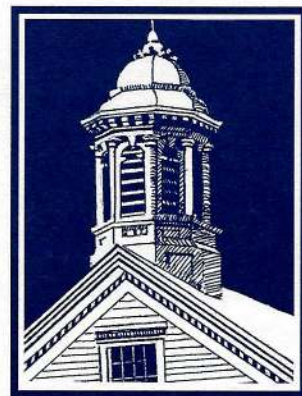


the CASTINE VISITOR

CASTINE HISTORICAL SOCIETY NEWSLETTER

Winter 2005

vol. 15 no. 3



Henry Whitney Castine Cabin Boy to Successful Liverpool Businessman

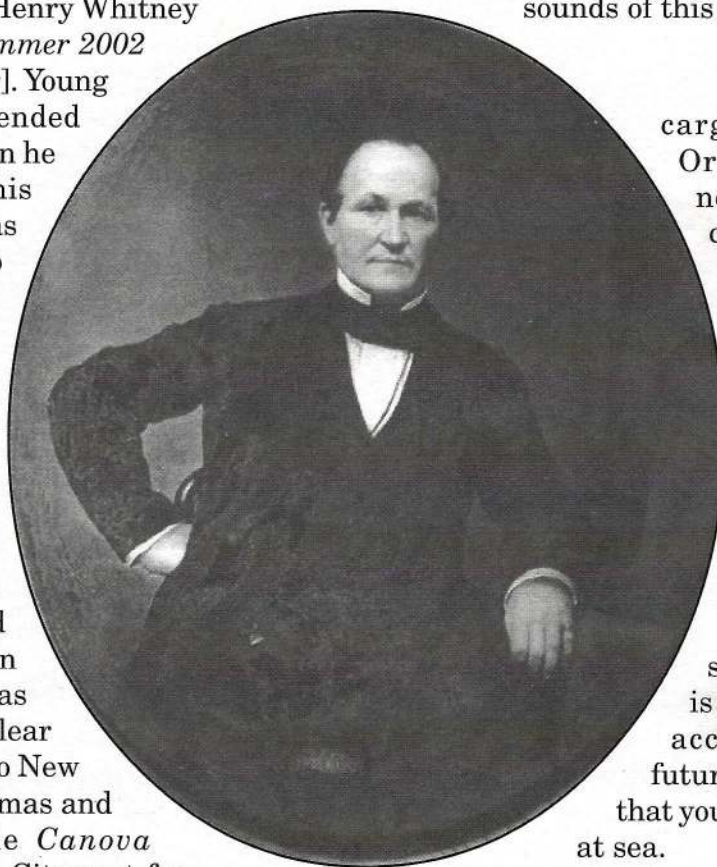
By Richard M. Ames

During the past three years, The Castine Visitor has published three installments detailing the illustrious and well documented history of the Whitney family written by Richard M. Ames, a family descendant and summer resident of Castine. The following article describes the life of Henry Whitney (1810-1868). Although he spent many years active with business and other interests in England, Whitney often spent his summers in Castine before "returning to a livelier Liverpool before the fall chills descended".

Henry Whitney was born in Castine, Maine on February 15, 1810. He was the second of 11 children born to Captain Henry Whitney and Lucy Perkins [see summer 2002

issue of the *Castine Visitor*]. Young Henry grew up and attended school in Castine and when he reached the age of 13, his father decided that it was time for his eldest son to follow in his footsteps and take to the sea. Young Henry is listed as a cabin boy on his father's ship, the *Canova*, in November 1823 and shipping papers report the *Canova* was "bound for ports in the United States, from thence to Europe and elsewhere." Henry's cabin boy wages are recorded as \$5.00 per month. After a clear winter run from Castine to New Orleans, including Christmas and New Year's at sea, the *Canova* remained in the Crescent City port for two months while Captain Whitney sold off the freight of lumber, potatoes, fish and cod oil. In addition to becoming acquainted with

life at sea, young Henry no doubt learned lessons in commerce as well as taking in the sights and sounds of this bustling port city.



Henry Whitney

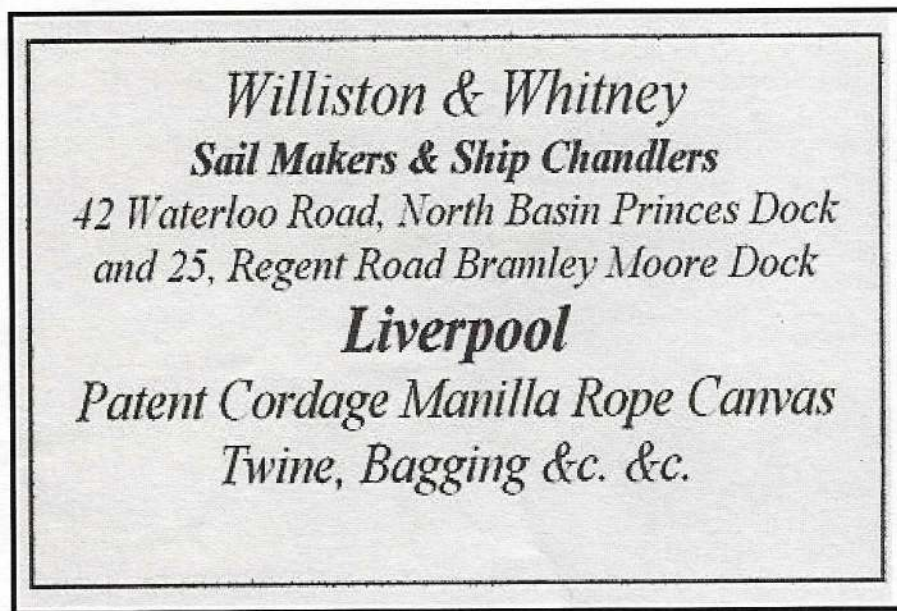
With no decent cotton cargoes available at New Orleans, the *Canova* sailed north for Charleston where cotton was loaded for a voyage to Le Havre, France. After arriving in Le Havre, the *Canova* returned to Charleston and again loaded cotton, departing Charleston for Liverpool. At Liverpool, a cargo of salt was loaded and the *Canova* returned to Castine, arriving in late September having been at sea for about ten months. It is not known whether Henry accompanied his father on future voyages, but we do know that young Henry did not adopt a life at sea.

Henry preferred his feet firmly planted on dry land and he eventually

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moved to Liverpool, England, where he was a partner in a ship chandlery business called Williston and Whitney. The business consisted of two shops at prominent locations on the busy Liverpool docks. In

included Castine ship captains and he frequently asked them to carry goodies home to improve the lives of his sister and aging mother.



addition to attending to his businesses, Henry was a theater enthusiast and regularly attended the shows that played in the Liverpool theaters.

Henry never married, but remained devoted to his family. When business permitted, he returned to Castine to spend the pleasant summer months at the family home on the common, returning to a livelier Liverpool before the fall chills descended on Castine.

Letters written in 1860 from Henry to his sister Phebe in Castine, record that Henry's Liverpool clients

"The ship Adams left a few days since for Castine. By her I sent one bottle of port, 2 cheeses and 4 parcels. I should liked to have sent home some more but Capt. Adams took nothing out of hand and therefore could not. We are still trying and there is still a large fleet of ships in L'poole . . . I have bought you a dress for summer and will send it the first opportunity. I am sorry to inform you I shall not be able to make you a visit this summer. I find I am wanted every day and it will be important for me to remain and look after the business this summer."

In addition to his chandlery business, Henry Whitney owned interests in sailing vessels. One of these was a 1/32 share of the ship *Weston Merritt*, built at Waldoboro in 1860.

"I have bought a part of a new ship now building in Waldoboro - will be off the stocks in August. I find as long as I remain in business I am bothered by partners to take a part of a ship with them. I shall take no more and sometimes wish I was out of the business. I think I have enough to live on for the balance of my days if I could content myself in Castine and do nothing . . . I am pleased to hear mother's health is good. Tell her my visit home is but delayed for a short time another winter will soon pass away if I can I shall leave in the Spring of another year. Have you received the brandy I sent by Cousin John Dyer? By the way Phebe how is cousin Mary his daughter? I think her very pretty."

Although not particularly pleased with his new investment, Henry appreciated handsome ships portraits and he commissioned maritime artist William G. Yorke to paint a portrait of the *Weston Merritt* when she arrived in Liverpool on her maiden voyage. Henry's ownership of the *Weston Merritt* was short lived as she was "sold foreign," as many U.S. flagged vessels were during the Civil War. However, this sturdy and well-built "Down Easter" continued in service under various flags until she met her fate during a voyage from Chicoutimi, Canada to Garston, England with a cargo

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The Castine Visitor



The mission of the Castine Historical Society is to collect, preserve, protect, and make available a variety of materials that illuminate the historical development of the Castine-Bagaduce River Area from its beginnings to the present.

The Castine Visitor is published three times a year by the Society for its members and friends.

Sally Chadbourne &
Delacroix Davis III.....Editors

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**Castine
Historical Society**

President's Report

The summer of 2005 was an active one for the Castine Historical Society. More than 2,000 visitors viewed the permanent and seasonal exhibits at the Abbott School. Twenty-one tour groups, usually guided by Jim Stone, learned about the history of the town and visited the Society. Thanks to an enthusiastic, devoted and informative group of docents, the oversight of the exhibits went smoothly. We are indeed fortunate to have so many dedicated volunteers. They keep the Abbott School open six days a week during the busy summer months, an accomplishment not matched by many other historical societies in the region.

In June we were pleased to host visitors from Australia who are seventh generation descendents of the Baron de St. Castin and his wife Matilda (daughter of Indian Chief Madockawando).

In August the Historical Society welcomed the 149th Annual Cruise of the New York Yacht Club. Along with the Castine Yacht Club and the Maine Maritime Academy, we cosponsored an illustrated talk by Maine State Historian and Executive Director of the Maine Historic Preservation Commission Earle G. Shettleworth, Jr. on Castine's architectural heritage. The lecture was followed by walking tours in the village led by Historical Society docents for more than 100 members and guests of the New York Yacht Club.

Also in August we had the most successful Art Show and Sale in the Society's history. This year's event was dedicated to the memory of Peggy Rogers who was the driving force behind our first Art Show and Sale. Special thanks are due to Sue Macdonald for her careful oversight of all the details.

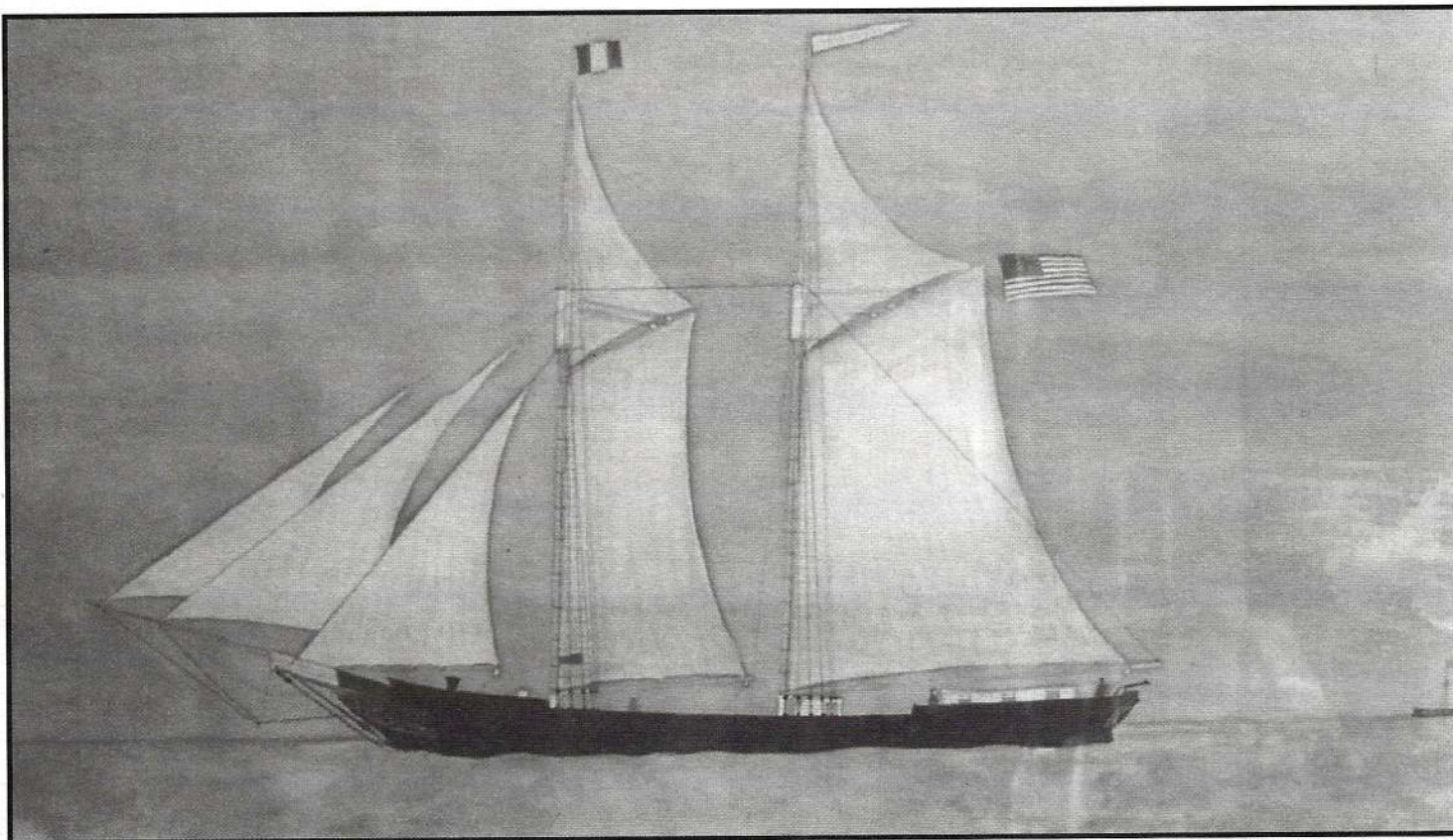
Our main concern for the year ahead is restoring the cupola and replacing the roof on the Abbott School. When the building was renovated ten years ago, the necessary work started in the lower level and proceeded up through the second floor so meetings, exhibits, and collections could be handled adequately. Now we need to complete the job by replacing the roof and restoring the building's architecturally defining cupola. The work must be accomplished next year. If we delay any further, existing water leaks will only get worse and make the project larger and more costly. You will be hearing more about this undertaking as plans progress.

I can assure you that our hard work continues throughout the winter so we will be ready for another exciting season in 2006.

Ann L. Miller

"Generations and Genres: A History of Literary Castine, 1776-1976"

Planning has begun for the Castine Historical Society's 2006-2007 exhibit that will feature Castine writers. In addition to Castine's famous mid-20th century summer colony that included Philip Booth, Robert Lowell, Mary McCarthy, and Elizabeth Hardwick, there are at least thirty other writers being considered. Riva Berleant, Sally Foote, Paul and Dixie Gray, and Jim Stone are currently researching authors and compiling the list of possible subjects. The exhibit will be free and open to the public during the next two summer seasons on the main floor of the Abbott School. Look for additional information on the exhibit in upcoming issues of *The Castine Visitor*.



(photo courtesy of Richard Ames)

Castine-built Schooner **ANNIE WHITING**

of timber. She was stranded on June 12, 1888 at the French territorial island of Miquelon in the Gulf of St. Lawrence and was a total wreck.

Later in life, when his health began to fail, Henry sold his interest in the Liverpool chandlery business and returned home to Castine to enjoy the remainder of his life. He brought to Castine many of his belongings, including the portrait of the *Weston Merritt*, which hung in a place of honor over the mantle in the parlor of the Castine house.

During his latter years in Castine, Henry kept busy investing in sailing vessels including ownership

in the Castine built schooners *Goldfish*, *Annie Whiting*, and *Bagaduce*.

Mary Whiting Hatch, Henry's niece, recalls: *My Uncle Henry, your Grandmother's brother was in business in Liverpool. When his health began to fail, he came home to Castine and for a few years was an invalid. Both Father and Mother were devoted to him, though I fear at times he was a bit difficult, a bachelor and used to having things his own way. He was obliged to make radical adjustments coming into a home with two small children, who were perhaps 14 and 17 – Harry and myself, your Aunt Annie and Uncle John; but mother used great tact. He was especially fond of Harry and*

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Penobscot Marine Museum Seeks George Wasson Memorabilia

The Penobscot Marine Museum in Searsport is planning an exhibit for its 2006 season on author and artist George Savary Wasson (1855-1932). Perhaps best known for his book *Sailing Days on the Penobscot, the River and Bay as They Were in the Old Days*, Wasson was also a prolific maritime artist. Originally from Massachusetts, Wasson moved to Bangor around 1914 and spent summers in Castine, cruising the local waters on his boat *Wave Crest*, now part of the PMM collection, and making sketches for his paintings. PMM curator Ben Fuller has made a request through the CHS Collections Committee for paintings, sketches, photographs, correspondence and other George Wasson memorabilia for loan to the museum for the planned exhibit. Of course, the CHS Collections Committee would be interested as well! If you have something of interest to share, please contact Sally Foote (326-9787) or Sally Chadbourne (326-0828; info@castinehistoricalsociety.org) or Ben Fuller directly (207-548-2529; bfuller@penobscotmarinemuseum.org).

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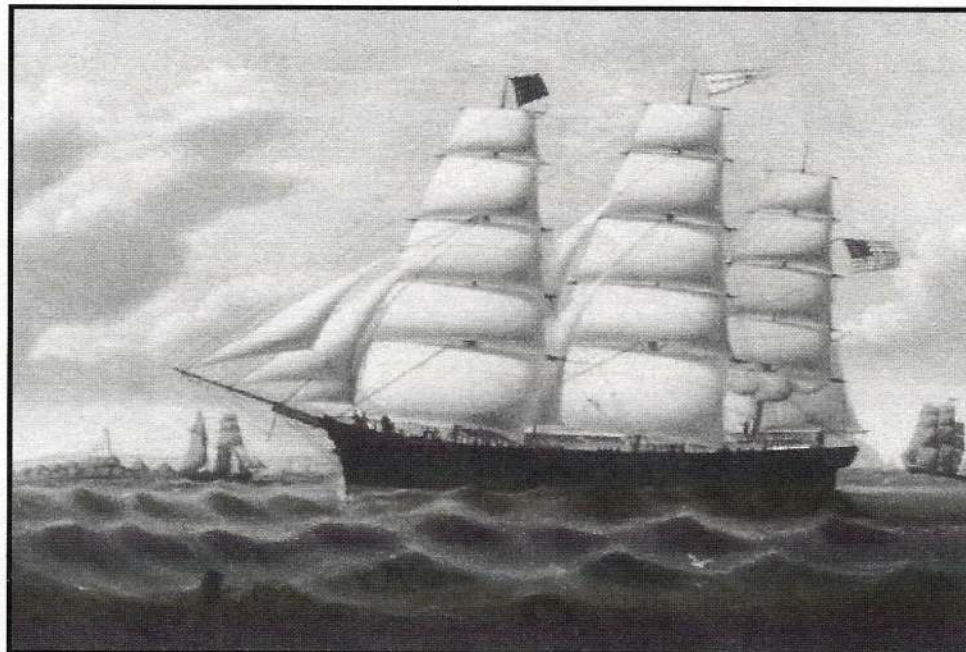
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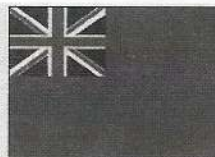


(photo courtesy of Richard Ames)

WESTON MERRITT 1100 tons, built in 1860 by Reed, Welt & Co. of Waldoboro, Maine. She belonged to the port of New York and was sold in 1864 to Heyn & Co. of Liverpool, and was renamed *DHARWAR*. In 1868, she was sold to Bonke & Co. of Rotterdam, and was renamed *ERASMUS*. In 1873, she was sold to H. P. Rude and was renamed *PRESIDENT*, sailing from the port of Mandal, Norway. She is shown here inward bound off Anglesey, with the Skerries Lighthouse to the left and the South Stack Lighthouse astern. The painting is signed Wm. Yorke Liverpool, May 1861.



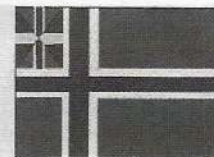
WESTON MERRITT
New York, USA
1860 - 1864



DHARWAR
Liverpool, England
1865 - 1867



ERASMUS
Rotterdam, Holland
1868 - 1872



PRESIDENT
Mandal, Norway
1873 - 1888

*wanted him with him. I can so well remember the day he died. I had been sent to a picnic and when I returned I realized something had happened and was told Uncle Henry had died."**

*From "Castine As She Remembered It," remembrances of Mary Whiting Hatch to her son, Francis W. Hatch. Privately Printed.

Henry Whitney died in Castine in 1868, and was buried in the Castine cemetery. His memories and belongings remained part of the family house on the town common contributing to its charm and the sentiment of times gone by.



Spring 1780—Continuing Intrigue with Fort George in the Aftermath of the Penobscot Expedition

On March 21, 1780, a French frigate, *L'Hermione*, sailed from Rochefort, France for Boston, Massachusetts. Onboard was Gilbert Motier, better known as the Marquis de LaFayette, who was enthralled by the American colonists' fight for freedom. Although just 23 years old, he used his wealth and influence to convince the French King Louis XVI to send his best and fastest vessel to aid the American cause. Shortly after reaching Boston, *L'Hermione*, a 212-foot, 32-gun warship, was sailing in Penobscot Bay on a reconnaissance mission on Fort George.

On April 17, 1780, only eight months after the disastrous Penobscot Expedition against Fort George and exactly one month before *L'Hermione* sailed in Penobscot Bay, George Washington wrote a letter to the Congress. In pertinent part, the letter stated:

"I have attentively considered the application from the State of Massachusetts on the subject of an expedition against the enemy at Penobscot. It appears to be of great importance in several points of view that they should be dislodged; but circumstances as we (sic) are, I do not see how the attempt can be made with any prospect of success. A naval cooperation seems to be absolutely necessary and for this we do not possess the means. We have no fleet and the enemy have (sic) a respectable one on the coast, which they can at any time employ to frustrate our measures. From all accounts, the posts at Penobscot are strongly situated and susceptible of being made more formidable by additional fortifications, which it is to be presumed has not been neglected. To attempt a *coup de main* with a tolerable certainty of success would require a considerable force, and of other troops than Militia, which can by no means be spared."

Despite the experience of the 1779 expedition and Washington's reservations, considerable interest in removing the British from Ft. George remained, both in American colonial and French quarters.

The following is an English translation of an extract from the journal of the Royal Frigate *L'Hermione* covering the period May 14-17, 1780 when the vessel was near Castine. The extract was generously provided by the Maine Historical Society and is reprinted with their permission.

The translation of the journal extract has been reprinted without change. Inconsistencies and/or errors in capitalization, punctuation, grammar and spelling are all unchanged. A few footnotes have been added for ease of reference, especially for geographic features. According to the Maine Historical Society, Joseph Williamson of Belfast, Maine probably did the translation in the early years of the twentieth century using foreign archival sources.

A replica of *L'Hermione* has been under construction in Rochefort since 1997. The *Hermione-LaFayette Association*, sponsor of the project, hopes to sail the replica of *L'Hermione* to Boston in 2007, retracing LaFayette's voyage of 1780.

(Courtesy of Hermione-LaFayette Association)



Portrait of the Marquis de LaFayette as a young officer.

Extract from Journal of the Royal Frigate *L'Hermione* of 32 Cannon

Commanded by M. de Latouche, Lieutenant of the Ship *La Campagne*
Commenced Jan. 23, 1780 and finished Feb'y 26, 1782

Sunday May 14, 1780

Having made an offer to the council of the State of Massachusetts Bay to sally forth with my frigate to drive away take or fight the English privateers or frigates which might get into the bay to harass their commerce, I have advised them to consider the Royal Frigate at their service until I had received instructions from the Ambassador at Philadelphia.

Yesterday evening I received a letter from the Council which induced me to proceed so as to go as far as Penobscot, with the intent of keeping away or taking possession of two hostile ships which are cruising from Cape Ann to the said place of Penobscot, belonging to the English who have erected a fort there.

Setting sail. Being ready to set sail, and having provided myself with a coast pilot from Frenchman's Bay I got under sail at 8 o'clock in the morning from the port of Boston at the beginning of ebb-tide. The very light winds being from the direction W.S.W. I have steered so as to run out into the channel. At 10 o'clock being in the narrowest place of the channel, between Gallupe's Island (l'isle Galop) and Lovell's Island¹ the breeze coming from the South and keeping me in, I have been obliged to anchor very near the Southern Point of Gallupe's Island in 4 ½ fathom deep of mud. I have made two anchors successively thrown overboard lie on the point of George's Island¹, by which I

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have dragged myself so as to get away from Galloupe's Island. I have sailed under the fore top sail and the gallant sail and have veered towards the roadstead of Nastasket² with the intention of anchoring there, but the winds having veered at 2 o'clock and passed to the S.S.W. I have gone between George's Island and Nastasket so as to put out being abreast of Point Allerton.³

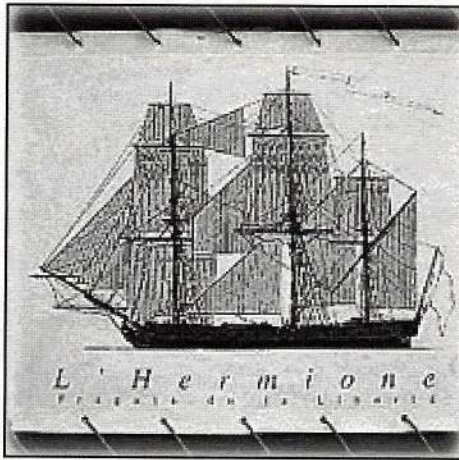
I have gone across so as to embark my boats and discharge my port pilot and at quarter to 3 o'clock I have rounded the cape on the North East. At four o'clock I have taken the bearings of the rock in my way to the W.S.W. between the 2 lights of Cape Ann to the N.E. 3 deg. E. At half past four I have sighted a three masted ship to windward of me, running by the wind.

Having sailed on the larboard tack I have come to the wind in order to reconnoitre it. In luffing the main topmast has sprung 2 feet above the cap, although it did not blow much, as the sea was calm and I had taken the precaution to have down the fore-top gallant sail on the strain. I have hauled down the main-top-sail and I have taken in two reefs in the fore-top-sail. At six o'clock I have tacked so as to chase this ship being in her wake when I had seen her head to wind. She cast off her main top-gallant sail in order to steer off. I have judged by the way she took that she was an American Privateer who was bound for Salem or Boston. At half past seven I have given up the chase, seeing her near Marblehead and I have arrived at the cape on the N.E. under the lowered fore-top-sail and the mizzen top-sail. At 8 o'clock I have begun to go to work to lower the mainmast, on deck and at midnight the other was in place.

Monday, May 15, 1780

At quarter to five the S.W. wind a fresh gale I have rounded the cape at the N.N.E. so as to reconnoitre the country. At five o'clock I have had a good view of Seguin (l'isle Sequin)⁴ situated at the mouth of the Kennebec River and Bay in Lat. 44 degrees 6 minutes north. At six o'clock I have taken bearings of Sequin Island—to the N.N.W. $\frac{1}{2}$ N. The western point of Kennebec; to the N.W. 3 degrees N. At this time I have kept my sails full to the N.E. so as to see Monhegan Island. Mohequen. At seven o'clock I have made the cape on the E.N.E. at 8 o'clock I have taken the bearings—The southern point of Monhegan at the E $\frac{1}{4}$ N.E. That of the North on the N.E. $\frac{1}{4}$ E. I have

steered in order to go through the shoals, so as to get quite near. At half past nine being to the leeward of it, and of some rocks standing out of the water which are at some distance from it, on the west. I have gone across starboard with the wind, and sent my boat ashore with the American pilot to get some information about the English cruisers in these seas. I have remained across until half past eleven o'clock, when the boat has returned from the island. The American pilot has reported to me, that the inhabitants of his acquaintance with whom he talked in order on what



L'Hermione, Frigate of Liberty

(Courtesy of Hermione-LaFayette Association)

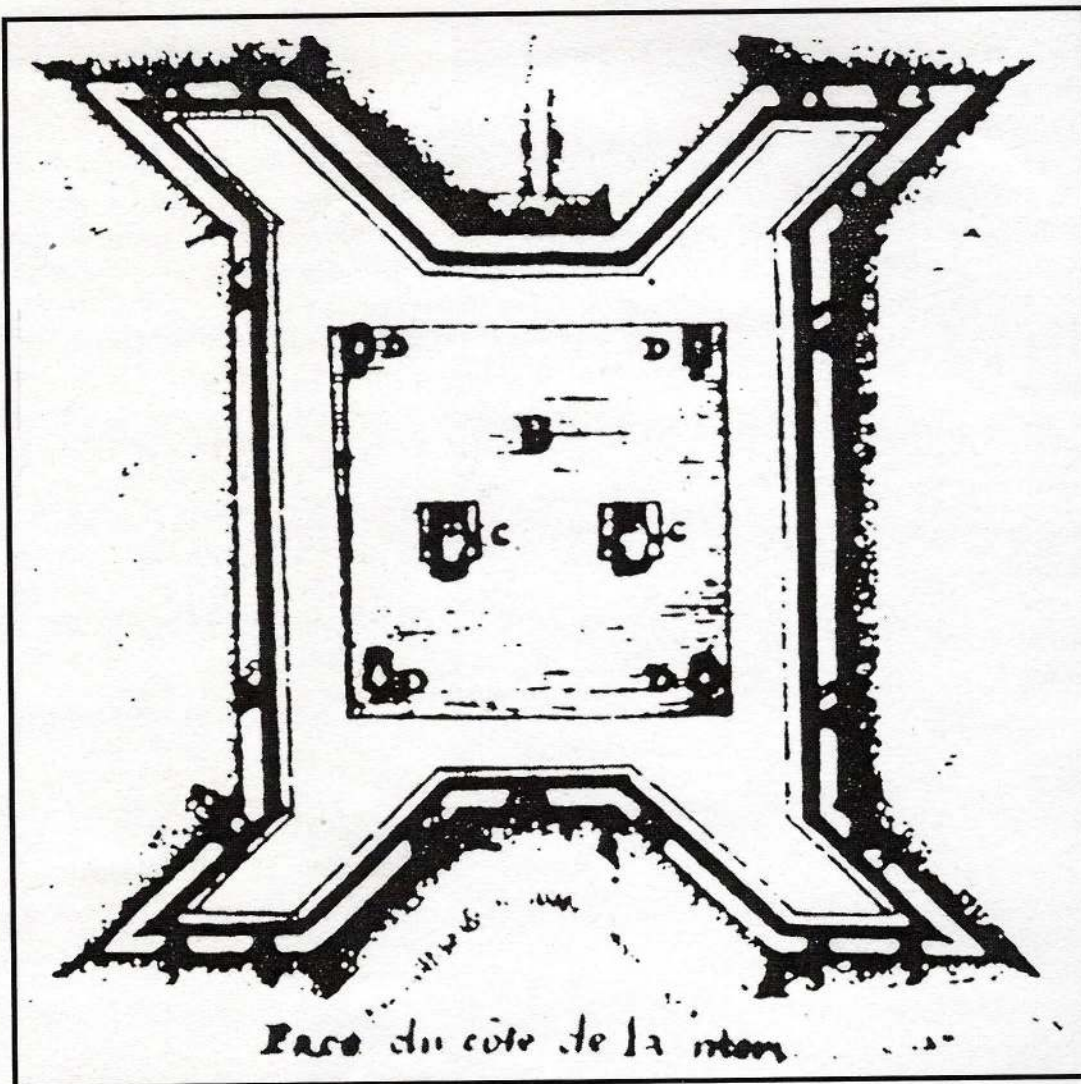
was at Penobscot have said to him that it had only been 12 days since an English Frigate of 22 cannon had arrived then having under her escort two transports of his nation, laden with food and garments for the garrison of Penobscot. That one of these transports mounted 18 cannon and the other 16, that he thought that these were the only ships which were at present at Penobscot, but if I wished to anchor at Owl's Head, Owls Head a point near the American Camp, which is in this part of the country I should get the best information about it.

I have resolved to make for this anchorage and at noon I have come towards the cape on the N.E. Leaving to the Larboard $\frac{3}{4}$ of a league away. At one o'clock the coast pilot has steered to the E.N.E. sailing along near a number of little islands covered with woods which we had left to larboard, until we had at starboard one or two leagues away, the Matinicus Island (les isles Martinnizes) which are badly placed upon the map *La Cour*, as well as all those of this part and generally all the points of the New England Coast are badly placed there and nearly all too far north by 12 to 15 metres. We have passed along the shore which is more than 5 leagues long and the map marks it only as an islet. After having discovered the point Owl's Head I have steered to the N.N.E. to N. as far as N.N.W. so as to join the anchorage I have come to find with little canvass and sounding of it.

Anchored at Owl's Point in Penobscot Bay

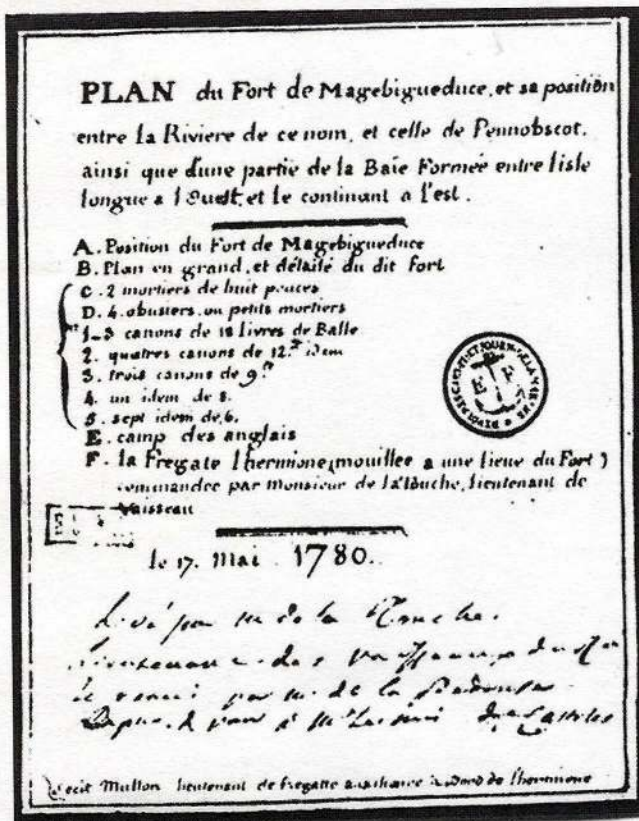
When I have found myself in 20 fathom deep of black mud I have let go the anchor, Owl's Head point to the south $\frac{1}{2}$ West. The island Owl's Head to the south $\frac{1}{2}$ E. The S.E. point of Fox Island to the S.E.

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This diagram of Fort Magebigueduce (Fort George) was prepared based on information developed during the reconnaissance voyage of *L'Hermione*.

The original French language explanation of the fort's armaments (below left) was also prepared in May 1780. The date of the English language translation (below right) is unknown.



Plan of Fort Magebigueduce, and its position between the River of that name and the Pennobscot, as well as a part of the bay between Long Island to the west and the mainland to the east.

- A. Location of Fort Magebigueduce
- B. Large-scale, detailed plan of said fort
- C. Two 8-pound mortars
- D. Four obusiers or small mortars
 - 1. Three 18-pounders
 - 2. Four 12-pounders
 - 3. Three 9-pounders
 - 4. One 8-pounder
 - 5. Seven 6-pounders
- E. English camp
- F. Frigate *Hermione* (anchored 1 league from the fort)
Commanded by M. de la Touche, Lt. of the Line

$\frac{1}{4}$ S. the southern point of Long Island to the E.N.E. I have put my jolly boat out to sea and at four o'clock I have sent it to the nearest point with the American pilot and my second pilot to get the information I desire upon the troops and position of the English ships at Penobscot.

I have held myself ready to turn my broadside in case there should come unexpectedly some hostile ships. At half past seven the jolly boat has come back with the lieutenant of the American detachment of the post to which my boat had been sent. This officer has made me an offer on the part of his commandant to go to Penobscot, in his boat to gain information and to ascertain for himself of what is there.

He has sent me the plan of the English Fort of Penobscot which is regular with four bastions situated on a height which commands two rivers, mounting 18 pieces cannon disposed as follows.

On the north bastion at the right, one of 12 lb. one of 8 lb. and one of 6 lb. Upon that of the left one of 12 lb. and one of 18 lb. On the curtain which looks towards the west two of 6 lb., on that which looks towards the East two of 6 lb.—One of 6 lb. on the south curtain. On the southern bastion is one of 18 lb. one of 12 lb. one of 9 lb. and one of 6 lb. On that of the S.W. the same number of cannon and the same calibre as those of the south east. Outside, the fort is provided with two motors (*sic*) of 8 inches, 2 columns called Rey-aux and two bowitzers (*sic*) of three pounds. The garrison consists of 600 men. He has also told me that there were 2 war-ships. The *Nautilus* of 20 cannon of 6 lb. and the *Albany* of 16 cannon of 4 lb. that there was at the mouth of the river a boat of 8 cannon and a schooner which is not arrived. After this last report I have determined to set sail so as to anchor at night at the mouth of this

river and to take the boat and the schooner with my arrived long boats and cutters.

In consequence at 8 o'clock I have given orders to raise the anchor but the wind being absolutely calm the tide running very rapidly the American pilot did not believe in getting under sail fearing lest the tide should dash him on the rocks, which are at the N.E.

The currents of flow and ebb in this bay turn rapidly N.E. and S.W. paying out (or drawing?) three or four knots an hour. The tide raises 10 feet with ordinary tides and to 12 feet at the new or full moon. The setting of the tides is at noon.

Tuesday, May 16, 1780

Dead calm all night. In the morning the breeze has come from the N.E. which has prevented me from sailing. In the forenoon some American boats have come, among others, Major Seever and Capt. Brownd (Brown) commanding the detachment of troops stationed in this quarter. These troops number 400 men, occupying various posts from the Penobscot River to Casco Bay, under the command of Brigadier-general Haswood (Haslewood). At half past 12 the breeze having come from the S.W. quarter I have raised anchor and made my way towards the Penobscot River steering to the S.E. $\frac{1}{4}$ E. for half a league so as to weather the rocks which are to the South of Long Island. After having weathered them I have arrived at the head at the N.E. keeping along near Fox Island, and making for the channel between this island and Long Island. I hoisted the English flag and ensign.

Anchored at the Entrance of Penobscot River a league from the English Fort Bigwaduce

At two o'clock I have begun to see the English Fort of Bigwaduce which hoisted its flag. I have steered on until quarter to four

when being one league away, I have anchored in 20 fathom of mud, at $\frac{3}{4}$ of a league from the mouth of the river and from the usual anchorage of the hostile ships. I have fired many cannon shots so as to attract some boats alongside.

The eastern pt. of Long Island—North Fort Bigwaduce to the N.N.E.

Cape Rogues (Rosier) S.E. $\frac{1}{4}$ E.

The western pt. of Long Island S.W. $\frac{1}{4}$ S.

At the time I anchored the boat which departed yesterday evening for Owl's Head to reconnoitre has arrived. The officer has reported to me that he had approached within $\frac{1}{2}$ mile the anchored ships consisting of the *Nautilus* of 20 cannon of 6 lb., the *Albany* of 16 cannon of 6 lb. and of many boats and schooners, that he had learned elsewhere that they were waiting all this time for a frigate from New York. I have distinctly seen the Fort, and I have recognized it as like that which was described to me. I have ordered a plan drawn of it by Mr. Multon the auxillary (*sic*) officer embarked with me.

To pass the night off this anchorage, and believing the enemy informed of my arrival in these waters during some measurements of Fox and Long Island I have ordered the cannons placed for chase or retreat and all the batteries loaded with grape shot. I have also placed all my arms so that each should find them at hand as occasion demands. I have sent an armed boat towards the buoy and I have kept half my crew in the battery, and the other above.

The night has passed without my having had knowledge of the least movement, on the part of the enemy.

Wednesday, May 17, 1780 Sailed

The wind having passed to the E.N.E. at six o'clock in the morning I have set sail, after having hoisted the French flag and ensign, which I have made known by a bullet shot from the cannon. I have made my

continued on page 10

way to the S.W. $\frac{1}{4}$ S. so as to go out by the same way I have come in, leaving Long Island on the starboard and Fox Island on the larboard. At noon I have taken the bearings. The middle of Monhegan to the S.W. $\frac{1}{4}$ W. The southern point of George's Island to the N.W. $\frac{1}{4}$ W. $\frac{1}{2}$ W. The middle of Mastinocosque (?)⁵ to the

N.E. $\frac{1}{4}$ E. The winds variable having passed from the S.E. to the E.S.E. I have steered by the wind sailing on the larboard tack, at four o'clock. I have clewed up the mainsail and ordered a reef taken in each top sail. At nine o'clock in the evening I put out athwart the wind.

FOOTNOTES:

¹ Islands in Boston Harbor now part of Boston Harbor Islands National Recreation Area.

² Probably a reference to Nantasket, now called Hull, a narrow peninsula separating Hingham Bay from Massachusetts Bay.

³ The northeast point of the peninsula, being the part extending the farthest into Massachusetts Bay.

⁴ Seguin Island is two miles from the mouth of the Kennebec River at 43° 42.68' N; 69° 45.39' W.

⁵ Matinicus Island.

CHS Collections and Archives

Looking for historical documentation of your Castine home?

Trying to research your family's Castine connection?

Please contact the Historical Society. Maybe we can help. Reseachers and interested parties are encouraged to make appointments with the Collections Committee either by email (info@castinehistoricalsociety.org) or by contacting Sally Foote at 326-9787.

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The Castine Historical Society's mission is to preserve and protect items dealing with the rich history of the Castine area. We welcome donations of Castine-related photos, documents, artifacts, genealogies, yearbooks, and memories. Contributions are tax-deductible.  
Contact: Sally Foote, P.O. Box 33, Castine, ME 04421, 326-9787.

## Contributions

**Our grateful thanks to the following individuals and organizations who have recently added their gifts to the Castine Historical Society Collection:**

Philip Adams  
Thomas Bartlett Family  
Black & White Photo Lab  
A. Bruce Boenau  
Boston Public Library  
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Libby and Frank Wiswall  
Rosemary Wyman

## Thank you

**The Building and Grounds Committee is grateful for the contributions made by the following individuals:**

Nancy Mundth, Jesse Reed, Owen Reed and Gail Rumney



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*This holiday season give a commemorative brick to that special someone!*



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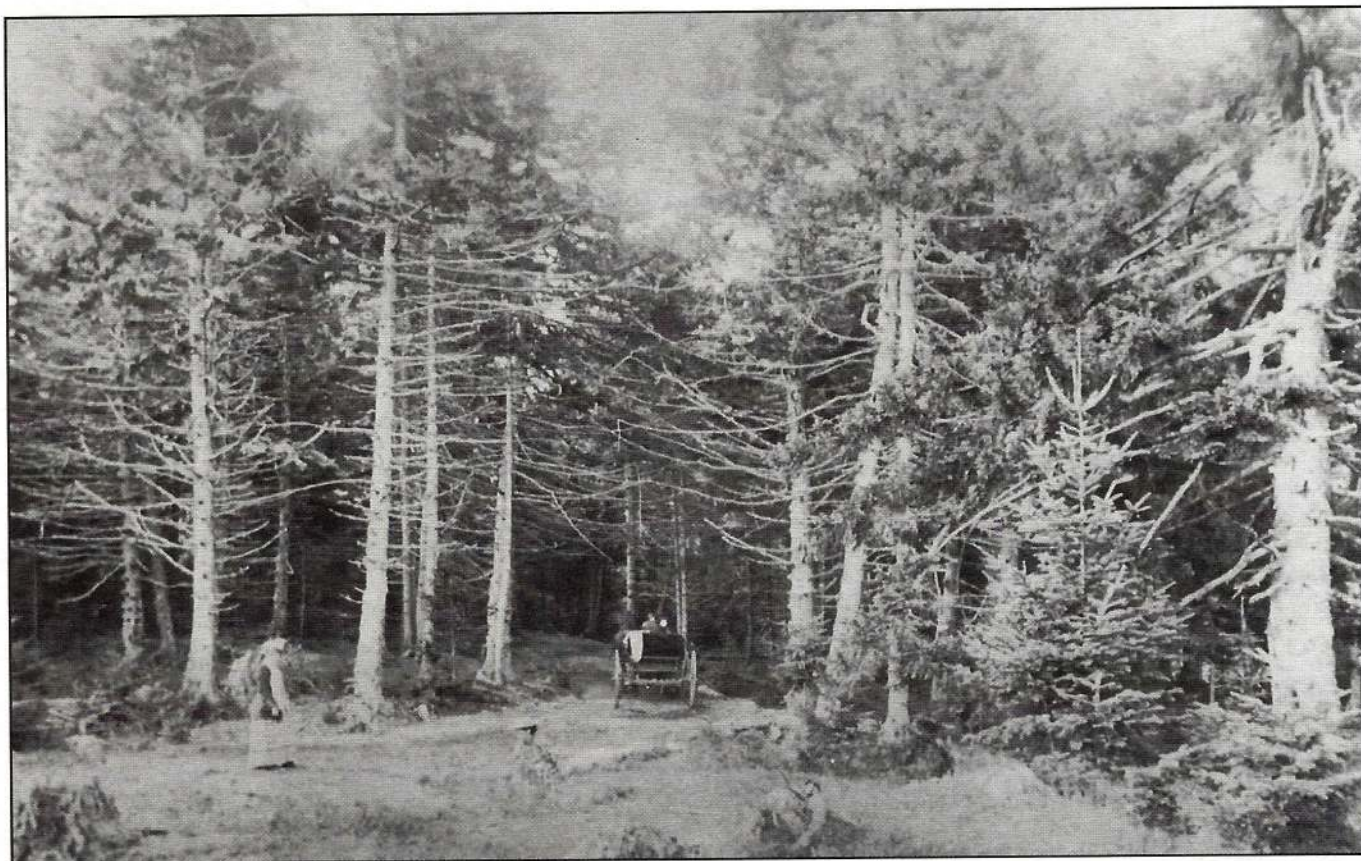
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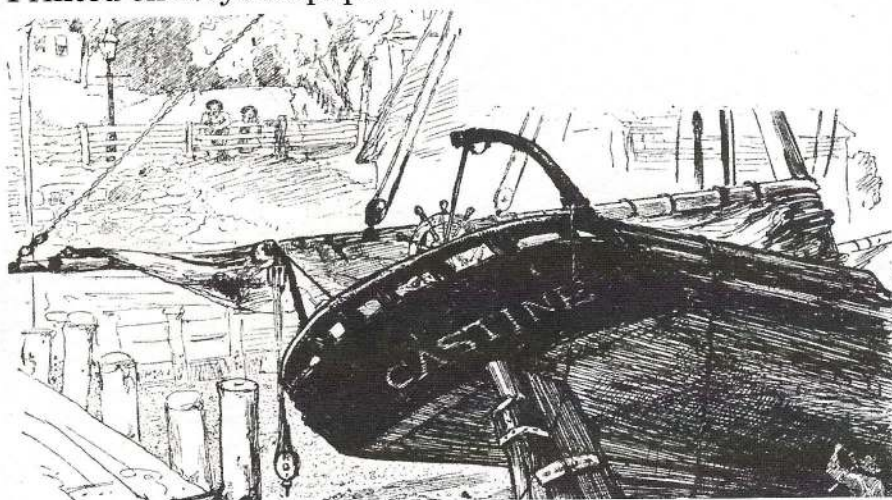
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*An idyllic scene of one of George Witherle's carriage paths. Note the two women and one man in the foreground. From a photograph by A.H. Folsom circa 1880.*

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