under full sail, their canvas resplendent in the gorgeous morning light. With trembling haste he hoisted the faded signals. Turning to see if they were recognized, he beheld on the quarter-deck of the foremost the favorite captain of Lord and Son, and by his side his own father holding Patience Lyman by the hand, both beckoning eagerly to him. As he turned to descend a sudden inexplicable weakness overpowered him and he fell stricken to death at the foot of the flag-staff. His spirit had boarded the phantom fleet, and been borne into the effulgent glory beyond.

Worcester Daily Spy 1895/05/29
America's Historical Newspapers

Road to Tourism



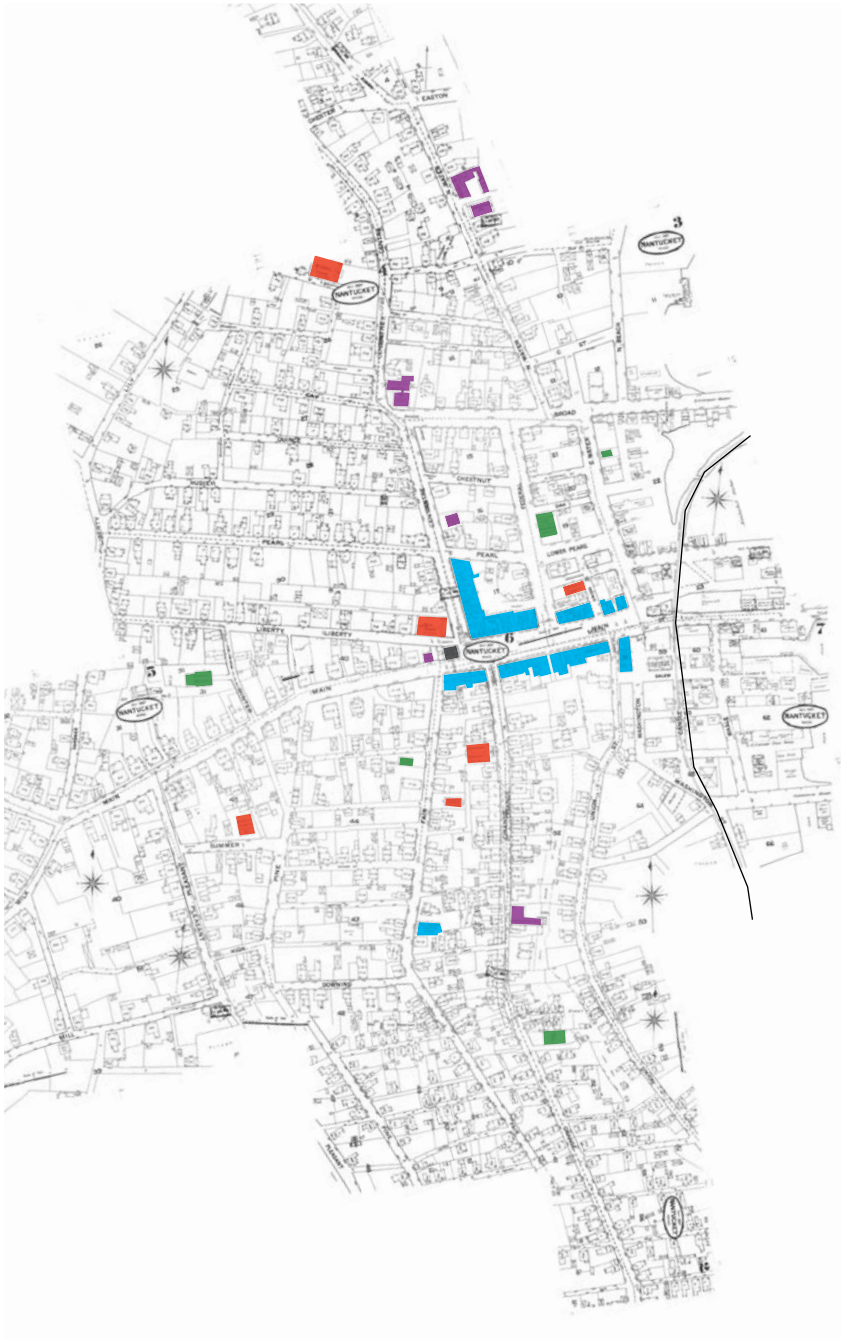
Norman B. Leventhal Map Center http://maps.bpl.org/search/apachesolr_search/06_01_007508

Sanborn Maps Comparison

1887

1909

Sanborn Maps Comparison



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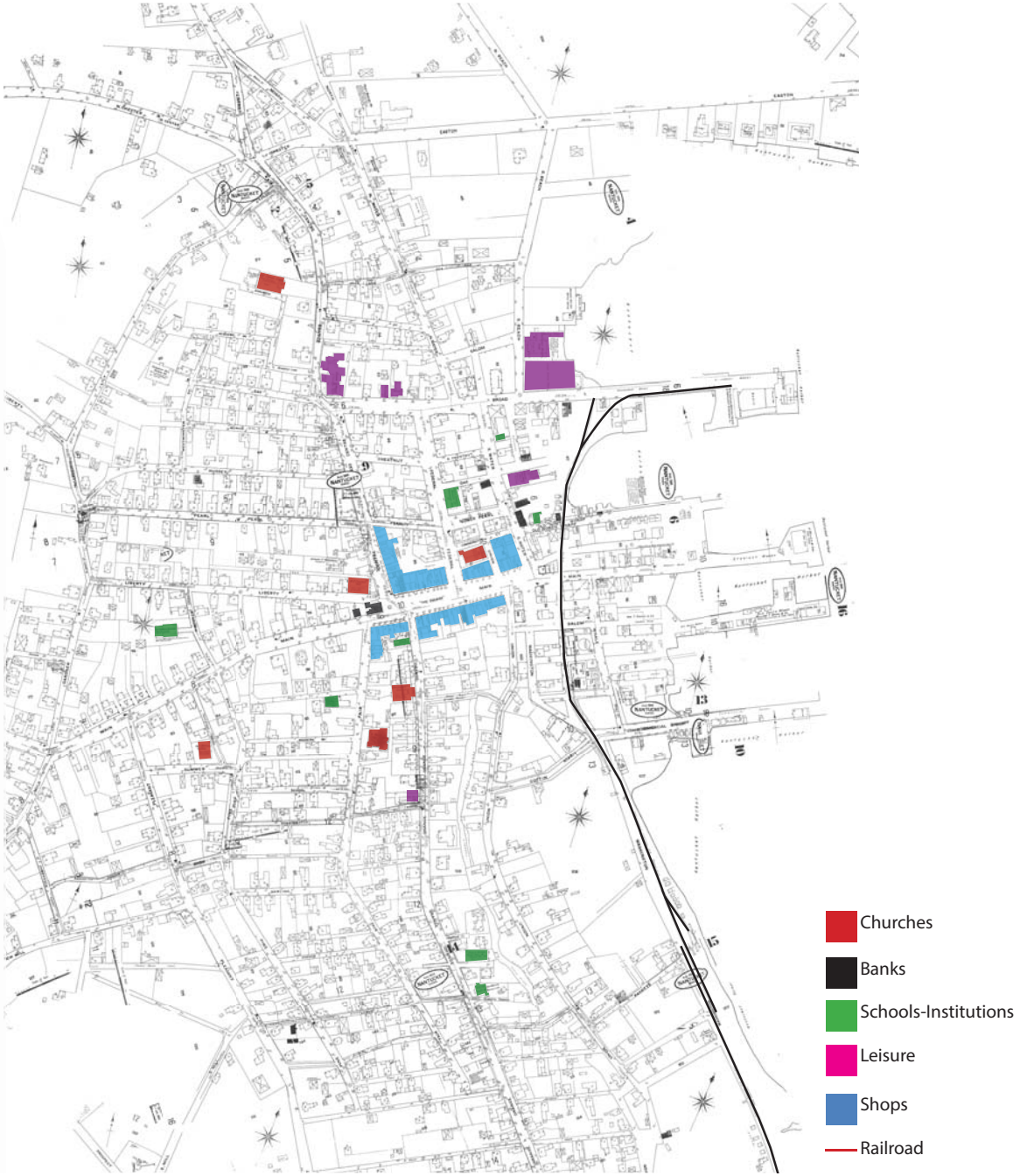


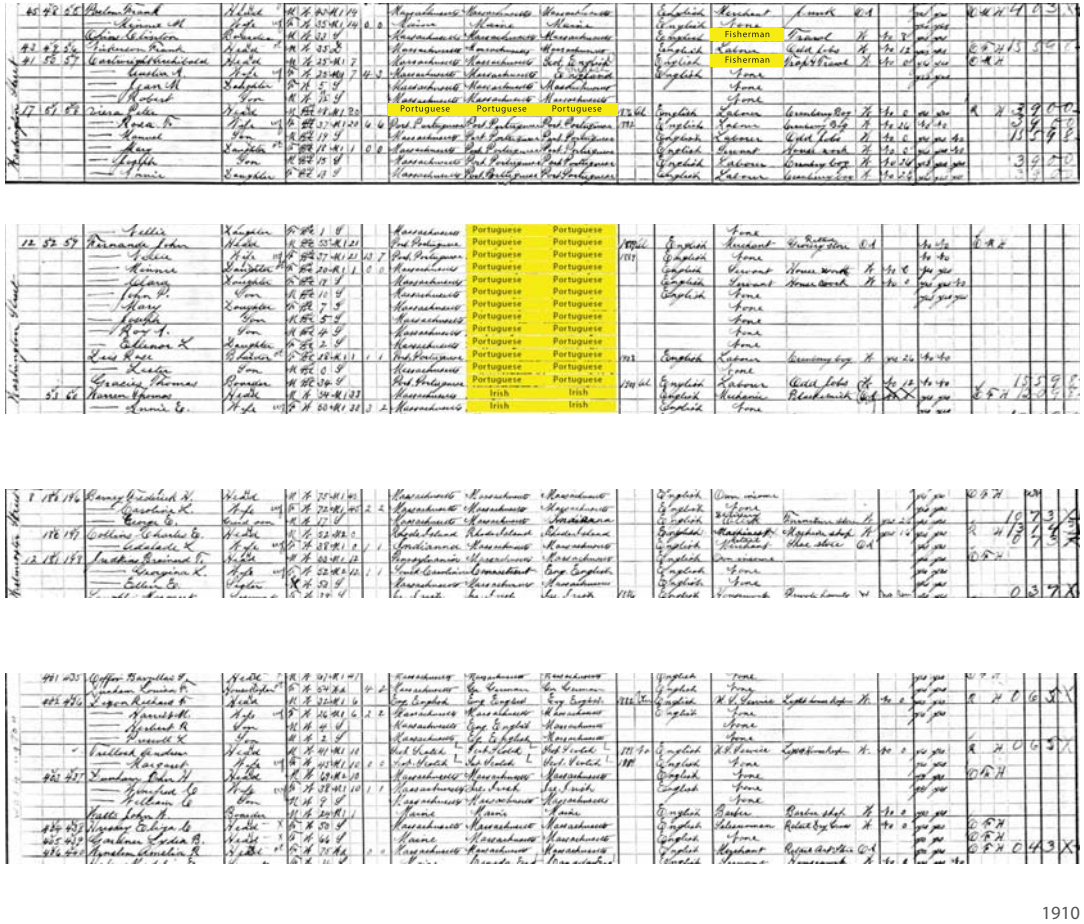
1910

Georgios-Spyridon Athanasopoulos
Susan Snyder, George Thomas

Census Data

1909

Washington Street



1910

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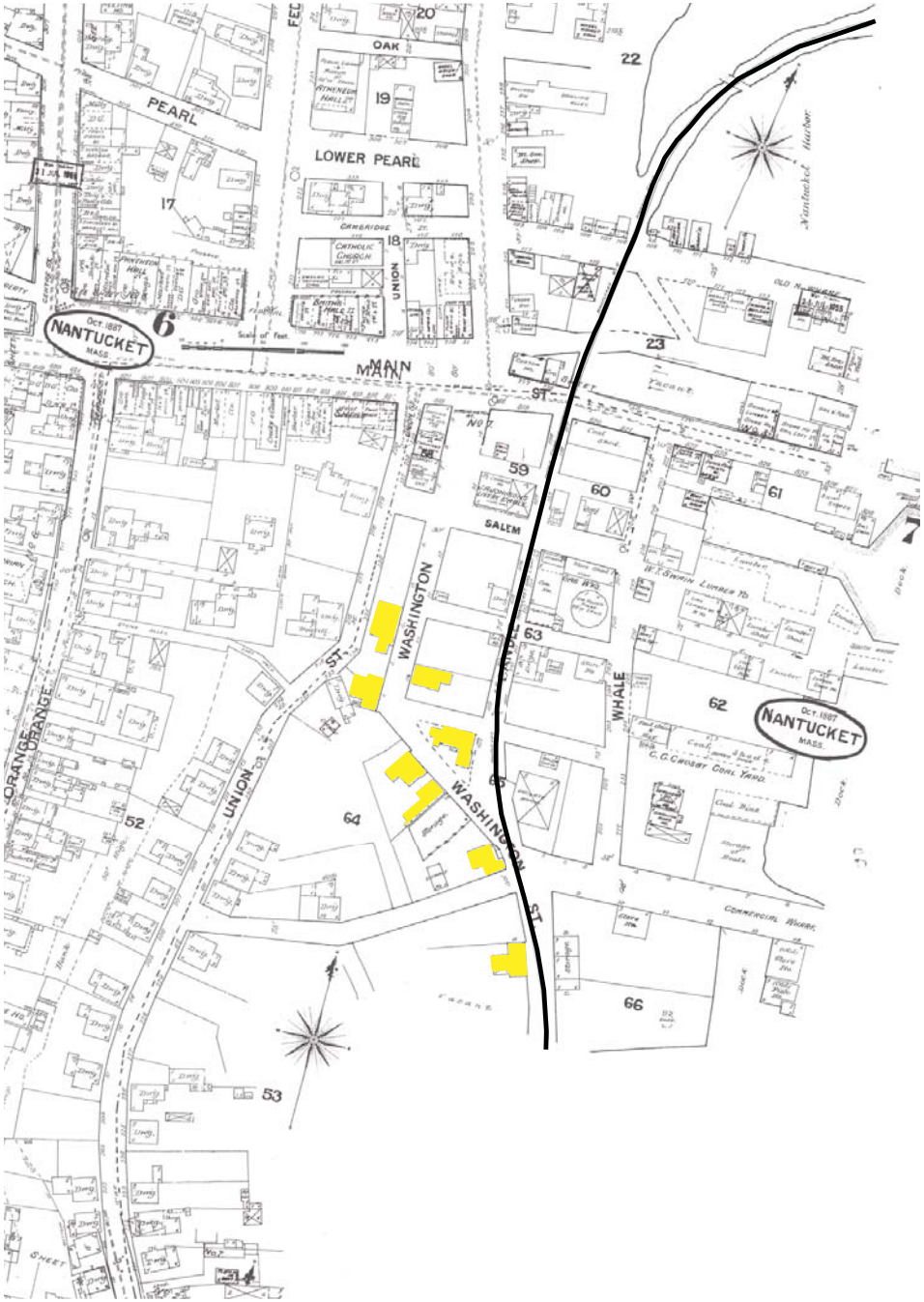

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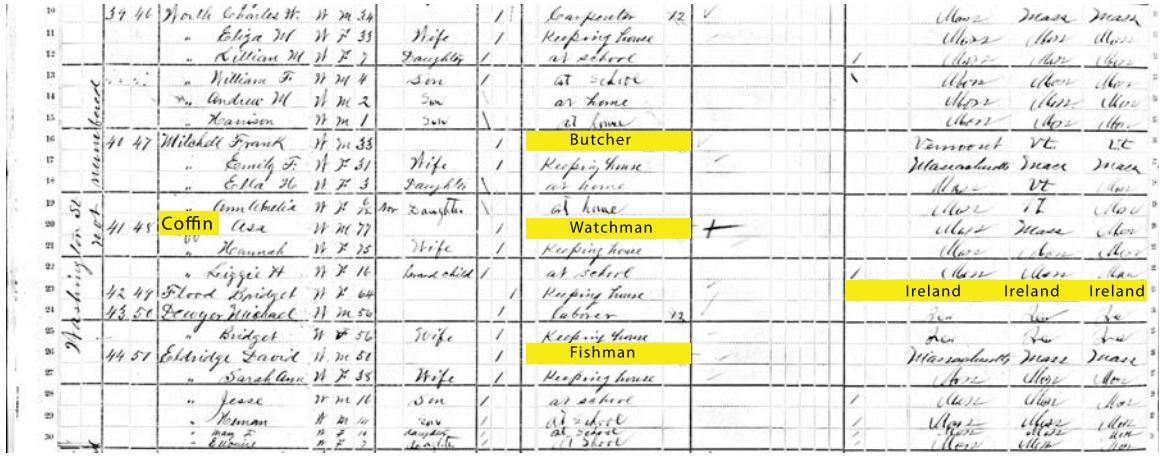
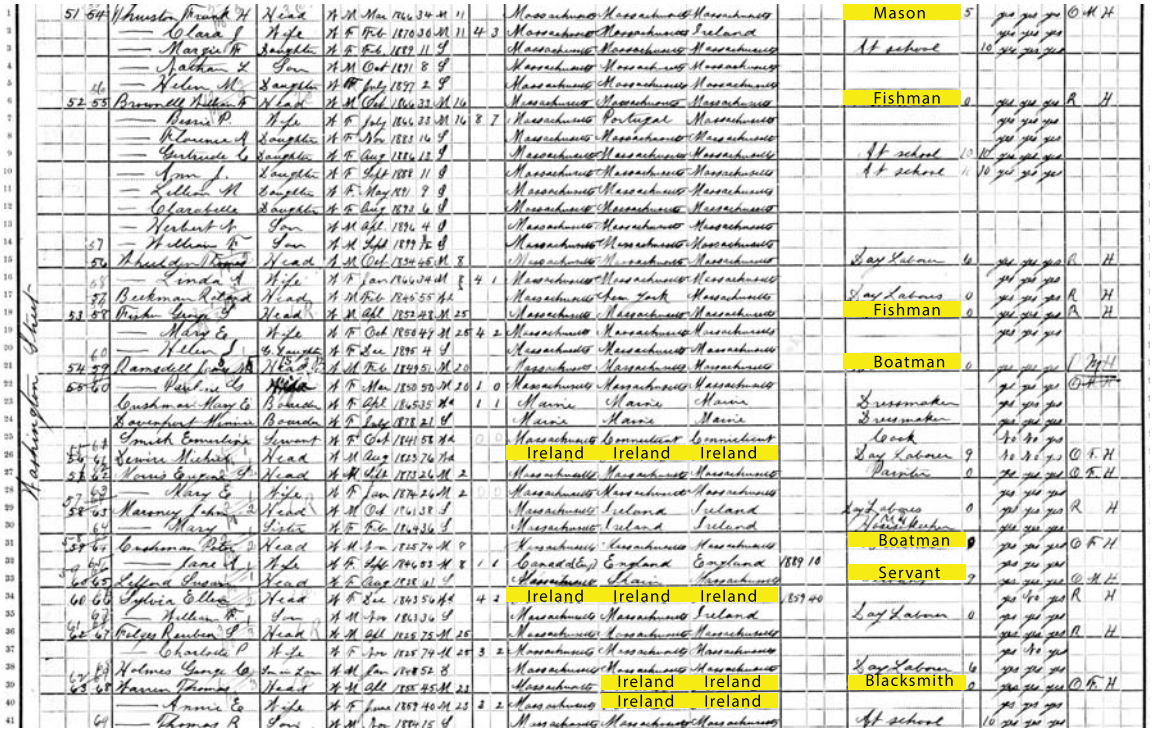


1880



1900

Washington Street