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VOL. LXIII — 1927
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ESSEX INSTITUTE HISTORICAL COLLECTIONS

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BY FRANCIS B. C. BRADLEE

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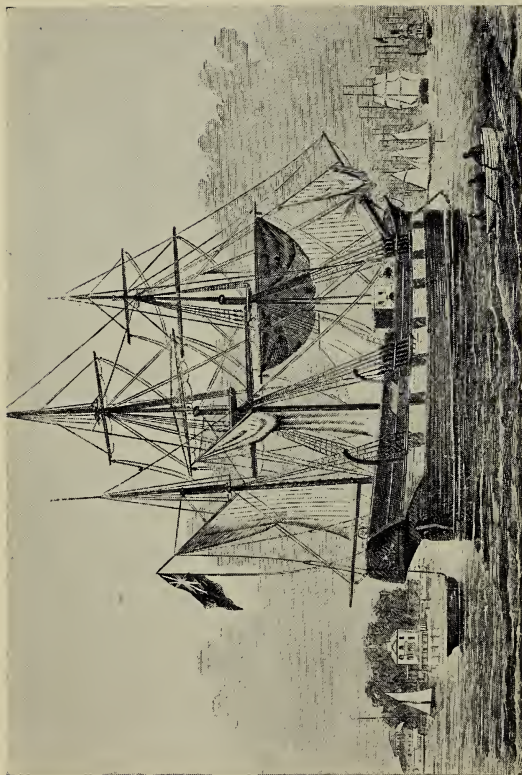
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HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. LXIII

JANUARY, 1927

No. 1

COLONIAL TRADE AND COMMERCE, 1733-1774.

BY FRANCIS B. C. BRADLEE.

In 1775 were fought the first battles of the great contest by which the American colonies of England, now these United States, gained their independence. We say the first battles were fought then, but the contest was already old, though it had been previously waged by commercial and legislative methods; for the colonial revolt was not caused by the Battle of Lexington, or by the King Street riot, or the Townshend duties, or the Stamp Act. All these had their effect, but deeper than them all was the prevalent feeling that England had no further interest in the colonies than that of her greedy merchants who desired to drain America of the last drop of wealth. This feeling was the inevitable growth of the commercial restrictions imposed upon colonial trade, a study of which, therefore, becomes of prime importance in the consideration of the causes of the birth of the nation.

The commercial legislation of England was based upon the famous Navigation Acts of 1651. "The unequivocal object of this clause was to secure to England, without however considering the interests of her colonists, the whole carrying trade of the world, Europe alone excepted."¹ "The fifth and last part of the system of our navigation laws related to our colonies. The principles on which we acted towards those colonies was strictly to confine them, in all matters of trade, to an intercourse with the mother country. They were not allowed to dis-

¹ Lindsay, "Merchant Shipping," Vol. II, p. 184.

pose of any of their produce otherwise than by sending it in British vessels to this country. They were equally restricted from receiving any articles necessary for their consumption, except from this country and in British bottoms."²

This law was avowedly based upon the theory that the colonies existed simply for the benefit of the mother country. It was followed by "those Rules and Regulations of exclusive Trade; for the sake of which all Colonies seemed to have been originally founded."³ Apparently such an opinion was well nigh universal, not only in 1651, but even in 1775.

It is not our purpose to notice those acts which immediately followed, but to proceed to 1733, the beginning of the period which we are to consider. The chief interests of England were then, as now, commerce and manufacture, of which the former was considered the more valuable. "Her (England's) prosperity depends on her commerce; her commerce on her manufactures; her manufactures on the markets for them; and the most constant and advantageous markets are offered by the colonies, as in all others the rest of Europe interferes with her and various accidents may interrupt them."⁴

There were two methods of making the colonial market "advantageous." The broader and more liberal theory was to give the colonies commercial freedom and allow them, unhampered, to grow as rich as they could. The richer they became the greater would be their demand for manufactures. England would supply this demand because not only could she offer cheaper and better goods, but she had an incalculable advantage in being considered the home country from which came all new fashions in familiar goods. If the colonists were left in freedom even to separation "our (England's) North American Trade will rather be increased than diminished by such a Measure, (separation). Because it is Freedom, and not Confinement, or Monopoly, which increases Trade. And sure I am that, on this subject, History and past

² Hansard, Vol. XV. (New Series), p. 1149.

³ Four Tracts, p. 164.

⁴ Late Regulations, p. 2.

Experience, as well as Reason and Argument, are clearly on my Side."⁵

Unfortunately for the colonies and unfortunately for England such a policy was left to writers and students, and legislators adopted the narrow policy of restriction which promised more immediate gain. Following the principle of the Navigation Acts it was said "No foreign ship should ever be permitted to enter a colony port, unless in case of real distress, or freighted with bullion. The transportation of all commodities from the colonies to be in British bottoms; and even British ships should not be generally received into the colonies from any part of Europe except the dominion of Great Britain."⁶

By following this theory British ship-owners were protected; but as England was a manufacturing country her market must be protected and colonial manufactures must be suppressed, by force of law if necessary. "The Parliament of England" says Gee, "are proper judges how to direct and promote such manufactories as they think ought to be established at home, as well as those in our colonies abroad, and to put down those they think are disadvantageous to the nation."⁷ He further suggests that manufactories could be more easily discovered than drinking houses and taverns which were successfully regulated in England. It was hoped that the colonists prevented from manufacturing and allowed intercourse with England alone would turn their attention to those raw materials with which their land abounded and which should be sent to England to be manufactured. If the colonists failed to see the advantage of this policy, England might open their eyes by the application of a bounty.

Such was the course pursued and England restrained commerce; but encouraged the production of silk, the cultivation of hemp and flax and the manufacture of tar; and in so doing alienated the colonists who felt themselves defrauded by the loss of the profitable industries to which they naturally turned, and tricked by pretended encouragements. Moreover such bounties and privileges raised dis-

⁵ Address and Appeal, p. 61.

⁶ Present State of the Nation, p. 79.

⁷ Gee on Trade, p. 133.

content in England where imports of similar materials from foreign countries were naturally cheaper and better, and Tucker complains that "America hath drained us of at least £1,000,000 Sterling for Bounties on Pitch and Tar, on Lumber, Indigo, etc. etc. within a few years."⁸

On the other hand, some approved the policy of giving bounties. One writes, "The returns to Great Britain have far exceeded any expense from the support of colonies. Bounties have been often given but for the purpose chiefly of freeing England from dependence upon foreign nations. The savings have exceeded the bounties."⁹ Another, "Every advantage accruing to the colonies by their connection with the mother country is amply, dearly paid for, by the benefits derived to her from them—Those benefits have been allowed by the best writers to be immense and consist in the various employment and the support they afford her people."¹⁰ These quotations show, however, that the bounties were given as a farmer feeds his turkeys in October,—that they may weigh more at Thanksgiving. The colonies were helped that they might give England more in return.

Between the liberals who would let America get rich as best she could and the restrictionists who would first try to make England rich and then attempt to force America to grow rich in the manner they thought best, was a middle class who would let the colonists conduct any trade until they competed directly with England; who might pass severe laws and permit a judicious violation of the same.

This is not the place to discuss the economic soundness of these theories. Perhaps, indeed, we have said enough in giving the names "liberals" and "restrictionists," provided they are apt. Restriction has never yet produced wealth for those who are affected by it; and surely in a great empire the wealth of all strengthens the whole, and the poverty of one weakens the whole. If we examine the course of history we see the growing irritation of the

⁸ Address and Appeal, p. 83.

⁹ An Enquiry into the Rights, p. 23.

¹⁰ Late Regulations, p. 30.

colonists and their final revolt; and surely this is proof that the policy was not wise.

It was not the extreme theory that controlled England's policy, however, so much as the intermediate theory. Severe acts were passed and not enforced, which accounts for the suggestion that "the rapidity with which colonies in the West Indian Archipelago and on the continent of America rose to importance both in wealth and population, demonstrates that though not so advantageous as it (the policy of restriction) otherwise might have been, it was certainly not as disastrous to the colonists as partial American historians would have us believe."¹¹ This is no denial of the bad feeling which was caused by the policy.

Such was the policy before 1733. This year marks a new era of legislation which chiefly affected the complicated trade of the Northern colonies. Before we consider that, it is best to describe briefly the condition of the colonies and the trade of the Southern colonies which was not so seriously disturbed.

Of course physical conditions have undergone little change. New England was as sterile then as now, and only by the most careful and skillful labor could its industrious inhabitants extract a living from its soil. The magnificent forests, which have now disappeared, covered all the country, except where the settlers had cleared land for cultivation. There were a few mines which were not thoroughly developed.

New York and Pennsylvania were noted for their fertile soil. About 1722 copper was discovered in the former.¹² Before 1730 lead had also been discovered.¹³ In Pennsylvania iron had been found by 1719. In 1730 McPherson speaks of this "iron stone" which "they soon after learned to smelt into pigs and sows, and then to draw them out by slitting mills into bars." This iron was of good quality and was declared equal to the Swedish.¹⁴

¹¹ Lindsay, *History of Merchant Shipping*, Vol. II, p. 198.

¹² McPherson, Vol. III, p. 121. *Annals of Commerce, Manufactures and Navigation*, by David McPherson.

¹³ McPherson, Vol. III, p. 155.

¹⁴ McPherson, Vol. III, p. 155.

There were iron mines also in Maryland and Virginia, but those colonies were chiefly noted for their tobacco. "In trade they distinguished two sorts of tobacco: the first is called Aranokoe, from Maryland and the Northern parts of Virginia; this is strong and hot in the mouth, but it sells very well in the markets of Holland, Germany, and the North. The other sort is called sweet-scented, the best of which is from James and York rivers in the Southern parts of Virginia."¹⁵ The inevitable exhaustion of the soil which resulted from steady and unscientific raising of this staple had become evident before the Revolution, and many planters were beginning to give attention to the cultivation of grain.¹⁶ The people of the Carolinas raised tobacco, grain, indigo and rice; they bred cattle and hogs; they cut timber and prepared pitch tar and rosin.¹⁷ Georgia with a very similar soil to South Carolina was still in its infancy and before the Revolution was of little importance. It produced rice and indigo.¹⁸

From these brief statements the radical difference between the Northern and Southern colonies becomes apparent. The former on account of their similarity in climate and productions could produce few articles which found a market in England. The Southern colonies produced such commodities as tobacco and indigo, for which there was constant English demand. The tobacco trade was by far the simplest while it was one of the largest. This one article was also practically the entire export of Virginia and the most important export of Maryland; and consequently the consideration of the tobacco trade is a consideration of the Maryland and Virginia trade.

Colonial tobacco in 1733 was an enumerated article and must therefore be shipped direct to England where it had a complete monopoly, as the growth of tobacco was prohibited, and foreign tobacco was excluded by high duties. London and Glasgow merchants were agents for the plant-

¹⁵ European Settlements, Vol. II, p. 214.

¹⁶ McPherson, Vol. III, p. 569.

¹⁷ McPherson, Vol. III, p. 569.

¹⁸ McPherson, Vol. III, p. 569.

ers, or sent factors to Virginia and in return for tobacco sent almost everything but food.

“The Tobacco Plantations take from England their clothing, household goods, iron manufactures of all sorts, saddles, bridles, brass and copper wares; and notwithstanding their dwelling among the woods, they take their very turners’ wares, and almost everything else that may be called the manufacture of England, so that it is a very great number of people that are employed to provide a sufficient supply of goods for them.”¹⁹

“England takes from them not only what tobacco we consume at home, but very great quantities for re-exportation, which may properly be said to be the surest way of enriching this kingdom.” . . . “It will appear that not one-fourth part of their product redounds to their own profit; for out of all that comes here they only carry back clothing, and other accommodations for their families, all of which is the manufacture and merchandise of this kingdom. If there is anything to spare, it is laid up here, and their children are sent home to be educated. An overseer is left upon the plantation to direct, and the whole produce is remitted home; and if enough to purchase an estate, then it is laid out in old England; all those advantages we receive by the plantations, besides the mortgages on the planters’ estates, and the high interest they pay us, which is very considerable; and therefore very great care ought to be taken in regulating all affairs of the colonies, that the planters be not put under too many difficulties, but encouraged to go on cheerfully.”²⁰

The above quotations state the conditions of the trade very clearly and show that it was not as advantageous to the planters as they could wish. They complained justly of the glut and low prices which resulted from the limitation of market.²¹ They desired permission to export to foreign countries and so have a larger market and probably better prices. English manufacturers would not

¹⁹ Gee on Trade, p. 50.

²⁰ Gee on Trade, p. 70.

²¹ Considerations on Taxing, p. 72.

suffer by the grant of such a privilege, for tobacco ships might be compelled to touch at England before returning to Virginia. Thus importation of foreign manufacturers would be checked even more effectually than they were by the existing provisions of the Navigation Acts.

Tucker speciously claims that Virginia was more than compensated for whatever injury she may have suffered under these restrictions, by the grant of the absolute monopoly in tobacco which she held in England. This claim is unfair, because Virginia tobacco was the best that was known at that time and England would purchase it even if there were no monopoly and because England could not raise good tobacco herself. Furthermore, Virginia's prosperity depended upon the sale of her tobacco and this prosperity was sacrificed by England when she imposed restrictions.

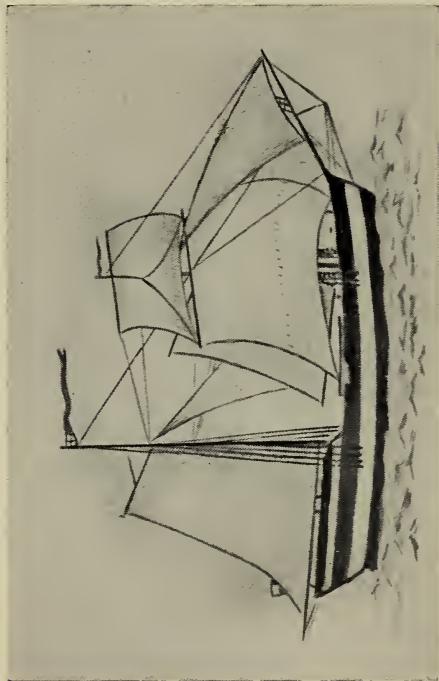
Moreover, England's treasury received little or no benefit from this monopoly as the tobacco tax was not only collected at great expense, but was subject to many frauds.²² England's manufacturers gained little by the policy, for while they held a monopoly their customer was prevented from prospering as much as he would without the restrictions; and consequently could buy fewer goods. Neither was the general public helped except in getting a luxury at lowered cost.

Two classes were benefitted greatly—English ship-owners and tobacco merchants. The former had, with the colonial vessels, exclusive right to carry all tobacco, not only to England from Virginia, but from England to foreign nations. Thus they had not only an exclusive right, but they were granted double work. "This round about navigation," says Gee "bringing home, landing and re-shipping makes the freight of ours as dear again as it would be to carry it (tobacco) directly to the Streights."²³ All the extra freight was a gift to British ship-owners.

English merchants were benefitted because they controlled a very large trade and because they could make a

²² Address and Appeal, p. 58.

²³ Gee on Trade, p. 91.



TYPE OF COLONIAL TRADING VESSEL

The Quero of Salem, which carried the news of the Battle of Lexington to England.

From the Bradlee Collection.

handsome profit by the sale of tobacco to foreign countries. As said previously the Virginia and Maryland trade was the largest and most important of all the colonies; and especially important to England as it was almost entirely direct, for the coasting and West India trade was insignificant.

In 1769 the tonnage entered inward was for Virginia, 20,000; for Maryland, 15,456; for South Carolina, the next largest, 15,281; for Massachusetts, 14,000. The proportions of the tonnage entered outwards was about the same. These figures probably are not absolutely correct, because it was an almost universal custom to understate a vessel's tonnage, in order to avoid port and lighthouse charges; but as this understating was not an exception, the proportions are probably correct,²⁴ although the actual tonnage may have been twice as great.

In 1740 the tobacco trade employed about two hundred ships of which about one hundred and fifteen went to Maryland and about eighty-five to Virginia.²⁵ Of these the London ships were the largest and brought about 18,000 hogsheads or some 16,000,000 pounds. There were said to be 952 pounds to a hogshead.²⁶ There were 12,000 hogsheads carried to other ports. Between 1744-46 England imported about 40,000,000 pounds and exported about 33,000,000. This left 7,000,000 for home consumption, besides what was smuggled,—no small amount. A table of England's tobacco trade from 1761-1775 shows that England imported least in 1769, when the amount was 33,000,000 pounds; the most in 1763, 65,000,000, and in 1771, 58,000,000. The exports averaged all but 8,000,000 pounds of the imports.²⁷

Although London doubtless had the greater, Glasgow had no unimportant part of this trade. The imports of the latter varied from 24,000,000 pounds in 1761, to nearly 56,000,000 in 1775. All but 1,000,000 pounds were re-exported. Several cargoes owned by Glasgow mer-

²⁴ McPherson, Vol. III, p. 571.

²⁵ McPherson, Vol. III, p. 224.

²⁶ 77 Considerations on Propriety of Taxing, p. 75.

²⁷ McPherson, Vol. III, p. 582.

chants went direct to London. Of the great importation of 1775, 40,000 hogsheads came from Virginia; 15,000, from Maryland, and 1,249, from North Carolina. I doubt whether these proportions were general, for the trade of 1775 was influenced by the threatened war. Some Glasgow merchants were ruined at the time by the cessation of all intercourse and the failure of the colonists to pay amounts owed. Others, however, "pulled through" by the great increase in price of the stocks of tobacco they held.²⁸

The importance of Virginia is more clearly shown by an examination of the customs house returns from 1759-1775. These are based upon a valuation determined in 1697 and adhered to, despite great fluctuations in prices and great general increase of value of goods, until after the period we are considering. All statements based upon them have, therefore, a value in showing proportions rather than absolute facts.

We find by the above mentioned returns that the imports from Virginia and Maryland (they are always given together) to England were larger than from any other North American colony. They varied from £361,892 in 1769, and £406,048 in 1768, to £642,294 in 1763 and £758,356 in 1775.²⁹ A comparison of these figures with the table showing the export of tobacco, shows how important that staple was to Virginia. Indeed, in those two years when the tobacco crop was smallest, 1768-1769, South Carolina exported more, but only in those two years. From all New England in this period the exports to England were but once over £150,000, in 1771; and were once but £37,802, in 1760. While Virginia and Maryland were large importers, still other colonies often took more sometimes by large amounts. In eight of these years (1759-1775), however, Virginia and Maryland led. Of Virginia's and of Maryland's trade to South Europe and the West Indies, little is said and therefore it was probably of small importance. The statistics for one year seem to show this, because out of £851,140 of imports in 1770, £714,943

²⁸ McPherson, Vol. III, p. 581.

²⁹ McPherson, Vol. III, p. 585.

came from Great Britain, and out of £991,401 of exports, £759,961 went to Great Britain.

Such were the conditions of the largest and simplest branch of colonial trade. If Virginia and Maryland had been left unhampered they would doubtless have acquired much more wealth than they did. England protected her tobacco merchants and her ship owners, and took care not to press the tobacco planter too hard lest he might refuse to plant any more.

The trade of North Carolina and South Carolina was similar to that of Virginia, but was a little more round-about. North Carolina then as now, was known best for its tar, pitch and turpentine. Its inhabitants were rough and rude and had but little trade. They raised cattle and hogs and sent the salted meat to the West Indies.³⁰ They exported tar, pitch and turpentine; lumber, and squared timber, shingles, staves; skins, and some few agricultural produce as beans and peas. In 1774 the exports of tar, etc., had increased from about 80,000 barrels in 1754, to 130,000 barrels. The trade was largely in the hands of traders from New England, Virginia and South Carolina. There are no good harbors in North Carolina and, therefore, the export of tobacco from the Northern part and of indigo from the Southern, was through the ports of Virginia and South Carolina.

The trade of South Carolina was of much more importance than that of her Northern sister. Her staples were rice and indigo. The former had been cultivated since 1700 and was said to be the best in the world.³¹ While rice was "enumerated" its cultivation was not profitable, because there was little demand for it in England and because the double freights necessary to carry it to foreign countries were more than its price could bear, in competition with rice brought direct from Egypt and the Levant. In 1730 (3 Geo. II c. 28) permission was granted to export direct to all of Europe, south of Cape Finisterre. In 1730 Carolina and Georgia rice "supplanted rice from Egypt and Verona." In 1739 South

³⁰ European Settlements, Vol. II, p. 246.

³¹ Gee on Trade, p. 51.

Carolina exported 71,000 barrels; in 1740, 91,000 barrels. In 1747, however, there were complaints of overproduction. From Nov. 1760 to Sept. 1761, when we next have returns, 100,000 barrels were exported, but in the corresponding period for the next year the amount fell to 62,000 barrels. Despite the freedom to export to South Europe, in 1770, Great Britain received 74,000 barrels of rice; South Europe, 36,000; and West Indies, 40,000 barrels from a total of 150,000. The comparative importance of the amount shipped to South Europe was probably greater, however, than the actual amount would appear to show, for this trade broke England's monopoly and probably caused higher prices.

The advantages of this trade were by no means confined to the colonists, for English merchants engaged in it and in any case the receipts from the sale of the rice were remitted to England and spent for English manufactures. There was also some export of rice from Carolina and Georgia to points in America to the South.

Carolina's other staple was indigo, which was first exported in 1747 and to the amount of 200,000 pounds. In April of the next year (1748) the planters asked for a bounty which was granted. Six pence per pound was given upon indigo which could bear a prescribed test of quality, which should be imported in British or colonial ships, etc., and whose owners could furnish and if necessary, prove true a certificate stating the place of production.

There is no record of the exports of indigo until 1757, when it was 754,000 pounds. From November, 1760, to September, 1761, 399,000 pounds were exported and in the corresponding period of the next year, 249,000 pounds. The next figures we have are for November, 1768, to November, 1769, when 380,570 pounds were exported. In 1770, 584,000 pounds, valued at £131,552, were exported.³² Indigo was not as valuable a product as rice, which in 1770 was exported to the value of £340,692.

Although the cultivation of indigo under the protection of a bounty was of advantage to South Carolina, the ad-

³² McPherson, Vol. III, p. 260.

vantage to England is doubtful. She no longer paid £200,000 more to France, but she got an inferior quality of indigo for which she paid bounties in 1770 of £87,600.³³ Besides her staples South Carolina exported tar, pitch and turpentine, lumber, staves, and shingles, provisions, leather, tobacco, deer skins, some raw silk, pork and beef, and hemp. Of the last, 526,131 pounds were brought to Charleston and received bounties to the amount of £2,500 in 1769. The exports for that year are given as 290,095 pounds, valued at £3,336. Most of the provisions and lumber exported went to the West Indies and were sold for half produce, rum and sugar, and half cash.

From England, South Carolina imported manufactures. The South Carolina slave trade was large. In 1769 alone, her imports from Africa were valued at £124,180. In 1768 British Americans purchased 6,300 slaves on the West coast of Africa. In 1769 and 1770, 5,438 slaves were imported and sold for £200,000. Troubled by no philanthropic motives, Gee says that "this trade was an extraordinary advantage as the colonies could not have been carried on without negroes."

Georgia before 1774 had a very small trade as its settlement was so recent that its resources were as yet but imperfectly developed. It grew steadily as its exports to England show. These, in 1761, were but £5,764. In 1775, they were £103,477. Imports from England increased during the same time from £24,279 to £113,777.³⁴ These exports and imports were much the same as those of South Carolina. The export of lumber, tar, and similar products was regarded as merely incidental to the more important work of clearing land for cultivation. Georgia had a fair trade to the West Indies and she imported from Africa, probably slaves, to the value of £13,440.

The attempts of English legislators to make Georgia a "silk colony" are so interesting and so instructive an illustration of the theory that the English Parliament was the proper judge of the direction the industry of a country should take, that a short space should be devoted to

³³ Address and Appeal, p. 56.

³⁴ McPherson, Vol. III, p. 351.

them. The failure which came in this case, let it be remembered, was no exception. In 1749 a law passed permitting the free importation of silk grown in the colonies under the usual conditions, that the importation be in British vessels, that a certificate of the place of production be produced and that in case of dispute the *onus probandi* lay upon the owner. "Since that time so much silk was produced in Georgia and South Carolina as to justify the expectation that they might soon be called silk colonies." There are no figures before 1757 and 1759, when there are reports which McPherson thinks are exaggerated. In the former year, 1,052 pounds of raw silk were received at Savannah, and in the latter, 10,000 pounds of cocoons.³⁵

In 1761, "£1000 was appropriated for purchasing from the cultivators the cocoons of the silk worms: and for the further encouragement of that branch of industry, Mr. Ottolengi, an Italian was appointed with a proper salary, to instruct the colonists in the management of silk worms and silk." A like amount was granted the next year. These grants were not very effective, for in 1763 only 953 pounds were produced, or 87 pounds less than in 1762. In 1764, silk culture was still less successful; the reason alleged being bad weather in March and April. The amount in this year was 15,126 pounds of cocoons or 360 pounds less than in 1763. There was also complaint of the quality of this silk "as being too round from too many cocoons at once." In 1766 the government, tired of the attempt, lowered the bounty on cocoons from three shillings to one shilling, six pence per pound. The planters at once abandoned the culture which was continued by the very poorest people, who, however, managed to raise 20,350 pounds of cocoons from which 1,084 pounds of silk and 1000 pounds of "filozel" and trash were obtained. In 1769 this method was entirely abandoned and a new scheme of giving bounties upon importation into England was adopted. In 1770 only 541 pounds were exported, which were valued at £541. Later returns are not to be found

³⁵ McPherson, Vol. III, p. 314.

and, of course, the war prevented the completion of this scheme.

The climate of Georgia was unsuited for silk culture and the efforts of Parliament and the Society for Arts and Sciences, which appears to have helped, could not overcome the absence of Nature's bounties by those feeble bounties which are the gift of even the wealthiest nation.

The trade of the Northern colonies took the course it did from the fact that the North unlike the South had comparatively few products for which there was a demand in England. Indigo and tobacco could be exchanged direct for the desired British manufactures; but lumber, fish and grain could not, for England chose to supply herself with those commodities. Under these circumstances manufacturing would have arisen, but repressive legislation prevented this and the colonists were forced to trade. In this they were doubly restricted by foreign legislation which prohibited trade with Spanish, Dutch and French colonies, and by English legislation which prohibited all trade to Europe, North of Cape Finisterre and all trade in "enumerated" articles except to England. These oppressive laws were so continually violated however, that they do not give reliable information as to the actual course of trade; but of this more later and after a consideration of the legitimate trade.

Pennsylvania, New York, New Jersey and Maryland, the central colonies, present very similar conditions, although the last was principally engaged in the tobacco trade. They produced great quantities of grain; they cut timber and shipped it and provisions to the West Indies, whence they returned with about one-quarter of the proceeds in produce, the rest in specie.³⁶

Philadelphia was a large and flourishing town. "There are in this city a great number of very wealthy merchants; which is in no way surprising, when one considers the great trade which it carries on with the English, French, Spanish and Dutch colonies in America; with Great Britain and Ireland; with Spain, Portugal and Holland,

³⁶ Gee on Trade, p. 54.

and the great profits which are made in many branches of this commerce." There were at Philadelphia, well equipped shipyards where vessels of superior workmanship were built, which were often sold to the sugar colonies. Houses were framed and shipped to the West Indies in sections; pot and pearl ashes were made and hemp was raised; all of which were exported.

New Jersey raised a large amount of grain, which was exported, often after being made into bread and biscuit. Butter, hams, beer, flax-seed, bar-iron, and lumber were also exported. This trade was almost entirely carried on through New York and Philadelphia.³⁷ New York had a very large export trade chiefly of provisions. There must have also been large exports of furs obtained through Albany. A curious export was flax-seed to Ireland. In 1755, this amounted to 12,528 hogsheads.³⁸ The imports of these central colonies were English manufactures and West India goods.

Statistics show how large a circuitous trade Pennsylvania had. We can omit the exceptional year, 1775. In 1774, then, the export was largest, £69,611, while for the preceding fourteen years the average was about £35,000. On the other hand, the imports from England, omitting 1775, averaged for the preceding fifteen years about £381,000. The annual balance therefore, of about £350,000, must have been made up by trade and immigration. Of course the latter was an important factor, but after allowing for it, there is reason to suppose that Pennsylvania engaged in circuitous trade which yielded £250,000 per annum. Statistics show similar results for New York.

The attempts to force the cultivation of silk in Georgia show one phase of the colonial system, as the legislation concerning iron shows another. In the matter of silk there seemed to be every advantage to England to encourage a colony to produce an article which was so important and which could not be produced at home. Iron and steel, however, were important exports of England to the colonies; but iron ore was on the other hand a raw material

³⁷ Gee on Trade, p. 54.

³⁸ Gee on Trade, p. 127.



MODEL OF SCHOONER HANNAH, OF MARBLEHEAD.

Type of a Colonial Trading Vessel The first armed Continental Cruiser, 1775.

From the Bradlee Collection

which, according to the legislation of that time, could properly and safely be produced by colonies. Parliament therefore had to decide how much the colonists could do to iron before changing its character from that of a raw material to a manufactured article. Iron had been discovered by 1715 in Virginia and 1719 in Pennsylvania, and the ore was extracted, smelted and drawn out by slitting mills into bars. Most of this iron was sent to England, whence it was re-exported. Gee urged that the importation of pig iron be made free, as it would help the English iron workers and "would keep woodlands up to their full value."³⁸

In 1737 there was a great discussion over this question. The American iron was declared to be as good as the Russian and Swedish, for which England then paid £180,000 per annum. Iron was of great use to the navy. Iron makers and owners of woodland were said to prefer a duty on the importation of all but bar iron, except that from America. By 1750, pig iron could be imported duty free into England and bar iron into London; and by (30 George II c. 16) the latter restriction, was removed and iron could be imported into any English port. By the former act it was declared unlawful to erect in America any mill for slitting iron, any plating forge to work with a tilt hammer, or furnace for making steel, and a penalty of £200 was provided for any offence.

"The title of this statute shows sufficiently how jealously our legislature prevented our greatly increasing Northern colonies from going far into manufacture interfering with those of their mother country." By 5 George III c. 45, permission was granted to send colonial iron direct to Ireland. The English Parliament had therefore decided that bar iron was raw material which the colonists could be allowed to prepare; but that if they attempted to work up this bar iron they were manufacturing and were criminals.

The exports of iron were considerable. In 1770 there were sent to Great Britain and Ireland 6,017 tons of pig iron valued at £30,088, and 2,187 tons bar iron; 273 tons

of bar iron were sent to South Europe which, with a little sent to the West Indies, made a total of 24,064 tons, valued at £36,960.³⁹ There were restrictions upon the export to South Europe which were considered oppressive. What these were, cannot now be discovered. Probably they were rules forcing ships to touch at England before returning to the colonies. Of course the prohibition of steel making and rolling iron, was the cause of bitter complaint. Copper had been discovered in New York about 1722 and had been enumerated at once. Its export was of little importance and in 1770 amounted to but 41 tons, which were valued at £853.

The trade of New England was at once the most complex, adventurous and successful. She could send very little to England except some ship timber, and tar, and a little hemp, "but," it was said, "New England is the first in America for cultivation, for the number of people, and for the order which results from both." Boston was the largest port. In 1748 five hundred vessels cleared outwards and four hundred and thirty entered, besides coasting and fishing vessels.⁴⁰ In the entrances and clearances of 1769 and 1770 Massachusetts leads all the other colonies, and New England any other section. "Indeed the trade of New England is great, as it supplies a large quantity of goods from within itself; but it is yet greater, as the people of this country are in a manner the carriers for all the colonies of North America and the West Indies, and even for some parts of Europe. They may be considered in this respect as the Dutch of America."

Shipbuilding was a very important industry, but the vessels were of inferior quality. Statistics showing the number of vessels built in 1769, 1770, and 1771, are at hand. Massachusetts, which built the most, launched in these three years,—40, 31 and 42 square-rigged vessels and 97, 118 and 83 sloops and schooners. New Hampshire in 1770, built 37 square-rigged vessels. The annual tonnage was about 7,500 from Massachusetts shipyards; New Hampshire, 3,700; Rhode Island, 2,000; Connecti-

³⁹ McPherson, Vol. III, p. 121.

⁴⁰ European Settlements, Vol. II, p. 173.

cut, 1,500. Outside of New England, Pennsylvania was largest with 1,700 tons. These ships were used in trade, were built on commission, or sent and sold with their cargoes either in South Europe or the foreign West India islands.

Another very important industry was the fishery. The off-shore fishery was then much more productive than now, and doubtless employed a large number of boats. There are, however, no figures. Of the boats which went to the Newfoundland banks we have some account from the reports of Commodore Palliser, Governor of Newfoundland. In 1765, 104 vessels carrying 666 men went there; in 1767, 115 vessels carrying 680 men; then was a steady increase until 1774, when 175 vessels went with 936 men.⁴¹ They did not go solely for fish, but carried "cargoes of rum, molasses, bread, flour, etc., the proceeds of which, with the proceeds of some of the vessels sold, may be rated at £100,000, paid mostly in bills of exchange and a very small part of it with refuse fish." We shall learn more of the sources from which the rum was obtained and of the destination of the refuse fish. Not all American fishermen landed at Newfoundland, but many went direct to the fishing grounds, caught their fare, and carried it back to the ports whence they sailed. Their number was estimated by Commodore Palliser at about 3,000, who sailed in about 300 vessels, each of which caught 800 quintals of fish.

The Americans also went whaling. In 1763, about 90 sloops were employed in this industry. In 1770, there were 160. In 1765, they and the Quebec boats got 104 whales valued at £478 apiece. In 1768, however, only three whales were caught. The Esquimaux also caught whales and sold the oil and fins to the Americans. In 1770, a bounty was given to colonial whaling ships not then over two years old, or to be built, of 50s. per ton for five years; 30s. per ton for the second five and 20s. for the third five. Whale oil, skins, fins, etc., might be imported into England free. There were minutely specified condi-

⁴¹ McPherson, Vol. III, p. 562.

tions concerning the ability of the crew, their nationality, the number of boats the ships should carry, the inspection to be made before sailing, etc.; all of which, must be carefully complied with.⁴²

The fish and oil obtained either by their own efforts or purchased of other fishermen, the New England traders re-shipped. They sent the best fish to Portugal. What they obtained in return and what restrictions there were on the Portugal trade I have not learned. The latter were considered highly unjust and annoying. They were approved by England as they were supposed to turn the New Englanders to the fisheries. Ships as well as cargo were frequently sold in Portugal for bills of exchange on England. Ships were allowed to bring in small quantities of lemons and wine as ship stores, and wine from the islands was allowed free importation until 1764, when a duty of £7 per ton was laid. To the West Indies the poorer kinds of fish were sent to be eaten by the slaves. Spermaceti candles were also sent there.

The New England traders bought fish from Newfoundland fishermen with rum and molasses. These they obtained from the West Indies, foreign as well as English. The trade with the latter was legal and comparatively small; that with the former illegal and large. The efforts to suppress it were extremely irritating to the colonists and yet generally unsuccessful. An investigation of this trade is, therefore, at once difficult, interesting and important.

Before 1733, the New Englanders conducted this trade about as freely as they wished. In 1715, a complaint was made "of New England's great trade to the Dutch colony of Surinam, which they now supplied with vast numbers of horses, and with provisions, fish, etc., and in return, took their molasses, which they made into rum." This produced no legislation.

The complaint of 1733 did not come from England, for she was benefitted rather than injured by this trade, but from the sugar colonies. The export of provisions and

⁴² McPherson, Vol. III, p. 510.

lumber was not only a great positive advantage to the rival foreign islands, but a greater disadvantage to the English islands. The complaints may be summarized thus: the trade helped the foreign islands, first by reducing the cost of supplies; secondly, by furnishing a market for molasses which else would be wasted, since foreign home governments, especially France, discouraged the manufacture of rum, because it competed with brandy and other liquors; it injured the English colonies because, first, it helped their rivals; secondly, it lessened competition and hence raised the price of provisions, etc. in the English colonies; thirdly, it enabled New England to make cheap rum, which interfered with the sale of West India rum.

The Northern colonies, especially New England, claimed that the English Islands had a sufficient market without the North American trade, and were, therefore, not injured by its loss; and also that the ability to purchase cheap molasses and rum was necessary to carry on other highly profitable trades which were important to pay the large balances which were due England every year.⁴³ The rum of the British islands was all consumed in England and the cessation of the trade with the foreign islands, would give the British islands a dangerous monopoly. It was not surprising that the foreign trade was desired, for foreign molasses was 50% cheaper than English, and in 1731, 20,000 hogsheads of French molasses were made into 1,260,000 gallons of rum at Boston and neighborhood and sold for two shillings per gallon.

Nevertheless, the act was passed in 1733. This laid a duty of nine pence per gallon on rum and spirits; of six pence per gallon on molasses and syrups; and of five pence per gallon upon sugars when imported into American colonies from other than English West Indies. This was called a middle course and its purpose was so to increase the price of their products, that the Americans might be forced to trade with the English islands.

The New Englanders had doubtless added insult to injury to the English islands, by selling to them, provisions

⁴³ McPherson, Vol. III, p. 172.

for specie and then sailing away to a foreign island and spending the same specie for foreign molasses. Nevertheless, the act was expressly for the benefit of the islands and was a direct blow to the Northern colonies. The trade, however, went on as before and as if the act had not been passed. Rum was bought from the foreign islands, and with it fish were purchased at Newfoundland, and slaves in Africa. The fish were sent to South Europe, the slaves to South Carolina and probably the West Indies.

Governor Bernard wrote in 1764, that the molasses act had never been enforced, "although," he adds, "at the same time, I must, for my own defence say that I never knew an instance of the breach of it." In the last quarter of 1763, the customs receipts from molasses amounted to £700—the receipts from 28,000 gallons—which is *prima facie* evidence of evasion. In the whole year, 15,000 hogsheads were imported of which, less than 500 came from ports which were then (1764) English. The same writer also says, "I must inform your Lordships, that it seems to me necessary to encourage a trade between North America and the Foreign Plantations, under proper restrictions, without which the present advantages arising to Great Britain from the trade of North America, I fear cannot be preserved; much less may an increase of them be expected."⁴⁴

For thirty years legislation was quiet, but in 1763 it was started again in the old direction and passed another act, by which, the duty of foreign molasses was reduced one-half to three pence per gallon, and the importation of foreign rum was prohibited. Orders were given for the strict enforcement of this.

In January, Governor Bernard wrote of the reception of the news of these orders. Ruin was predicted and it was justly said that any loss to the colonies must eventually be a loss also to Great Britain. Fears were entertained that the restrictions would not only injure the molasses trade, but that the foreign colonies would acquire the habit of buying provisions and lumber from other parts

⁴⁴ History of Merchant Shipping.

of America. Lieutenant-Governor Colden of New York, wrote also in 1764, to the Lords of Trade and urged the value of the trade with the foreign islands. He advanced the familiar argument that the welfare of the colony was identical with England's, and added, "Since the Northern colonies found means to carry their produce into foreign Colonies the price of labour and of Provisions have rose to near double what they were before that time" which made it still harder for the colonies to manufacture.

McPherson thought that the West India foreign trade had been almost destroyed by the vigorous execution of the laws of 1764, at the hands of the naval officers to whom it had been intrusted. Statistics, however, seem to show that the trade was still large at least a few years after. The exports of American rum from colonies to Canada and Newfoundland were from 1770, to 1773, respectively 590,748—550,514—520,545—608,035 gallons. The same colonies sent in the same time of West India rum 59,712—36,873—47,736 and 50,716 gallons. In 1770 the exports of New England rum to Great Britain and Ireland, South Europe, the West Indies and Africa amounted to 349,281 gallons, valued at £21,836.⁴⁵ This may have been less than before, but surely the trade was not ruined.

A comparison of exports and imports between England and New England shows no great fluctuations, except a rather sudden increase in the amount of exports to England which jumped from £88,000 to £145,000 from 1764 to 1765 and remained near the latter amount. There had been an increase, however, in 1762 and 1763, so the larger increase may not be significant of a great loss of circuitous and a consequent forced reliance upon direct trade. It is also possible that the permission granted by the same act, to send enumerated articles direct to Ireland, caused an increased trade from New England.

Another very important factor in colonial trade, whose effects are constantly met and yet never absolutely determined, is the practise of smuggling. There is enough said about it by all who knew anything about the colonial trade,

⁴⁵ Documents relating to History of New York, Vol. 7, p. 612.

but only in a general way, and obviously statistics of illicit trade are not obtainable. It is interesting to note some of the expressions concerning this practise, which seems to have been well-nigh universal. Dean Tucker, with his hatred of the colonies is almost violent in making his charges of illicit trade. He says that as early as 1670, complaints were made of violations of the Navigation Act. "Indeed, the Truth, the undeniable Truth is, that the colonies engaged from the very first Period of their existence, in all Sorts of Contraband Trades which they could practise with Impunity, or which they could carry on with any prospect of Profit." "The Colonies, we know by Experience, will trade with any People, even with their bitterest Enemies, during the hottest of a War—provided they find it their interest to do so." "What are Laws, Penalties, and Confiscations to an *American*, when put into the Scale against present Gain? Even Hancock himself, the nominal Head of the Congress, and the Tool of the artful Adams, was one of the greatest Smugglers on the whole Continent." An American "will ever complain and smuggle and smuggle and complain, 'till all Restraints are removed, and 'till he can both buy and sell, whenever and wheresoever he pleases."⁴⁶ "The Americans are the greatest Smugglers in the World."

The French and Spanish colonies were not wholly innocent in their part of the trade, for their governments prohibited trade with foreign colonies. Tucker speaks of "that prodigious clandestine Trade which they were continually carrying on with us and with our Colonies, contrary to the express Prohibitions of France and Spain."

Smuggling was easy for five reasons. First, because America was far away from England and the home government; second, because the American seacoast was so long and was so indented with bays and havens, that it was impossible for even the English navy to guard it; third, the custom-house officers were corrupt; fourth, the practise was not condemned by public opinion in the colonies; and fifth, an American jury would not convict.

⁴⁶ Four Tracts, p. 134.



SHIP BETHEL, OF BOSTON, ABOUT 1745.

The earliest known original painting of a Colonial Vessel.
From the painting in the Massachusetts Historical Society.

We have plenty of contemporary evidence in support of all these reasons. "I do not mean to vindicate the Americans from the charge of smuggling. I know that vast quantities of goods were imported in direct violation of the letter and spirit of the law and of the commercial system of the mother country. But how could it be otherways in a country so remote from the government to which it professed allegiance, and possessing an extent of coast which no chain of revenue cruisers, that could be supported by government, would be sufficient to guard with any kind of effect?" The customs officers "if they were ten Times more numerous, and ten Times more uncorrupt than they are, could not possibly guard a tenth Part of the Coast. In short these things are so very notorious that they cannot be disputed." By attempting to patrol the coast, "We shall sharpen your Wits, which are pretty sharp already, to elude our Searches, and to bribe and corrupt our officers."⁴⁷ In America, "the Custom-house officers dare not do their duty." There was the greatest difficulty in collecting a revenue "in a country where all attempts to elude the vigilance of officers of the revenue will be favored and assisted by the people." "A jury of American Smugglers was not to be trusted in the Condemnation of a Brother-Smuggler." "No candid man, I believe, will take upon him to declare, that at this time an American Jury is impartial and indifferent enough to determine equally upon frauds of trade." Such were the expressions upon this illicit trade which was perhaps greater than that which was legal, and an examination of the numerous political pamphlets of the Revolutionary period, would probably reveal very many more.

As to the exact manner in which this trade was managed there are no very definite statements. The notorious corruption of the customs officers opens a broad range of possible expedients for avoiding payment of duty. Lieutenant Governor Colden frankly states, "As the French and Spanish Governments do not permit us to Trade with their Colonies, the Trade with them from the Northern Colo-

⁴⁷ Four Tracts, p. 141.

nies is carried on in small vessels." The sugar was shifted to larger vessels in the northern ports and then carried to England. This is the only reference I have to an illicit trade in sugar from the colonies. It must, if at all extensive, have been maddening to the English planters.

One method of getting molasses was to go to some British island and sell a cargo of provisions for cash and a little produce and to clear for the mainland with empty hogsheads which were supposed to be full. Once out of port, the vessel would be turned to some foreign island, as Hispaniola, where molasses was cheap. There the money obtained from the English islands would purchase molasses to fill the empty hogsheads. Florida, when a Spanish province, had been a great resort of smugglers, who sold British manufactures for gold. Of course this was ended when England acquired that territory. During the seven years' war there was some trade between the colonies and the Louisiana territory carried on under flags of truce. In this way provisions were exchanged for French manufactures. Says McPherson: "I was credibly informed of at least one instance of a man, whose official duty it was to prevent illicit trade, being deeply engaged in this scandalous commerce."⁴⁸

American vessels went to the Turks' Islands for salt. After a time some people from Bermuda settled there and it became an entry port where American vessels met and exchanged goods with vessels from Spanish and French colonies. The agent at the island kept this secret and only reported eight colonial vessels. Later returns showed that over a hundred vessels arrived from March to November fifteenth, 1769, and that during the operation of the "non-importation" agreement, America supplied herself with manufactured goods from this source.

This feature of the trade, the purchase of foreign manufactures, provoked hostility and rigorous legislation from England when she would have laid quiet and winked at the other features of the trade. "There is no doubt, that some articles of French manufacture were carried to America along with the molasses; but, if we allow our rivals in trade to undersell us in any article, a preference in the

⁴⁸ McPherson, Vol. III, p. 330.

sale of such article is the unavoidable consequence." There were other offences as well; as, for instance, the sale of New England-made hats which was contrary to law; and the direct transportation of tobacco to foreign ports, where it could be sold at a much lower rate than the tobacco which had to bear the expense of a voyage to England and a re-shipment.

The rigor of the act of 1763, was lessened a little in 1764 and 1765, by some concessions. In August, 1765, Spanish vessels were allowed to come to all colonies; and ports at Jamaica and Dominica were opened to all American traders; from which foreign vessels could take "all goods lawfully imported from Great Britain, Ireland and British colonies, except spars, pitch, tar, turpentine, tobacco, and British American iron." As Jamaica's exports decreased under these relaxations, the suspicion is aroused that they gave increased opportunity for smuggling.

It ceases to cause surprise that Americans preferred to run all the risks of smuggling rather than purchase of Great Britain, when we learn that a bale of English cloth selling for £100, had an artificial value of £51 from freights, etc., including £20, which was the result of monopolies and that the cost of British goods was anywhere from 30% to 50% higher than the Dutch and other foreign goods of the same quality. In 1765, it was written "That British manufactures come dearer, and not so good in quality, as formerly, is a very general complaint." Certainly this was a poor course for England to pursue, if she desired to keep the colonies from manufacturing for themselves, or to have them trade exclusively with her.

The manner in which the trade was conducted must have been very irritating. In May, 1767, Lieutenant Governor Oliver wrote "As the trade is now managed the dealer here sends to the merchant in England for his goods; upon these goods the English merchant puts a profit of ten or more, probably fifteen per cent, when he sends them to his employer in America." The Americans could not buy direct from the manufacturers, who were afraid of the merchants. Worst of all, Gee says that New England was

a convenient place in which to dispose of old-fashioned goods which were "new-fashioned enough there." No wonder the New Englanders felt that they were badly treated!

There remains one other feature of England's interference with New England, namely, the attempts to encourage the cutting of timber, the catching of fish, the raising of hemp and the making of tar. In these she was as unsuccessful as in her efforts to make Georgia a silk colony. England also took great care to preserve the best timber for the use of her navy. As early as 1715, a bounty of £4 per ton was given upon naval stores; and trees suitable for masts were not to be cut on public lands. By these bounties it was expected that New Englanders could be kept from manufactures and that England could be freed from her dependence upon Russia for such articles. As only 500 masts were used yearly for the royal navy, such great desire for independence from a foreign power seems rather unnecessary.

Dean Tucker did not hesitate to rail against the whole system. He said that these bounties on colonial and taxes on foreign naval stores were a cause of trouble and expense; that the bounties simply made it profitable for the colonists to clear their fields for cultivation; and that the imports from Russia were better in quantity and quality. The futility of bounties is shown by the total value of all hemp exported in 1770. Masts and spars which really needed no bounty were exported to the value of £16,630.

Such was the character of the trade of the American colonies as far as can be learned. The lack of more positive results is largely due to the incomplete and irregular returns of trade, and of the absolute impossibility of learning the extent to which smuggling was prevalent.

As was said in one of the first paragraphs, the restrictions upon commerce were potent causes of the Revolution. The bald statement of these restrictions is enough to prove that they were real grievances. Doubtless England would have had the bulk of colonial trade without them, but that is no proof of their harmless nature. Indeed, it is certain that they bred monopolies, altered prices, almost always to the injury of the colonists, and that they

made necessary many long and unproductive voyages. On the other hand England's armies and fleets were ever ready to protect colonial vessels and homes; English money was spent freely to encourage the colonists in the production of certain commodities which would naturally have yielded no profit; and English laws, by prohibitions and high duties, granted important monopolies to the colonists. England could, therefore, with some justice complain when the colonists preferred to trade with foreigners, that they were ungrateful and unwilling to make any return sacrifice for the gifts they had received. English merchants had also very good grounds for complaint; and the laws against paper currency, illegal transfers, etc., show that American debts were not always collected with entire ease.

To sum up the whole matter, it can be said that England had a preconceived idea of the purposes for which the colonies were founded and of the uses of which they were capable. The American colonies were of three classes: first, the islands which produced sugar, molasses and rum; second, the Southern mainland colonies which produced rice, tobacco and indigo; and third, the Northern colonies, which raised wheat, cut timber, caught fish and sailed ships. England desired the exclusive trade of all and apparently got that of the islands as well as that of the Southern continental colonies. If she had held but these two, she could in all probability have carried out her system for many years. The Northern colonies were filled with ambitious, energetic traders. They were unable to get a large product from their soil; they were restrained from manufacture; therefore, they must trust to commerce. The West Indies were the most promising market and the foreign islands offered greater advantages than the English. Naturally the latter lost trade and suffered. They therefore, obtained the act of 1733, which was not enforced. In 1764, another act was obtained which was enforced to the annoyance and injury of the Northern colonies. Such was the condition when England's ill-advised attempts to tax those who thought themselves already much oppressed, led to war and separation.

TWO SALEM TERCENTENARY ADDRESSES.

BY WILLIAM ANDREWS PEW.

I.

SOME ASPECTS OF OUR PURITAN INHERITANCE.

WE are in the midst of a celebration commemorating the three hundredth anniversary of the first settlement at Salem. I have been asked to discuss our Puritan inheritance,—a topic suggested by the events we are celebrating. In the time allotted, I can refer to only six aspects of our New England character to which I think Puritanism has contributed.

1. NATIONALISM. The Protestant Reformation, out of which Puritanism grew, encouraged and promoted nationalism. It advanced the cause of self-determination in all countries which adopted the Protestant faith.

The thirteenth century saw the culmination of a great system in which nations and men had found their places and were satisfied to perform their duties in the several spheres to which Providence had assigned them. Over the states of Europe the Church exercised the influence of a superstate, binding them together in loyalty to the representative of God upon earth and the interpreter of His will to men. The great Popes who established the system had foreseen the necessity of such a superstate to preserve the peace of Europe. The idea was an inheritance from the Roman Empire. The mediaeval mind thought of peace as something imposed by a central governing power. This papal conception was the result of farsighted statesmanship and is but a phase of the problem confronting Europe today as it contemplates a League of Nations and the necessary power to make such a league efficient. Behind the conception of a League of Nations is the same lofty idealism which inspired the great Popes to make good the claim of the Church to supremacy over the various nationalities of Europe in the interest of peace.

In the sixteenth century the Church failed, through no defect in its system, but because the men who administered the system were unfaithful to the responsibilities placed upon them. Because they failed to exercise justly

the great powers confided in them, the system was condemned by the seceding states, and in that condemnation was involved all restraint upon the growth of nationalism. As far as Protestant countries were concerned, the influence of a superstate was swept aside and each country began freely to develop its claims as a sovereign state. With the growth of nationalism came the desire for self-sufficiency, imperialistic annexation, colonial expansion, and the struggle for economic and political power. There was nothing to curb the growth of nationalism.

The Puritans were nationalists. They were fighting patriots, and during their short administration of the English Commonwealth they formed the finest army that Europe had ever seen. They trampled upon king, church and aristocracy, and made the name of England terrible to every nation on the face of the earth. It was these men, having the courage of fanatics, a passion for self-determination and a will to establish a government of their own, who settled New England, and spreading throughout the west and the northwest, established commonwealths, all of which have remained true to the Puritan ideals of nationalism. They preëmpted by settlement and annexation the great territory which has become the United States. When we rejoice in the wealth and resources of this country under one flag and one government, we should remember that the foundation of our nationalism is laid in Puritan imperialism.

2. **FREE THOUGHT.** It may seem strange to claim that liberty of conscience and free thought were in any way connected with the Puritan movement. We know that the Puritans were intolerant of dissent and that during the fifty years of their theocratic rule in Massachusetts they persecuted and banished those who differed from them in religious opinions.

In its beginning the Protestant Reformation was a revolt against the claim of the Roman Church to be the sole authority in the interpretation of the Scriptures. Early leaders in this movement claimed for every man the right to read the word of God and interpret it for himself. The Bible was the supreme authority. The Protestant

movement in its inception invited free thought. The leaders soon saw in such freedom the danger of a multiplicity of religious sects. The Puritan divines, having adopted the Calvinistic creed, set their faces and political power resolutely against free interpretation. They claimed that the clergy were the learned interpreters of the Bible and that their interpretation should be accepted by the people. For a generation the clergy of New England ruled with an iron rod. Yet during this time a desire for free thought and the will to demand it were steadily growing in New England. The Protestant Reformation had opened the door to free thought. The Puritan divines did their best to close this door, but they and their predecessors had given to freedom such a momentum that the door could not be closed.

3. REVERENCE. Because of the Reformation, and in spite of Puritanism, New England attained free thought. Because of Puritanism, a certain devoutness has always accompanied free thought. This is sometimes called the New England conscience. In dealing with facts the mentality of New England usually has been characterized by reverence.

The basis of all forms of religion is the instinctive response to our cosmic environment. We are conscious of great controlling forces which work outside ourselves and over which we exercise no control. The instincts that are involved in the natural responses to these forces are fear, curiosity, and self-assertion. The powers of the universe excite in us sentiments of awe, reverence, and a desire to know their meaning. As we think, we conceive of them as something holy, and therefore as of God. There awakens in us a passion to make this holiness partly our own. Such emotions profoundly affected our Puritan fathers. Reverence became ingrained in their mental fibre and has descended to their children. We exercise our inheritance of liberty and free thought, seeking to discover under what great laws we live. We try with unabated zeal and with awe and reverence to open every door of mystery.

Democracy on a large scale has failed in all parts of

the world except among English-speaking nations. True democracy is a government by conference, and there can be no such government without free thought and free speech. Neither can it exist unless free thought and free speech have behind them something akin to the New England conscience. A willingness to pursue truth and accept truth with reverence is the guiding principle of democracy, without which it fails.

4. WEALTH. The Puritans accepted literally the word that the seed of the righteous never beg bread, and that divine approval is evidenced by worldly possessions. God favors the good, the frugal, and the thrifty. Frugality and thrift characterized the Puritans, and it was these characteristics that enabled them and their descendants to accumulate the wealth that made the exploitation and growth of our country possible. Capital is the basis of our civilization. Wealth and the great labor-saving devices have enabled this country to maintain a high standard of living and have placed within the reach of all, luxuries which a few centuries ago were denied to kings. It has opened to some, and is opening to all, the prospects of leisure and more leisure. A few years ago we magnified the danger of exploitation by wealth. Today we are beginning to recognize that leisure may become a danger to civilization. What are we going to do with the leisure that has been and is progressively being thrust upon us?

It was Puritan frugality and thrift which began the accumulation of wealth, and to which we owe our present and future leisure, which, if rightfully used, should advance civilization and increase its blessings.

5. INITIATIVE. New England character has always been distinguished for initiative. I attribute this initiative in some degree to our fathers' fear of hell. In our day a semi-scientific culture has inclined our minds to reject religious myths and accept with credence scientific myths. We are continually seeking knowledge and desiring to hear something newer than the newest thing. We read and believe the latest theory as to how millions of years ago an enormous star traveling through space came so near our sun as to cause large masses of flaming solar

gas to be hurled out of the sun and into space, and how these masses, gradually cooling, became the earth and planets. The elements of which our bodies are composed were present in some form in that catastrophe. That journey into space was hotter than any hell conceived in Puritan theology. Somehow we survived that terrific heat and are here. We reject the Puritan heaven as stupid. Streets of gold, crystal palaces, harps and angel choruses do not appeal as attractions to the average man. He substitutes for the myths of the old theology perhaps the myths of science.

With this attitude toward ancient beliefs, it is hard for us to imagine the agonies of our fathers when confronted with the problem that they had got to do something and do it quickly, in order to be saved. The clergy continually labored with them to get religion, to get born again, and do it at once. No ritual, no sacrament, no church could save them. It was a personal matter between man and his Creator and called for immediate resolution, action and results. Under a terrible pressure of fear, our Puritan fathers made decisions. Many attained through the experience of conversion, a conviction of salvation which developed a boldness and daring unconquerable in their struggles with men and nature. In later generations this religious initiative was sublimated and is now the driving and directing force in other fields than religion.

6. DISCIPLINE. Leadership of the few and the discipline of the many are pre-requisite conditions of world development. I have mentioned the fact that the structure of modern thought is so controlled by scientific thinking that many have rejected the theology of Calvin. Calvin taught not only theology, but also a social system of economics which was applied with rigid discipline by him and his successor, Beza, to industrial life in Geneva.

The mediaeval mind refused to recognize as a fact that capital could work in righteousness for human wants. Interest was always usury and a sin. Calvin recognized that capital could work for man, and under disciplinary restrictions justified the charge of interest. His theories

changed the ethical standards of business and laid the foundations for modern industrialism. From Calvinistic roots grew individualism without his qualification that all economic life must be enlisted in the service of God. The expression, "service of God," is vague and indefinite. If we define it as service to man, and hold that the goal of industrialism is human health, wealth and happiness, we shall go far in making our economic life a continuation of Calvinistic aspirations, and can truly say we too are of the seed of Puritanism if we emphasize the idea of discipline which underlay their social system.

I have referred to six aspects of Puritanism. In these fields I have suggested that we owe much to our inheritance. I am tempted to go further and say we cannot help being Puritans. It is in the blood.

Two hundred and thirty years ago the people of Salem committed to a tomb in the Charter Street Burying Ground the body of Governor Simon Bradstreet, the last of the great Puritan magistrates. He is among the many whose memory we recall this day. He came over with Winthrop and for sixty years served the theocratic government he loved. Like his associates he believed in a heaven where all human fetters are broken, and where the best in man waxes ever better amid eternal freedom from sin, wickedness, and sorrow. If our Puritan fathers have opened their eyes in such a heaven, and if they look back to earth where their sins and errors have borne so little fruit that is bad, and where their courage and devotion still speak to what is best in human life, I fancy they are satisfied.

Puritanism was not only a theology, but also a culture. On its cultural side it is a living past.

II.

A SYMPATHETIC TIE BETWEEN PURITAN AND HEBREW.

IN recent years many of my friends have visited Palestine. Some landed at Joppa, and after admiring the work of the Zionists at Tel Aviv, crossed the plains of Philistia and ascended the western escarpment of Judea to the City of David. Others made their approach through the vale of Esdraelon and over the hills of Samaria. Some traveled as far south as the ruined cities of Idumaea, where shepherds tend their flocks. Wherever they went they heard the greeting, "Shalom Aleykem," and the answer, "Wa-aleykem Shalom." A few went down to Jericho and across the fords of the Jordan to the lands of Moab and Ammon and far out into the desert. Even there the Bedouin used the same greeting.

Continually hearing these words, travelers are curious to know their meaning. It is difficult to translate from Hebrew into English a salutation as old as the thunderings on Mount Sinai. As primitive speech was the expression of instinctive emotions, the feeling tone associated with an ancient greeting evaporates in any translation. You and I know its meaning. What is more important, we feel its meaning. It is an ancient Hebrew greeting, centuries old. Some will tell you it means, "Peace be upon you"; others say it means, "Perfection be your lot." I have the notion that the word perfection more clearly expresses the idea, and that the expression means, "Perfection be yours," and that the answer is, "With you also be perfection."

You will repeatedly hear this week how the Dorchester Adventurers, a company of English merchants, bought land at Cape Ann and a right to hunt, trade, hawk and fish in all parts of New England. They established a settlement at Cape Ann in 1624. This affair did not prosper, and in 1626 the plantation was abandoned. Some returned to England, but the leading men, under Roger Conant, settled at Naumkeag. Later on, another trading

company, called the Massachusetts Company, received a grant of all lands between the Charles and Merrimac rivers, and acquired by purchase the rights of the Dorchester Company. In 1628 this new company sent John Endecott to take possession of this territory. He arrived at Naumkeag September 18, 1628, and took over the settlement in the name of the Massachusetts Company. Later, the Massachusetts Company received a royal charter. Soon after Endecott's arrival, a tempting offer was made in England to the Massachusetts Company by influential Puritans in the Eastern counties of England, that they would go forward with a settlement in Massachusetts if the governor and directors of the Massachusetts Company would vote to transfer the charter and the government from Old England to New England. At a meeting of the stockholders of the Massachusetts corporation, held in London on August 29, 1629, the question of transferring the government to New England was considered. At this meeting the record reads that the Deputy Governor put the question as follows:

"As many of yourselves as desire to have the patent and the government of the plantation to be transferred to New England, so as it may be done legally, hold up your hands: So many as will not, hold up your hands.

"Where, by erection of hands it appeared by the general consent of the Company, that the government and patent should be settled in New England, and accordingly an order to be drawn up."

The action of the gentlemen who attended this meeting August 29, 1629, was the first step in the sequence of events which culminated in the independence of Massachusetts. It was the legal birthday of self-government in New England. Mr. Craddock, the first Governor of the Massachusetts Company, resigned, and John Winthrop was elected in his place. In 1630 Governor Winthrop and a large party, the forerunners of the Puritan emigration, arrived in Naumkeag. The newcomers and the Endecott men were all Puritans, and are known in the early records as the New Planters. The small band which

Roger Conant had brought from Cape Ann were Episcopalians, and are referred to in the early records as the Old Planters.

During the reigns of James I and Charles I, and until the open revolt between Parliament and King which established the English Commonwealth, between twenty and thirty thousand Puritans crossed the Atlantic and established themselves in New England under the Massachusetts Charter. Their government was theocratic. The right to vote was limited to members of the Church, and the ministers of the several congregations were zealous not to admit to church membership any whose fidelity and loyalty to their brand of government and religion was doubtful. Four-fifths of the people were disfranchised.

The old Puritans, judged by the standards of today, were bigoted, intolerant, and fanatic. All were not bigots. Those, however, who were not, soon disappeared. Endecott sent the Brownes back to England. Roger Williams was banished. Sir Henry Vane, after serving one term as governor, left of his own accord.

We meet this evening in a hall that bears a family name distinguished in the history of Salem and of Massachusetts. The original emigrant who bore the name Saltonstall was Sir Richard. He wrote a letter from England, from which I will read an extract. He is writing to Mr. Norton and Mr. Wilson, the two leading clergymen of Boston, who were the prime movers behind Governor Endecott in the persecution of the Quakers. He wrote:

"It doth not a little grieve my spirit to heare what sadd things are reported daily of your tyranny and persecutions in New England, as that you fine, whip, and imprison men for their consciences. . . . Truly, friends, this your practice of compelling any, in matters of worship to doe that whereof they are not fully persuaded is to make them sinn. . . . I hope you do not assume to yourselves infallibility of judgment, when the most learned of the apostles confesseth he knew but in part and saw but darkly as through a glass."

Sir Richard Saltonstall was a nobleman by birth. He was a noble man in fact and deed.

We have heard much of the Puritan persecution of Quakers and the hanging of witches. I do not approach these episodes with any desire to apologize for their cruelties. I rather rejoice in the fact that only three Quakers were executed on Boston Common, and but twenty lives were sacrificed at Salem before the humanity of our ancestors was aroused in revolt and stopped these atrocities, paving the way for the introduction of free thought and liberty of conscience. When you Hebrew people remember the cruel pogroms to which your race has been subjected, and compare the rivers of Jewish blood which have flowed in vain to the few lives that were sacrificed to establish religious freedom in Massachusetts, you will agree with me that the price we paid for liberty was not too great. Where else has freedom of conscience been established by lesser sacrifices?

Our early Puritan fathers had a great respect for learning. It has been told that William Bradford, the second governor of Plymouth Colony, caused a learned divine to write on the fly-leaf of his Bible, in Hebrew characters, the name of the Most High God. He said he desired to have continually before his eyes the graphic representation of the Divinity in the language in which Amos, Hosea and the great Isaiah spoke.

The Puritan divines who controlled the theocratic Commonwealth of Massachusetts were men learned in the Scriptures. I suppose that either Higginson or Skelton, the early minister and the teacher in the First Church at Salem, could have addressed this audience in Hebrew. The early Puritan clergy were graduates mostly of Emmanuel College at Cambridge, England, where they had been taught not to rely upon Jerome's translation of the Old Testament in the Latin Vulgate, but to read the original in the Hebrew language.

When Harvard College was founded in 1636, Sanscrit and Hebrew had honorable positions in its curriculum. Our fathers were familiar with your ancient law, prophecy, history, and poetry. Quotations from them were in their daily speech. They christened their sons and daughters with names taken from the Old Testament. So fa-

miliar were they with the ancient writings, and so deeply impressed with the lessons they taught, that it has been said that the foundation of the Puritan character was laid in Hebrew cement.

I have told you how the New Planters under Endecott supplanted the Old Planters at Naumkeag. The superior condition of the newcomers in wealth, in numbers, and in political power developed friction between the Endecott and Conant men. The Conant men did not take kindly to the new rule. To use the language of the times, there was a "jarre" at Naumkeag. We do not know the story of how the Old and New Planters got through their first winter at Naumkeag. We know that there were political entanglements, and that Governor Craddock, who had charge of the Massachusetts Company's affairs in England, was conciliatory in his attitude toward the Old Planters. Mr. Endecott was instructed that the body of government at Naumkeag should admit the Old Planters and that he "should not be wanting in giving them weighty respect in making wholesome laws for the constitution of the government."

In some way the "jarre" was ended, and to celebrate the event the name of the settlement was changed from Naumkeag to Shalom, or, as they spelt the word, Salem. Our Puritan fathers had read the story in Genesis, how Abraham had rescued his brother's son from the hands of the four kings and how, on returning from his victory, he was met by Melchisedec, a priest of the Most High God. The nature of his priesthood is not set forth. That some peculiar significance was attached to him may be inferred from his name and the name of his city. Still more suggestive is the fact that nothing is said as to his parentage or his descent, or his birth and death. He was not one of a family of priests, but stands solitary, a priest in his own right, who never assumed and never lost his office. In all his attributes he comes before us as an earthly type of the Son of God.

They also read in the epistle to the Hebrews, the following words:

"For this Melchisedec, king of Salem, priest of the most high

God, who met Abraham returning from the slaughter of the kings, and blessed him;

“To whom also Abraham gave a tenth part of all; first being by interpretation King of righteousness, and after that also King of Salem, which is King of peace.”

After deliberation, our fathers chose the outstanding word in the ancient Hebrew salutation and the name of the city of the priest Melchisedec for their first settlement in the new world.

We, the representatives of earlier emigrants, joining with you, later emigrants and sons of emigrants, find in this ancient name a common meeting-ground. It expresses the aspirations of two races. It expresses our common hope and faith. We join in a common paean of praise and thanksgiving for a great inheritance, the refrain of which is the ancient Hebrew greeting,

שלום, שלום, שלום

BLOCKADE RUNNING DURING THE CIVIL WAR

BY FRANCIS B. C. BRADLEE

(Concluded from Volume LXII, page 352.)

In September, 1863, Mr. Plant went to Europe through the blockade, nominally on the score of his health, but it is thought in reality on a semi-diplomatic-financial mission for the Confederate Government. This trip was also unmercifully criticized throughout the South, and largely, it would seem, because of Mr. Plant's Northern birth.

As the war progressed and want and privation made itself felt throughout the land, the feeling against the Southern Express Company found expression on every side. In the Richmond *Enquirer* for April 14, 1864, is a virulent article demanding the suppression of this "Yankee concern" which it was affirmed had attempted to bribe for the purposes of trade, high officials and officers, even Commissary-General Northrup.

All the way through Mr. Jones' "Diary" (and he was in a position to know) are to be found bitter condemnation of the Southern Express, ending in December, 1864, with the entry: "The army has no meat this day, the commissaries, etc., have it all, and are speculating with it—it is said. So many high officials are *interested*, there is no remedy." Just before he recorded: "Our conscription superintendents, under orders, are busily engaged in furloughing and detailing the rich slaveowners! . . . Thus we go, the poor and weakly are kept in the trenches, to desert at the first opportunity.*

It is but fair to say, however, that the Southern Express Company rendered very valuable services to the men engaged on both sides during the Civil War, by carrying packages, boxes, and parcels of all descriptions free of charge—medicines, and comforts of various character, that made the hard life of the soldier a little easier, and gladdened his heart with the evidences that

* Diary of a Rebel War Clerk, by J. B. Jones, Vol. II, pp. 349 and 361.

he was remembered tenderly in his far-away home. This service was especially acceptable on the occasions of exchange of prisoners, when clothing and money were the special needs of the men. The express business was not easy to run in the South during the war. Complications, great, varied and numerous, were superinduced by the dreadful struggle going on. The railroads were often seized by the contending armies, offices were raided, and confusion worse confounded heaped troubles thick and fast upon the President of the Company, sufficient to have crushed a man of ordinary brain and nerve. But Mr. Plant was not the man to give way to difficulties—only coolly to plan, determine, execute, and carry out.

On the Union side during the Civil War the Sanitary Commission and Christian Commission in a measure took the place of the modern Red Cross, Y. M. C. A., etc. In the Confederacy there existed certain Soldiers' Relief Societies, generally divided by States, but owing to the great lack of even the necessities of life and the difficulty of transportation, they could accomplish but little. Many an officer and soldier was indebted to the Southern Express Company for much needed extra food and clothing from home. This service was especially carried out as follows:

“To the Friends of the Soldiers Throughout the Confederacy,

“Q. M.'s Dept., R. R. Bureau,

“Richmond, Feb. 20, 1864:

“The friends and relatives of soldiers in the Army of Northern Virginia are hereby notified that an arrangement has this day been effected with the Southern Express Co. to carry all packages of food and wearing apparel to Richmond, Va. To secure the advantages thus obtained through the Express Co. the following instructions must be observed. “Packages must not contain more than 100 pounds, be well secured and plainly marked, and sent at the expense of the shipper to either of the Soldiers Relief Associations which are located as follows: In No. Ca. at Raleigh; in So. Ca. at Columbia; in Ga. at Augusta; in Ala. at Montgomery; or at any

other point where the Associations have an office. The agents of these Associations will take charge of them and ship daily by the Southern Express Co. to the proper agents of the respective States at Richmond, who will see them distributed to the proper individual owners.

“To meet the wishes of the soldiers, and give them a certain and speedy communication with home, the Southern Express Co. has agreed to give this freight preference over everything else; and, in order that no obstacle may occur to the success of so laudable an enterprise, the several R. Road Co.’s are hereby requested to render the Express Co. such facilities as will enable it to make this arrangement a complete success. As the Southern Express Co. assumes all responsibility for the transportation of these packages, the Relief Associations are requested to withdraw their agents who heretofore acted as travelling messengers. If the Relief Associations will establish other agencies in the rear of the other armies, they may enjoy the same privileges hereby secured the Army of Northern Virginia. . . .

“F. W. Sims, Lt. Col. and Q. M.

“Approved: A. R. Lawton, Q. M. Gen.

“Jas. Shuter, Gen. Supt., Southern Express Co.

“Feb. 20, 1864.”*

* *Richmond Examiner*, May 17, 1864.

OLD NORFOLK COUNTY RECORDS.

(Continued from Vol. LXII, page 304.)

Provided if John Dow shall pay one third of said sum to said Atkinson in Marchantable Rie & Indian Corne and the remainder in marchantable pipe staues, hogshhead staues and barrill staues at price currant delivered upon sd. Atkinsons wharf at Boston before the last of May, 1671, with interest at six percent then this bill of sale shall be voyd. May 1, 1669. Wit: Tho. Whittier, attest, Robert Howard, Not. Publi. Signed by John Dow, and Mary [her M mark] Dow, alias Shepherd. Jno. Dow delivered possession to Mr. Theoder Atkinson, sen., by turff and twig in part as it is bounded, April 19, 1672, in presence of Georg Pearson. Mary Shepherd, who was formerly ye wyfe of John Dow, with consent of her husband Shepherd signed deed & owned it was Jno. Dows act with her consent at time of act thereof. Nov. 1, 1682, before Nath^l Saltonstall, assistant.

Dan^l Hendrick of Haverhill, yeoman, for £30, 17^s.7^d. paid to Cap^t William Hudson of Boston by Theoder Atkinson, sen. of Boston, ffeltmaker, conveys to said Attkinson about 100 acres of land with all wood and timber in Haverhill, near or adjoining to a tract of land bought by sd. Atkinson of Jn^o Dou of Haverhill. Said Hendrick within one month after date to lay out and bound said land at his own cost. May 16, 1673. Wit: Samuel Bosworth, Thomas Kembles. Ack. by Daniel Hendrick, Nov. 6, 1679, before Nath^l Saltonstall, assistant. Deposition of Robert Swan and Daniel Hendrick, June 20, 1681, that the land bought of Daniell Hendrick by Mr. Theoder Atkinson being 100 acres, and of John Dowe being fifty acres, and of Daniell Ladd, about fifty acres, is bounded by Capt. Saltonstall's land, and corner bounds between Samuel Belknap and Theoder Atkinson. Ack. by Daniell Hendrick, June 20, 1681, before Nath. Saltonstall, assistant.

Daniell Hendrick of Haverhill conveys to Theoder Atkinson, sen. of Boston, ffeltmaker, about forty acres up-

land in Haverhill, bounded by land of widow White of Nubery, to be of same running length as that of said widow. June 20, 1681. Wit: Robert Swan, sen., Nathaniel Smith, Thomas Kembles. Ack. by Daniel Hendrick, June 20, 1681, before Nath. Saltonstall, assistant.

Bartholomew Heath of Haverhill, yeoman, conveys to Theoder Atkinson of Boston, ffeltmaker, about forty six acres upland in Haverhill, near fishing river. Also ye privilege of comonage at a cow comon at Haverhill. June 17, 1681. Wit: Thomas Kembles, Robert Clement. Ack. by Bartholomew [his E mark] Heath, Sept. 27, 1681, before Nath. Saltonstall, assistant.

Bartholomew Heath of Haverhill, yeoman, conveys to Theoder Atkinson, sen., of Boston, ffeltmaker, about forty fower acres land in Haverhill, layd out to John Heath, deceased, bounded by Merimack river, land of Edward Hason of Rowley and of Thomas Baker, June 17, 1681. Wit: Thomas Kimbles, Robert Clements. Ack. by Bartholomew [his E mark] Heath, Sept. 27, 1681, before Nath. Saltonstall, assistant.

Joseph Severans of Yarmouth in Plimoth pattent in New England, planter for £10, conveys to Henry True of Salisbury, house carpenter, one half part of my great division lott of upland in Salisbury, the whole being about fower score and ten acres, at a place commonly called Beach hill between land belonging originally to Joseph ffletcher and John Gill. Nov. 18, 1682. Wit: Tho. Bradbury, Rebecka [her Y mark] Conner. Ack. by Joseph [his O mark] Severans, Nov. 18, 1682, before Robert Pike, assistant.

Whereas, John Bayly of Salisbury, yeoman, grandfather of Joseph and James Bayly, the sons of John Bayley of Nubery in his last will made an entailment to said Joseph and James of land and meadow in Salisbury, ye upland being near ye fferrie neck at Mr. Carres; therefore said Joseph and James Bayley convey to their father, ye said John Bayley of Nubery, all their right and interest in afore-said land. Jan. 10, 1677. Wit: John Putnam, sen.,

Thomas Putnam, jun. Ack. by Joseph Bayly and James Bayly, Feb. 1, 1677, before Jo. Woodbridge, commissioner.

Letter of attorney given by John Allin of Salisbury, mariner, who, being bound for a voyage to sea and not intending to return this winter, constitutes his deare and loving wife, Mary, his true and lawful attorney to take possession of his estate and receive any debts due him and to transact all his concerns in his name. Sept. 19, 1682. Wit: D. Davison; 2., John Stockman. Ack. by John Allin, Sept. 20, 1682, before Robt. Pike, assistant.

John Allin of Salisbury, conveys to Jotham Hendrick of Haverhill, two comons in Haverhill which he had by deed from his father, William Allin. May 18, 1677. (No witnesses.) Ack. by John Allin, May 18, 1677, before Nath. Saltonstall, commissioner. Mary, wife of John Allin, gives her consent to above sale, March 1, 1682-3, before Rob^t Pike, assistant.

Richard Dole, sen., of Nubery, conveys to Jotham Hendrick of Nubery upon Merimack, all yt land, housing, fencing and comonage which I bought of James Sanders, at ye eastward end of Haverhill adjoyning ye publique highway and near land of Daniell Hendricks. Said premises having been purchased of said James Sanders upon a mortgage, dated March 17, 1673-4, who formerly bought them of William Holdridge, as by deed dated April 3, 1672. Said Richard Dole agreeing, also, that his wife shall resign her dowry in said premises when desired. May 5, 1681. Wit: Hugh March, sen., Hugh March, jun. Ack. by Mr. Richard Dole, sen., May 5, 1681, before Nath. Saltonstall, assistant.

Richard Goodwin of Amsbery, shipwright, for 50 shillings, conveys to Tho. Mudget of Salisbury, shipwright, about a quarter of an acre of upland, in Amsbery, being part of land where my now dwelling house is; bounded by Merimack River and ye common highway. Aug. 26, 1680. Wit: Jacob Morrill, Phillip Rowell. Ack. by Richard Goodwin, July 27, 1682, before Robert Pike, assistant.

Samuel ffelloes, sen., of Salisbury, weaver, for £16.

conveys to Josuah Bayly, of same town, planter, about six acres of cow comon sweepage lot of Salt marsh in Salisbury, being lot 17 in number, lying between lotts granted as original rights to Lewis Hulett and Thomas Hauksworth, butting with one end on little river, and upon ye marsh which was layd out to Onesiphorus Page, bought of Mr. Tho. Bradbury. May 4, 1682. Wit: Tho. Bradbury, Nathanell Brown. Ack. by Samuel [his f mark] ffelloes, March 12, 1682-3, before Robert Pike, assistant.

Josuah Bayly of Salisbury, planter, for £9, conveys to Onesiphorus Page of same town, weaver, one half part of that cow comon sweepage lot in Salisbury which I lately bought of Samⁿ ffelloes, ye elder, of Salisbury, ye whole lott being about six acres, and being lott 17 in number, lying between lotts granted to ye originall rights of Lewis Hulett and Tho. Hauksworth, butting upon little River and upon ye marsh which was layd out to ye aforesaid Page, and now in his possession, which said Page bought of Mr. Tho. Bradbury. It being also understood that said Page shall lay out ye divisions of said lott and that said Bayly shall have his choice of these divisions. Jan. 31, 1682. Wit: Tho. Bradbury, Rebecka [her r c mark] Connor. Ack. by Josuah Bayly, March 12, 1682-3, before Rob^t Pike, assistant.

These for his loueing friend M^r Dainell Peirce lieuing in Nubery in New england these p^rsent, Essex. M^r Pearce I haue receiued y^e money w^{ch} you were indebted to me by bills of Exchange for England & I would haue you take up yo^r bonde w^{ch} is in M^r Halls hand if he be in New england, or els in Phillip Challice^s hand & giue him these note so wth my loue to yu and yo^r good wyfe I rest yo^r louing freind to use. June y^e 25: 1662. Phil. worldig.

(To be continued)



CONTEMPORARY MODEL OF AN 18th CENTURY SHIP.

Courtesy of the Peabody Museum, Salem.

EARLY COASTWISE AND FOREIGN SHIPPING
OF SALEM.

A RECORD OF THE ENTRANCES AND CLEARANCES OF THE
PORT OF SALEM, 1750-1769.

(Continued from Vol. LXII, page 320.)

CATHARINE, sloop, 60 tons, GEORGE BATCHELDER, to West Indies, Aug. 30, 1759; from Guadaloupe, May 5, 1760; JOSIAH BATCHELDER, to West Indies, Sept. 12, 1760; from Dominico, July 4, 1761.

CATHARINE, sch., 42 tons, ANDREW HARRENDEN, to Virginia, Dec. 7, 1759.

CATHARINE, sch., 45 tons, JOHN CARPENTER, to Maryland, Nov. 27, 1761; from Maryland, Mar. 11, 1762.

CATHERINE, sch., 48 tons, STEPHEN LANE, to West Indies, Dec. 30, 1766; to West Indies, Dec. 2, 1767.

CATO, sch., THOMAS GILBERT, to Virginia, Dec. 14, 1753; from Virginia, May 7, 1754.

CATO, ship, 140 tons, JAMES WILLIAMSON, to West Indies, June 6, 1758.

CATO, sch., 70 tons, JONATHAN GARDNER, JR., to Gibraltar, Feb. 4, 1763; from Fayal and Cadiz, Oct. 21, 1763; CABOT GERRISH, to Lisbon, Dec. 24, 1763; from Cadiz, June 19, 1764; to Bilbao, Sept. 7, 1764; from Lisbon, Mar. 25, 1765; to Bilbao, May 24, 1765; from Cadiz, Oct. 19, 1765; to West Indies, Oct. 30, 1765; from Martinico, June 16, 1766.

CATO, bgtne., 100 tons, JAMES COSMER, from Biddeford, July 10, 1767.

CHAGFORD, sloop, 70 tons, GEORGE HOOPER, from Monte Cristo, Dec. 16, 1763.

CHAMPION, snow, 100 tons, SEAWARD LEE, from Cadiz, Jan. 28, 1751; to Bilbao, Mar. 25, 1751; 120 tons, from Cadiz, Sept. 13, 1751; to Bilbao, May 2, 1752; from Cadiz, Oct. 12, 1752; to Bilbao, May 15, 1753; from Cadiz, Oct. 18, 1753; JOHN GRISTE, to Bilbao, Jan. 24, 1754; from Cadiz, July 26, 1754; WILLIAM GRISTE, to Bilbao, Feb. 4, 1755; JOHN GRISTE, from Cadiz, June 23, 1755; to Lisbon, Dec. 15, 1755; from Lisbon, Apr. 21,

1756; to Europe, Oct. 13, 1756; 112 tons, from Lisbon, Feb. 10, 1757; THOMAS TWISDEN, to Lisbon, Dec. 28, 1757; JONATHAN GLOVER, from Lisbon, May 3, 1758; JAMES MUGFORD, to Lisbon, Nov. 10, 1758; from Lisbon, Mar. 19, 1759; to Oporto, July 23, 1759; from Vigo, Jan. 15, 1760; FRANCIS JONES, to Lisbon, July 9, 1760; from Lisbon, Oct. 23, 1760; to Philadelphia, Dec. 2, 1760; from Philadelphia, Mar. 14, 1761; to Lisbon, May 14, 1761; from Lisbon, Aug. 20, 1761; to Lisbon, Mar. 2, 1762; from Lisbon, June 21, 1762; to Lisbon, Oct. 25, 1762; MICHAEL WHITTRONG, from Lisbon, July 15, 1763; PETER GREEN, to Lisbon, Dec. 28, 1763; from Lisbon, May 7, 1764; to Bilbao, Sept. 27, 1764; from Cadiz, Apr. 26, 1765; to West Indies, Oct. 22, 1765; from Guadaloupe, June 12, 1766; to West Indies, Jan. 28, 1767; from Monte Cristo, Aug. 10, 1767; to West Indies, Dec. 17, 1767.

CHANCE, sch., 30 tons, JOHN HOLTON, from St. Martin's, Apr. 13, 1751; JONATHAN WEBB, JR., to West Indies, Aug. 28, 1751; from St. Martin's, Dec. 13, 1751; to West Indies, May 23, 1752; from Barbadoes, Aug. 13, 1752; JOHN PATTERSON, to West Indies, Sept. 25, 1752; from Anguilla, Dec. 20, 1752; JONATHAN WEBB, JR., to Newfoundland, July 23, 1753; from Newfoundland, Sept. 7, 1753; FRANCIS BENSON, to South Carolina, Oct. 29, 1753; from South Carolina, Feb. 22, 1754; to Philadelphia, Mar. 30, 1754; EBENEZER BOWDITCH, to Madeira, Aug. 22, 1754; from St. Martin's, Mar. 31, 1755; to Philadelphia, May 6, 1755; from Philadelphia, June 16, 1755.

CHANCE, bgtne., 70 tons, THOMAS DIXEY, to Jamaica, June 5, 1764.

CHARITY, sloop, JOHN CORNEY, from Maryland, Feb. 19, 1756; to Maryland, Mar. 3, 1756.

CHARLES, sloop, 25 tons, SAMUEL MILNER, from Maryland, and to New London, July 9, 1761.

CHARLES AND HARRIOT, SNOW, 100 tons, THOMAS NICKELS, to Newfoundland, Dec. 7, 1752.

CHARLOTTE, SNOW, 82 tons, PHILIP MARRETT, to Lis-

bon, Dec. 28, 1761; to Lisbon, Oct. 9, 1762; from Lisbon, Apr. 19, 1763; to Lisbon, May 10, 1763; from Figuera, June 17, 1762; from Cadiz, Nov. 21, 1763; to Bilbao, Nov. 28, 1764; from St. Ubes, May 14, 1765; 84 tons, to Spain, May 25, 1765; from Lisbon, Oct. 17, 1765; to Europe, Oct. 30, 1765; from St. Ubes, May 19, 1766; to Europe, June 11, 1766; from Cadiz, Jan. 12, 1767; to Bilbao, Mar. 28, 1767; from Lisbon, Sept. 9, 1767.

CHARLOTTE, sch., 66 tons, WILLIAM COAS, to Europe, Feb. 2, 1762; from Oporto, June 27, 1762.

CHARLOTTE, snow, 100 tons, JAMES COLLINGS, to Bilbao, May 23, 1764; from Cadiz, Oct. 22, 1764.

CHARLOTTE, sch., 70 tons, GEORGE HALES, to Bilbao, Oct. 22, 1764; from Cadiz, Apr. 29, 1765; to Europe, May 14, 1765; from Cadiz, Sept. 19, 1765; to West Indies, Oct. 30, 1765; from Martinico, July 22, 1766; to West Indies, Nov. 11, 1766.

CHARLOTTE, sch., 60 tons, THOMAS BUSTON, from St. Eustatia, May 16, 1765.

CHARLOTTE, sch., 80 tons, GEORGE HALES, to Cadiz, July 28, 1767; from Cadiz, Mar. 10, 1768.

CHARLOTTE, snow, 90 tons, WILLIAM HAYNES, to Lisbon, Oct. 13, 1767.

CHARLOTTE, sloop, 44 tons, JOHN FISK, to Dominico, Nov. 16, 1767; from Turk's Island, Feb. 15, 1768; to West Indies, Feb. 26, 1768.

CHARMING ABIGAIL, sch., 36 tons, JOSEPH BABSON, to Virginia, Dec. 9, 1758; from Maryland, Mar. 13, 1759; to Virginia, Dec. 8, 1760; from Virginia, Mar. 17, 1761; to Virginia, Dec. 17, 1761; from Virginia, Apr. 13, 1762; 38 tons, to Dominico, Jan. 7, 1764; from Antigua, May 5, 1764.

CHARMING BETSEY, sch., 50 tons, EBENEZER REED, to West Indies, June 2, 1766.

CHARMING BETSEY, sch., 50 tons, THOMAS DIXEY, for Tortugas, May 28, 1765.

CHARMING BETTY, sch., 50 tons, JONATHAN BARNARD, Jr., to West Indies, Nov. 6, 1751.

CHARMING BETTY, sch., 48 tons, JABEZ BAKER, to West Indies, Jan. 10, 1752; from St. Kitts, Apr. 17, 1752.

CHARMING BETTY, ship, 110 tons, WILLIAM EGGLESTONE, to West Indies, Jan. 2, 1754.

CHARMING BETTY, sch., 36 tons, CALEB WOODBURY, to Newfoundland, Sept. 5, 1754; 45 tons, from Newfoundland, Nov. 6, 1754; NICHOLAS TRACEY, to Virginia, Nov. 22, 1754; from Montserrat, Mar. 13, 1755.

CHARMING BETTY, sch., 60 tons, JEREMIAH STANIFORD, to Bilbao, July 29, 1755; from Cadiz, Jan. 28, 1756; to Europe, Apr. 12, 1756; from Lisbon, July 28, 1756; to Europe, Sept. 10, 1756.

CHARMING BETTY, sch., 40 tons, JOHN TUCKER, to Virginia, Dec. 10, 1757; from Maryland, Mar. 4, 1758; to Maryland, Nov. 28, 1758; from Maryland, Mar. 10, 1759; to Maryland, Dec. 3, 1759; from Maryland, Feb. 25, 1760; JEREMIAH ALLEN, to Lisbon, Jan. 28, 1761; from Lisbon, May 26, 1761; ZEBULON PARSONS, to Barbadoes, May 18, 1762; from Barbadoes, Aug. 20, 1762; to West Indies, Sept. 28, 1762.

CHARMING BETTY, bgtne., 70 tons, JOSEPH MUCHMORE, to Portsmouth, Jan. 29, 1758; from Barbadoes, June 22, 1758.

CHARMING BETTY, sch., 50 tons, JOHN BABSON, to Virginia, Dec. 10, 1763; from Maryland, Apr. 21, 1764; WILLIAM BLACKLER, to Martinico, Nov. 12, 1765.

CHARMING HANNAH, sch., 30 tons, NICHOLAS GORDON, to West Indies, May 15, 1759.

CHARMING HITY, sch., 35 tons, WILLIAM TUCKER, to Virginia or Maryland, Nov. 16, 1750; from Maryland, Feb. 25, 1751.

CHARMING HITY, sloop, 45 tons, WILLIAM COOSE, from Cadiz, Mar. 2, 1751.

CHARMING JENNY, snow, 90 tons, MORGAN MOLONY, from Lisbon, Jan. 1, 1753; to Lisbon, May 16, 1753.

CHARMING KATE, sch., 30 tons, JONAS ADAMS, to West Indies, Sept. 19, 1755.

CHARMING MICHAEL STORLING'S FANCY, (sic) sloop, 30 tons, ASA LEACH, from Philadelphia, Oct. 19, 1761.

CHARMING MOLLY, sch., 30 tons, JAMES DAVIS, to Virginia or Maryland, Nov. 16, 1750; from Maryland, Feb. 25, 1751.

CHARMING MOLLY, sloop, 66 tons, GEORGE BATCHELDER, from Jamaica, Apr. 15, 1751.

CHARMING MOLLY, sloop, 72 tons, RICHARD COWELL, to West Indies, Sept. 23, 1751.

CHARMING MOLLY, sch., 45 tons JOSEPH HOWARD, to Newfoundland, July 7, 1752.

CHARMING MOLLY, sch., 54 tons, ELIPHALET DAY, to Newfoundland, Apr. 17, 1752, JOHN FRIEND, to Newfoundland, July 7, 1752.

CHARMING MOLLY, sch., SOLOMON ALLEN, to Maryland, Dec. 3, 1753.

CHARMING MOLLY, sch., NEHEMIAH ADAMS, to Virginia, Dec. 6, 1753; from Maryland, Mar. 19, 1754.

CHARMING MOLLY, sch., JOSHUA HASKELL, from Virginia, Mar. 6, 1754.

CHARMING MOLLY, sch., JOSIAH INGERSOLL, to Maryland, Dec. 12, 1754.

CHARMING MOLLY, sch., MOSES WELLS, Jr., to Halifax, Dec. 16, 1754; from Halifax, Jan. 25, 1755.

CHARMING MOLLY, bgtne., 80 tons, JOHN PEARSON, to West Indies, Jan. 19, 1756; from St. Martin's, Apr. 24, 1756; to St. Kitts, Sept. 29, 1756; from St. Martin's, Nov. 26, 1757; from Jamaica, June 15, 1757; to West Indies, July 7, 1757; to West Indies, Feb. 28, 1758.

CHARMING MOLLY, sch., 48 tons, JOHN MILES, to West Indies, Apr. 7, 1756.

CHARMING MOLLY, bgtne., 100 tons, THOMAS BASIN, to St. Christopher's, Aug. 27, 1756; snow, from St. Kitts, Mar. 31, 1757.

CHARMING MOLLY, sch., 40 tons, MOSES WELLES, to Halifax, Jan. 1, 1757; from Halifax, Jan. 31, 1757; to Halifax, Dec. 14, 1757; from Halifax, Jan. 9, 1758; to Halifax, Feb. 6, 1758; from Halifax, Mar. 5, 1758; to Havana, Jan. 3, 1759; from and to Halifax, Feb. 27, 1759; from Halifax, Mar. 29, 1759; to Halifax, Dec. 8, 1759; to Halifax, Nov. 25, 1760; from and to Halifax, Jan. 6, 1761; from Halifax, Feb. 16, 1761; JOSEPH WELLS, to Halifax, Dec. 8, 1761; from Halifax, Jan. 14, 1762.

CHARMING MOLLY, sch., 40 tons, JOHN MCKAIN, for Barbadoes, June 10, 1757.

CHARMING MOLLY, sch., 36 tons, ZEBULON LUFFKIN, to Virginia, July 16, 1757; from Virginia, Oct. 5, 1757.

CHARMING MOLLY (or POLLY), snow, 80 tons, ALEXANDER ENGLISH, from New York, Feb. 15, 1758; to Virginia, Feb. 15, 1758.

CHARMING MOLLY, bgtne., 86 tons, BENJAMIN DAVIS, from St. Martin's, Aug. 18, 1758.

CHARMING MOLLY, sch., 48 tons, ABEL WOODBERRY, to Virginia, Dec. 11, 1759.

CHARMING MOLLY, sch., 68 tons, WILLIAM INGERSOLL, to Guadaloupe, Sept. 22, 1760.

CHARMING MOLLY, sch., 35 tons, JAMES PERKINS, to Virginia, Dec. 7, 1762; from Maryland, Mar. 3, 1763.

CHARMING MOLLY, sch., 55 tons, WILLIAM COLE, to Bilbao, May 5, 1763; from Cadiz, — 1763; to Barbadoes, Nov. 25, 1763; from Barbadoes, Feb. 16, 1764; STEPHEN BLANEY, to Bilboa, June 12, 1765; from Cadiz, Nov. 4, 1765; to Bilbao, Nov. 10, 1766; 60 tons, from Cadiz, Apr. 10, 1767; to Bilboa, May 30, 1767; from St. Ubes, Sept. 29, 1767; to Lisbon, Dec. 24, 1767; from Lisbon, Apr. 6, 1768.

CHARMING MOLLY, sch., 70 tons, JAMES HALL, from St. Martin's, Nov. 9, 1763.

CHARMING MOLLY, sch., 42 tons, JOSEPH LAKEMAN, to Hatteras, Dec. 27, 1764; from Halifax, Feb. 16, 1765.

CHARMING MOLLY, sch., 58 tons, WILLIAM GROVER, to Virginia, Dec. 23, 1766.

CHARMING NANCY, sch., 50 tons, WILLIAM COAS, to Cadiz, May 11, 1763; 70 tons, from Cadiz, Oct. 3, 1763.

CHARMING NANCY, sch., 35 tons, JACOB TEWXBURY, from North Carolina, May 15, 1764.

CHARMING NANCY, sch., 42 tons, WILLIAM PARSONS, from Virginia, Mar. 5, 1765.

CHARMING PATTY, sch., 45 tons, JABEZ BAKER, to West Indies, May 14, 1751; from Antigua, July 29, 1751.

CHARMING PATTY, sch., 55 tons, NATHANIEL PARSONS, to West Indies, Oct. 7, 1751; MARK PARSONS, from Barbadoes, July 16, 1753; to West Indies, Aug. 27, 1753;

from Maryland, Mar. 20, 1754; from Antigua, Dec. 14, 1754; from Maryland, Apr. 22, 1755.

CHARMING POLLY, bgtne., 70 tons, WILLIAM MELLINS, for St. Martin's, Aug. 27, 1751; 84 tons, from St. Martin's, Aug. 7, 1752.

CHARMING POLLY, snow, 120 tons, JOHN JONES, from Gibraltar, Sept. 7, 1758; WILLIAM M——RY, to Gibraltar, Jan. 11, 1759.

CHARMING POLLY, sloop, 60 tons, EDMUND BEACHUM, to Virginia, Dec. 7, 1758.

CHARMING POLLY, sloop, 70 tons, JOHN HATHORNE, to West Indies, Feb. 19, 1761; from Guadaloupe, July 1, 1761; to West Indies, Sept. 5, 1761; from Turk's Island, Feb. 6, 1762; to West Indies, Mar. 22, 1762.

CHARMING POLLY, bgtne., 100 tons, THOMAS DEAN, from Gibraltar, Jan. 22, 1761; to Barbadoes, July 10, 1762; from North Carolina, Apr. 20, 1763; to Bristol, June 23, 1763; to Newfoundland, June 28, 1764; to Newfoundland, Nov. 5, 1764; to Barbadoes, May 14, 1765; from Barbadoes, Aug. 7, 1765; to South Carolina, Oct. 24, 1765; from Newfoundland, Oct. 20, 1766; SAMUEL WATERS, to West Indies, Mar. 3, 1767.

CHARMING POLLY, sch., 54 tons, NICHOLAS MORGAN, to West Indies, Dec. 20, 1763; from Dominico, Apr. 27, 1764.

CHARMING POLLY, sloop, 30 tons, JOHN DAVIS, from Long Island, Apr. 17, 1765.

CHARMING POLLY, sch., 60 tons, WILLIAM BLACKLER, to West Indies, Jan. 28, 1767; from St. Eustatia, May 11, 1767; to West Indies, June 24, 1767.

CHARMING POLLY, sch., 60 tons, ZEBULON DAVIS, from and to Virginia, Jan. 31, 1767; WILLIAM GROVER, from Virginia, Apr. 4, 1767.

CHARMING SAGE, sloop, 60 tons, THOMAS FARR, from Oporto, May 4, 1751.

CHARMING SALLY, sch., 60 tons, ELISHA TOWER, from St. Martin's, Aug. 2, 1751.

CHARMING SALLY, sch., 55 tons, JOHN REED, Jr., to West Indies, Oct. 7, 1751; from South Carolina, Apr. 8, 1752.

CHARMING SALLY, sch., 48 tons, ROBERT HONNERS, to Maryland, Nov. 27, 1751; from Maryland, Mar. 31, 1752; to Maryland, Nov. 29, 1753; from Maryland, Apr. 23, 1754; DAVID INGERSOLL, to Maryland, Dec. 14, 1754; to Maryland, Dec. 5, 1755.

CHARMING SALLY, bgtne., 60 tons, STEPHEN HAYTER, from Cadiz, Apr. 11, 1753; to Europe, Sept. 28, 1753; from Swansey, May 19, 1754.

CHARMING SALLY, sch., 60 tons, JOSIAH GODFREY, from Newfoundland, Aug. 9, 1753.

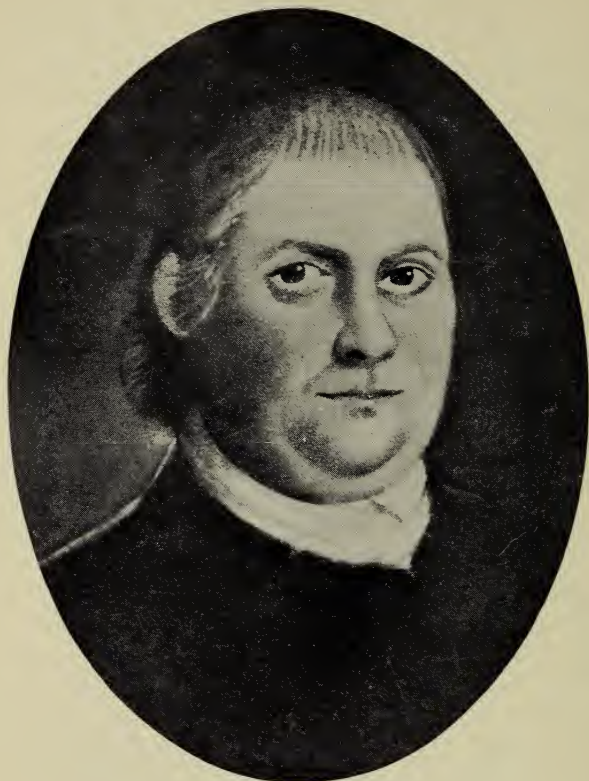
CHARMING SALLY, sch., 65 tons, DAVID BASHARD, from Newfoundland, Aug. 25, 1753.

CHARMING SALLY, bgtne., 75 tons, ISRAEL LOVETT, to West Indies, Sept. 1, 1756.

CHARMING SALLY, ship, 160 tons, JAMES SEMPLE, to West Indies, Jan. 3, 1757.

CHARMING SALLY, sch., 50 tons, MICHAEL COOMBES, to Barbadoes, Mar. 9, 1757; from Barbadoes, May 5, 1757; to Lisbon, Aug. 2, 1757; from Lisbon, Nov. 9, 1757; to Lisbon, June 12, 1758; from Lisbon, Sept. 18, 1758; to Philadelphia, Nov. 28, 1758; from Philadelphia, Jan. 19, 1759; to Lisbon, May 12, 1759; from Lisbon, Aug. 9, 1759; to Philadelphia, Sept. 11, 1759; from Philadelphia, Oct. 20, 1759; to Barbadoes, Feb. 14, 1760; from Guadaloupe, June 25, 1760; to Barbadoes, Aug. 2, 1760; from Barbadoes, Nov. 4, 1760; to Barbadoes, Feb. 5, 1761; from Barbadoes, May 16, 1761; NEAL CONWAY, to Barbadoes, Aug. 15, 1761; from Barbadoes, Oct. 28, 1761; to Barbadoes, Jan. 22, 1762; from Guadaloupe, Aug. 24, 1762; to West Indies, Oct. 9, 1762; from Granada, May 7, 1763; to Cadiz, Sept. 3, 1763; from Lisbon, Jan. 23, 1764; 65 tons, to West Indies, May 24, 1764; from Anguilla, Aug. 21, 1764; to Barbadoes, Nov. 16, 1764; from Turk's Island, May 17, 1765; to West Indies, Aug. 12, 1765; from Monte Christo, Nov. 9, 1765; to West Indies, Apr. 23, 1766; from West Indies, Nov. 10, 1766; JOHN REED, to West Indies, Feb. 21, 1767; from Madeira, June 2, 1767; to Barbadoes, July 6, 1767.

CHARMING SALLY, sloop, 17 tons, NATHAN SMITH,



CAPT. WILLIAM BARTLETT, OF BEVERLY

1741 - 1794

Commander of the sloop Batcheller, sloop Joanna and other vessels.

From a photograph in possession of the Salem Marine Society

from New Haven, July 29, 1758; to Connecticut, Aug. 7, 1758.

CHARMING SALLY, sloop, 54 tons, JONATHAN PEELE, Jr., to West Indies, June 3, 1762; from St. Martin's, Sept. 20, 1762; to St. Kitts, Feb. 23, 1763.

CHARMING SALLY, sch., 50 tons, PETER DOLLIVER, from South Carolina, Mar. 10, 1763.

CHARMING SALLY, sloop, 50 tons, JONATHAN PEELE, from Grandterre, July 16, 1763.

CHARMING SALLY, sloop, 50 tons, BENJAMIN PEALE, from St. Martin's, Nov. 14, 1763; to St. Christopher's, Mar. 27, 1764.

CHARMING SALLY, sch., 50 tons, JOSEPH DAVIS, to Virginia, Dec. 2, 1763; from Maryland, Apr. 10, 1764; to Maryland, Dec. 7, 1764; from Maryland, Mar. 15, 1765; from Virginia, Apr. 22, 1766; to West Indies, Sept. 29, 1766.

CHARMING SALLY, sch., 70 tons, ISRAEL LOVET, from Anguilla, July 10, 1764.

CHARMING SALLY, sloop, 70 tons, SAMUEL GOOCH, from Quebec, Oct. 3, 1764.

CHARMING SALLY, sch., 48 tons, JOHN ROBINSON, to Virginia, Dec. 18, 1764.

CHARMING SALLY, sch., 54 tons, WILLIAM BLACKLER, to Barbadoes, Dec. 31, 1764; from Barbadoes, Mar. 22, 1765.

CHARMING SALLY, sloop, 54 tons, WILLIAM SEARS, to Dominico, Mar. 15, 1765; from Anguilla and St. Eustatia, July 18, 1765; to West Indies, Oct. 30, 1765; from Martinico, Aug. 12, 1766; to West Indies, Mar. 30, 1767; from Monte Christo, Oct. 9, 1767.

CHARMING SALLY, sloop, FRANCIS TREE, from Newfoundland, June 22, 1765.

CHARMING SALLY, sch., 48 tons, WILLIAM DOLLIVER, to West Indies, Sept. 12, 1767.

CHAUNCEY, sch., 66 tons, EDWARD SOHIER, from Lemat, June 30, 1752.

CHAUNCEY, sch., 72 tons, EDWARD SOHIER, from St. Martin's, Aug. 16, 1753.

CHESTER, snow, 80 tons, JOHN PEARSON, to West In-

dies, Oct. 1, 1751; from Liverpool, Aug. 29, 1752; SILVANUS CARR, to Jamaica, Nov. 13, 1752; from New-castle, Jan. 17, 1754; to Jamaica, Mar. 2, 1754.

CHICK, sloop, 36 tons, SAMUEL GRANT, to Dominico, Nov. 26, 1763.

CICERO, bgtne., 82 tons, GEORGE DODGE, to West Indies, Feb. 27, 1759; from Guadaloupe, Sept. 15, 1759; to West Indies, Mar. 8, 1760; from Guadaloupe, Aug. 14, 1760; to West Indies, Mar. 7, 1761; from St. Martin's, July 2, 1761; JOHN GARDNER, Jr., to West Indies, Jan. 29, 1762; from Grand Terre, July 20, 1762; to Martinico, Nov. 4, 1762; from Guadaloupe, May 17, 1763; ISRAEL LOVETT, to Dominico, Nov. 25, 1763.

CICERO, sch., 40 tons, JOHN BUBIER, to West Indies, Aug. 27, 1759; from Saltortugas, Nov. 9, 1759.

CICERO, sch., 48 tons, THOMAS STEVENS, to West Indies, Jan. 25, 1760; from Barbadoes, Apr. 11, 1760; to Barbadoes, Aug. 5, 1760; from Barbadoes, Oct. 17, 1760; to West Indies, Mar. 5, 1761; from Barbadoes, May 14, 1761; to Barbadoes, Sept. 22, 1761; from Monte Christo, Jan. 25, 1762; to West Indies, May 3, 1762; from Grand Terre, July 20, 1762; JOHN PROCTER, to West Indies, Sept. 10, 1762; from Barbadoes, Dec. 6, 1762; to Barbadoes, Apr. 2, 1763; from Barbadoes, June 10, 1763; to Barbadoes, Aug. 15, 1763.

CICERO, sch., 80 tons, WILLIAM LOVETT, to Dominico, Sept. 6, 1764; ISRAEL LOVETT, from Anguilla, June 18, 1765; to Dominico, July 5, 1765; from Martinico, Jan. 30, 1766; from Guadaloupe, Nov. 10, 1766; to West Indies, Mar. 19, 1767; from Martinico, Sept. 18, 1767; to Philadelphia, Oct. 7, 1767; from Philadelphia, Nov. 30, 1767; MARK LOVETT, to West Indies, Feb. 25, 1768.

CICERO, sch., 72 tons, EDMUND NEEDHAM, to Philadelphia, Aug. 18, 1767; from Fayal, Apr. 12, 1768; to Philadelphia, Apr. 26, 1768.

CLEAVELAND, snow, 100 tons, LAURENCE HEARN, from Ireland, Aug. 14, 1762; to Newfoundland and Liverpool, Dec. 2, 1762.

CLEAVELAND, snow, 84 tons, ROBERT STOUT, from

Newfoundland, Aug. 10, 1763; to Newfoundland and Liverpool, Sept. 16, 1763.

COMET, sch., 48 tons, AMBROSE ALLEN, to North Carolina, Nov. 15, 1751; from North Carolina, Mar. 30, 1752.

COMET, sch., JNO. TARRING, to Virginia, Dec. 6, 1752; from Virginia, Apr. 3, 1753; to Virginia, Nov. 5, 1753.

CONSTANT COUPLE, bgtne., 100 tons, SAMUEL HAYNES, to Lisbon, Oct. 22, 1765; from St. Ubes, May 30, 1766; WILLIAM PARSONS, to Maryland, June 13, 1766; SAMUEL ROBINSON, to Bilbao, Dec. 17, 1766; from St. Ubes, June 15, 1767; to Bilbao, July 7, 1767; from Cadiz, Feb. 8, 1768; to Bilbao, Apr. 25, 1768.

CONTRACT, sloop, 18 tons, SAMUEL MASURY, to Martinico, Apr. 30, 1763.

CONWAY, brig, 90 tons, SAMUEL SANDERS, to Sumatra, Nov. 18, 1767.

CORRESPOND, sloop, 24 tons, EDWARD WINSLOW, from Rhode Island, Aug. 23, 1753.

COTTLE, sch., 50 tons, NEAL CONWAY, to West Indies, Dec. 11, 1760; from Guadaloupe, May 14, 1761; MICHAEL COOMBS, to West Indies, Dec. 12, 1761.

COTTLE, sch., 80 tons, DAVID INGERSOLL, to Bilbao, Dec. 22, 1760.

COTTLE, sch., 50 tons, JOSEPH BUBIER, to West Indies, June 5, 1762.

CROMWELL, sch., HENRY FLORANCE, from Halifax, Feb. 10, 1753; from St. Martin's, Mar. 6, 1754.

CROMWELL, sch., 46 tons, EBENEZER FROST, to West Indies, Dec. 16, 1755; 60 tons, from Cadiz, July 23, 1756.

CUMBERLAND, ship, 140 tons, GEORGE MONAT, to London, Aug. 23, 1751.

DEBORAH, sch., 50 tons, JOHN ANDREWS, to Virginia or Maryland, Dec. 19, 1752.

DEBORAH, sch., JOSEPH ALLEN, from Maryland, May 18, 1753.

DEBORAH, sch., 36 tons, RICHARD TOUCHSTONE, to West Indies, Sept. 9, 1757.

DEBORAH, sloop, 52 tons, SAMUEL LOWELL, from St. Martin's, Apr. 2, 1761.

DEBORAH, bgtne., 90 tons, BARTHOLOMEW GOODIN, from Portsmouth, May 28, 1761.

DEFIANCE, sch., 20 tons, JACOB WILLARD, to Newfoundland, Aug. 7, 1751.

DEFIANCE, sloop, 40 tons, SIMEON HOPKINS, from St. Martin's, July 19, 1756.

DEFIANCE, sch., 45 tons, CALEB WOODBURY, to Virginia, Dec. 9, 1758; from Maryland, Mar. 13, 1759; ZEBULON LUFKIN, to Virginia, Dec. 14, 1759; from Virginia, Mar. 5, 1760.

DEFIANCE, sch., 50 tons, JEREMIAH PROCTOR, to Mada, Apr. 10, 1761; to Lisbon, Dec. 26, 1761; from Lisbon, Apr. 16, 1762; to West Indies, Aug. 21, 1762; from St. Martin's, Dec. 2, 1762; to Lisbon, Mar. 29, 1763; to Europe, Dec. 14, 1763; from Falmouth, May 31, 1764; to West Indies, Dec. 6, 1764; from Guadaloupe, Apr. 22, 1765; to West Indies, Oct. 25, 1765; from Barbadoes, Apr. 21, 1766; to Bilbao, June 19, 1766.

DEFIANCE, sch., 42 tons, NATHANIEL PARSONS, to Virginia, Dec. 16, 1762; from Maryland, Apr. 29, 1763.

DEFIANCE, sch., 54 tons, FRANCIS NORWOOD, to Virginia, Dec. 12, 1763; from Virginia, Mar. 12, 1764; THOMAS STEVENS, Jr., 54 tons, to Barbadoes, July 9, 1765; from Barbadoes, Oct. 14, 1765.

DELIGHT, sch., 37 tons, SERGANT INGERSOLL, to Virginia, Dec. 10, 1757; from Maryland, Mar. 5, 1758; to Maryland, Dec. 24, 1758; from Virginia, Feb. 26, 1759.

DELIGHT, sch., 36 tons, CALEB NICKERSON, from New London, Dec. 23, 1757; ELDAH NICKERSON, from New London, Apr. 17, 1758.

DELIGHT, sch., 60 tons, JAMES DAVIS, from Gibraltar, Mar. 5, 1758; to Philadelphia, Mar. 13, 1758.

DELIGHT, sch., 20 tons, HEMAN KENNEY, from New London, Jan. 15, 1762.

DERBY, sch., 54 tons, JONATHAN PRESSON, to Virginia, Dec. 12, 1766; from Virginia, Apr. 1, 1767; JOHN ALLEN, to Virginia or Maryland, Dec. 7, 1767; from Virginia, Apr. 5, 1768.

DEVONSHIRE, snow, 90 tons, RICHARD COWELL, to Bilbao, May 27, 1754.

In the Name of GOD, AMEN. Timothy Orne of Salem
 Merchant as well in his own Name, as for and in the Name and Names of all and
 every other Person or Persons to whom the same doth, may or shall appertain, in Part or in all, doth
 make Assurance, and causeth himself and them, and every of them to be insured, lost or not lost, the Sum of
 Two Hundred pounds Lawfull Money of England from Salem to Spanish
 Town & any of the Virgin Islands and to cross upon the sloop
 Dolphin & Goods

whereof is Master under GOD, for this present Voyage, John Gardner Junr.
 or whosoever else shall go for Master in the said Vessel, or by whatsoever other Name or Names the
 same Vessel, or the Master thereof is or shall be named or called, beginning the Adventure upon
 the 20th of June & Goods from the Time of her sailing from
 Salem at apace, and he shall continue during the Voyage
 and untill the sloop Dolphin and Goods shall be arrived
 at the Cross as aforesaid, and there Moored at Anchor Twenty
 four Hours in good Safety

And it shall be lawfull for the Vessel, &c. in this Voyage, in Cases of Extremity and Distress, to proceed
 and sail to, and touch at any Ports or Places whatsoever, without Prejudice to this Insurance.
 Touching the Adventures and Perils which we the Assurers are contented to bear, and do take upon us
 in the Voyages; they are of the Seas, Men of War, Fire, Enemies, Pirates, Rovers, Thieves, Jettisons,
 Letters of Mart and Counter-Mart, Surprizals, Takings at Sea, Arrests, Restraints and Detainments
 of all Kings, Princes and People, of what Nation, Condition or Quality soever; Barraty of the Master
 (except the Assured be Owner of the Vessel) and Mariners, and all Leases and Mistrfortunes that have, or
 shall come to the Hurt, Detriment, or Damage of the said Vessel & Goods, or any Part thereof.
 And in Case of any Loss or Mistrfortunes, it shall be lawfull to the Assureds, their Factors, Servants,
 and Assigns, to sue, labour, and travel for, in and about the Defence, Safeguard, and Recovery of said
 Vessel & Goods, or any Part thereof, without Prejudice to this Insurance; to the Charges
 whereof we the Assurers will contribute each one according to the Rate and Quantity of his Sum
 herein Assured. And that in Case of an Average Loss not exceeding Ten per Cent.
 the Assurers by agreement with the Assured, are not to pay or allow any Thing towards such Loss.
 And in Case of any Loss, the Money to be paid in Thirty Days after Proof of the same. And it is
 agreed by us the Insurers, that this Writing or Policy of Assurance shall be of as much Force and
 Effect as the surest Writing or Policy of Assurance heretofore made in Lombard Street, or in the Royal
 Exchange, or elsewhere in LONDON. And so we the Assurers are contented and do hereby promise and
 bind ourselves, each one for his own Part, our Heirs, Executors and Goods, to the Assureds, their
 Executors, Administrators and Assigns, for the true Performance of the Premises, consenting our
 selves paid the Consideration due unto us for this Assurance by the Assureds, at and after the Rate of
 Six per Cent. And in Case of any Dispute arising hereupon, the Matter in
 Controversy shall be submitted to and decided by Referrees chosen by each Party.

In Witness whereof, We the Assurers have subscribed our Names and Sums assured in Salem
 in NEW-ENGLAND. March 31. 1760.

Bread, Corn, Flux Seed, Fish, Salt, Hemp, Hides, Skins, and such Goods as are esteemed
 perishable, are warranted free from Average, unless a general Average, or the Vessel stranded.

- £100 — I Menj: Herbert am Content for Forty pounds
- £100 — I Willy Wand am for forty pounds
- 20 — Miles Wand Junr for Dalm Iwe newly Pannd
- £100 — I John Dickson for Forty pounds
- £100 — I Francis Cabot am for Sixty pounds
- £200 —

DIAMOND, bgtne., 70 tons, JOSHUA HASLUM, to St. Kitts, Mar. 25, 1751.

DIAMOND, sloop, 60 tons, JOSHUA TITCOMB, from Halifax, and to Philadelphia, June 5, 1752; to West Indies, Oct. 11, 1752; from Newfoundland, July 2, 1753; CHARLES HODGES, to Newfoundland, July 19, 1753; WILLIAM ELLERY, from Newfoundland, Nov. 14, 1753; JOSHUA TITCOMB, to West Indies, June 8, 1754; from Newfoundland, Aug. 5, 1754.

DIAMOND, bgtne., 100 tons, ALEXANDER KIRKWELL, to St. Kitts, June 22, 1753.

DIAMOND, sloop, 40 tons, ANDREW FORD, to Antigua, Nov. 29, 1756.

DIAMOND, sloop, 16 tons, SAMUEL BUSHNELL, from Connecticut, June 19, 1758.

DIANA, snow, 109 tons, FRANCIS WRIGHT, to West Indies, Feb. 9, 1753.

DIANA, sloop, 40 tons, MACRES CARR, from Jamaica, Oct. 22, 1754.

DIANA, bgtne., 100 tons, JOHN CROWNINSHIELD, Aug. 18, 1755; from Cadiz, Mar. 9, 1756; to Europe, May 24, 1756; from Lisbon, Oct. 7, 1756; to Spain, Dec. 30, 1756; 90 tons, from Lisbon, May 14, 1757; SAMUEL CARLTON, Jr., to Coruna, Oct. 29, 1757; from Lisbon, June 14, 1758; to Lisbon, Aug. 18, 1758; from Lisbon, Feb. 23, 1759; BARTHOLOMEW PUTNAM, to Lisbon, May 12, 1759; from Lisbon, Aug. 20, 1759; to Bilbao, Nov. 24, 1759; from Bilbao, Apr. 11, 1760.

DIANNA, sch., 50 tons, JOHN MILES, to West Indies, Feb. 2, 1762; from Guadaloupe, July 17, 1762.

DISPATCH, sloop, 55 tons, BENIAH TITCOMB, to North Carolina, Dec. 18, 1750.

DISPATCH, sloop, 60 tons, JOHN GALLY, from St. Martin's, Feb. 12, 1753.

DISPATCH, sloop, 50 tons, JOHN GALLEY, from St. Martin's, Dec. 14, 1753.

DISPATCH, sloop, 45 tons, GEORGE OSBORNE, from St. Martin's, Mar. 26, 1759.

DISPATCH, sloop, 40 tons, THOMAS GATNARD, to Virginia, Nov. 1, 1765; from North Carolina, Mar. 24, 1766.

DOLPHIN, sloop, 30 tons, JOSHUA TITCOMB, to Maryland, Nov. 20, 1750; from Leeward Islands, May 6, 1751; OBADIAH VAIL, to Long Island, May 7, 1751.

DOLPHIN, sloop, 36 tons, JAMES SAVAGE, to Philadelphia, Aug. 6, 1751.

DOLPHIN, sloop, 40 tons, JOSHUA TITCOMB, to West Indies, Sept. 9, 1751.

DOLPHIN, bgtne., 90 tons, SAMUEL BROWNE, from Cagliari, Oct. 1, 1751.

DOLPHIN, sch., 50 tons, JOSEPH FOSTER, to Virginia or Maryland, Nov. 26, 1751; from Maryland, Mar. 24, 1752; to Virginia and Maryland, Nov. 11, 1752; from Maryland, Mar. 6, 1753; to Maryland, Nov. 17, 1753; from Maryland, Mar. 18, 1754; to Maryland, Nov. 13, 1754.

DOLPHIN, sloop, 72 tons, JOHN WOODMAN, from Newfoundland, July 14, 1752.

DOLPHIN, bgtne., 108 tons, SAMUEL BROWNE, from St. Martin's, Aug. 8, 1752.

DOLPHIN, sloop, 40 tons, JOHN LOVETT, from Connecticut, Nov. 26, 1752.

DOLPHIN, sch., 40 tons, DAVID MASURY, to Virginia or Maryland, Nov. 30, 1752; from Maryland, Mar. 22, 1753.

DOLPHIN, sloop, WILLIAM WEBB, to Virginia or Maryland, Dec. 5, 1752; from Maryland, May 12, 1753.

DOLPHIN, sch., 60 tons, JEREMIAH ALLEN, to West Indies, Dec. 8, 1752; from Anguilla, Feb. 26, 1753.

DOLPHIN, sloop 60 tons, BENJAMIN LUNT, to Newfoundland, Apr. 30, 1753; from Newfoundland, June 30, 1753.

DOLPHIN, sch., 40 tons, WILLIAM WEBB, from and to Newfoundland, July 9, 1753.

DOLPHIN, bgtne., 90 tons, SAMUEL BROWNE, from St. Martin's, Oct. 8, 1753; from St. Martin's, Apr. 25, 1754.

DOLPHIN, sch., ANDREW HASKELL, to Virginia or Maryland, Nov. 20, 1753; from Maryland, Mar. 22, 1754.

DOLPHIN, sch., 60 tons, JEREMIAH ALLEN, to Lisbon, Nov. 29, 1753; from Lisbon, Mar. 4, 1754; to Lisbon, Dec. 12, 1754; 66 tons, to Lisbon, Aug. 21, 1755; from

Lisbon, Nov. 12, 1755; to Lisbon, Jan. 17, 1756; from Cadiz, June 2, 1756.

DOLPHIN, sch., 36 tons, CALEB WOODBURY, to Newfoundland, Apr. 15, 1754.

DOLPHIN, sloop, 25 tons, CHARLES PARKER, from Virginia, Apr. 25, 1754; to Virginia, May 22, 1754.

DOLPHIN, ship, 100 tons, ANDREW TUCKER, from Lisbon, July 3, 1754; to Bilbao, Sept. 10, 1754; from Cadiz, Feb. 14, 1755; to Europe, Oct. 7, 1755; from Lisbon, Feb. 6, 1756; to Europe, June 17, 1756; from Lisbon, Nov. 6, 1756; to Europe, Jan. 12, 1757; from Bilbao, July 2, 1757; to Bilbao, Oct. 12, 1757; from Lisbon, Apr. 27, 1758; to Bilbao, Sept. 28, 1758; from Lisbon, Feb. 2, 1759.

DOLPHIN, sch., BENJAMIN FOSTER, to Maryland, Nov. 19, 1754.

DOLPHIN, sloop, 60 tons, EDMUND HARRIMAN, from and to Newfoundland, Feb. 3, 1755.

DOLPHIN, sch., 57 tons, ABRAHAM MASTERS, to Ferol, Dec. 27, 1756; from Lisbon, May 12, 1757; to Spain, June 18, 1757.

DOLPHIN, sch., 35 tons, JOHN ARCHER, to Virginia, Nov. 29, 1756; from Virginia, Feb. 28, 1757.

DOLPHIN, sloop, 70 tons, CHRISTOPHER HASKINS, from St. Martin's, Apr. 1, 1757.

DOLPHIN, bgtne., 90 tons, SAMUEL BROWN, from St. Martin's, Apr. 7, 1757.

DOLPHIN, sch., 48 tons, DANIEL MACKAY, to Barbadoes, May 10, 1757; from Barbadoes, Aug. 20, 1757; JOSEPH MOTTEY, to Virginia, Oct. 22, 1757; from Anguilla, Apr. 3, 1758; to West Indies, May 19, 1758.

DOLPHIN, sloop, 42 tons, EDMUND WRIGHT, to Halifax, May 12, 1757; from Halifax, June 9, 1757; to Halifax, June 21, 1757; from and to Halifax, Aug. 3, 1757; from Halifax, Sept. 7, 1757.

DOLPHIN, sch., 27 tons, PETER OBER, to Virginia, Feb. 26, 1757; from Virginia, May 21, 1757; to Virginia, Nov. 15, 1757; from Virginia, Feb. 25, 1758; to North Carolina, Nov. 18, 1758; from North Carolina, Apr. 11, 1759; SAMUEL CARLTON, to West Indies, Nov. 5, 1759.

DOLPHIN, sloop, 20 tons, FREEBORN GROVES, to Salem, New Jersey, Oct. 6, 1757; from South Carolina, Nov. 12, 1757.

DOLPHIN, sch., 32 tons, PETER DOLLIVER, to Philadelphia, Oct. 31, 1757; from Philadelphia, Dec. 1, 1757; to West Indies, Jan. 24, 1758.

DOLPHIN, sch., 68 tons, ROBERT WYER, from Virginia, Nov. 12, 1757.

DOLPHIN, sch., 20 tons, TIMOTHY WORSTER, to Halifax, Nov. 16, 1757; PAUL HUGHES, from Halifax, Jan. 26, 1758.

DOLPHIN, sloop, 42 tons, WILLIAM WORTH, from Bermuda, Nov. 29, 1757; to West Indies, Jan. 10, 1758.

DOLPHIN, sch., 37 tons, JOSEPH SAYWARD, to Fayal, Dec. 14, 1757; from Fayal and to Malaga, June 22, 1758; from Gibraltar, Nov. 29, 1758; JOHN HASKELL, to Fayal, Dec. 14, 1758.

DOLPHIN, sloop, 50 tons, JOHN HATHORNE, to Fayal, May 27, 1758.

DOLPHIN, sch., 50 tons, JOHN IVES, from Louisburg, Oct. 16, 1758.

DOLPHIN, sch., 32 tons, JONATHAN PORTER, to Jamaica, Mar. 27, 1758; from St. Martin's, Feb. 27, 1759; to West Indies, Apr. 27, 1759; from St. Martin's, July 30, 1759.

DOLPHIN, sloop, 56 tons, JAMES CHEEVER, Jr., to Europe, Dec. 19, 1758; from Lisbon, May 23, 1759; JOHN GARDNER, Jr., to West Indies, July 21, 1759; from St. Kitts, Nov. 13, 1759; to West Indies, Feb. 22, 1760; from Spanish Town, June 25, 1760.

DOLPHIN, sch., 28 tons, DAVID NEAL, to West Indies, Dec. 20, 1758; from West Indies, Mar. 13, 1759.

DOLPHIN, sch., 25 tons, THOMAS DIXEY, Jr., to West Indies, Jan. 9, 1759.

DOLPHIN, sch., 50 tons, JOHN HATHORNE, to West Indies, Feb. 3, 1759.

DOLPHIN, sch., 40 tons, WILLIAM HASKELL, to West Indies, Feb. 7, 1759.

DOLPHIN, sloop, 32 tons, HENRY FLORANCE, to West Indies, May 21, 1759; from St. Thomas, Aug. 9, 1759.

(To be continued.)

SALEM TOWN RECORDS.

(Continued from Volume LXII, page 272.)

Cred ^r Ⓕ p ^d Cap ^t Jo Price for his proportion of the minesters rate	37:00:00	
Cred ^r p ^d m ^r James Russell Treas ^r in money 25 ^l & Country pay 25 ^l	50:00:00	
Crđ Ⓕ p ^d Hen ^r Skery Marshall for ye County rate	05:10:00	
	<hr/>	
	92:10:00	
Ⓕ p ^d Jo: Milk	00:11:00	
Ⓕ abated m ^r Batter 10 ^s Rob Kitching 6 ^s	00:16:00	
Ⓕ abated Tho Maul 15 ^s Mr ^s Veren 5 ^s	01:00:00	
Ⓕ p ^b m ^r Jona ^t Corwin Ⓕ bill	03:15:06	
Edm ^o Ashbee 5 ^s andrew auger 2 ^s	00:07:00	
Morgan Jones 5 ^s Jo Leach 3 ^s	00:07:00	
old Liscomb 10 ^s 6 ^d Cap ^t Maning 12 ^d	01:02:06	
Geo Booth 14 ^s Geo Deans sonne 7 ^s 6 ^d	01:01:06	
James Rix 4 ^s Geo. Peale 10 ^s 6 ^d	00:14:06	
Rob Wilson 22 ^s	01:02:00	
transportation & charges	01:15:00	
	<hr/>	
	105:02:00	105:02:00
Reckoned with Cons ^t Tho Gardner the 10 9 ^{m^o} 81 & hee is D ^r Ⓕ ball	11:07:00	
Ⓕ p ^d Walter Skinner 4 ^l fran ^{cs} Nurce 3 ^l	07:00:00	
Ⓕ p ^d Jo Milk 2 ^l 8 ^s goody Tree 20 ^s		
	3:08	10:08:00
	<hr/>	
	Rest 19 ^s	
Cons ^t Tho: Ives is D ^r Ann ^o 1680		
To his proportion of y ^e minesters rate	43:10:06	
To his proportion of Country & County rate	76:02:00	
	<hr/>	
		119:12:06

Crd P p ^d Cap ^t Jo Price for his proportion of the Minesters rate	39 ^l : 10 ^s : 00 ^d
Crd P Hen ^r Skery Marsh for the County rate	5: 10: 00
C ^d P M ^r James Russell treasurer one halfe money other 1/2 other pay	50:
	<hr/>
	95: 00: 00
	1: 14: 06
4: 12: 80 p ^d M ^r Ph. Cromwell P bills	
	4: 15: 04
21 : 11 p ^d M ^r Sam ^l Gardner jun ^r	4: 15: 04
p ^d abated Chris ^{tr} Babidge	0: 04: 06
abated Marshall Skery	0: 05: 00
abated Elen Holingsworth	0: 07: 00
P Impresing a man to goe to wenham P ord ^r	0: 02: 06
payed M ^r Edw. Norrice jun ^r	1: 11: 06
P Carying y ^e waites & measures to Boston	0: 10: 00
24 : 11 : 81 : P abatements as P acc ^o	10: 04: 00
	<hr/>
	114: 14: 04
P P ^d Cap ^t W ^m Browne P bills he allowed y ^e entry of	3: 07: 06
P soe much to bee p ^d M ^r Edw. Norrice	1: 10: 08
	<hr/>
	119: 12: 06
[48] Cons ^t John : Batchelder Dr.	
To his proportion of y ^e minesters rate	27: 18: 00
To his proportion of Country County & c rates	61: 19: 03
	<hr/>
	89: 17: 03
Cred ^r P payd M ^r James Russell	
Treasur ^r 1/2 money 1/2 other pay	35 ^l : 00: 00

11:9:81 Crd payd M ^r Lindoll toward y ^e		
Minesters rate	11:00:00	
⌘ u ^d Cap ^t Jn ^o Price towards the min-		
esters rate		
⌘ p ^d Marshall Skery for the County Rate	05:10:00	
payd the towne	<hr/>	
⌘ p ^d ffran ^{cs} Nurce	02:00:00	
⌘ p ^d Jn ^o King oversere of the Highways &		
y ^e rest y ^e worked	02:15:06	
⌘ p ^d L ^t Tho Putnam		
Const John Buxton is D ^r		
To his proportion of the Min ^{rs} rate		06 ¹ :12 ^s :00 ^d
To his proportion of Country County &c		
rates		62:02:10
		<hr/>
		68:14:10
Crd p ^d M ^r Lindoll for M ^{rs} Rate	2:13:0	
p ^d Cap ^t Price for M ^{rs} rate	2:7:0	
	<hr/>	
	5:00:00	5:00:00
p ^d the treasur ^r		
In 2 Reseip ^{ts} in money 18 ^l 10 ^s & in pay 16 ^l		
& it being 20 ^s in money more y ⁿ y ^e halfe		
answers 30 ^s pay		35:00:00
		<hr/>
p ^d the towne		40:00:00
⌘ L ^t Tho Putnam Overseere of y ^e High-		
ways &c as ⌘ his Res ^t for y ^e same		4 ¹ :11 ^s 06 ^d
⌘ p ^d L ^t John Putnam in pay		3:09:09
⌘ p ^d L ^t Jn ^o Putnam in money		2:01:00
⌘ p ^d Tho Greene		1:18:00
⌘ ^d Sarj. Tho ffuller overseer & c Highways		1:08:00
⌘ ^d L ^t Tho Putnam ⌘ bill		1:17:06
⌘ abated L ^t Tho Putnam		0:15:00
⌘ a wolfes head as ⌘ Certyficate from		
Con ^s Haynes		1:10:00
⌘ abatements of his owne & others rates		5:13:06
		<hr/>
		63:04:03

[49] Novem^{br} 18th 1681

The Constables of Salem are Dr to two
Country rates & one halfe
to the treasurer

to y^e towne

Constable

Joseph Horne	11 ^l money	16: 10 overplus	17: 01: 06
	Country pay		
Jona ^t Walcott	11 "	16: 10	15: 03: 6
Gilbert Tapley	11 "	16: 10	20: 10: 00
Rich Prithritch	11 "	16: 10	20:
John Rogers	11 ^l : 16 ^s : 8 ^d	17: 15	21: 13: 10
Vzall Wardell	11 "	16: 10	10: 18

66: 16: 08 100: 05: 00 105: 06: 10

By Vertue of a warrant from the Treasurer of y^e Country to make one single Country rate to bee payd in money w^{ch} is 66^l 16: 08 and one rate & a halfe to bee p^d in Country paye which amounts to 100^l 05: 00 the rates are made & Committed to the Severall Constables to gather Every one his proportion thereof as is above Expressed & the remainder which is 105: 06: 10 to bee payed the towne

At a Meeting of the Selectmen 6th 10 : 81

being all present except Cap^t Jo Corwin

The Selectmen grant

Liberty to Tho flint Jo Pickering Jo Roopes W^m Stacey & Richard Ingersall to build a Seate vpon the East Syde of the Meeting house behinde all y^e other Seates from the staires that goes up to y^e terrett vnto y^e Window thay taking in soe many more as may Convenyently fitt there & such as the Select men shall approve of

M^r Israell Porter Jo: Leach & Joseph Herrick overseers for Making the Bridge at frost fish Brooke thay brought in their acc^o of work Donne: aboute y^e Bridge 5^l: 16^s: 06^d which is to bee payed by the towne to the particuler persons according to the acc^o p^d by Bills drawne vpon Const^s
Vzall Wardell 4^l: 16^s: 06
& vpon Const^s Jona^t Walcott 1

5: 16: 06

The Select||men|| Consent vnto M^r George Kewzer that his wife shall Sitt in the first seate of the Womens next to y^e meeting house

The Select men have Layed out vnto John Hathorne || aboute || twenty foure foote of land in length & || aboute || foureteene foote in bredth att the North ward end of M^r Batters his ware house, & soe downwards from thence to y^e run of water for the conveinensy of a wharfe thurtey ffoote in lenth alonge the || brooke || or run of water where hee is to wharfe according to a grant of the towne 29th 6^{mo} 1681.

[50] L^t Nath^l ffelton Overseere of the Highwayes brought in acc^o of work donne att Rom bridge 39^s 6^d due to y^e severall ¶sons according to acc^o a warrant drawne vpon Cons^t vvall Wardell 27^s & Cons^t Jon^t Walcott 12^s 6^d

Att a Meeting of the Select men 17: 11: 81

being all present butt Cap^t Jo : Corwin

L^t John Puttnam Overseere of the highewayes brought in acc^o of work donne att y^e Bridge att crane river 2^l 10^s due to the Severall ¶sons according to acc^o for w^{ch} was a bill drawne Con^s Swinerton 50^s 2: 10: 00

M^r Edm^o Batter Crd ¶ acc^o brought in Currant pay & 17 days attendance at y^e gen^a Courte as

	7: 05: 00	
depty 1681	2: 02: 06	
	<hr/>	
w ^{ch} was p ^d	9: 07: 06	9: 07: 00
¶ John Hathorne money	02: 02: 06	
¶ Wm Curtice	03: 07: 10	
y ^e 2 R M ^r Norice ¶ 4 B Indian Corne ¶	00: 12: 00	
fisk		
¶ a bill vpon Con ^s Jos Horne	03: 05: 02	
	<hr/>	

M^r Batters acc^o with the towne soe

Balanced 9. 07: 06

Cap^t W^m Browne Cred^r

¶ acc^o || disburstments || given in for y^e yeare 81

38^l: 09^s: 07^d

C Browne Debt to 3 bills drawne vpon y ^e	}	40 ^l : 00: 00
Cons ^t viz Rich Prithritch 10 Jo Rogers		
15... gilbert Tapley 15 ^l		

w^{ch} 3 bills cap^t Browne was to allow more vpon them for 2/5 in money being 16^l w^t Is Equal therein

C Browne D^r To money payd him f John Hathorne which was the Ball of S^d Hathornes acc^o of money 2: 6: 0

John Hathorne Brought in his accomp^{ts} of money Rec^d for Rents & c which was allowed of & the whole accomp^t was Ballanced and hee is heare by acquitted

John Hathorne is Crd f acc^o brought in of disburstments for the towne 7^l: 02: 00 and had bills given him drawne vpon Cons^t Jn^o Norman 3: 00: 00 not money

2/5 money Rich Prithritch 1: 18: 00

as y^e rates ware p^d Tho flint 0: 14: 00

not money Jos^h Horne 1: 10: 00

7: 02: 00

vpon Jo Norman more 0: 11: 03

M^r Sam^l Gardner is Cred f acc^o brought in of disburstments for the towne 6: 12: 00

And had bills given him drawne vpon Cons^t

John Rogers 2: 00: 00

vpon Cons^t James Poland 4: 12

6: 12: 00

[51] Jer. Rogers Cred^r f work donne vpon the highway neere M^r Verens as f his acc^o 30^s in rate paye not money

The Select men have abated Zeb Hill jun^r his rates this yeare vpon Consideration of his help fulnes to his father Abated Wid^o Hill all her rates this yeare

Att a Meeting of the Select men being present all butt Cap^t Browne 24: 11: 81

M^r Ph. Cromwell is Cred f acc^o of disbustments for the towne as money 3^l: 11^s: 09 Cleered

D^r money p^d by M^r Jo Cromwell for rent burying poynt 21^s

Ⓕ money p^d for rent of Land Lett M^r Boudich 8^s—1:9:0
to a bill charged vpon Cons^t Prithritch 53^s 2/5 money
reduced 2:2:9

L^t John Puttnam Crd Ⓕ attendance att y^e Generall Courte
as Deputy the yeare 1680 together with aboute a weeke
attendance vpon y^e Gen^l Courte in Wenham case formerly,
all being 80 days att Ⓕ

D^r a bill given to Cons^t Walcott for 30^s & w^t soever more
is due to y^e town from him for overplus of rates likewise
a bill Drawne vpon Cons^t Jo Buxton for w^t soever is in his
hands due for overplus of rates to y^e towne, all to bee p^d
as the rates are p^d 13:12:81

L^t Thomas Puttnam Overseere of the highwayes is Cred
for work donne att y^e Caseway over the meadow called
Hathornes Meadow 22^s 6^d to bee payed to the Severall
Ⓕsons according to acc^o drawne a bill to Cons^t Jon^t
Walcott to paye the 22^s 6^d

L^t John Puttnam is desired & heare by Impowered to
take care y^t that Law Relating to the Catachis(ing) of
Children & youth Bee duely attended att y^e Village

M^r Edw. Norrice is Dr
To : p^d by Thomas Ives 1:10:08

Ⓕ acc^o

ffor prevention of the profanation of the Sabbath by
Boyes playing in & aboute the meeting house & disorderly
runing downe the staires before the blessing is pronounced
the select men doe heareby call vpon & require the Con-
stables & tithing men to attend there duty therein, like-
wise have Chosen & heareby Impowre M^r Thomas & wm
Downton Henery West Hen^r Skery Jun^r & Jo. Mascoll
jun^r to Inspect the same & to returne y^e names of such || as
are || profane & disorderly to authority y^t thay may be
punished according to there crimes

Walter Skinner Belman Dr
To : a bill charged vpon Cons^t Tho Gardner 04:00:00
To : 3 p^r of the shoues of ym Ez Nedham pd 00:15:00
To : his rates to John Rogers cons^t 00:03:06
To : James Poland Cons^t Ⓕ bill 03:11:06

08:10:00

Cap^t W^m Browne D^r

To 9 p^r plaine shoues y^t Ez Nedham brought in & I sent them to his house ☿ Be[torn] Bly 1 p^r french fall shoues 7^s 6^d

John Milk Crd ☿ whipping for Ann^o 79 remained due 8^s for Ann^o 80 : 81 : 20^s ☿ 48^s

2 feb 81 for which hee had a bill Charged vpon Cons^t Tho. Gardner : 48^s

[53] Att a Meeting of the Select men ffeb 7th 81 p^r sent M^r Edm^o Batter Cap W^m Browne M^r Sam^l Gardner & Jo Hathorne

The Select men have agreed to meete some of the Inhabitants of Wenham to Settle Bounds Between them & vs the twentyeth day of this Instant M^o of faire weather if not the next faire day Except Wensday itt being our Lecture || weeke || & have for y^t end Chosen & doe heareby fulley Improwre Cap^t John Corwin Cap^t W^m Browne M^r Sam^l Gardner jun^r M^r John Puttnam & M^r Israell Porter or the maj^r p^t of them to make a full & finall determination of the Same and the Place apoynted to meete at is M^r Joseph Porters || his || house aboute nine of the clock in the forenoone: and wheare wee doe Expect M^r Nath^l Puttnam M^r Joseph Hutcheson & M^r Daniell andrew (who wee vnderstand are chosen by the village & whome we doe || wel || Approve || of and desire them || to Joyne with the Selectmen || in ye Case || abovesayd.

☿ Rec^d Cap^t George Corwin money 3^l for the Rent of the Missery Island for y^e yeare 1681

Rec^d M^r John Cromwell 21^s in money for the rent of y^e Burying poynt Ann^o 1681 w^{ch} money hee pd his father in p^t of the fencing of the Same

Rec^d M^r Ph. Cromwell 8^s in money for the rent of y^e land M^r Boudich Hired of y^e Towne att y^e Bury^{ing} poynt || due anno || 1681 : w^{ch} was againe payd him towards his Incloas^{ing} the Bury^{ing} poynt

11 : feb : 81

M^r Hilliard Veren Cred^r ☿ wrightings for the Towne 15^s payd by a bill drawn vpon Cons^t Rich Prithritch to bee payd as the Country rate is p^d viz : 2/5^o money

13 : feb : 81

Marshall Skery is Cred^r £ worke donne for the towne
 11^s 6^d w^{ch} was payd by a bill charged vpon Cons^t Gilbert
 Taply to bee p^d out of y^e over plus of the || country || rates
 2/5 money

13 feb : 81

£ Rec^d Richard Stackhouse 39^s in money for the vse
 of the gramer Schoole

Att a Meeting of the freemen March 14th 81 Choseⁿ
 for a Commision^r to cary in the voates of Nomination for
 Majestrates M^r Sam^l Gardner sen^r

[54] Salem April 1th The Select men doe acknowl-
 edge that the Towne hath Rec^d in full of all

Salem April 1th 1681 Present M^r Edm^o Batter Cap^t
 Jo Corwin Cap^t W^m Browne M^r Sam^l Gard^{ner} Jn^o
 Hathorne

The Select men doe acknowledge that the Towne hath
 Rec^d from Cons^t John Hathorne in full of all Rates Com-
 mitted vnto him to Collect & y^t the rights of Whatt hee
 hath Seized for Cap^t Nicholas Maning, Rates Belongeth to
 himself the Towne Being fully Satisfied by him.

57: 10: 00	19 ^l - 3 ^s . 4
19: 3: 4	19 - 3 . 4
<hr/>	<hr/>
38: 6: 08	38 : 6 : 8
	19 . 3 . 4
	<hr/>
	57 : 10

38: 6 : 8

12: 15: 7

25: 11: 1

23

2: 11: 1 D Andrew p^d les than his p^t in money

15: 7

12: 15: 07

2: 11: 05 Jos Hutcheson p^d more yⁿ his p^t in
 money

Cap^t W^m Browne jun^r haveing a grant from the Towne for there Interest in the Coue downe against his fathers house with soe much land vp from y^e Coue as might bee Conveniently spared without dammage to the towne And itt being left to the Select men to vew & lay itt out to him according as they shall Judge Sutable

The Select men haveing Vewed the Coue have layd out *(according to their Best Information the townes right is aboute) seaventy six ffoote in the front wheare wee have staked itt out for the wharfe & one Hundred thurtey Six foote vpward & to a spring wheare is also a stake driven downe || all which || wee have layd out || the above sayd land || to Cap^t Wm Browne noe wayes heareby disposing of the townes right above this land vp to y^e streete nor any right y^e towne may have of a highway along the Same land layd out next to Nath Pickmans w^{ch} formerly was the way to y^e buriall poynt Cap^t Browne performing y^e Conditions In the townes grant

95: 5 : 02

5: 18: 09

14: 06: 6

115. 10: 05

154: 3 : 0 Dan^l and D^r 20: 11: 0

115: 10: 5 Cr^d p^d Treasur^r 19: 5: 6

38: 12: 7

39: 16: 6

26: 11: his 2/3 overplus

12: 01: 7

remanes

13: 5: 6

52: 19

1: 05: 6

13: 5: 6

26: 4

13: 07: 1

26: 11: 0

79: 03

13: 5: 6

Jos. Hutcheson
pd Treas^r

79: 03: 06

39: 16: 6

58: 15: 07

20: 07: 11

* Crossed out.

1/3 overplus	13:05: 6	
	7: 2: 5	
	1: 5: 6	the differenc in money
	5: 16: 11	Dan ^l is to pay

[55] M ^r Joseph Phipeny sen ^r	John: Rogers
M ^r Jon ^a Corwin	Joshua Rea
John Marston jun ^r	M ^r Rob Kitching
M ^r Willard	M ^r Jos ^h Grafton Sen ^r
Tho. Ives	Edw : flint
	Tho flint

Nichols, James, a Jersey
(some phonetic characters)

M ^r Joseph Phipeny		
Tho Beadle	Ch	(Jury of Trayals)
Ben ^j Pickman	Ch	
M ^r Tym ^o Lindoll	Ch	
M ^r Rob Kitching	Ch	
M ^r Willard		
Tho flint Carpenter	Ch	
Rich Prithritch	Ch	
Edw. flint	Ch	

Voated y^t Nicholas Noyce

The words of the voate 23: 8th: 82

Soe many as are for M^r Nicholas Noyce to bee caled || to this place || to be helpfull heare in y^e work of y^e Ministry amongsth vs & y^t in ord^r to his further Settlement manifest it &c

Clearly Voated, & not one hand in the Negative : y^t negative Voate being put

Cap^t Jon^o Corwin, Cap^t Jon^o Price Docter Weld M^r Tim^o Lendoll & Jn^o Hathorne are Chosen

voated that the Select men doe forth with Call all the Constables to accott that are in Arreares & those that doe not make payment forth with Impowred to prosecut them at law

Voted that || towards || discharging the townes Engadgments Relief of the pore & the || selectmen are empowered to raise by Rate || Some of Sixty & five pounds & to Give

an acco^{tt} att the next towne meeting of the State of things
both of the Townes debt & credit

[56] Att a Towne Meeting March 20th 1681

82

Chosen for Moderator Cap^t Geo. Corwin

Chosen for Select men for the yeare Ensuing & vntill
new bee Chosen

Cap^t John Corwin

Cap^t W^m Browne

Cap^t Jo : Price

M^r Sam^l Gardner sen^r

M^r Israell Porter

L^t John Pickering

John Hathorne

Chosen for Constables for the yeare Ensueing & vntill

New bee chosen & sworne in there places

Ezekiell Watters Jonathan Ager

Jeremiah Rogers Serj^t Jo : Leach

John : Horne Thomas Haynes

Voated that the Select men of the towne have libertye &
power to make a rate for the payment of M^r Higginsons
Maintenance for a yeare & a quarter; that whereas form-
erly his yeare began January 1th soe now this money being
payed him of one rate & a quarter his yeare for the future
may begin Aprill 1th And M^r Higginson May have his
Mayntenanc payed him quarterlye according to the townes
Engagements

Voated that geese shall not be Kept, or suffered to goe
vpon the Common Lands in or aboute the towne after the
last day of June next Ensueing the date heareof and that
itt shall be att the libertye of any man to Kill them if
found vpon the Common after the abovesayd tyme

Voated that fiveteene pounds shall bee allowed to M^r
Edward Norrice this yeare Ensueing : as formerly

Voated that the Request of those Inhabiting aboute the
glasshouse &c concerning the Incloaseing of the Burying
place neere W^m Trasks. Is left to the Select men to deter-
mine & Settle as thay shall Judge nessessary :

[57] Att a Meeting of the Selectmen March 27. 82
being present Cap^t W^m Browne M^r Sam^l Gardner sen^r
Israell Porter John Hathorne

Chosen for Survayers of the fences

L ^t John Pickering	}	For the South feild
M ^r Joseph Hardy sen ^r		
Thomas Maule		

Those Chosen by the	}	proprietors viz for the North feild
W ^m Trask		

Christ ^o Babidge	}	for the towne from the bridge to the poynt of rocks for the glass house & all without the bridge
John Marston		
William Osburne		
John Blevin		

Itt is ordered that all fences shall bee made vp forth-
with & none vnfinished by the first day of aprill next en-
sueing the date heareof

Chosen for Survayers of the Highways

John Cromwell	}	for the towne from the bridge to ye poynt of rocks for the towne above or w th out y ^e bridge
James Poland		
Samuell Gaskin		
Joseph Boyce		

Itt is ordered & heareby enacted y^t the Same order con-
cerning swine which was made the last yeare shall againe
bee published & stand for this yeare also

And for the full & effectuall prosecuting the above sayd
order wee have chosen for hog Constables Benjamin Ash-
bey Richard Palmer John Collier William Godsoe Tym-
othy Laskin & Mathew Barton : And doe heare in his
Majestyes name require the above named persons them &
Every one of them to see this order fulley prosecuted

M^r Samuell Gardner || sen^r || L^t John Higginson M^r
Nath^l Puttnam Serjent Tho : fuller & M^r Joseph Hutche-
son are chosen to goe in perambulation vpon the line of
the Bounds betweene Salem & Reding townes, and to vew
the Bound marks which ware formerly agreed vpon and to
make as many New Bounds Between [torn] aforesayd
Bounds in the sayd line ; as may [torn] Nessessary and soe
fulley to settle & finis [torn] Also to give notice to reding

select men [torn] of some of there inhabitants to Joyne [torn] and to meete att Jo Phelps his house [torn] aprill next being the 24th day [torn] the same

[58] M^r Thomas Puttnan M^r Nath Puttnam M^r Joseph Porter M^r Joseph Hutcheson & M^r Dan^d Andrew are Chosen to goe in perambulation vpon the line of the Bounds betweene Salem & Topsfield townes. And to renew the Bound Marks which ware formerly agreed vpon; which Gen^l above sayd are also desired to give Notice to topsfield Selectmen to make Choyce of some of theire Inhabitants to Joyne with them there in and to meete to gather att M^r Joseph Porters house the seaventeenth day of Aprill next Ensueing the date hereof Being Monday then to attend the Same.

To the Select men of Salem Worth Gen^l this is to Signyfy vnto you that the Select men of Redding haveing Receaved a few lines from you; have answered your desires & have appoynted Cap^t Jeremiah Swaine M^r John Browne & John Batcheller & Nathaniell Goodwin to goe in perambulation vpon the line of Bounds betweene Salem & Redding Towne & to renew the Bound marks formerly agreed vpon & to make new Bounds as many betweene the afore sayd Bounds in Sayd lines as may bee nessesary; who are to meete with your men according to tyme & place apoynted Aprill 20th 1682 ☞ John Batcheller ☞ ord^r of the Select men

Att a Meeting of the Select men aprill 3th 1682 being present all butt Cap^t Jo Corwin

Nath^l Silsbey is Chosen for Sealer of waytes & measures for this present yeare in presenc of Const^t Jo Horne and the Sayd Const^t to give him Notice thereof and call him before a Majestrate to take his respective Oath.

☞ order of y^e Towne March 20th a Rate & a quarter was raysed to pay the Minester for one yeare & a quarter vpon the Reason before propownded also halfe a Country rate for the supply of the agent r ☞ warrant from the Country Treasurer & is as ffalloweth—

The Constables D^r there proportions to aboves^d || minesters || rate being 238^l 19 : 00

	money	rate pay
Ezekiell Watters to pay y ^e Deacons	28 ^l w ^{ch} in pay is	42 ^l :
10 coard wood 4 ^l : over plus		9 ^l :00:00
Jer. Rogers	26 w ^{ch} in pay is	39 :
10 coard wood 4 ^l : overp ^{ls}		6:03:06
Jon ^a Auger	27: or pay is	— 40:10 ^s :
& 10 coard wood 4 ^l : overp ^{ls}		7:16:06
John Horne	26: ra ^t p is	— 39
& 8 coard wood 3 ^l 4 ^s overp ^{ls}		4:03:06
Serj ^r Jo Leach	15: rate p is	— 22:10
& 8 coard wood 3 ^l 4 ^s overp ^{ls}		2:13:00
Tho Haynes	3 rate P is	— 4:10
& 4 coard wood 1 ^l 12 ^s overp ^{ls}		1:12:06

Money : 125^l or pay 187:10^s 50 coard 20^l

	ovrp ^{ls}	31:09:00
money 125 w ^{ch} in pay is	187:10:00	
wood 50 coard	20:	
over p ^l uss to y ^e towne	31:09:00	

238:19:00

The 1/2 Country rate of 45^l 14^s in money proportioned
wth y^e overpluss there being due to y^e treasurer 33:08:4

Ezek ^l Watters to pay y ^e treasur ^r	6 ^l overpluss	2 ^l :09:00
Jer ^r Rogers	6 ^l overpluss	2:02:06
Jona ^t Auger	6 overpluss	2:05:00
Jo Horne	6 overpluss	2:02:00
Tho Haynes	5 overpluss	1:15:06
John Leach	4 8 ^s 4 ^d overpluss	1:11:80

33:8:4

12:05:08

to pay y^e treasurer 33:08:4

to pay y^e towne 12:05:8

45:14:00

[59] Att a towne Meeting aprill 7th 82

Chosen for moderator Barth Gedney Esq

The petition of our Neighbours of the farmes concern-
ing there being a township &c, (being red)

(To be continued)

DESCENDANTS OF ROGER PRESTON OF IPSWICH AND SALEM VILLAGE.

BY CHARLES HENRY PRESTON.

(Continued from Volume LXII, page 384)

242. HITTY, b. 19 Oct. 1783; d. 10 Nov. 1849; m. 5 Apr. 1807, William Goodale. Ch.: 1. James, b. 19 Nov. 1807; 2. Maria Preston, b. 17 Mar. 1809; 3. William, b. 23 July 1810; 4. Ebenezer, b. 15 Dec. 1811; 5. Mehitable White, b. 30 June 1813; 6. Hannah Upton, b. 24 Feb. 1815; 7. Sally Bodge, b. 24 Mar. 1817; 8. Phebe Ann Putnam, b. 5 July 1819; 9. Elizabeth Wallis, b. 3 Dec. 1822; 10. Isabel Pope, b. 3 June 1824.
243. IRA, b. 3 Nov. 1786.
244. ASENATH, b. 13 Aug. 1788; d. Oct. 1826, unm.
245. ABL, b. 13 Feb. 1791; m. 8 Aug. 1815, Nathaniel Pope. Ch.: 1. Elizabeth Putnam, b. 12 Feb. 1816; m. Andrew M. Putnam; 2. Harriet Adeline, b. 8 Sept. 1817; m. Henry F. Putnam; 3. Mary Putnam, b. 26 July 1819; m. Calvin Putnam; 4. Asenath Preston, b. 19 Sept. 1821; m. Nathan Tapley; 5. Ira Preston, b. 11 Sept. 1823; m. Eliza C. Batchelder; 6. Daniel Putnam, b. 8 Mar. 1826; m. Lydia N. Dempsey; 7. Hannah Putnam, b. 2 June 1828; m. ——— Breed; 8. Phebe Mansfield, b. 12 May 1830; d. 29 Aug. 1831; 9. Jasper Felton, b. 4 Apr. 1832; m. Sophia J. Richards; m. 2d, ——— Mansfield.

John Preston lived on the farm where his father lived, at the corner of Dayton and West streets in Danvers. He served in Capt. Samuel Flint's company, Col. Timothy Pickering, Jr.'s regiment, at the battle of Lexington, April 19, 1775. He seems to have been active later in the Revolution in raising men for the service, and several old papers, among them several lists of militia organizations in Danvers during the Revolution, are in the possession of descendants. Some of them have been reprinted in "Military and Naval Annals, Danvers, Mass."

V. 102. CAPT. LEVI PRESTON (John, John, Thomas, Roger), born in Danvers, 21 Oct. 1756; died there, 5 Jan., 1850; married there, 4 May, 1779, Mehitable, daughter of John and Elizabeth (Prince) Nichols; born there, 6 Mar. 1759; died there, 14 Oct. 1833.

Children, born in Danvers:

246. ABEL NICHOLS, b. 25 Feb. 1780.
247. MEHITABLE, b. 29 Nov. 1781; m. 13 Apr. 1808, Ebenezer Berry; b. 1 June 1779. Ch.: 1. Ebenezer Gardner, b. 19 Feb. 1809; m. Eliza Abbott; m. 2, Sarah (Nichols) Page; 2. Mehitable Preston, b. 12 Aug. 1810; m. Henry Sperry; 3. Hiram Augustus, b. 6 July 1814; d. 10 Jan. 1815.
248. LEVI, b. 5 Dec. 1783.
249. DANIEL, b. 19 Jan. 1786.
250. SUKEY, b. 19 July 1788; d. 10 Jan. 1855; m. 8 May 1811, Asa Tapley. Ch.: 1. Elizabeth, b. 20 Oct. 1814; m. Chas. Rhoades; 2. Susan, b. 5 Dec. 1816; m. John Cass; 3. Augusta, b. 3 Mar. 1819; m. Aaron Clark; 4. Caroline, b. 21 Jan. 1824; m. Charles H. Gould.
251. JOHN, b. 16 Dec. 1790.
252. SAMUEL, b. 12 Nov. 1792.
253. POLLY, b. 7 Apr. 1795; m. 13 Mar. 1821, Nathaniel Felton, Jun.; b. 6 Oct. 1821. Ch.: 1. William Henry, b. 25 Dec. 1821; m. Sarah J. Sperry; 2. Rebecca Preston, b. 19 Feb. 1724; m. Oren Frost; 3. Mary Eliza, b. 16 Aug. 1826; d. unm.; 4. Harriet, b. 3 Nov. 1828; m. Charles Rhoades; 5. Levi Preston, b. 16 Jan. 1831; m. Abby Rogers; 6. Nathaniel Ward, b. 5 July 1833; m. Maria Ferrin; 7. Mehitable Berry, b. 25 May 1837; m. James L. Sperry.
254. HIRAM, b. 2 Jan. 1798.
255. ELIZA, b. 23 Mar. 1800; m. 6 Dec. 1835, Nathan Tapley.
256. WILLIAM, b. 18 June 1803.

The following is from the Salem Register of Jan. 10, 1850: "In Danvers on Monday, Capt. Levi Preston, aged 93 years, a native of the town and the oldest man therein. Throughout his long life he sustained the character of an amiable, upright, industrious, honest man. The father of eleven children, all of whom excepting his third son (Col. Daniel Preston) who died a few years since, survive him, all married and settled in Danvers. He served five months with the earliest defenders of American Liberty on Winter Hill. The remainder of his life was spent as a farmer over 70 years on the same homestead where he died. Beloved in life his memory will ever be cherished by all who knew him."

Levi Preston was in Capt. Samuel Flint's company, Col. Timothy Pickering, Jr.'s regiment, at the battle

of Lexington. He also served in Captain Jonathan Proctor's company, Col. Jacob Gerrish's Regt., Nov. 12, 1777 to Feb. 3, 1778; Service at Charlestown.

Hon. Mellen Chamberlain in a speech before the Mass. Soc. Sons of the American Revolution in 1894 said: "On the events of April 19, 1775, I need say but little. They have passed into history. Every year they are recounted in our public journals and are now household words. I ask rather what these events meant for the colonists at the time; what they have since meant, and what they may mean for future ages? On the first question I have some direct, authentic intelligence derived from an actor in those scenes. When intelligence of the affair at Lexington on the morning of the 19th, reached Danvers, the minute men there, under the lead of Capt. Gideon Foster, made that memorable march, or run, rather, of sixteen miles in four hours. They struck Percy's flying column at West Cambridge. Brave, but incautious in flanking the redcoats, they were flanked themselves, and badly pinched, leaving seven dead, two wounded and one missing. Among those who escaped was Levi Preston afterward Captain Preston. When I was about twenty-one, and Captain Preston about ninety-one, I interviewed him in his own house as to what he did and thought sixty-seven years before, on the 19th. of April, 1775, and now fifty-two years later I make my report a little belated, perhaps, but I trust not too late for the morning papers. With an assurance passing even that of the modern interviewer, I began: "Captain Preston, what made you go to the Concord fight?" The old man bowed with the weight of four-score years and ten, raised himself upright, and turning to me said: "What did I go for?" — "Yes," I replied "My histories all tell me you men of the Revolution took up arms against 'intolerable oppression', what was it?"—"Oppression? I didn't feel any that I know of." "Were you not oppressed by the Stamp Act?" "I never saw any stamps, and I always understood that none were ever sold."—"Well, what about the tea tax?"—"Tea tax? I never drank a drop of the stuff; the boys threw it all overboard."—"But I suppose you had been reading Harrington, Sidney, and

Locke about the eternal principles of Liberty?" — "I never heard of those men. The only books we had were the Bible, the Catechism, Watts' Psalms and Hymns, and the almanac." — "Well then, what was the matter? and what did you mean in going to the fight?" — "Young man, what we meant in fighting the British was this: We always had been free, and we meant to be free always."

Captain Preston lived on what is now the farm of the Essex County Agricultural School in Danvers. He was one of the Selectmen of Danvers, in 1809 and 1811. He was one of the Standing Committee of the First Church in 1800 and one of the Church building committee in 1806.

V. 103. MOSES PRESTON (John, John, Thomas, Roger), born in Danvers, 20 Apr. 1758; died there, 26 Feb. 1824; married, 1785, int. 4 Nov. 1785 (Danvers town rec.) Sarah, daughter of Nathaniel and Susanna (Estey) Berry of Middleton; born there 10 Aug. 1763; died in South Danvers, 28 June, 1858.

Children, born in Danvers:

257. SALLY, b. 25 Feb. 1787; m. Abel Nichols Preston (246).

258. MOSES, b. 6 July 1789.

259-260. Twin boys, b. 10 Aug., d. 11 Aug. 1796.

Moses Preston was a farmer and lived in that part of Danvers, now Peabody, on the hill called Mount Pleasant. He purchased the Dea. Malachi Felton place. His death was caused by being thrown from a wagon Dec. 27, 1823.

V. 121. OTHNIEL PRESTON (Levi, Samuel, Samuel, Roger), born in Killingly, Conn., probably 1734-5; baptized there, 22 Jan. 1739, and his brother, Levi, was baptized at the same time. He died in White Creek, Washington Co., N. Y., and the inscription from his tombstone reads as follows: "Here lies the body of Othniel Preston who died Sep. 17 in the 46 year of his age A. D. 1777."

Children:

261. OTHNIEL, b. Feb. 1757; was 61 years and 2 months old, Apr. 15, 1818 (see application for pension).

262. RUTH, b. 14 Aug. 1764; d. 2 Sept. 1791; m. Abraham Case.

263. NAOMI, b. 22 July 1766; m. as his 2nd wife, Abraham Case, b. 28 Dec. 1791. He settled in Hebron, Washington Co., N. Y. Ch.: 1. Naomi, b. 20 May 1785; 2. Aaron, b. 2 July 1786; 3. William, b. 5. July 1788; 4. Ruth, b. 9 July 1791; 5. Leonard, b. 18 July 1793; 6. Anna, b. 8 Aug. 1795; 7. Hiram, b. 9 July 1797; 8. Naoman, b. 6 Apr. 1799; 9. Daniel, b. 30 Mar. 1801; 10. Elizabeth, b. 8 Aug. 1803; 11. Philinda, b. 19 Jan. 1805; 12. Abraham, b. 6 Aug. 1806; 13. Jasper, b. 4 Mar. 1807; 14. Merritt, b. 1 Dec. 1810.

There may have been other children in this family, but nothing further is known of them; Othniel Preston, Sen.'s, brother also lived in White Creek, and Othniel Jun., served in the Revolution from New York.

Among transfers of Soldiers bounty lands on the Onondaga county records are the following: Othniel Preston, private, 1st. regt., transfers for £5 to Thomas Tillotson of New York. Egbert U. Schaac, Benjamin Winne wits., Dated Dec. 18, 1782 (allotments were made in 1790 but were sold years before).

Othniel Preston of Cambridge Town, late soldier 1st. regt. transfers to Levi Stephens of Castleton, Vt. lot 68 Pompey. With acknowledgement he offers proof of Service in Van Schaick's Regt., Dated Nov. 3, 1795.

V. 122. LEVI PRESTON (Levi, Samuel, Samuel, Roger), born in Killingly, Conn., 7 Sept. 1736; baptized there, 22 Jan. 1739; supposed to have perished while a prisoner in the hands of the British in 1781 near Albany, N. Y.; married, 1758, Deliverance, daughter of Nicolas and Rebecca (Wilcox) Mosher; born in Tiverton, R. I., 12 Mar. 1729/30; (family record, 25 Mar. 1730).

Children:

264. JOHN, b. 15 Sept. 1759.
 265. PHEBE, b. 25 Apr. 1761; m. ——— Robinson.
 266. MARY, b. 29 Sept. 1762; d. in White Creek, N. Y., 5 Aug. 1843, aged 80 (G. S.); unmarried.
 267. EPHRAIM, b. 10 Mar. 1764.
 268. ELIZABETH, b. 2 Mar. 1766; d. in White Creek, N. Y., 2 Nov. 1830, aged 63 (G. S.); unmarried.

269. LEVI, b. 13 Apr. 1769.
270. HANNAH, b. 13 Apr. 1771; d. in White Creek, N. Y., 2 Dec. 1848; m. there 27 June 1793, Elijah Slocum, b. Pawling, Dutchess Co., N. Y., 2 Feb. 1770; d. 15 Feb. 1850. Ch.: 1. Tryphena, b. 22 Feb. 1795, m. 14 Nov. 1814, George Wilbur; 2. Mahalah, b. 22 Mar. 1796, d. young; 3. Mahalah, b. 31 July 1798, m. Leonard Sisson; 4. Phebe, b. 2 May 1801, m. Solomon Curtis; 5. Lucinda, b. 11 Feb. 1803, m. David Cross; 6. Mary, b. 4 Feb. 1805, m. Jonathan Niles; 7. Amanda, b. 26 Apr. 1807, m. Abram Wright.

According to descendants, Ephraim Preston, son of Levi, was born in Bennington, Vt., and Levi, Jr. in Cambridge N. Y., not far distant, but the Bennington records show no Preston births at this period. Levi Preston lived in his later years at least, at White Creek, Washington Co. N. Y. He was a private, in 1781, in Capt. John Salisbury's Company of Col. William Bradford Whiting's Regiment, the 17th. Albany County N. Y. Regiment.

V. 123. COLBURN PRESTON (Levi, Samuel, Samuel, Roger), born in Killingly, 24 Mar. 1743; married Elenor

Children:

271. SYLVANUS, bapt. 1 July 1776, in Rockingham, Vt.
272. DAVID, bapt. 9 May, 1779, in Rockingham, Vt.; d. 22 May 1779, in Rockingham, Vt.
273. DANIEL, bapt. 15 Oct. 1780, in Rockingham, Vt.

Colburn lived in Rockingham, Vt. and was active there during the Revolution. He was representative for Rockingham in the State Assembly in 1781, and member of the Council of Safety and Correspondence. Oct. 15, 1781, Colburn Preston of Rockingham on committee of the Assembly on "quieting ancient settlers" in the title of lands.

He took the oath of allegiance to the State of Vermont at Windsor in June, 1777, and in the same month the Freeholders and others of Rockingham at a meeting elected Lt. Sam'll Taylor, Colburn Preston, Gehial Webb a committee "to give instructions to the Town Committee how to deal out powder and flints." (Book I, p. 49, 50 and 51, Records of Cumberland Co. Vt. Part 2. at Bellows Falls).

Also "Of those that had received powder that marcht
for Ticonderoga" Lead

Capt. Joseph Wood	one pound of powder	2
Leut Richard	ditto. one pound	2
Leut Preston	ditto. one pound	2

(Book I p. 52 Cumberland County rec.)

Aug. 14, 1774 propounded Elenor Preston to the Chh.
(Rockingham Vt. first church records). Oct. 2, 1774,
Elenor Preston received into the Chh. July 1, 1776 Elenor
Preston informing us that she had never been baptized
tho she thot she had been in Infancy when she was re-
ceived into the Chh. was, baptized, no objection being
made, also baptized Sylvanus, son of Colburn and Elenor
Preston. (Rockingham ch. rec.) May 23, 1784 Chh. Tar-
ried & Voted to Dismiss & Recommend Elenor Preston
from this Chh. to the Chh in Rutland.

V. 130. DANIEL PRESTON (Levi, Samuel, Samuel,
Roger), born probably in Scituate, R. I., 18 Aug. 1763;
married in Foster, R. I., 15 Apr. 1781, Mary, daughter of
George Baker*; born 8 Apr. 1761; died in Foster, 2 Sept.
1830; perhaps married, second, 3 Nov. 1831 Mary, widow
of Nathaniel Phillips, in Foster.

Children, born in Foster:

- 274. RACHEL, b. 27 Apr. 1782; m. 17 Jan. 1799, Obed Fuller.
- 275. LEVI, b. 16 Oct. 1783.
- 276. A son, b. 16 Jan. 1784/5; d. 17 Jan. 1784/5.
- 277. MOLLY, b. 24 June 1786; d. 14 Mar. 1836; m. 31 Dec. 1801,
Arthur, son of James and Lois (Harrington) Ayles-
worth; b. 1777; d. 4 Feb. 1833. Ch.: 1. Eli, b. 6 June
1802; 2. Eliza, m. Nathaniel G. Titus; 3. Hannah, m.
Horace W. Phillips; 4. Mary, m. Henry Phillips; 5. Pas-
cal; 6. Arthur; 7. Joab Preston, b. 20 Mar. 1812; 8. Ce-
linda, b. 9 Mar. 1824, m. Thomas E. Phillips; 9. Cyrus,

* George Baker, in his will dated 1 Nov. 1803, and proved in
Foster 15 Mar. 1804, mentions five daughters: Elizabeth, wife of
Andrew Mowrey; Sarah, wife of Josiah Bennett; Hannah, wife
of Reuben Weaver; Mary, wife of Daniel Preston, and Abigail,
wife of Southard Griffin, and two sons, Abijah and George
Baker, Jun.

- m. Eliza Hopkins; 10. John Hiram, b. 10 Jan. 1828; 11. Marcilia, m. William C. Phillips; 12. Philip Zelotes. (See Aylesworth Gen.)
278. SAMSON, b. 2 Feb. 1788.
279. WAITE, b. 4 Apr. 1790.
280. AMARILDA, b. 24 Dec. 1791; d. 18 June 1792.
281. JAMES, b. 20 June 1793; m. in Foster, 5 Dec. 1813, Celinda, dau. of Ebenezer Perkins of Sterling.
282. RANDILLA, b. 11 Apr. 1795; d. 4 March 1867; m. Samuel Burlingham. Ch.: 1. Erastus Nelson, b. 19 Aug. 1814; 2. Erastus, b. 7 July 1816; 3. Preston, b. 21 Jan. 1818; 4. Lewis, b. 4 Sept. 1820; 5. Mary Melissa, b. 10 May 1824; 6. William B., b. 10 Nov. 1825.
283. JOAB, b. 23 Sept. 1797.
284. ADAH, b. 28 Apr. 1799.
285. JOANNA, b. 21 June 1800.
286. ANNA, b. 13 June 1802.

Daniel Preston's father, Levi, lived in Scituate, probably in that part set off as Foster: Daniel was married and always lived in Foster. He was a Judge of some court there. His grandson, Judge Eli Aylesworth, was a remarkable man in many respects, and held many positions of trust.

V. 131. JAMES PRESTON (Levi, Samuel, Samuel, Roger), born probably, in Scituate, R. I., 1766; died in Caroline Center, Tompkins Co., N. Y., 1850; married in Rockingham, Vt., 24 Jan. 1786, Sally French; she died before 1816; married, second, 1826, Sarah (Norton) Rich, widow of Josiah Rich; born in Vermont, 1779; died in Caroline Center, N. Y., 1864.

Children, born in Rockingham, Vt.:

287. SALLY ANN, b. 28 Oct. 1787; d. 19 Apr. 1858; m. Charles Bancroft, Rutland, Vt. Ch.: 1. Charles Preston; 2. James O.; 3. Leonard; several daughters.
288. POLLY (MARY), b. 23 Apr. 1790; m. Daniel Birch. Ch.: 1. William; 2. Mary.
289. BETSEY, b. 6 Oct. 1793; d. Apr. 1874; m. Enoch Cafferty. Ch.: 1. Enoch; 2. Chester; 3. Mary, m. ——— Duboso.
290. JAMES, b. 1 Oct. 1796; m. ———; 2 ch. (sons).
291. ROSAMOND, b. 27 June 1799; m. Edward Dodge; m. 2d.

Henry Sloughter. Ch.: 1. Rev. Calvin and 2. Charles Preston Dodge.

292. ALEXANDER CAMPBELL, twin, b. 11 June 1802.
 293. LOVELL ELIJAH, twin, b. 11 June 1802.
 294. RANDILLA, b. 20 Apr. 1804; d. 15 Apr. 1883; m. Arruner Pulsipher. Ch.: 1. Matilda, m. Rev. Orange T. Moulton.
 295. JULIA NICHOLS, b. 20 Oct. 1806; m. Elijah Evans of Union, N. Y. Ch.: 1. Roxana; 2. Betsey; 3. Maria; 4. Nellie; 5. Matilda; 6. Harriet; 7. Mary.

James Preston and most, if not all, his sisters moved from Foster, R. I. to Rockingham, Vt. early in life; his brother Colburn, also lived there at the time of the Revolution. About 1810, James removed with his family to Apalachin, Tioga county, N. Y., and died in the adjoining county, Tompkins.

James Preston (and others) "attend on the Worship of God, with the Baptist Church in Rockingham" (Rockingham Town Records).

V. 132. SAMUEL PRESTON (Samuel, Samuel, Samuel, Roger), born probably in Littleton, Mass., 1728-9; administration on his estate granted to widow Elizabeth, 28 Dec. 1759; married Elizabeth ———.

Children, born in Littleton

296. ELIZABETH, b. 4 Sept. 1750; m. in Littleton, 3 Dec. 1771, Kendall Pearson of New Ipswich, N. H.
 297. ABEL, b. 2 Oct. 1753; not mentioned in his grandfather's will in 1781.
 298. ABNER, b. 31 July 1756.

Administration was granted on the estate of "Samuel Preston, Jun^r., late of Littleton, Tanner, 28 Dec. 1759, to Elizabeth Preston, widow, with Samuel Preston Gent^{man} and Jonathan Whitcomb Gent^{man} as sureties. An inventory was presented 31 Dec. 1759, by Capt. Joseph Baker, Lieut. Joseph Harwood and Mr. Thomas Warren, all of Littleton.

Elizabeth Preston, widow, was made guardian of her son Abner, 27 Aug. 1771, they then being residents of Littleton.

Nothing further is known of the widow Elizabeth, but

the two children went to New Ipswich, N. H., and Abner later settled in Hancock, N. H.

V. 133. JAMES PRESTON (Samuel, Samuel, Samuel, Roger), born in Littleton, Mass., 10 Jan. 1729/30; died in Whitingham, Vt., 22 Oct. 1814; married in Littleton, 12 July 1753, Elizabeth Russell; born 11 Apr. 1736; died in Whitingham, Vt., 25 Nov. 1820; She is said to have been the daughter of a lawyer in Littleton.

Children:

299. MARY, b. 18 May 1754, in Littleton (1 May, in family record); d. 1784; m. before 1773, Silas Davis of New Ipswich. Ch.: 1. Joseph, 2, Benjamin, and perhaps a daughter.
300. JEMIMA, b. 19 Nov. 1755; d. unm.
301. ISAAC, b. 10 Mar. 1757.
302. ELIZABETH, b. 28 Feb. 1759; m. Syllas Richard Stickney, in Whitingham, Vt., 1807; he was b. in Tewksbury, Mass., 7 Apr. 1751, and m. Sarah Upton of Reading, by whom he had seven children; she d. 1793.
303. HANNAH, b. 27 Jan. 1761; d. young.
304. SARAH, b. 2 Mar. 1763; d. 8 Feb. 1821; m. 2 May 1791, Joseph Brown Jun. of New Ipswich.
305. SAMUEL, b. 15 Jan. 1765; d. 22 Mar. 1766.
306. LYDIA, b. 12 Mar. 1768; m. 12 July 1790, Joseph Burroughs of Tyngsborough, Mass. Ch.: 1. Betsey, b. 13 Jan. 1792; d. 22 Feb. 1864; m. Luther Hovey, 26 Sept. 1809; had six children; 2. Joseph, b. 2 Aug. 1794; d. 25 June 1852; m. Mercy Tarbox, 23 Oct. 1825; had six children; 3. John, d. in infancy; 4. Lydia, b. 13 April 1800; d. 18 Dec. 1883; m. William Wyman, 3 Oct. 1822; had five children; 5. Jemima, b. 29 June 1802; d. 15 Sept. 1885; m. Josiah Carkin, 13 May 1827; had nine children.
307. SAMUEL, b. 18 May 1769.
308. JAMES, b. 22 May 1771; d. 19 Apr. 1772.
309. MARTHA, b. 8 Jan. 1773; m. 28 May 1792, Benjamin Bacon of Bedford, Mass.
310. JAMES, b. 1 Apr. 1775.

James Preston lived in Littleton till some time after his marriage, and it is uncertain just when he moved to New Ipswich; the first child is the only one whose birth is

recorded in Littleton, and the others are not recorded in New Ipswich.

“Samuel Preston of Littleton. Gentleman, for paternal love and affection” sold his son James Preston of Littleton, “Currier” land in Littleton, 14 May 1757, (Middlesex Deeds, vol. 62, p. 308), and James Preston and wife Elizabeth, sold Nathaniel Russell land in Littleton, 24 Apr. 1760, (Middlesex Deeds, vol. 62, p. 309.) This latter date may be the approximate time of his leaving Littleton, and as his brother John Preston settled in New Ipswich in 1760, they probably left Littleton for their new home in New Hampshire at the same time.

James Preston’s son Samuel located in Whitingham, Vermont, about the year 1800, and it is said he took his parents with him, where they died as before stated. James Preston and wife Elizabeth of New Ipswich, yeoman, sold land in New Ipswich, to William Emerson, 9 March 1800. (Nashua Registry, vol. 49, p. 423).

V. 135. DR. JOHN PRESTON (Samuel, Samuel, Samuel, Roger), born in Littleton, Mass., 22 Sept. 1738; died in New Ipswich, N. H., 17 Feb. 1803; married, 29 Nov. 1764, Rebecca, daughter of Dea. Samuel and Lydia (Barrett) Farrar, of Concord, Mass.; born there, 13 Aug. 1743; died in New Ipswich, 1 Apr. 1829.

Children, born in New Ipswich:

311. REBECCA, b. 16 July 1768; m. 10 Aug. 1791, John Hubbard, a graduate of Dartmouth, 1785, afterwards a professor there. Ch.: 1. John, b. 7 Apr. 1792; 2. Josiah, b. 24 July 1793; 3. George W.; 4. Harriet.
312. JOHN, b. 15 Feb. 1770.
313. SAMUEL FARRAR, b. 26 Dec. 1770; d. 6 Mar. 1771.
314. LUCY, b. 3 Dec. 1771; m. 16 Oct. 1794, Thomas Bancroft of Pepperell, Mass.; no children.
315. SAMUEL FARRAR, b. 10 Aug. 1773; d. 3 Apr. 1774.
316. LYDIA, b. 26 Oct. 1774; d. in Lancaster, N. H., 8 Jan. 1853; m. 3 Nov. 1799, Josiah Bellows, b. in New Ipswich. Ch.: 1. Eliza, b. 27 Feb. 1800; d. 25 Nov. 1812; 2. Charles, b. 19 Feb. 1802; d. in Lancaster, N. H., 24 Dec. 1883; 3. George, b. 8 Sept. 1804; 4. John, b. 29 Nov. 1807; 5.

- Eliza R., b. 25 Nov. 1812; m. Hon. John S. Wells of Exeter, U. S. Senator; 6. Fanny, b. 19 July 1817.
317. HANNAH, b. 8 Jan. 1776; d. 14 Dec. 1843, unm.
318. MARY (POLLY), b. 5 Jan. 1777; d. 5 Nov. 1853, unm.
319. SAMUEL, b. 24 June 1778.
320. TIMOTHY FARRAR, twin, b. 2 June 1780; was a physician and died unm. about 1853.
321. STEPHEN FARRAR, twin, b. 2 June, 1780.
322. PETER, b. 20 June 1782; d. at Cape Breton, unm.
323. ANNA (NANCY), b. 10 Aug. 1784; d. 3 Sept. 1863; m. Seth King. Ch.: 1. Lucy A.; 2. George E.; 3. Mary F.; 4. Eliza; 5. Harriet; 6. Charles H.; 7. Fanny; 8. Caroline; 9. Rebecca.

Dr. John Preston settled in New Ipswich about 1760; previous to that he had lived in Littleton, and served in the expedition to Crown Point, in 1755, seventeen weeks and one day, in the company of which, his father was captain. He may also have performed other service in the same war, for in "a roll of the Field and Staff Officers in His Majesties Service of a regiment whereof Abijah Willard Esq. is Colonel" from April 17 to December 30, 1759, is found the name of John Preston of Harvard (town adjoining Littleton) Surgeon's Mate.

The following sketch, written by a descendant, was published in the "History of Hillsboro County": — "Captain Samuel Preston was a brave commander in the French and Indian War, and John—so family legends tell us—was a fearless young soldier in his father's company. Little fighting was done after the capture of Quebec by Wolfe in 1759, and the next year John laid aside the sword for the scalpel, and settled in this town as a physician. The doctor was a fortnight younger than the new minister, Rev. Stephen Farrar, who was ordained the same year, and the two young men became fast friends. That the doctor's visits to the parsonage were not wholly due to his interest in theology is evident by his marriage, in 1764 to Rebecca, the minister's sister. The doctor was a staunch Whig during the Revolution; succeeded his brother-in-law, Judge Timothy Farrar, as a member of the convention to frame the State Constitution; was one of the founders of the academy (New Ipswich) and for many years its

secretary; his son-in-law, John Hubbard being its first preceptor. He filled the various town offices of town clerk, selectman and representative, and till his death in 1803, was a leader of public opinion. The house which he built and always occupied, has remained in the possession of the family, and is now (1886) owned by his grand-daughter, Miss King."

The History of New Ipswich states that he was a member of the first board of Selectmen in 1762; was town treasurer; was often representative to the General Court, and a member of the State Convention in 1782.

It is to such men that New Hampshire owes her solidity and good name, for they laid the foundations well.

V. 143. EBENEZER PRESTON (David, Jacob, Samuel, Roger), born in Windham, Conn., 28 May 1727; bapt. 4 June 1727, second church, Windham; died in Webatuck, Dutchess Co., N. Y., 12 Aug. 1809; married in Brooklyn, Conn., 4 Oct. 1749, (church records.) Hannah Smith; born 12 July 1729; died 28 Mar. 1816.

Children:

324. HANNAH, b. ———; m. John Sheldon.

325. EBENEZER, b. 21 July 1759.

Ebenezer Preston must have moved from Windham, Conn., to Dutchess County, N. Y., about the time of his marriage, as that is about the time his father emigrated to Oblong, or Dover.

His will, dated Jan. 4, 1799, and probated Sept. 1, 1809, calls him of Pawlingtown; wife Hannah is appointed executrix, and after funeral charges are paid, is to receive one-third of all real and personal estate. After her death her share is to go to son Ebenezer. He is appointed executor and the remaining two-thirds is to go to him, from which he is to pay legacies; to grandson Ebenezer Sheldon \$500; to grand-daughter Anna, one-half of mountain farm, where saw mill is. After wife's death his black woman Nancy to be free.

The "History of Dutchess County, N. Y.," says of Ebenezer Preston:—"better known as "Captain" Preston, was

a brother of Martin Preston and was one of the earliest settlers in the town of Dover. He located in the valley of the Ten Mile Stream and put up three grist mills. Two mills are now (1877) standing on the sites of these old ones; a third was located at the forge."

V. 149. MARTIN PRESTON (David, Jacob, Samuel, Roger), born in Windham, Conn., 21 Sept. 1740; baptized at second church, Windham, Conn., 12 Oct. 1740; died 24 Feb. 1833; married in Kent, Conn., 1 Jan. 1761, Rebecca, daughter of Philip and Abigail Judd.*

Children:

- 326. TIMOTHY, b. 14 Nov. 1761, in Kent, Conn.
- 327. DAVID, no children.
- 328. OBADIAH, b. 1765.
- 329. PHILIP.
- 330. JOHN.
- 331. MARTIN, may have died young.
- 332. AARON, may have died young.
- 333. ANNA.
- 334. ELIZABETH.
- 335. ABIGAIL.
- 336. EUNICE, m. William Hubbell.

Martin Preston moved to Dover, at the same time his father and brother settled there. The history of Dutchess Co., under Dover, says of him:—"The first settler upon the Oblong tract in this town was Martin Preston. He located on Preston Mountain, the cellar wall and part of the chimney are still to be seen. When he first came, the

* Philip Judd and Thomas Judd, both of Danbury, Conn., bought land in Kent, June 13, 1739. Philip Judd had the following children baptized in Kent:

- 1. REBEKAH, bapt. 15 Aug. 1743.
- 2. PHILIP, bapt. 27 Mar. 1748.
- 3. MATHEW, bapt. 8 Apr. 1749/50.
- 4. JUDITH, bapt. June, 1752.
- 5. RHODA, bapt. 1 Sept. 1754.

The will of Philip Judd of Kent, dated 26 Oct. 1803, presented by Mathew Judd, mentions wife Abigail, dau. Rebecca Preston, dau. Abigail Stewart, son Mathew Judd, son Philip Judd, dau. Rhoda Clark, dau. Anna Agard, grandson Gridley and Ebenezer Judd (New Milford Probate Rec., Vol. 4, p. 393).

valley in which the village of Dover is located was nothing but a scrub oak plain. The land was worth 6 d. per acre and on Preston Mountain one shilling per acre, but the old settlers preferred the mountain land even at the increased price.

“Martin was a mighty hunter; sometimes on his hunting expeditions he would go as far as the Catskill Mountains. There are many now (1877) living who remember him. He died at a very advanced age. He was a great bee-keeper and used to make quantities of ‘Metheglin’ of the honey. Uncle Martin’s metheglin was known for miles around.”

VI. 339. SOLOMON PRESTON (Benjamin, Benjamin, Jacob, Samuel, Roger), born in Ashford, Conn., 10 Sept. 1770; died in Ashford (west parish), 27 Sept. 1851; married, 13 June 1799; Susannah, daughter of Eli and Susanna (Bigelow) Hawes of Willington, Conn.; born 29 Oct. 1779; died in Ashford, 29 Sept. 1860. “Susannah wife of Solomon Preston by vote of the Church recd. May 20 1810” (Westford Cong. Church records). Soloman Preston, bapt. 29 May 1795; Recd. to full communion 29 May 1825 (Westford church records).

Children:

705. CLARISSA, b. 10 April 1800; d. 30 July 1853, unm. “Recd. to full Communion May 29, 1825.” (Westford Ch. Rec.)
706. ERMINA, b. 16 Aug. 1801; m. 27 March 1829, Eliphalet Brown, in Westford parish. Ch.: 1. John Albert, b. 13 July 1830; m. Sarah B. Simmons, 1853; 2. Rev. Theron, b. 29 Apr. 1832; m. at Willington, Conn., 27 Nov. 1859, Helen M. Preston. Ermina (Preston) Brown, m. 2d, Lucius Horton of Westford parish, about 1854; she d. in Ashford, 1 July 1886. “Recd. to communion with this church Aug. 29, 1819, Wm. Storrs, Pastor.”
707. A boy, died in infancy.
708. MINERVA, b. 5 Aug. 1807; m. 24 May 1837, Alfred Chaffee, in Westford parish; d. in Westford parish 3 Nov. 1848. Ch.: 1, Dwight, b. 1847, d. 6 May 1848. “Recd. by letter from church in Monson, Dec. 28, 1828.” (Westford Ch. Rec.)

Solomon Preston was a farmer and lived in Ashford. His grandson, Rev. Theron Brown writes, (1897), "He lived from boyhood at the west end of west parish of the town of Ashford, and the house he built there, still standing, was originally joined to the house his father built, —in fact the old L part of my great grandfather's (Benjamin Preston) house is even now the L of my grandfather's, —and some of the mortar on the plastered ceiling remains as smooth and sound as when put on eighty years ago. The old meeting house, a mile east of my grandfather's home, stood on a bleak hill, and had no fire in it. The 'old folks' used to take me there to Sunday service, and let me warm my feet on the tin foot-stove."

V. 150. BENJAMIN PRESTON (Benjamin, Jacob, Samuel, Roger), born in Windhom, Conn., 1 Dec. 1727; bapt. at second church, Windham, 10 Mar. 1727/8; died in Ashford 1 Dec. 1798; married in Ashford 17 Nov. 1763, Barsheba Snow (Ashford town record), born 1729-30; died in Ashford 22 Jan. 1813, age 83. A bible record of her death is "Bathsheba (Holt) Preston died Jan. 1813 aged 82.

Children, born in Ashford, Conn.:

337. AMOS, b. 29 Dec. 1765; d. 31 July 1776.

338. OLIVER, b. 13 Feb. 1768; bapt. 20 Dec. 1795, at Westford Cong. Ch.

339. SOLOMON, b. 10 Sept. 1770; bapt. 29 May 1795, at Westford Cong. Ch.

340. BENJAMIN, b. 26 June 1773.

Benjamin Preston lived in the extreme western part of the town of Ashford in the parish of Westford; a portion of the house is still standing as an L to the house, built by his son Solomon.

A Benjamin Preston served in the Revolution as a private in Capt. John Oliver's company of Col. Nathan Sparhawk's regiment 104 days in New Jersey. This was a Massachusetts regiment, but other Prestons from Ashford served in the same regiment.

(To be continued)

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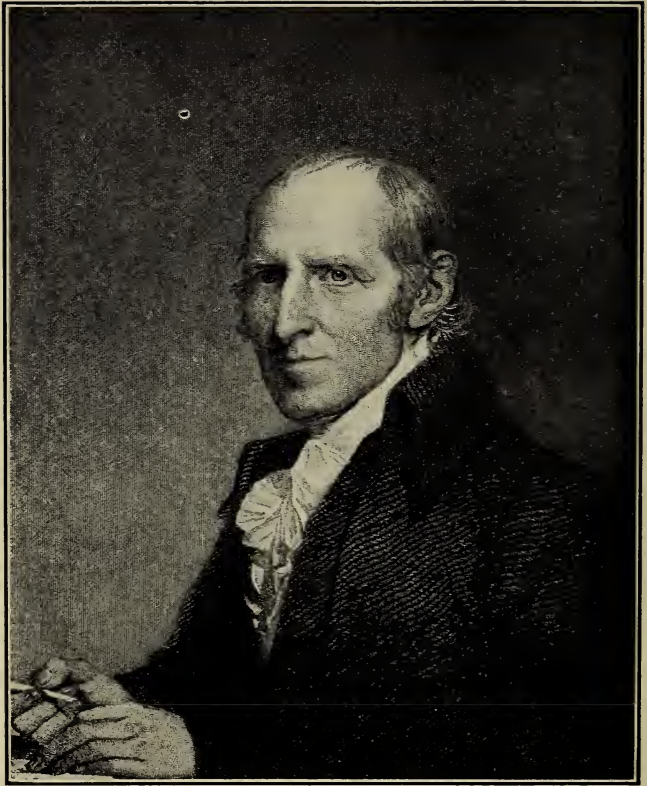
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COLONEL TIMOTHY PICKERING

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VOL. LXIII

APRIL, 1927

No. 2

COL. TIMOTHY PICKERING

BY WILLIAM DISMORE CHAPPLE.

One of the men in public life during the early days of the Republic most bitterly hated by his political opponents, but revered and respected by those of his own party, was Timothy Pickering. It is difficult for us, nearly a century after his death, to appreciate the intensity of either this hatred or reverence. He was a typical Puritan, a descendant of a long line of ancestors who had assisted in making Massachusetts what she was at the beginning of the Revolution.

His earliest American ancestor was John Pickering, who was born in England, in 1615, and concerning whom it was voted by the people of Salem in public meeting on December 7, 1636, old style, corresponding to February 7, 1637, "Jno Pickering, carpenter, granted to be an inhabitant." His son and grandson were also John Pickering, the latter being the father of Deacon Timothy Pickering and grandfather of Colonel Timothy Pickering.

Deacon Timothy Pickering was born February 21, 1703 and died June 7, 1778, during the Revolutionary War, and it is an interesting fact that while his son, Col. Timothy Pickering, was an active patriot from the beginning of the trouble to the end of the war, his father, the Deacon, while not approving of everything the English had done and perhaps not active enough in their behalf to be called a Tory, still had no sympathy with the efforts of the Colonists to secure their independence. His widow, Mary, daughter of Col. Joshua Wingate of Hampton, New Hampshire, lived until December 12, 1784, after peace

had been declared. They had nine children, seven daughters and two sons, John and Timothy, and strangely enough, although they lived together as man and wife to within a few months of fifty years, neither of them had the sorrow that comes to a parent from the loss of a child, their children all living to an advanced age, as follows:—

Sarah White	96	years	9	months	13	days
Mary Sargent	71	"	9	"		
Lydia Williams	88	"	7	"	11	"
Elizabeth Gardner	85	"	10	"	19	"
John Pickering	71	"	5	"	17	"
Lois Gool	72	"	9	"	4	"
Eunice Wingate	100	"	8	"	8	"
Timothy Pickering	83	"	6	"	12	"
Lucy Dodge	74	"	11	"	8	"

The youngest of them to die was the elder son, John Pickering, who was 71 years and 5 months, at the time of his death. The average age of all the Deacon's nine children was 82 years, 11 months and 8 days.

Col. Pickering married Rebecca White on April 8, 1776, after the beginning of the war, she having been born in Bristol, England, of an American father and English mother. Col. Pickering did his father one better by having ten children, the first eight of them boys and the last two, twin girls. Of these ten children the oldest, John, was the only one born in Salem, all the others excepting Henry, who was born in Newburgh, New York, being born in Pennsylvania. Charles and Edward died in childhood. William and George, although both very bright children, became mentally deranged and died young. John Pickering was one of the most remarkable men of his day, a graduate of Harvard, a famous lawyer, a senator and representative in the Massachusetts legislature, and succeeding his father as a member of the Executive Council. After his father's death he removed to Boston in 1829, and was for many years its City Solicitor. He was a master of many tongues, European, Oriental, aboriginal American and Polynesian. Besides English, he wrote and spoke fluently four languages, read five more and was familiar with many other tongues. He was also very well known

for his lexicon of the Greek language. He had three children, among them John Pickering, who married Mehitable Cox and was the father of the late John Pickering and the grandfather of the present John Pickering. The Colonel's second son, Timothy Pickering, Jr., graduated from Harvard and was for a time an officer in the Navy, and after marrying, settled on some of his father's land in Pennsylvania. He died, aged twenty-seven, leaving a widow and one son; a second son was born a short time after his death. Col. Pickering went to Pennsylvania and brought his son's widow and child home to Massachusetts and she thereafter lived with her father-in-law, assuming active charge of his household affairs. The Colonel's son, Henry Pickering, after serving an apprenticeship in the counting room of his wealthy cousin, Pickering Dodge, accumulated a fortune on his own account as a merchant, and was very kind and considerate to his parents and to his brother's widow and two sons, paying all the expenses of sending the latter to Harvard and doing everything possible for them. He desired to settle a very considerable sum upon his parents so that they might never have occasion to worry as to financial matters, but his father would not permit him to do so, although it would have been fortunate if he had, because in one of the financial upheavals of the period Henry lost his fortune. He felt so chagrined over his financial condition that he would not remain in Salem, but thereafter, made his home in Newburgh, New York, where he was born, and not until a few months before his father's death did he comply with his request and come back to Salem. He was able to be with his father during the last few weeks of his life, which gave great joy and satisfaction to the Colonel. He never married and was a most dutiful and attentive son. The eighth and youngest son, Octavius, was a practicing attorney and is well known to the legal fraternity, for his compilation of Pickering's Reports of the Decisions of the Supreme Judicial Court. The last two children were twin daughters, Mary becoming the wife of Benjamin Ropes Nichols, and Elizabeth marrying Hammond Dorsey, but she died in 1819, at the age of twenty-five, so that of the Colonel's ten children, but four

survived him, his sons John, Henry and Octavius, and his daughter Mary.

A portion of their ancestral home on Broad Street was built by the original John Pickering in 1651, and it is believed that the house has been longer in the ownership and occupancy of one family than any other house in the United States. After the death of the father, Deacon Pickering, it belonged to John Pickering, the bachelor brother of Col. Pickering, two-thirds by inheritance from the father and one-third by the deed of Col. Timothy Pickering. In 1803, John Pickering conveyed it to his nephew, John, son of Timothy Pickering, subject to a life lease to his widowed sister, Lois Gooll, who kept house for him, and Lois and John Pickering, Jr., gave back to John Pickering Sr., a life lease at a rental of one cent per annum. In 1804, John Pickering, Sr., also conveyed to his nephew the land which his ancestor John purchased from Emanuel Downing and Lucy Downing, his wife, in 1642, commonly known as Broad Field, (Lucy being the sister of Gov. John Winthrop) and the land adjoining, conveyed to Deacon Timothy by Joseph Hathorne in 1756, the nephew also giving his uncle a life lease of this property at a rental of one cent per annum. The old deed referred to is one of the oldest in our local Registry being dated February 11, 1642, and recorded in Book 144, Page 149, although the recording was not until January 3, 1785, more than one hundred and fifty years after its date, when John Pickering himself was the Register of Deeds and his home the Registry; the deed is as follows:—

This indenture made the 11th day of February A. D. 1642, witnesseth that Lucey Downinge, the wife of Emanuel Downinge of Salem in New England, Esqr. and Edmund Batter of Salem, Gent., for and in consideration of the sum of twenty-two pounds, have bargained and sold and by these presents do bargain and sell to John Pickering of Salem aforesaid carpenter, all that parcel of ground lying before the now dwelling house of the said Jno. Pickering, late in the occupation of Jno Endicott, Esquire, with all the appurtenances thereto belonging, abutting on the south and east on the river, commonly called the South River, on the west on the

land of William Hawthorne, and on the north on the Second Common.

To have and to holde to him, his heirs and assigns forever, in consideration whereof the said John Pickering doth covenant to pay to the said Lucey and Edmund or either of them the aforesaid sum of twenty-two pounds in manner and forme following; to pay nine pounds of her debts to such persons as she hath appointed, eight pounds in bacon at VI^d the pound, and corne at such rates as they are sold commonly by Capt. Trask the second week in April next, whereof XVI bushels is to be of Indian, the rest pease and wheate and the other five pounds in such commodities as her occasions require, except money and corne, provided that if the aforesaid John Pickering shall not duly perform the several payments according to agreement that then it shall be lawful for the said Lucey and Edmund, or either of them, to reenter and enjoy the said premises as before, notwithstanding this agreement or anything therein contained.

Having spoken of the ancestry and posterity of the Colonel and of his ancestral home, we next turn our attention to the Colonel himself.

It was always his practice during his long and active life, to preserve all letters, accounts and documents that came to him, also keeping copies of all the letters which he sent, and after his death his sons selected those they deemed most valuable, which were bound in sixty large volumes with indexes and given to the Massachusetts Historical Society. These were only a small portion of the papers, for there were many chests filled with letters and documents of all sorts, many relating to his official duties in the Revolution being of great value. Some concerning agriculture were given by the sons to the Essex Agricultural Society and those relating to Salem, to the Essex Institute. His oldest son, John, always intended to write his biography, but had so little time that he wrote only a few pages of introduction. His youngest son, Octavius, took up the task and before his death, in 1868, had completed the first volume, which told of his father's life to the end of the Revolution. Octavius in dictating his will on the last night of his life, inserted a clause asking that the Rev. Charles W. Upham complete the biography, which

he did in three additional volumes, so that the life of Col. Pickering is now in four large volumes. Henry Cabot Lodge sharply criticises Mr. Upham's work, because he makes the Colonel a good-natured and kind-hearted gentleman, deciding all questions calmly and fairly without prejudice, when, as Lodge viewed him, he was a hard-headed two-fisted fighter, asking no quarter and giving none. Upham's remark that he was a man without prejudices seemed to Lodge a most absurd estimate of his character, because Pickering's prejudices and his unswerving adherence to his own opinions at all times was the reason for his great success; for to him, every contest he entered into was between right and wrong, and with this in his mind he fought all the harder. To him the maxim that there are two sides to every question seemed an insult to his intelligence. He became so absorbed in every contest that he honestly regarded himself in each case as a supporter of truth and justice, and his opponents as advocates of evil, wickedness and disaster.

He was born in the ancestral home on Broad Street, July 17, 1745; graduated from Harvard in 1763, at the age of 18. He immediately became a clerk in the Registry of Deeds under John Higginson, who was also Town Clerk, in which office he also assisted Mr. Higginson until the latter resigned the town clerkship, when Pickering was elected to succeed him. When Higginson died in 1776, Col. Pickering addressed a letter to the voters asking them to elect him Register of Deeds, which the people of the county did without opposition. He held this office until he went to the front in 1777.

His first connection with military affairs was at the age of twenty years, when the governor appointed him a lieutenant in the First Essex County Regiment of Infantry. Three years later, in 1769, he was made a captain and on February 13, 1775, the officers of the first Regiment elected him their colonel. In 1768 he was admitted as an attorney at law and although at times during his life he held various judicial positions, he can not be said to have been an especially well-read lawyer or ever very actively engaged in the practice of the law. From

1772 to 1777 he was also a selectman and assessor. In 1774, he became a member of the First Committee of Correspondence and the next year of the Committee of Safety, both of which committees were active in opposing British aggression. Later they were consolidated, with Pickering as chairman, and because of his great ability as a writer, most of the burden of correspondence with other towns fell upon his shoulders. In June, 1774, the Boston Port Bill went into operation, by which that port was closed and the seat of government transferred to Salem. An address protesting against the bill was drafted by Pickering, signed by one hundred and twenty-five Salem citizens and presented by him to Governor Gage, on June 18th, 1774.

Concerning this protest Edmund Burke says, "A most pathetic but at the same time firm and manly Address was presented, from the merchants and freeholders of the town of Salem, to the governor. We cannot forget that this town was now become the temporary capital of the Province, in the place of Boston, and that the General Assembly, the Courts of Justice, the Custom House and, so far as it could be done by power, the trade of that port, were removed thither; so that they were already in possession of a principal share of those spoils which, it was supposed, would have effectually influenced the conduct of that people, and thereby have bred such incurable envy, jealousy and animosity between the gainers and sufferers, that the refractory capital, finding herself abandoned, and being left alone to ruminate upon her forlorn situation, would soon be reclaimed, and brought to as full a sense of her duty as of her punishment."

To this address Governor Gage made a conciliatory reply. In August, 1774, the Committee of Correspondence gave the inhabitants notice that they desired them to assemble in the Town House, to appoint five or more deputies, who should meet at Ipswich to consider with the deputies from other towns such measures as the late acts of Parliament and other grievances rendered necessary and expedient. Pickering says that as a result of this notice, the Committee received a letter from the governor requesting them

to wait upon him, which they did. The governor notified them that he desired them to disperse the meeting of the inhabitants, and if they did not disperse and the sheriff needed support, that he would support him and the people must abide the consequences. Pickering says the Governor appeared during the whole time in an indecent passion and uttered the closing sentence with much vehemence. The British regiment was ordered to be ready and equipped as for battle and marched from their encampment near the fort to the Neck gate, where they halted and loaded, but it appeared that while the interview was taking place with Governor Gage the meeting was being held and delegates chosen, whereupon Colonel Frye, by order of the Governor, issued a warrant directing the arrest of the members of the Committee of Correspondence. Colonel Pickering and one other were arrested, but were released on their own recognizance in the sum of One Hundred Pounds, without sureties, and before the case was reached for trial, hostilities had begun and nothing was ever done about the matter further.

On February 26, 1775, less than two weeks after Pickering had been elected colonel of the regiment, Col. Alexander Leslie, with a portion of the 64th regiment, was despatched by Governor Gage to sieze the cannon which were being collected in the North Fields at Salem. Col. Pickering was present at North Bridge and was active in opposing the advance of Col. Leslie.

On the 19th of April, 1775, Col. Pickering was in his office at the Registry of Deeds, when Captain Epes of Danvers came in, between eight and nine in the morning, and informed him that a man had ridden into Danvers and reported that the British troops had marched from Boston to Lexington and had attacked the militia. Epes was captain of the Danvers company belonging to Col. Pickering's regiment, and asked for orders. Danvers being nearer the scene of action than Salem, Col. Pickering gave him a verbal order that the Danvers companies should march without waiting for those from Salem. Pickering went immediately to the center of the town and assembled the selectmen and other leading citizens. He was

himself, chairman of the selectmen and a member of the Committee of Safety. A short consultation ensued and those who knew the distance from Lexington and from Boston to Salem, observed that there was no probability of the Salem militia being able to attack the British troops before they got back to Boston, and that the march of the Salem troops would therefore be useless. Nevertheless, it was deemed expedient that they should assemble, and begin their march as evidence that the inhabitants of Salem were of one mind and desired to co-operate in every measure which the public safety required. Four Salem companies marched accordingly, mustering nearly three hundred men, but so strong was the impression that to proceed with the idea of falling in with the British troops would be hopeless, that the companies were halted for perhaps twenty minutes in Danvers expecting to receive information that the British had returned to Boston; but hearing nothing they decided to press forward until they should receive definite intelligence. At Lynn the troops halted for a few minutes to refresh themselves and then proceeded without stopping until they reached Medford, where they gained their first information that the British were on their return. Pickering then hastened the march of his men on the road from Medford to Charlestown, hoping to fall in with them. When he reached the top of Winter Hill he saw the British marching in order, on the road from Cambridge to Charlestown and also saw the smoke of musketry discharged at them by some scattered militia. The British troops did not return the fire and the militia were entirely out of range. On the first sign of the English troops he halted his companies and ordered them to load, in expectation of an engagement. At this time a messenger arrived from General Heath, the superior officer in charge of the militia, with the message that the British troops had artillery in their rear and could not be approached by musketry, and that the General desired to see Col. Pickering, who thereupon left his troops and met Gen. Heath. While with him he saw the British troops ascending Bunker Hill. It was then about sunset and Gen. Heath decided that any attempt to attack them in that

position would be futile. Col. Pickering thereupon returned to the Salem militia and led them back to Medford, where they remained that night guarding a bridge, and the next day returned to Salem. After the war, Col. Pickering was frequently attacked by the Democrats for alleged timidity in not arriving earlier, so that he might have attacked the British, and the Salem troops were also subjected to some criticism, but the town of Salem in public meeting assembled, sent a Memorial to the General Court protesting against any such criticism and calling attention to the fact that the Salem troops came from a great distance and that many who were much nearer did not arrive until after they did, on which the House of Representatives passed a resolve:—

That notwithstanding many ungenerous aspersions have been cast on said town, there is nothing appears to this Court, in the conduct thereof, inimical to the liberties and privileges of America; but, on the contrary, in many instances, its exertions have been such as have done its inhabitants much honor, and been of great advantage to the Colony.

Several historical writers have referred to the fact that if the Salem troops had arrived in time they might have absolutely annihilated the retreating British, and in many a heated political combat of later years Pickering was twitted by his opponents with the fact that his troops did not arrive in time to attack the English. The man who probably hated him most of all in Salem, the Rev. Dr. Bentley, frequently in his diary refers to the alleged tardiness of Pickering on this occasion, but it is evident that such a criticism was entirely unwarranted.

In 1775, Col. Pickering published a volume of about one hundred and fifty pages entitled "An Easy Plan of Discipline for a Militia," which was adopted as a text book for the militia by the Massachusetts House of Representatives and remained in use until it was superseded by a book published by Baron Steuben.

In September, 1775, he was commissioned a justice of the peace and, as such, took his place in the Court of Sessions, and in the same autumn he was appointed a Justice of the Inferior Court of Common Pleas for the County of

Essex. In addition he was commissioned and sworn as the sole judge of the Maritime Court for the Counties of Suffolk, Essex and Middlesex, which was an office of high responsibility, as many privateers had been fitted out by merchants and others in these counties, and the decision as to the forfeiture and sale of one hundred and fifty of their prizes was brought before him for adjudication.

In May, 1776, Salem voted to send a representative to the General Court, to be chosen by different colored balls, and Col. Pickering was chosen in that singular manner, but the election was declared void and in the next month he was legally elected. The town advised its representative that if Congress should declare the independence of the Colonies "we are ready to abide by the decision."

On that famous day, July 4, 1776, the General Assembly of Massachusetts Bay voted that the commissary be directed to furnish all things that might be necessary for coast-guards at Salem, and should be under command of Col. Pickering. The same July, the General Court passed an act to bring into the field one-fourth of the whole male population of the Colony capable of bearing arms, to reinforce the Continental army at a moment of extreme exigency. Extraordinary efforts and sacrifices were demanded and every means had to be used to arouse and stimulate the people to meet the great emergency. At the summons of Col. Pickering, the inhabitants of Salem assembled in the First Church. He went up into the pulpit and addressed them as to the desperate condition of affairs, referring particularly to the defeat on Long Island, the disastrous incidents in New York and the retreat of Washington with his shattered and dissolving army into New Jersey. It was the gloomiest moment of the Revolutionary struggle. He urged the duty of all patriots to rush to the rescue. Now, he said, was the time for heroic men to show themselves and save the country; their business, homes and families must be given up for a time. He urged volunteers to come forward and himself led the way, declaring that he at that moment enlisted for the service, and coming down from the pulpit, called upon all to follow him. He marched through the aisles of the old church with a drum

beating before him. As he went, pew doors opened, old men and young came out and fell in. Merchants, sea captains and their mates, sailors and men of business caught the enthusiasm of the scene, and after completing the march down the aisle he passed into the street, the full quota of the town following him. The ranks of the regiment were filled up from other towns in the County of Essex and Pickering was chosen their Colonel. Having been fully organized they started from Salem on December 24, 1776, and marched over the road through Rhode Island and Connecticut to Tarrytown, N. Y., where they came under the command of Gen. Heath. For more than a month after their arrival they were engaged in the most arduous kind of service, skirmishing in the neighborhood of Fort Independence, then held by the British, often under fire but no regular battle taking place. The weather was the worst possible for military operations, being mid-winter, with alternating snow and rain. Col. Pickering shared all the privations of his men, bivouacing with them in the woods and fields, and sleeping either on the floors of houses or barns, or upon the frozen ground. It was his custom to strap his pack and blanket on his back and march on foot with the rank and file of his regiment. They reached Morristown, New Jersey, Washington's headquarters, on the 21st of February, and their time of service having expired, Col. Pickering's regiment started for home on the 21st of March, arriving in Salem on the first of April, 1777. He had hardly arrived when he received a letter from Gen. Washington, dated March 30th, asking him to become adjutant-general of the whole army, and telling him that if he was unwilling to accept it he might offer the position to Col. William Lee of Marblehead. At first Pickering was not disposed to accept the office. In his letter to Gen. Washington, he states: "My military character, which you are pleased to mention as a motive to the appointment, is, in my own estimation, of no great account. I have, it is true, studied the rudiments of the military art, but have very small, or rather no pretensions to capacity and skill in the important scenes of war, and much fear I should disappoint your Excellency's

expectations concerning me. I have domestic reasons and private concerns which powerfully urge my staying at home, but these I should not mention did they exist alone. But, besides the command of a regiment of militia on the sea-coast, I hold divers civil offices, which are sufficient to engage my constant attention, those of Judge of one of the maritime courts, Judge of the Inferior Court of Common Pleas, acting Justice of the Peace, and Register of Deeds for the County of Essex." The domestic concerns which he mentions were that in spite of the clamors of war he had found time to get married, on April 8, 1776, his oldest son, John, being born February 7, 1777, a few weeks before he received General Washington's offer. A few days after forwarding his declination, he changed his mind and wrote Gen. Washington that he would accept the office.

Pickering then addressed to the voters a letter, in which he said: "Being appointed to a post in the army of the United States, I am obliged to quit the civil offices I hold in this State, and among the rest, the Registry of Deeds for the County of Essex. My absence will probably be during the war, which renders it necessary that a Register be chosen in my stead. If I should survive the war, I shall return divested of all those employments which are absolutely necessary for the support of my family. For this reason I am very desirous that my sucesor as Register of Deeds should be one to whom it would not be inconvenient to resign the office, if, on my return, I should need it for my maintenance. My brother, John Pickering, Jr., is such a one; and I earnestly wish he may be elected. He has consented to take the office, if the freeholders shall please to give him their votes. It would be improper in me, as a brother, even to hint at his qualifications; and it is unnecessary, as he has the happiness of being personally known by many of the gentlemen freeholders in each town in the county."

His brother was accordingly chosen and held office until 1806, as Col. Pickering did not return after the close of the war to claim re-election.

He left Salem on the second of June, 1777, and joined Washington at Middlebrook, New Jersey, on the 17th, and

the next day his appointment as adjutant-general was announced by a general order.

He kept a daily journal in which he accurately recorded the events of each day and also frequently wrote to his wife, so that if there were time we could follow him through the battles of Brandywine and Germantown, in both of which engagements he took part.

On October 20, 1777, he wrote, "Last Saturday, the 18th inst., we received by express the truly glad and glorious news of the surrender of Gen. Burgoyne and his whole army, as prisoners of war. In the afternoon, just before sunset, we fired 13 pieces of cannon to celebrate the victory."

Before the 17th of October 1777, the Board of War consisted of members of Congress. On that day the War Office was remodelled and it was resolved that three persons, not members of Congress, should constitute this Board, their duties being the general management of the war, corresponding to those of a Secretary of War. Gen. Thomas Mifflin, Col. Robert H. Harrison and Col. Pickering were elected members of this Board. Col. Harrison declined to serve and the Board was increased to five members by the addition of Gen. Horatio Gates, Col. Joseph Trumbull and Richard Peters, Gen. Gates being the president.

Col. Pickering remained in camp at Valley Forge until January 30th, when he left camp for York, Penn., to enter actively upon his duties as a member of the Board of War. Although Col. Pickering had various associates upon the Board, the burden of the office for two years and a half, rested upon him and Mr. Peters, and after August 1780, upon Mr. Peters alone, until the end of the war, when the duties of the Board were transferred to a Secretary of War.

He comments on the fact that in 1779, Congress increased his salary to \$14,000 a year, which was in Continental money, and while not quite as valueless as the present Russian ruble or German mark, yet he says he could not support even as small a family as his without the greatest frugality, as things cost ten times as much as

they did the year before, and that he feared that he must buy some clothing, as his old clothes had already been worn on both sides and that he was paying \$4,000 rent for a most inferior tenement. In a letter to his brother-in-law he said that a pair of men's shoes cost \$100, and at that time a dollar in specie was worth about \$26 in Continental currency.

In September, 1780, the salary of the members was fixed at \$1850 in specie, which evidently was much higher than the apparently liberal salary he had been receiving in Continental money.

In 1780, Congress passed a resolve that three commissioners, one of whom should be a member of Congress, should inquire as to the expense of the Staff Department and to recommend a means of reducing the same, Gen. Schuyler, Gen. Mifflin and Col. Pickering being chosen commissioners. Consequently Congress passed a vote of thanks to Mifflin and Pickering for their attention to the business submitted to them. Gen. Greene, one of the most brilliant Revolutionary officers, was Quartermaster-General, but was so disgusted with the difficulties of his office that he resigned, and on the fifth of August, 1780, Congress passed the following resolutions:—

Resolved, That the absolute refusal of Major-General Greene, at this important crisis, to act under the new arrangement of the Quartermaster-General's department, has made it necessary that the office of Quartermaster-General be immediately filled.

Resolved, unanimously, That Congress proceed to the election of a Quartermaster-General.

Congress accordingly proceeded, and the ballots being taken, Timothy Pickering was elected.

Resolved, That Timothy Pickering, Esquire, having been appointed Quartermaster-General upon an extraordinary emergency be continued as a member of the Board of War; but that the exercise of all his powers at the said Board, and his pay as a member thereof, be suspended during such time as he shall continue Quartermaster-General.

That, while he holds the office of Quartermaster-General he have the rank of colonel, and the pay and rations of a brigadier-general, over and above the pay allowed the Quartermaster-General in the late (new) arrangement of the Quartermaster's department.

The office of Quartermaster-General was a most difficult position, having charge as it did of the supplying of necessities to the army, which was almost impossible because of the poverty of the American government; but he cheerfully undertook what seemed an almost hopeless task and during the rest of the war, had charge of this most vital department of the army.

It had been Washington's intention, in co-operation with the French fleet, to besiege and attempt to capture New York City and the main British army under the command of Sir Henry Clinton, which would have ended the war. Washington did his part and made frequent appeals to Congress and the governors of the states to swell the ranks of his army, and to forward supplies of all sorts which would be needed in the siege. On the 14th of August, 1781, Robert Morris, the financial genius of the war, arrived at the camp accompanied by Col. Pickering, to go to headquarters for a conference with Gen. Washington. They found him striding up and down the room in a state of uncontrolled excitement and passion. They immediately withdrew and in about half an hour they were sent for and found him clothed in his usual dignity. The storm had passed and he then apologized for his extraordinary appearance, and said that he had just been notified that the French had decided not to come to New York, and that reinforcements of Clinton's army had also arrived from England. Resentment, indignation and despair had burst upon him and as his hopes were blasted, it seemed to him that the cause of his country was lost. But in that half hour he had recovered control of himself and upon readmitting Pickering and Morris, told them that he had now decided to attempt to capture Cornwallis at Yorktown. He directed Pickering to put the whole machinery of his department in immediate operation so that the artillery should be prepared to move at once, that transportation be provided and all necessary arrangements made to furnish the army with what might be requisite for the long march, and to have supplies collected at convenient points all along the way so that provisions, clothing, horses, wagons and vessels should be in readiness wherever needed. Col.

Pickering acted in the double capacity of Quartermaster-General and as a member of the Board of War, and so efficient were his exertions that the requisite supplies and means of transportation were provided at every point.

On October 17th, he wrote his wife, "On this memorable day in 1777, Burgoyne surrendered. On this present day Lord Cornwallis has proposed a surrender,"—which event he says, was entirely unexpected and could be accounted for only on the supposition that the enemy needed provisions or warlike stores, for their works would still permit many days' defence, and that Cornwallis made a very feeble resistance.

During the remainder of the war Pickering as Quartermaster-General made every effort to retrench the expenses of the army, which excited much resentment and hostility, and in one case where a controversy had arisen as to certain forage in New York State, the agent sent Col. Pickering a challenge to fight a duel, which he declined, as he had another challenge some years before. In his reply, he said that he was neither afraid nor ashamed to say he would not fight, duelling being to him an absurd and barbarous practice.

On the 6th of April, 1783, a letter was received from Sir Guy Carleton informing Gen. Washington that he had received official intelligence that articles of peace were signed on January 20th, and in pursuance of the order of the commander he should publish on April 8th, a proclamation of the cessation of arms, as well on sea as on land.

Pickering, therefore, began to consider what he should do to support himself and increasing family after leaving the army, and says, "I have set my final determination not to return to Massachusetts to barter in trade or starve in a public office. I have told Mr. Williams that if this commission plan does not succeed, I will settle in a new country where, if my life is spared for a number of years, I can at least leave a plantation for each of my children."

Congress issued a proclamation, dated October 18, 1783, thanking the armies of the United States for their faithful service, ordered such discharged as were enlisted for

the war and permitted the officers to retire from the service. General Washington issued his famous farewell orders to the Continental Armies of the United States, to which a reply of the officers was drawn up by Col. Pickering.

There was great indignation in the army because the troops were sent home without being paid what was due them for their services, in which indignation Col. Pickering joined. His management of the Quartermaster-General's department was one of the greatest difficulty, because of the financial exhaustion of the country, but he did much to remedy the situation by requiring that all payments should be made on a specie standard by means of specie certificates. Although Gen. Greene relinquished it, because in his opinion the performance of the duties was a physical impossibility, Col. Pickering nevertheless took over the management of the department, when the public treasury was empty, and the memorable march of the army and the transportation of the artillery and stores to the siege of Yorktown, was highly satisfactory. He continued in office until long after the Revolution was brought to a close, and Chief Justice Marshall remarks that "Col. Pickering, who succeeded General Greene, possessed in an eminent degree those qualities which fitted him to combat and subdue the difficulties of his department; to great energy of mind and body he added a long experience in the affairs of the Continent, with an ardent zeal for its interest."

After being discharged from the army he formed a co-partnership in the commission business with Maj. Samuel Hodgdon, for some years his acting deputy and also commissary-general under his command. The partnership of Pickering and Hodgdon continued for several years with poor success. In 1785, it was intimated to him that if he would return to Massachusetts, he could have an appointment as a justice of the Supreme Court, but his professional practice had been brief and limited, and because of his active public duties he had had no opportunity to extend his legal knowledge, and, therefore, not

feeling himself qualified for the office he declined the proposal.

The elder brother, John Pickering, had never married and was for twelve years a representative of Salem in the Massachusetts House of Representatives, and for three years its Speaker. When the colonel went into the service he accepted the office of Register of Deeds upon the understanding that he would resign when his brother returned and permit him again to be elected. He was a very quiet man, of modest tastes, and found the office of Register of Deeds, very congenial, although ready and willing to give it up upon his brother's return. But this the Colonel was not willing to have him do, and this was one of the reasons why the Colonel did not return to Salem after the war. In 1785, John Pickering apparently became a victim of tuberculosis and all thought him to be dying, whereupon his brother decided that if this sad event should happen he would return again and seek re-election to the office of Register of Deeds. On the Friday preceding the March election, which was to occur on the following Monday, John Pickering was shown a circular letter from another person seeking the office on the grounds of his impending death. The sick man was highly indignant and sprang from his bed, demanding pen and paper, and wrote a letter to the selectmen of the various towns announcing his own candidacy, which letter reached them on the Saturday before the election and resulted in his almost unanimous re-election on the following Monday. His indignation was partly because of the impropriety of the act and also because it violated the understanding that on his failure to hold the office it was to be re-occupied by his brother. The angry excitement into which he was thrown renewed his expiring strength and started him on the road to health, which he fully recovered. He lived for more than twenty-five years after this event and Colonel Pickering saw no occasion for his returning to Massachusetts.

He had long thought of buying wild land and expended all his means in purchasing 12,000 acres of new land in Western Pennsylvania, and in company with Major

Hodgdon, he bought 2500 acres about 18 miles from Wyoming in Pennsylvania, and 5,000 acres in western Virginia, now Kentucky, (about three miles from Marietta on the South side of the Ohio River) and later he bought 8500 acres in North Carolina, which last purchase he finally abandoned.

There were no settlements near any of his land, therefore none of it was saleable and his extensive purchases resulted in keeping him poor, and in order to retain it he had to undergo great financial privations.

A most exciting and thrilling period in Col. Pickering's life was in connection with the Wyoming controversy, so called, which requires some statement of what the quarrel was really about.

The land in controversy was included in the original charters of several Colonies, and six of the present counties of Pennsylvania, namely, Northumberland, Montour, Columbia, Luzerne, Wyoming, Bradford and Tioga, were also included within the charter limits of the Connecticut colony. Wilkesbarre and its neighborhood was the scene of most of the conflict. The entire region had been established by Pennsylvania as the County of Northumberland and the legislature of Connecticut made it the County of Westmoreland. Title to it was also purchased by a Connecticut Association from the Indian confederacy of the six nations, Pennsylvania claiming to have also purchased it from the six nations, but Connecticut treated it as part of that province and its delegates sat in the Connecticut House of Assembly.

In 1763, the Connecticut population of several hundred were driven out by the Indians and every house burned to the ground, the survivors escaping to Connecticut. Pennsylvania thought the matter settled and the Indians, in 1768, executed a lease of the territory to three leading citizens of Pennsylvania, who built a trading post and fort, but in February 1769, a party of forty Connecticut citizens entered the valley and captured the fort. John Jennings, one of the three lessees, sent for Pennsylvania troops, but other settlers arrived from Connecticut and erected Fort Forty, so called from the num-

ber of the original party. Jennings was reinforced and captured Fort Forty and its garrison, whereupon two hundred Connecticut men under Capt. Durkee built Fort Durkee, and other Connecticut men arriving, Jennings gave up the contest and withdrew, but before the close of the year the Connecticut men were again driven out.

In 1770, Connecticut after some hard fighting recovered the country and drove out Capt. Ogden, another of the three lessees. Later the same year Ogden and a strong force raised by the government of Pennsylvania, by a sudden assault, drove out the Yankees.

In December, 1770, Connecticut again captured the valley. In January, 1771, a large force recovered it for Pennsylvania and held it for six months. In July, 1771, Capt. Zebulon Butler laid siege to the fort for Connecticut, capturing it the next month. A few days later a force arrived from Philadelphia to relieve the fort, but it was too late and the Connecticut settlers held the valley thereafter.

Without counting the Indian massacre, within two and one-half years, from February, 1769, to August, 1771, the Connecticut settlers were four times driven out and four times returned and recovered the valley, the last time in final triumph. Each time they traveled a distance of two hundred and fifty miles through the woods and over mountains. They denied all authority from Pennsylvania and were so far away from Connecticut that that province could not help them, and in 1778 Lieutenant-Colonel John Butler, the famous Tory leader, who well knew the peculiar situation of the settlements, with the assistance of the Indians under Joseph Brant, attacked Wyoming, which was defended by Lieutenant-Colonel Zebulon Butler, and every house except those owned by the Tories was burned to the ground; the few survivors, mostly women and children, were driven into the woods and after many privations reached Connecticut. Col. Zebulon Butler escaped and reported the situation to Col. Pickering and the Board of War, who used every effort to avenge the massacre, but was hampered by the fact that Pennsyl-

vania troops could not enter the territory because of the objection of Connecticut.

In 1782, a tribunal was established and held at Trenton, New Jersey, to settle the ownership of the disputed territory. After a five weeks' hearing it was decided in favor of Pennsylvania, which having won the controversy, should have confirmed the titles of the settlers to the farms and property they occupied, because the Trenton decision merely settled under the jurisdiction of which state the territory was, rather than deciding what individuals owned the property, but instead of so doing, Pennsylvania notified the inhabitants that it would at once take possession of the homes which they had been occupying for many years. Six times they had been dispossessed, four times by Pennsylvania, once by the Indians and once by the British and Indians, and now in 1784, the Susquehanna River took a hand, and terrible spring freshets overflowed the country, destroying dwellings, farms and livestock, and once again the people returned to their devastated homes, but in bitter hostility to the Pennsylvania authorities.

Col. Pickering, before this time, had decided to remove to a new country, and his friends in Philadelphia felt that because of the high position he held during the war and the fact that as a member of the Board of War he had exerted himself to the utmost to relieve Wyoming after the Indian massacre, and also because he was a New England man, he would be personally popular with the Connecticut settlers and would be just the man to bring them peacefully under the authority of Pennsylvania. He was therefore appointed a prothonotary, or Clerk of the Court of Common Pleas, Clerk of the Court of Sessions, Clerk of the Orphan's Court for the new county of Luzerne, and a judge of the Court of Common Pleas, and was later made Register of Wills and Recorder of Deeds. This list of offices apparently included all there were in the County, but he later wrote his brother that from all combined, his receipts were only two hundred pounds a year, payable mostly in produce. His job was to organize the County and reconcile the Connecticut settlers to the au-

thority of Pennsylvania. He told them that Pennsylvania would undoubtedly pass an act confirming their titles, and to show his faith he purchased land from persons holding Connecticut titles. He drew an act confirming their titles and presented it to the Pennsylvania legislature, which passed it.

In the meantime he proceeded to build himself a house in Wyoming, afterwards called Wilkesbarrre, and proceeded with his duties as one of the three Pennsylvania commissioners, but it was reported that Pennsylvania intended to repeal the act confirming the Connecticut titles and Col. John Franklin, the military leader of the Connecticut settlers, was busy stirring them up to rebel against the Pennsylvania authorities, when a warrant was issued against him for treason. In May, 1787, he was arrested, and as the mobs were gathering to rescue him, Pickering took his pistols and went to the assistance of the arresting officers, procuring a rope and directing his servant to tie Franklin to his horse, and he was taken to the jail at Philadelphia, far removed from any danger of rescue.

This act of Pickering's infuriated the insurgents and compelled him to escape to the woods, just before his house was attacked and searched by the angry mob. After traveling all night in the forest he finally made his way to Philadelphia, where he remained until the following January, and while there, acted as a delegate from the County of Luzerne to the convention which was framing a constitution for Pennsylvania.

When he did return in spite of his wife's protests and apprehensions, he went about his duties from January to June, paying no attention to threats of violence, but on June 26, 1788, he was awakened in the middle of the night and found the room filled with men armed with guns and hatchets, their faces blackened and with handkerchiefs over their heads. His arms were pinioned and to this was attached a long cord, so that he could be led by his fifteen captors without any danger of escaping. He was taken into the wilderness and was told that he must request the executive council to grant the release of

their leader, Franklin, which he declined most emphatically to do, declaring him to be a traitor. They then fastened an iron chain, five or six feet in length, to his ankle and when camping at night in the woods the other end of the chain was fastened to a tree or around one of his captors, so that he could not escape. He was thus chained for ten days, his captors moving him from one hiding place to another to avoid capture, constantly demanding that he produce the release of their leader. He was their captive for nineteen days, during which time he suffered great hardships and had no opportunity to shave or change his clothing, when in despair of getting him to assist in the release of Franklin, they allowed him to return home. He, at their request, drafted petitions which they signed, asking for their pardon, and although they were arrested and fined, they had so little money to pay their fines that they were permitted to escape, and greatly to Pickering's disgust, the legislature of Pennsylvania did what the Connecticut settlers feared they would do and he was sure would never happen, repealed the act confirming the titles of the settlers, leaving their ownership in such shape that it was difficult for them to get a fair price for their property, although they were never dispossessed.

On September 3, 1790, Col. Pickering wrote to President Washington, telling him of his misfortunes since completing his service with the army and stating that he had heard that Mr. Osgood, the Postmaster General, intended to resign, and if such was the fact, he would like the position. But Mr. Osgood was not apparently ready to resign and the very next day Washington appointed Pickering a commissioner to wait upon the Seneca Indians to assure them that the murder of some of their tribe was very displeasing to the government and that it proposed to punish the offenders and make suitable compensation for the unlawful act, and also to make a treaty with them. It was very important that the six nations should not join the western Indians, who were at war with the United States. Col. John Butler, who was the British commander at Fort Niagara, together with Joseph

Brant, were using their great influence with the Indians to arouse their hostility, so Pickering at once started upon the mission and by using his great gift of oratory, in language pleasing to the Indians, brought about a satisfactory treaty.

The good will and confidence of the Indians towards him was signalized by the highest compliment they could pay him, for they made him an honorary chief, with the title of "come-sauti," meaning "sunny side of a hill." Washington offered Pickering the superintendency of the northern Indians, which he declined, although several times thereafter he represented the government in negotiating other treaties with the Indians and it was undoubtedly his influence which kept the six nations from joining with the Northwestern tribes in their war with the United States. On August 14, 1791, Mr. Osgood having resigned, Col. Pickering was appointed Postmaster-General, which was not a cabinet position at that time.

He immediately tried to find a house for his family in Philadelphia, but as none seemed suitable they remained in Wyoming until the following spring, when, after getting his family settled, he made a long-contemplated visit to Salem. He had only been there twice, for a few days each time, since he had left to join Washington's army fifteen years before.

Upon his return to Philadelphia he applied himself in improving the postal service, which was then in its infancy. The post-office at Philadelphia in 1792, had but two clerks, at a salary of \$500 each, and occupied a hired room in a private dwelling at a rent of \$300 a year. The post-office at New York had but two clerks at a salary of \$400 each and paid \$200 for office rent and \$50 for fuel and candles. The aggregate salary of all the local postmasters in the United States in 1791, was only \$9,336.94.

On January 2, 1795, Washington appointed Pickering Secretary of War, upon the resignation of Gen. Knox. The War Department at that time, not only included the army, but the navy as well, and also had charge of Indian affairs. At the close of the war he had recom-

mended to Washington that a military school or academy be established at West Point for the training of officers for the army, and he again recommended it to the military committee of Congress, while he was Secretary of War, which suggestion was strongly endorsed by Washington in his last address to Congress in 1796, and although it was not finally established by law until 1802, after Pickering had left the cabinet, he can properly be considered as the father of the West Point Military Academy. On assuming his duties as Secretary of War, he proceeded with great energy to build the ships of the new navy, which had just been authorized, and Washington gave the ships the names suggested by Pickering, The United States, The Constitution and The Constellation, three pioneer ships of the new navy, each of which had a famous career of glory.

England and France being at war, the latter country felt that as she had assisted us in the Revolution, we should aid her in fighting England, but Washington was resolute in maintaining neutrality and absolute impartiality, whereupon the French minister to the United States used extraordinary means to undermine and discredit the administration. A despatch from him to his home government was captured by the English and turned over to the Secretary of the Treasury, Oliver Wolcott, who at once communicated with the Secretary of War, Colonel Pickering.

It contained twenty folio pages of manuscript. Pickering said that he had forgotten most of his French, but realizing that it was not a paper that should be given to an ordinary translator, he procured a French dictionary and grammar and sat up all night making a translation. It showed that the French minister was in close conference with the American Secretary of State, Edmund Randolph, even creating a strong suspicion that the American Secretary was in the pay of the French government and that he was furnishing the French minister with information concerning administration secrets. It even stated that if Randolph had been furnished by the French minister with sufficient funds, he could have

turned the so-called whiskey rebellion in western Pennsylvania into a civil war. Washington was at Mount Vernon, and at the suggestion of the Secretary of the Treasury and Bradford, the attorney-general, Pickering wrote to Washington asking him to return to Philadelphia for a special reason which could only be communicated to him in person. In describing the incident, Pickering says that as soon as the president reached Philadelphia he notified him and he at once hastened to the president's house, where he found him at the table with Randolph, who was apparently cheerful and in good spirits. Very soon, after taking a glass of wine, the president arose, gave Pickering a wink, and together they went into another room. As our acquaintance with Washington is largely with the steel engraving of his austere countenance, it does not seem possible that he would ever wink, but the incident shows that he was only a human being after all. When they were alone Washington said, "What is the cause of your writing me such a letter?" and Pickering replied, "That man," pointing to the room they had just left, "is a traitor," and in two or three minutes he told the president of the intercepted letter. Washington suggested that they return to the room to prevent any suspicion as to the cause of their withdrawing. Later Washington conferred with the remaining members of the cabinet, and it was decided that as the Jay treaty with England was ready to be signed and required the signature of the Secretary of State, that they should say nothing about the letter until this was disposed of. Therefore, for a week the matter was kept quiet, Randolph all the time protesting against the ratification of the English treaty, but finally Washington directed him to sign it. After this question was settled he handed to Randolph the translation of the letter, saying there were matters therein which required an explanation. Under the close scrutiny of Washington, Wolcott, Pickering and Bradford, the Secretary of State, read the letter without the slightest sign of emotion, and then arose and said if he could retain the letter for a short time he could satisfactorily explain everything re-

lating to himself, and left the room, but almost instantly sent back his resignation. Washington thereupon asked Pickering to act temporarily as Secretary of State in addition to performing his duties as Secretary of War. This he did for three months, and in November, 1795, as the president had experienced difficulty in getting a proper man to head the State Department, he tendered the appointment to Pickering, which the latter was loath to accept, as he felt he was not moderate enough in his speech nor of the habit of mind to fit him for a place requiring such tact and diplomacy, but he would not desert Washington and therefore assumed the office and made a good secretary.

After the ratification of the Jay treaty with England, troubles with France increased, Pickering acting with a strong hand, and in the midst of the French complications Washington went out of office and John Adams came in, retaining Pickering as Secretary of State. In May 1797, the president appointed Gen. Pinckney, John Marshall and Elbridge Gerry as envoys extraordinary to the French Republic to arrange if possible a satisfactory settlement of the difficulties. Upon their arrival in Paris they asked the minister of Foreign Affairs to inform them when he would receive them, but no reception was accorded them. A series of unofficial interviews with persons who represented themselves as speaking for the French government took place, their names not being designated in the despatches but being referred to by the letters X, Y, Z, as a result of which the Americans were given to understand that in order to be suffered to remain at all in France the sum of fifty thousand pounds sterling must be paid by them as a gift for the personal and private use of the chief officers of the Directorate. Upon the payment of that sum they would be privileged to hear and be required to comply with the demands of France, namely, an apology for the language used by the President in his address to Congress and a loan of thirty-two millions of florins by the United States to the French Republic. After all these conditions should have been complied with, but not before, would the envoys be received

and negotiations entered upon. They were also informed that they did not care to treat under any circumstances with Gen. Pinckney, nor John Marshall, as they represented the Federalist party, but that they regarded Mr. Gerry as belonging to the party opposed to the then administration and treated him with more attention and civility than the others.

The American envoys gave no countenance to these extraordinary proposals, but notified the home government, and with the approval of the president, Col. Pickering notified them to at once close their mission, demand their passports and leave France. President Adams was highly indignant and sent a message to Congress in which he said he would never send another minister to France until he was assured that he would be respected and honored as a representative of a powerful and independent nation. Congress and the people responded to the spirit displayed by the president and acts were passed suspending commercial intercourse between the United States and France, directing the arming of the militia, creating a navy department and directing the ships of the United States to seize any French armed vessels which might be found near the coast of the United States; a provisional army was ordered to be raised and put under command of George Washington.

These various acts in reply to the insult committed upon the United States, in refusing to receive our ambassadors and giving notice to two of them to depart, aroused overwhelming enthusiasm for the administration throughout the country.

John Adams had many of the traits of Pickering, being subject to violent prejudices, and was outspoken to the verge of indiscretion, and it is safe to assume that Pickering and Adams had some strenuous verbal battles, as the president was often at odds with his cabinet. An altercation arose between Pickering and the president, as to who should be the junior officers under Washington. Pickering recommended Alexander Hamilton, Gen. Pinckney and Gen. Knox, in that order, but the president being jealous of Hamilton, insisted that he

should be the junior and Knox the senior officer. Pickering thereupon appealed to Gen. Washington, who wrote to the president that the only terms upon which he would accept the supreme command, were that the officers should be named in the order suggested by Pickering, and accordingly, Hamilton was named as ranking next to Gen. Washington. Suddenly, without any consultation whatever with his cabinet, and in spite of the announcement of Adams that he would not appoint a new minister to France until he was assured that he would be suitably received, the President sent in the name of William V. Murray to be minister plenipotentiary of the United States to the French Republic. This act created great excitement and alienated nearly every Federalist leader from the president, especially as it had been done without any knowledge of the members of his own cabinet, or the members of his party in the Senate.

All of these acts were increasing the friction between the President and the Secretary of State, who was also very caustic in his criticisms of Elbridge Gerry, of whom the president was very fond, and when Adams appointed his own daughter's husband, Col. William S. Smith, to be the adjutant-general of the army, Pickering personally went to the Senate chamber and solicited senators to vote against his confirmation, and he was rejected. In this state of hostility between the president and his secretary of state, it is not surprising that Adams should request Pickering's resignation in May, 1800, but with characteristic pugnacity he declined to resign and Adams thereupon summarily removed him.

The termination of his service in public office found him in straitened financial circumstances, for he had a large family and had put all his available funds into the purchase of wild lands, in the future of which he had the greatest confidence. He now determined to spend the rest of his life on his property. Fifteen years before, when he had established himself in Wyoming, it was a country fairly well settled and his family occupied a comfortable frame house, but this property had now been sold, and accompanied by his eighteen-year old son,

Henry, he set out with cheerful courage for the unbroken forest, where the sound of the axe had never been heard, and although no longer a young man, for three months he engaged in the hardest of manual labor, cutting down trees, clearing land and building a log cabin. Upon the approach of winter, he decided to pay a visit to Salem, reaching here in February, 1801. His friends felt that he must be kept in Massachusetts at all hazards, and as they knew he would not accept financial help, he was approached by Judge Samuel Putnam, the husband of one of his nieces, who inquired at what price some of his land might be purchased. To this question he replied in writing that he would sell ten thousand acres near Snake Creek in Pennsylvania at \$1.50 an acre, and nine thousand acres in western Pennsylvania at \$2.00 an acre, provided he was permitted to retain an undivided fourth interest in the land. This was agreed to and thirty-four of his friends entered into a formal document, by which it was agreed that the land should be purchased at his own price of \$33,300, or 333 shares at \$100 each, of which total his friends subscribed 250 shares in lots of 5 to 20 shares each, and Col. Pickering retained 83 shares, or one-fourth of the total, making 333 shares. With this \$25,000 his debts, amounting to \$10,944.65, were paid, and the balance of \$14,055.33 paid to him in cash, which, together with a mortgage of \$5,000, which he held from the purchaser of his Wyoming land, and a large amount of wild land in Pennsylvania, Ohio, Virginia and Kentucky, enabled him to spend the rest of his life free from financial worries. He regarded the sale as a strictly business transaction, but there is no doubt that it was a present from his friends of \$25,000, for they did not want the land and never got a dollar out of it. Three years later, upon the death of Alexander Hamilton, it was found that he had left substantially no estate after the payment of his debts, and a public subscription was raised of a considerable amount for the support of his family. The shareholders in the land purchased of Col. Pickering, turned over their ownership in that land to the chil-

dren of Gen. Hamilton as a contribution towards their support.

In 1802, Col. Pickering established himself and his family on a hired farm in Danvers and was appointed Chief Justice of the Court of Common Pleas and General Sessions for the County of Essex, a court from which he had resigned twenty-five years before, upon entering the military service. In November, he was defeated for the House of Representatives by Jacob Crowninshield, but when Congress assembled he was sworn in as a senator, having been chosen to fill the vacancy occasioned by the resignation of Dwight Foster. After serving this unexpired term he was re-elected for six years, from March 4, 1805. Upon entering the senate he at once became active in opposing Jefferson's administration, including the treaty for the purchase of Louisiana, which he claimed went beyond the constitution.

In 1804, he gave up his Danvers farm and hired one at Beverly, and two years later bought a large and valuable farm with an excellent house in Wenham. The Federalists in the Senate were very able, but few in number, and Pickering could see no hope for the country, except in the secession of New England and possibly some of the other Northern States. He saw in Jefferson a fit leader for a party which sought, as he firmly believed, to establish the supremacy of the rabble, concerning whom, he wrote to Rufus King, "The cowardly wretch at their head, while, like a Parisian revolutionary monster, prating about humanity, would feel an infernal pleasure in the utter destruction of his opponents. We have too long witnessed his general turpitude, his cruel removals of faithful officers, and the substitution of corruption and looseness for integrity and worth."

At that time the United States had been in existence under the constitution but fifteen years, and in the eyes of Pickering, was only an experiment, which he believed was about to fail, yet few of his party would go to the point of advocating secession, and the scheme of the extreme Federalists to dissolve the Union in 1804 soon was ended. The Federalists, being largely of the merchant

class, were highly incensed against the embargo which was foolishly put upon our commerce by Jefferson, and Pickering wrote a vigorous letter to Governor Sullivan, the democratic governor of Massachusetts, attacking the embargo, which letter and the arguments therein set forth greatly increased the Federalist vote in Maryland, Pennsylvania, New York and New England, and he was tendered a great banquet by the leading citizens of Salem. He soon became the man in the United States most hated by the Democrats. The rabble in Philadelphia went to the extremity of burning him in effigy, the hand-bill announcing this festivity being as follows:—

TAKE NOTICE, on the Sixth of February, a Gibbett will be erected at 3 o'clock in the afternoon, at the Town-House in the Northern Liberties, on which will be Hung in Effigy Timothy Pickering, Having the British Orders of Council hanging to his neck, and the French Decrees to his heels—at the hour of Seven of the same evening the whole will be set on fire and Burnt. All People are invited to the exit of a Traitor. The Friends of Timothy are particularly invited, if they have hearts in their carcasses to come and rescue their Favorite Traitor from the Flames.

N. B. Timothy's friends will not be disappointed in the hour, as there will be no burning before seven o'clock.

In November, 1812, while living in Wenham, he was overwhelmingly elected by the North Essex District to the National House of Representatives, his tremendous vote being largely because of the unpopularity of the war with England, which he was opposing. In Gloucester, where six months before the Democratic party cast 341 votes, and in Hamilton, where it had cast 33 votes, not a single vote was cast against Pickering, and in the whole district he received 2249 to 103 for all other persons.

Pickering continued to attack the war, which he believed was an effort of the Democratic administration to aid France, and he wrote in the Salem Gazette that "As a Member of the national legislature I do not feel myself under any obligations to give my vote to pay the loans of millions on millions which the secretary of the treasury is attempting to effect to continue this unnece-

sary and iniquitous war;" but the attacks of the English upon the unprotected coasts of Massachusetts and Maine soon brought a different viewpoint, and, in 1814, a Board of Commissioners for Sea Coast Defense was appointed by the governor of Massachusetts, and Pickering, because of his similar service in the Revolution, was made one of the commissioners and later was chairman of the Board of War for Massachusetts. That year he was again elected to the House of Representatives, Wenham having been detached from its former district and made a part of the Salem district, which had often elected democratic congressmen and which had defeated Pickering in 1802, but in this election he was returned to the House of Representatives by a vote of 7 to 1.

On March 3, 1817, he retired from Congress, having declined re-election, but was elected a member of the executive council, serving one year, which terminated his long service for the public. He took up in earnest the life which he most enjoyed, that of a farmer. He was one of the founders of the Essex Agricultural Society, serving as its first president, an office which he held for ten years. In 1820, he established himself in Salem, although in spring and summer he spent his week days on the farm at Wenham, returning to Salem on Saturdays, and thus continued to the end of his life. He did not lose his interest in public affairs or his forcefulness as a letter writer, and whenever he could attack his two arch enemies, John Adams and his son, John Quincy Adams, he embraced the opportunity with vigor.

John Adams, while in retirement at his home in Quincy, was persuaded by a man named Cunningham, under a pledge of secrecy, to write a series of letters as to political affairs during his active life. These letters were given out by Cunningham's son as Democratic propaganda. In them he attacked many of the Federalists with his customary impetuosity and because of his hatred he not only criticised his old enemies, but made charges of all sorts against them. Pickering promptly put on his armor and prepared to fight his battles over again with unconquerable vigor. Adams' vague accusa-

tions could not withstand Pickering's vigorous attack, and with his powers of invective undiminished, he tore the Cunningham letters to pieces, assailing Adams with no abatement in his warlike strength and no flickering of the fierce flame of party hostility. His pamphlet would have been remarkable for any man, but as the work of one approaching eighty, it was a marvelous production, showing that his bodily and mental fibre, as well as his resentments and deep-rooted principles and prejudices, were part of his very being, and would cease only with life itself. Shortly before his death he was invited by Mr. Thorndike of Beverly, to dine with him in company with John Quincy Adams, at that time President of the United States, and whom Pickering regarded as an arch traitor, and his reply to the invitation is typical:

Dear Sir,—I intended to visit Wenham today with my wife, and on our return to call to see you and Mrs. Thorndike; but the rain preventing, I am by this note to acknowledge the receipt of your invitation to dinner next Wednesday, 'to meet President Adams.' On the supposition that I should need some preparation for the meeting, this notice was kindly intended; but I needed none. Whenever I should meet Mr. Adams I should be civil; certainly so when meeting as guests at the hospitable table of a friend. But knowing, as I do, his whole political career—the slanderer of Adams and Cabot, and an apostate from the federal principles which I have always held in common with those eminent citizens and other unchanging patriots,—it is impossible for me to respect him. It was his apostasy which gained him the high object of his selfish ambition, the presidency of the United States. I accept with pleasure your invitation to dinner.

Very respectfully,

T. PICKERING.

During the final presidential campaign at which he voted, he entered politics for the last time to oppose John Quincy Adams, whom he regarded as a renegade Federalist and the son of his most hated enemy, John Adams, and although Andrew Jackson was the democratic candidate, he wrote various articles attacking Adams and supporting Jackson.

On August 14, 1828, his faithful wife, who had uncomplainingly followed him through his many vicissitudes,

died, and Pickering survived her but five months, dying on January 29, 1829, in the more easterly of the two brick houses which he owned at the corner of Warren and Broad Streets. He was buried in the Broad Street cemetery, within sight of his birthplace, the ancestral home built by his first American ancestor.

Thus lived and died a Puritan soldier and statesman, of whom his great Democratic opponent, James Madison, said, "God never made a more honest man than Timothy Pickering." No higher tribute could be paid to him than by George Washington, who knew him so intimately both in the army and in his cabinet: "If there is a genuine patriot in this country, (and I believe there are many) Timothy Pickering is pre-eminent.

AN ESSEX COUNTY VESSEL THE FIRST TO
HOIST THE SOUTHERN COLORS AT THE
BREAKING OUT OF THE CIVIL WAR
IN 1860.

BY FRANCIS B. C. BRADLEE.

It is a fact not generally known that the brig "James Grey," of Newburyport, Massachusetts, while lying at Charleston, South Carolina, in November, 1860, was the first vessel known to publicly display and salute the Palmetto (Secession) flag of South Carolina, more than a month before the latter state seceded from the Union.

The "James Grey" was owned by the brothers Caleb, William and John Cushing. The senior partner (Caleb) was the well-known Massachusetts Democratic politician, known in those days as a "Northern man with Southern principles." He had been Attorney General in the cabinet of President Pierce (1853-57) and had also presided over the stormy Democratic National Convention held in Charleston in April, 1860.

The celebrated flag-raising episode is described as follows by the Charleston *Mercury* for November 9, 1860:

"THE STATES RIGHTS FLAG."

"Captain Plumer gathered quite a crowd on North Atlantic wharf yesterday at noon, by his States Rights salute of one gun for each of the fifteen slave States of the South, and one for the brothers Caleb, William and John Cushing (the owners), of Newburyport, from which port the 'James Grey' hails. A large number of flags were floating from deck to masthead and the scene was a lively one. At each discharge from the old-fashioned iron gun, three cheers were given for the State saluted. Afterwards Captain Plumer, with representatives of the press and some mercantile friends, adjourned to the cabin, and pledged the health of captain and owners in iced cham-

pagne. Mr. L. W. Spratt, by request of the guests, expressed his satisfaction at seeing a Palmetto flag flying at the mast head. He ventured the assertion that the 'James Grey' was the first vessel so honored, and concluded by wishing the captain a full freight and quick trip."

It is only just to the memory of General Caleb Cushing—he had been a Brigadier General of Volunteers in the Mexican War—to say that the captain of the "James Grey" displayed the Palmetto flag without his owners' knowledge or consent.

Several days after the above mentioned incident, but before the Secession Ordinance of South Carolina, the State colors were hoisted in Charleston on the ship "John Fraser," owned by Fraser, Trenholm and Co. of that city. In January, 1861, the ship "Emily St. Pierre," owned by the same firm, created a great sensation on her arrival in Liverpool with the Palmetto ensign at her peak.

The Charleston *Mercury* for December 25, 1860, reports: "We learn from New Orleans that the barque 'Sea Breeze' cleared from that city for France with the Palmetto (South Carolina) and the Pelican (Louisiana) flags flying at her main and foremasts."

This was nearly two weeks before the secession of Louisiana. It will be remembered that the first flag of the Southern Confederacy was not flown until the installation of its Provisional Government in February, 1861.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

FROM THE ORIGINAL IN THE CANADIAN ARCHIVES AT OTTAWA.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Jno. Capen Phillips private	Stoney point 28th May 1813	8th June 1813	Dorchester	28	5' 7", stout, visage oval & brown, hair brown, eyes grey, scar on upper lip.	Discharged 31 Oct. left on the Malabar.
Willm Walker Sergt.	do.	do.	do.	30	5' 6", stout, visage oval & fair, hair light, eyes grey, several scars about body.	do.
Eli Field private	do.	do.	Milton	33	5' 11", thin, visage oval & D. brown, hair brown, eyes grey, no scars.	do.
Jno. Mumroe private	do.	do.	Palatine (<i>sic</i>)	22	5' 9", stout, visage oval and dark, hair dark, eyes dark, no marks.	do.
Eli Goodnow private	do.	do.	Old Sudbury	27	5' 6", thin, visage oval brown, hair brown, eyes blue, crooked finger on the left hand.	died 13 May.
Isaac Shead private	do.	do.	Duxbury	31	5' 5", stout, visage long & brown, hair brown, eyes grey, two front teeth out.	Discharged 31 Oct. left on Malabar.
Calvin Howe Sergt.	do.	do.	Sturbridge	33	5' 8", thin, visage fair long, hair light, eyes grey, scar under the right eye.	do.
Joseph Belcher Corpl.	do.	do.	Stoughton	32	5' 6", stout, visage round brown, hair brown, eyes grey, scar on the right knee.	Discharged 18 Sept. left on Dick Transport.
Nathan Jones Corpl.	do.	do.	Concord	35	6' 2", thin, visage oval dark, hair dark, eyes dark.	Discharged 8 Oct. left on H. M. S. Ceylon.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Elihu Wilder Corpl.	Stoney point 28th May 1813	8th June 1813	Gardner	20	5' 8", stout, visage round fair, hair light, eyes grey.	Discharged 31 Oct. left on Malabar.
Jno. Boyce private	do.	do.	Rehoboth	26	5' 11", thin, visage oval brown, hair brown, eyes grey, nail split on the middle finger.	do.
George Titus private	do.	do.	do.	21	5' 11", thin, visage long brown, hair brown, eyes grey.	Exchanged 4 May U. S. Sir George Pruatt.
Saml Ramsdill private	do.	do.	Mendon	21	5' 7", stout, visage oval fair, hair red, eyes grey, scar on the right ankle.	Discharged 31 Oct. left on Malabar.
Melvin McAde private	do.	do.	Pembroke	28	5' 6", stout, round d. brown, hair d. brown, eyes grey.	do.
Jno. Pearl private	do.	do.	Mount Vernon	22	5' 9", thin, visage long d. brown, hair d. b., eyes grey, little finger crooked on right hand.	do.
Abel Lawrence Sergt.	do.	do.	Lincoln	22	6' 1", thin, visage long dark, hair dark, eyes dark, scar on right thumb and 2nd finger.	Discharged 8 Oct. left on H. M. S. Ceylon
Lewis Daggett Corpl.	do.	do.	Attleborough	18	5' 7", thin, visage long brown, hair brown, eyes blue.	Discharged 31 Oct. left on the Malabar.
Jno. Ells private	do.	do.	Coalrain	28	5' 9", thin, visage oval d. brown, hair dark, eyes blue.	do.
Zepheniah Heith private	do.	do.	Eastham	27	5' 7 $\frac{1}{4}$ ", stout, visage oval fair, hair red, eyes grey, left shoul- der out.	do.
Benja Kimball private	do.	do.	Topsfield	35	5' 9", stout, visage oval d. brown hair brown, eyes blue, two scars over the right eye.	Died 6th Augt

Stephen Smith private	do.	do.	27	5' 10", thin, visage long brown, hair brown, eyes hazel.	Died 5th Sept
Amos Round private	do.	do.	47	5' 9", thin, visage long brown, hair brown, eyes hazel.	Escaped, July 6th.
Josiah Daggett private	do.	do.	45	5' 11", thin, visage long dark, hair grey, eyes blue.	Discharged 31 Oct. left on the Malabar.
Wm Bonney private	do.	do.	43	5' 9", thin, visage long brown, hair brown, eyes hazel, blind in the left eye and an hair-lip.	do.
Jabbes Bacon private	do.	do.	38	5' 8", thin, visage oval dark, hair dark, eyes blue.	Died Augt 6th.
Seth Bangs private	do.	do.	18	5' 7", middle, visage long dark, hair dark, eyes blue, scar on the middle finger right hand.	Discharged 31 Oct. left on the Malabar.
Elisha Harradon private	do.	do.	27	5' 3", thin, visage oval fair, hair light, eyes grey, scar on the left thigh.	Died 15th July.
Isaac Reed private	do.	do.	16	5' 3", thin, visage oval dark, hair dark, eyes black.	do. 4th Augt
Richmond Booth private	do.	do.	15	5' ¼", thin, visage oval fair, hair light, eyes grey.	Exchanged 4 May U. S. Sir George Pruaatt
Stephen Easter private	do.	do.	35	5' 9", stout, visage oval dark, hair dark, eyes black.	Died June 28th.
Silvanus Martin private	do.	do.	28	5' 5", stout, visage oval fair, hair light, eyes grey.	do. Aug. 3rd.
Stephen Wheeler private	do.	do.	21	6' 2", stout, visage long dark, hair black, eyes dark.	Discharged 31 Oct. left on the Malabar.
Oliver Ames private	do.	do.	21	5' 9", thin, visage long fair, hair light, eyes grey.	Discharged on H. M. Ship Success.
Owen Batchelor private	do.	do.	26	5' 10", stout, visage long dark, hair black, eyes blue, scar on the middle finger left hand.	Malabar

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Jno. Hooper private	Stoney point 28th May 1813	8th June 1813	Boston	21	5' 3", stout, visage oval & brown, hair brown, eyes grey, first joint off the right thumb.	Malabar
Jno. Johnson private	do.	do.	Saco	37	5' 4½", stout, visage round dark, hair black, eyes grey, scar on the middle finger of left hand.	do.
David Johnson private	do.	do.	Rhode Island	17	5' 2", thin, visage oval dark, hair black, eyes blue.	do.
Peter Peterson private	do.	do.	Northend Boston	19	5' 6", thin, visage round fair, hair light, eyes grey.	do.
Ephraim Sabvery private	do.	do.	Warwick	19	5' 8", thin, visage round dark, hair black, eyes blue.	do.
Aaron Wilkens private	do.	do.	Wilton	29	6' 2", thin, visage long dark, hair black, eyes blue, scar on the left	do.
Wm Stevens Sergt.	do.	do.	Grey	40	6' 0", stout, visage long dark, hair black, eyes blue.	do.
Josiah P. Lamb Corpl.	do.	do.	Oxford	23	5' 11", stout, visage oval fair, hair light, eyes grey.	Died Feby 12th.
Jno. Lamson Corpl.	do.	do.	Haverhill	37	5' 10", stout, visage round fair, hair light, eyes grey.	Discharged Oct. 8th H. M. S. Ceylon
Hudson Knight Fifer	do.	do.	Paris	18	5' 10", middle, visage round d. brown, hair brown, eyes grey.	Malabar
Jonas Ireland private	do.	do.	Canivan (<i>sic</i>)	18	5' 5", stout, visage oval d. brown, hair brown, eyes blue.	do.
Benjn Clark private	do.	do.	N. Gloucester	26	6' 0½", stout, round d. brown, hair brown, eyes grey, scar on the left hand.	do.
Jno. Clark private	do.	do.	Berwick	17	5' 5", stout, visage oval brown, hair brown, eyes grey.	do.

Wm Clark private	do.	do.	18	5' 9 $\frac{3}{4}$ " , stout, visage oval dark, hair black, eyes black.	Died 5th Sepr
Oliver Churchill private	do.	Middleborough	21	5' 9" , stout, visage long dark brown, hair brown, eyes grey.	Died 28th July.
Solomon Dearborn private	do.	Saco	28	5' 8" , stout, visage round d. brown, hair brown, eyes grey.	do. 23rd July.
Stephen Davis private	do.	Newbery N. town	47	5' 7" , stout, visage oval dark, hair dark, eyes blue.	do. 10th Augt
Jno. Dearing private	do.	Arundel	25	5' 7" , stout, visage oval d. brown, hair brown, eyes grey, red mark on the right side of the face.	do. 28th Sepr
Luin (Ruel?) Fobes private	do.	Bridge-water	28	5' 9" , thin, visage long fair, hair light, eyes grey.	Discharged Oct. 31st. Malabar.
Thos Hubbard private	do.	Shapleigh	26	5' 7" , stout, visage oval fair, hair light, eyes grey, scar on the right ankle.	do.
Lot Hall private	do.	Falmouth	32	5' 10 $\frac{1}{2}$ " , stout, visage oval fair, hair dark, eyes grey.	do.
Simon Hooper private	do.	Hollis	30	5' 4" , middle, visage oval brown, hair brown, eyes grey, scar on the left foot.	Died 26th July.
Lewis Howard private	do.	Phillips	17	5' 10 $\frac{1}{2}$ " , thin, visage oval brown, hair brown, eyes grey, scar on the right foot.	Exchanged 4 May U. S. Sir George Prevost
Hannibal Kimball private	do.	do.	14	5' 2 $\frac{1}{2}$ " , thin, visage oval brown, hair brown, eyes grey, two scars on the right foot.	do.
Joseph Howard private	do.	Bridge-town	15	5' 2 $\frac{1}{2}$ " , Middle, visage oval fair, hair light, eyes grey.	Died July 3rd.
Nathan Kimball private	do.	Alford	40	5' 7 $\frac{1}{2}$ " , Middle, visage round dark, hair brown, eyes blue.	Discharged Oct. 31st. Malabar
Eben Kingsman private	do.	Howard	24	5' 8 $\frac{1}{2}$ " , thin, visage oval brown, hair brown, eyes grey.	do.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Andw Knight private	Stoney point 28th May 1813	8th June 1813	Waterbrough	17	5' 8½", Middle, visage round brown, hair brown, eyes grey.	Died 27th Augt
Jacob Merrill private	do.	do.	N. Yarmouth	34	5' 8", Middle, visage long brown, hair brown, eyes grey, scar on the left ankle.	Discharged Oct. 31st. Malabar
Wm Mitchell private	do.	do.	Freeport	45	5' 10", stout, visage long dark, hair black, eyes blue, scar on the left hand.	Died 4th Augt
Jonathan Nute private	do.	do.	Berwick	21	5' 10", thin, visage oval dark, hair d. brown, eyes grey, middle finger crooked left hand.	Exchanged 4th May U. S. Sir George Prevost.
Saml Pennell private	do.	do.	Falmouth	24	5' 8½", thin, visage oval brown, hair brown, eyes grey, scar on the right leg.	Discharged Oct. 31st. Malabar
Andw Spencer private	do.	do.	Berwick	21	5' 4", Middle, visage long fair, hair light, eyes grey, scar on the right leg.	do.
Benja Rowe private	do.	do.	Gloucester	47	5' 11", stout, visage long dark, hair black, eyes dark.	do.
Levet Virgin private	do.	do.	Rumford	18	5' 10", thin, visage long brown, hair brown, eyes grey.	do.
Israel Wood private	do.	do.	Yarmouth	21	5' 10½", stout, visage round dk. hair black, eyes dark, scar on the upper lip.	do.
Andw Wilkinson private	do.	do.	Berwick	18	5' 10", thin, visage long dark, hair black, eyes dark.	Exchanged 4th May U. S. Sir George Prevost.
Chas Whitton private	do.	do.	Old York	40	5' 8", Middle, visage oval brown, hair brown, eyes grey, gun-powder mark on the left eye.	Discharged Oct. 31st. Malabar

Ephraim Young private	do.	do.	Grey	17	5' 5", thin, visage round fair, hair light, eyes grey, scar on the forehead.	Died 10th Augt
Jerimiah Whitney private	do.	do.	Green	20	5' 8", stout, visage long dark, hair black, eyes dark, scar on the left foot.	Exchanged 4th May U. S. Sir George Prevost.
Saml Tenney private	do.	do.	Raymond	26	5' 10½", stout, visage long dark, hair black, eyes dark, scar on the left foot.	Discharged Oct. 31st. Malabar
Jno. Allen private	do.	do.	Albany	26	5' 10½", stout, visage oval dark, hair brown, eyes dark, scar on the left foot.	do.
Wm Price "alias Pierce" Sergt.	do.	do.	Dorchester	26	5' 11½", thin, visage oval fair, hair light, eyes grey.	Discharged Oct. 8th. H. M. S. Ceylon
Ephraim Lucas private	do.	do.	Carver	23	5' 5", stout, visage oval dark, hair dark, eyes blue, scar on the left side.	Discharged Oct. 31st. Malabar
Solomon Nicolson private	do.	do.	Harwick	44	5' 7", stout, visage oval dark, hair dark, eyes dark.	do.
Thaddeus Bosson private	do.	do.	Salem	26	5' 4½", thin, visage oval fair, hair light, eyes grey.	do.
Nathl Pratt private	do.	do.	Halifax	31	5' 11", thin, visage oval dark, hair black, eyes dark.	Died 23rd July.
Solomon Hunt private	do.	do.	Tewkesbury	41	5' 9", stout, visage oval dark, hair grey, eyes grey, scar over the left eye.	Died 4th Augt
Chas Lander private	do.	do.	Boston	52	5' 6½", stout, visage oval dark, hair grey, eyes grey, scar on the right foot.	Died 22nd July.
Jno. Shaddock private	do.	do.	Boston	25	5' 9", stout, visage oval dark, hair black, eyes black.	Discharged Oct. 31st. Malabar
Asa Cony private	do.	do.	Groton	28	5' 9", stout, visage oval dark, hair black, eyes blue, scar on the left leg.	Died 20 Oct.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Enoch Jackson private	Stoney point 28th May 1813	8th June 1813	Newton	33	5' 9½", stout, visage round brown, hair light, eyes grey.	Discharged Oct. 31st. Malabar
Jno. Howe private	do.	do.	Northborough	38	6' 0", stout, visage long dark, hair black, eyes dark, little finger crooked on the left hand.	do.
George Stanwood private	do.	do.	Ipswich	23	5' 6", stout, visage oval d. brown, hair brown, eyes grey, scar on the left foot.	Discharged 10th Oct. H. M. S. Dover
Martin Clap private	do.	do.	Southampton	33	5' 3", thin, visage oval fair, hair light, eyes grey.	Discharged Oct. 31st. Malabar
Jonathan Ingalls private	do.	do.	Haverhill	36	5' 11", stout, visage long dark, hair black, eyes dark.	Died 14th Augt
Joseph Cook private	do.	do.	New Town	52	5' 7½", stout, oval dark, hair grey, eyes grey, scar on the right leg.	Discharged Oct. 31st. Malabar
Saml Lineel private	do.	do.	Barnstaple	33	5' 11", stout, visage oval brown, hair brown, eyes grey.	do.
Jno. Ayres private	do.	do.	N. Bedford	40	5' 6", stout, oval fair, hair light, eyes grey.	Died 15th Augt
Oliver Herrick	Lake Champlain	9th June 1813	Lewiston	31	6' 0", thin, visage round fair, hair light, eyes grey.	Discharged 10th Augt H. M. S. Reguliers.
Capt. R. M. Washington	3rd June 1813	do.	Freeport	23	5' 8", thin, visage round fair, hair light, eyes grey.	Exchanged 13th Decr U. S. Sir George Prevost.
Ensign Joshua Furbush	do.	do.	Brookfield	23	5' 11", stout, visage oval d. brown, hair d. brown, eyes dark, a speck on the right eye & scar on left hand.	Exchanged May 4th U. S. Sir George Prevost.
A. B.						

Josiah Getchell A. B.	do.	do.	Prunswick	19	5' 8½", thin, visage long brown, hair brown, eyes grey, lost part third finger on right hand.	Discharged 10th Oct. Orlando
Isaac Dyer A. B.	do.	do.	Truro	21	5' 4½", thin, visage long d. brown, hair d. brown, eyes grey, scar on the right thigh.	Died 10th Sept
Danl Dyer Boy	do.	do.	do.	15	5' 0", thin, oval fair, hair light, eyes grey, scar on the left foot.	Discharged Oct. 31st. Malabar.
Jas Green A. B.	do.	do.	Cape Ann	23	5' 6", stout, visage round black, hair black, eyes black, scar over right eye.	Discharged 7th Oct. To General Kempf.
Robt Wirthington private	do.	do.	Monmouth	26	5' 8½", stout, visage long brown, hair brown, eyes grey.	Discharged Oct. 31st. Malabar.
Loren Temple private	do.	do.	Northborough	17	5' 7¾", stout, visage round fair, hair light, eyes grey.	do.
Luther Park Corpl.	do.	do.	New Town	20	5' 10", thin, visage round dark, hair black, eyes dark.	do.
Ebenezer Mndge private	do.	do.	Lanesbrough	18	5' 11", Middle, visage round dark, hair black, eyes dark.	do.
Ruben Payne private	do.	do.	Freetown	26	5' 6", stout, visage round dark, hair black, eyes dark, scar on left side of neck.	do.
Jonathan Merritt private	do.	do.	Charlton	22	5' 7", thin, visage oval d. brown, hair D. B., eyes grey.	do.
Jno. Ballard private	do.	do.	New Zealand	22	5' 10½", thin, visage oval D. B., hair D. B., eyes grey, scar across the eyes over the Nose.	do.
Saml Rice private	do.	do.	Old Stockbridge	21	5' 2", Middle, visage oval D. B., hair D. B., eyes dark, scar over left eye.	do.
Thos Madder private	do.	do.	Kennebec	38	5' 5", thin, visage round dark, hair dark, eyes dark, scar on left foot and right knee.	do.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Solomon Sharpe private	Lake Champlain 3rd June 1813	9th June 1813	Conway	29	5' 11", stout, visage round, dark, hair dark, eyes dark.	Exchanged 4th May.
Jas Campbell private	do.	do.	Lanesboro	54	5' 7", thin, visage oval dark, hair dark, eyes blue.	Discharged Oct. 31st. Malabar do.
Franklin Bridge Sergt.	do.	do.	Rutland	35	5' 9½", stout, visage oval dark, hair dark, eyes black.	
Jno. P. Read Sergt.	do.	do.	Lewiston	20	5' 8½", stout, visage oval dark, hair dark, eyes blue.	Discharged Oct. 8th. H. M. S. Ceylon do.
Saml R. Read Corpl.	do.	do.	do.	22	5' 8", stout, visage round dark, hair dark, eyes blue, scar on right cheek.	do. Malabar, Oct. 31
Jno. Moody Corpl.	do.	do.	Monmouth	32	5' 8½", stout, visage oval dark, hair dark, eyes blue.	do. Ceylon, Oct. 8
Eli Herrick Corpl.	do.	do.	Green	20	5' 11", stout, visage round brown, hair brown, eyes grey, scar on left foot.	Died 30th July
Jno. Phelps private	do.	do.	Alford	44	5' 5", Middle, visage long dark, hair grey, eyes blue.	Discharged Oct. 31st. Malabar
Benja Pratt private	do.	do.	Sutton	21	5' 6½", stout, visage round fair, hair light, eyes grey, scar on upper lip & on left wrist.	Died ———
George Whitton private	do.	do.	Scarborough	24	5' 10¾", Middle, visage long D. B. hair brown, eyes grey.	Discharged Oct. 31st Malabar
Isaac Plumer private	do.	do.	Gorham	22	5' 11½", Middle, visage long D. B., hair D. B., eyes grey.	do.
Dant Smith Boy	do.	do.	Monmouth	16	5' 4", stout, visage round fair, hair light, eyes grey, scar on toe right foot.	do.

(To be continued)



CAPTAIN RICHARD STACEY OF MARBLEHEAD,
1728 - 1792

Master of the schooners Dreadnaught, Newbury, Pembroke, brig Benjamin
and snow Port Pacquet.

From a portrait painted in London in 1773.

EARLY COASTWISE AND FOREIGN SHIPPING OF SALEM.

A RECORD OF THE ENTRANCES AND CLEARANCES OF THE PORT OF SALEM, 1750-1769.

(Continued from Vol. LXIII, page 64.)

DOLPHIN, sch., 70 tons, WILLIAM COAS, from Lisbon, June 11, 1759.

DOLPHIN, sch., 36 tons, THOMAS STEVENSON, from St. Martin's, Sept. 3, 1759; to St. Kitts, Oct. 29, 1759.

DOLPHIN, sch., 56 tons, EDWARD BOWEN, to Lisbon, Nov. 27, 1759; from Lisbon, Mar. 11, 1760.

DOLPHIN, sch., 38 tons, JOHN HASKELL, to Cadiz, Nov. 28, 1759; from Cadiz, Apr. 6, 1760; to Cadiz, July 22, 1760; from Cadiz, Nov. 17, 1760.

DOLPHIN, sch., 56 tons, JEREMIAH ALLEN, to West Indies, Dec. 19, 1759; from Barbadoes, Feb. 22, 1760.

DOLPHIN, sch., 28 tons, WILLIAM LANGDON, to West Indies, Jan. 5, 1760.

DOLPHIN, sch., 28 tons, WILLIAM LANGDELL, from Monte Christo, Apr. 16, 1760.

DOLPHIN, sloop, 45 tons, JOHN GARDNER, to Maryland, July 7, 1760; from Maryland, Jan. 28, 1761.

DOLPHIN, sch., 27 tons, GEORGE ASHBY, to North Carolina, Nov. 28, 1760; from North Carolina, Mar. 23, 1761.

DOLPHIN, sch., 28 tons, WILLIAM LANGDON, to North Carolina, Nov. 28, 1760; from North Carolina, May 4, 1761.

DOLPHIN, sch., 48 tons, EDWARD BOWEN, to Lisbon, Dec. 8, 1760; from Lisbon, Mar. 14, 1761.

DOLPHIN, sch., 56 tons, DANIEL EDWARDS, to Barbadoes, Dec. 17, 1760; from Barbadoes, and St. Martin's, Feb. 27, 1761; to South Carolina, Dec. 13, 1761; from South Carolina, Mar. 9, 1762.

DOLPHIN, sloop, 66 tons, ANDREW PATTERSON, from Rhode Island, June 16, 1761; PETER SAVORY, to Virginia, Dec. 28, 1761.

DOLPHIN, sloop, 30 tons, ANDREW PATTERSON, to Casco Bay, June 20, 1761; from Philadelphia, Apr. 5, 1762.

DOLPHIN, sch., 80 tons, GEORGE BARTLETT, to Gibraltar, July 31, 1761.

DOLPHIN, sch., 36 tons, LARKIN THOENDIKE, to Maryland, Dec. 2, 1761; from Maryland, Apr. 7, 1762.

DOLPHIN, sch., 50 tons, PHILLIP SANDERS, Jr., to West Indies, May 17, 1762; from Guadaloupe, Oct. 23, 1762; to St. Kitts, Nov. 23, 1762; from Guadaloupe, Mar. 31, 1763.

DOLPHIN, sloop, 50 tons, PETER SAVERY, to West Indies, Sept. 13, 1762.

DOLPHIN, sloop, 20 tons, JOHN TARRANT, to North Carolina, Nov. 19, 1762.

DOLPHIN, sch., 35 tons, WILLIAM CHOATE, to Virginia, Nov. 23, 1762; from Virginia, Apr. 4, 1763; to Virginia, Dec. 16, 1763; from Virginia, Apr. 9, 1764; to Virginia, Nov. 6, 1764; from Virginia, Mar. 12, 1765.

DOLPHIN, sch., 36 tons, BENJAMIN DODGE, to North Carolina, Dec. 8, 1762; from North Carolina, Apr. 15, 1763; 40 tons, to North Carolina, Dec. 6, 1763; from North Carolina, Apr. 4, 1764.

DOLPHIN, sch., 56 tons, SAMUEL FOSTER, to Virginia, Dec. 10, 1762; from Virginia, Mar. 30, 1763.

DOLPHIN, sch., 60 tons, PHILIP SANDERS, to Guinea, May 20, 1763; from Anguilla, May 15, 1764.

DOLPHIN, sch., 60 tons, WILLIAM DEADMAN, to Georgia, June 24, 1763.

DOLPHIN, sch., 60 tons, JEREMIAH ALLEN, to Barbadoes, Nov. 26, 1763; EDWARD KITFIELD, from St. Martin's Feb. 13, 1764; JEREMIAH ALLEN, to Lisbon, Mar. 27, 1764; from Lisbon, Nov. 21, 1764; to Maryland, Dec. 11, 1764; from Maryland, Mar. 15, 1765.

DOLPHIN, sch., 60 tons, BENJAMIN DAVIS, to Dominico, Nov. 28, 1763.

DOLPHIN, sch., 68 tons, SAMUEL HERRICK, to Fayal, Feb. 20, 1764; from Grenada, June 29, 1764.

DOLPHIN, sch., 80 tons, JOSIAH BATCHELDER, to Virginia, July 30, 1764; from Virginia, Oct. 16, 1764; to Virginia, Nov. 26, 1764.

DOLPHIN, sch., 52 tons, JOSHUA BURNAM, to Virginia, Dec. 4, 1764; from Virginia, Apr. 15, 1765.

DOLPHIN, sch., 50 tons, JOHN MILLET, to Maryland, Dec. 14, 1764; from Virginia, Mar. 9, 1765; to Virginia, Dec. 23, 1766.

DOLPHIN, sch., 42 tons, JOHN EDWARDS, to Virginia, Dec. 13, 1764; from Virginia, Mar. 11, 1765.

DOLPHIN, sch., 52 tons, THOMAS KIMBALL, to Lisbon, Dec. 22, 1764; from Halifax, May 27, 1765.

DOLPHIN, sch., 50 tons, SAMUEL PUNCHARD, to Virginia, Dec. 29, 1764; from Virginia, Apr. 16, 1765.

DOLPHIN, sch., 55 tons, WILLIAM SLEWMAN, to Dominico, Feb. 23, 1765; from St. Martin's, June 10, 1765.

DOLPHIN, sch., 80 tons, JOSIAH BATCHELDER, from Virginia, Mar. 2, 1765; to Virginia, Apr. 13, 1765; from Virginia, June 17, 1765; 60 tons, to West Indies, Oct. 3, 1765; from St. Crux, Mar. 10, 1766; to West Indies, May 3, 1766.

DOLPHIN, bgtne., 115 tons, JOSEPH HIBBERT, to West Indies, Sept. 24, 1765; from Guadeloupe, July 15, 1766; to Barbadoes, Nov. 11, 1766; from Barbadoes, Aug. 10, 1767; to Barbadoes, Dec. 17, 1767; from Barbadoes, Apr. 28, 1768.

DOLPHIN, sch., 60 tons, JESSE ALLEN, from Avero, Jan. 24, 1766.

DOLPHIN, sloop, 40 tons, TITUS BENNETT, from New York, Apr. 21, 1766.

DOLPHIN, sch., 50 tons, JOSEPH PICKERING, JR., to West Indies, Dec. 19, 1766; from West Indies, Apr. 22, 1767.

DOLPHIN, sch., 60 tons, THOMAS GRISTE, to Bilbao, Jan. 15, 1767.

DOLPHIN, sch., 60 tons, ISAAC LEE, to Lisbon, Jan. 22, 1767; from Cadiz, May 16, 1767; to West Indies, Jan. 7, 1768; from Barbadoes, Mar. 16, 1768.

DOLPHIN, sch., 50 tons, ROBERT STANLEY, to Virginia, Nov. 30, 1767; from Virginia, Feb. 27, 1768.

DOLPHIN, sch., 42 tons, WILLIAM LANGDELL, to Virginia, Dec. 23, 1767; from Virginia, Mar. 28, 1768.

DOLPHIN, sch., 54 tons, THOMAS BOWDITCH, to West Indies, Jan. 11, 1768; from Salt Tortugas, Apr. 29, 1768.

DOLPHIN, sch., 50 tons, DANIEL MACKEY, to West Indies, Jan. 11, 1768.

DON CARLOS, sloop, 50 tons, DAVID DANGHAM, from Louisburg, Nov. 13, 1759; to St. Kitts, Feb. 11, 1760.

DON CARLOS, sloop, 70 tons, GEORGE OAKES, to West Indies, Nov. 12, 1766.

DON CARLOS, sloop, 60 tons, GEORGE OAKES, to West Indies, Apr. 18, 1768.

DORCAS, sch., 28 tons, SAMUEL DERBY, to Maryland, Nov. 19, 1757; JAMES WILLIAMS, from Maryland, Feb. 11, 1758; to Maryland, Feb. 28, 1758; from Virginia, May 4, 1758.

DOVE, sloop, 65 tons, ELIJAH DAVIS, to Newfoundland, May 14, 1751; from Newfoundland, July 17, 1751.

DOVE, sloop, 60 tons, JONATHAN HARVEY, from St. Martin's, May 22, 1752.

DOVE, sloop, 50 tons, WILLIAM MAINES (?), from St. Martin's, Oct. 17, 1752.

DOVE, sloop, 80 tons, EBENEZER DOWNE, from St. Martin's, June 13, 1753; from St. Martin's, Nov. 8, 1753; from St. Martin's June 17, 1754.

DOVE, sch., WILLIAM STORY, to Maryland, Dec. 12, 1754.

DOVE, sch., 50 tons, HENRY FLORANCE, to Barbadoes, Dec. 19, 1755.

DOVE, sloop, 48 tons, REMEMBRANCE SIMMONDS, from St. Martin's, June 20, 1757.

DOVE, sch., 30 tons, WILLIAM STORY, to Virginia, Dec. 12, 1758; from Virginia, Mar. 15, 1759; DAVID LOW, JR., to Halifax, Oct. 20, 1759; from Louisburg, Dec. 8, 1759; WILLIAM STORY, to Virginia, Jan. 5, 1760; from Virginia, Mar. 25, 1760; to Louisburg, May 8, 1760; from Halifax, and to Louisburg, July 29, 1760; from and to Louisburg, Sept. 1, 1760; from and to Louisburg, Oct. 2, 1760; from Louisburg, Feb. 3, 1761.

DOVE, sch., 42 tons, JAMES SAYWARD, to Bilbao, Dec. 26, 1758.

DOVE, sch., 56 tons, AARON FOSTER, to West Indies, Jan. 10, 1761; to Barbadoes, Sept. 21, 1761.

DOVE, sch., 30 tons, ANDREW MARSTERS, to Menms, May 7, 1761; from and to Nova Scotia, Aug. 25, 1761.

DOVE, sch., 70 tons, JOHN GRUSH, to Europe, June 9, 1761; from Bilbao, Nov. 7, 1761; to St. Kitts, Dec 15, 1761; to Barbadoes, Aug. 12, 1762; to Barbadoes, May 4, 1763; from Guadaloupe, Aug. 17, 1763; to Barbadoes, Oct. 26, 1763; from Anguilla, June 5, 1764.

DOVE, sch., 30 tons, MOSES MASTERS, to Nova Scotia, Mar. 26, 1762.

DOVE, sch., 41 tons, THOMAS POWER, to Martinico, Apr. 13, 1762; from St. Martin's, July 3, 1762; to West Indies, Mar. 24, 1763.

DOVE, sloop, 55 tons, JONATHAN MANSFIELD, from New Haven, July 16, 1762.

DOVE, sch., 40 tons, NICHOLAS BARTLET, to Antigua, Mar. 23, 1763; from Grand Terre, July 7, 1763; to Antigua, Sept. 12, 1763.

DOVE, sch., 60 tons, THOMAS POWER, from Barbadoes and Newfoundland, Dec. 27, 1763; to Lisbon, June 21, 1764; from Cadiz, Nov. 19, 1764; to Cadiz, Jan. 5, 1765; from Cadiz, May 3, 1765; to Bilbao, July 24, 1765; from Lisbon, Nov. 19, 1765; to Bilbao, July 9, 1766; from Cadiz, Dec. 27, 1766.

DOVE, sch., 52 tons, NICHOLAS BARTLETT, from Anguilla, Jan. 30, 1764; to Philadelphia, Mar. 13, 1764; from Philadelphia, May 8, 1764; to St. Christopher, Oct. 22, 1764; from St. Crux, Feb. 11, 1765; to West Indies, Sept. 26, 1765; from St. Eustatia, Jan. 10, 1766; to West Indies, June 2, 1766; from St. Eustatia, Aug. 8, 1766.

DOVE, sloop, 50 tons, SAMUEL GRANT, to Virginia, Nov. 30, 1764; from Maryland, Mar. 19, 1765.

DOVE, sch., 68 tons, JOHN GRUSH, to West Indies, Dec. 5, 1764.

DOVE, sch., 45 tons, MOSES WELLS, to North Carolina, Dec. 16, 1764; from North Carolina, Mar. 23, 1765.

DOVE, sch., 68 tons, SAMUEL COLLYER, JR., to West Indies, Sept. 27, 1765; from Monte Christo, Jan. 22,

1766; to Barbadoes, May 7, 1766; from Barbadoes, July 21, 1766; to West Indies, Oct. 15, 1766; from Monte Christo, Apr. 18, 1767; 70 tons, to Barbadoes, Sept. 8, 1767; from Barbadoes, Nov. 20, 1767.

DOVE, sch., 45 tons, FRANCIS RUST, from Turk's Island, Mar. 29, 1766; to West Indies, Dec. 30, 1766; from St. Lucia, Apr. 23, 1767.

DOVE, sch., 50 tons, JOHN CHOATE, to St. John's, Nova Scotia, July 23, 1766.

DOVE, sch., 60 tons, THOMAS STEVENS, to West Indies, Oct. 13, 1766; from St. Eustatia, Jan. 13, 1767.

DOVE, sch., 40 tons, GEORGE PEIRS, to Dominico, Dec. 26, 1766.

DOVE, sloop, 60 tons, HABAKUK BOWDITCH, to Barbadoes, Jan. 21, 1767; from Tortugas, May 7, 1767; to West Indies, Oct. 31, 1767.

DOVE, sch., 60 tons, THOMAS NICHOLSON, to West Indies, Mar. 13, 1767; from Barbadoes, May 21, 1767; to Bilbao, June 22, 1767; from Cadiz, Oct. 19, 1767; 66 tons, to Lisbon, Nov. 27, 1767; from Lisbon, Apr. 18, 1768.

DOVE, sch., 48 tons, JEREMIAH HEAGARTY, to West Indies, Mar. 9, 1768.

DRAGON, sch., 40 tons, WILLIAM ALLEN, to Maryland, Jan. 9, 1762; from Virginia, Apr. 7, 1762; JACOB TEWXBURY, to Virginia, Dec. 18, 1766; from Virginia, Mar. 30, 1767.

DRAKE, sch., 30 tons, PETER SAVORY, to West Indies, Oct. 23, 1760.

DRAKE, sch., 50 tons, JOHN TUCKER, to Virginia, Dec. 18, 1766; from Virginia, Apr. 13, 1767.

DRAPER, bgtne., 100 tons, RICHARD TRITTEN, to Halifax, Nov. 7, 1752.

DREADNAUGHT, sch., 30 tons, BENJAMIN HINDE, to West Indies, May 20, 1760; from Guadaloupe, Aug. 18, 1760; JOHN BUBIER, to West Indies, Sept. 8, 1760; from St. Christopher's, Dec. 27, 1760; to Corunna, Mar. 9, 1761.

DREADNAUGHT, sch., 80 tons, BENJAMIN HINDE, to

West Indies, Jan. 15, 1762; to West Indies, June 5, 1762; from Guadaloupe, Oct. 8, 1762; JOHN PEARCE, to West Indies, Nov. 6, 1762; from Guadaloupe and to New York, Apr. 4, 1763; from Philadelphia, May 30, 1763; to St. Kitts, July 1, 1763; from St. Martin's, May 17, 1764.

DREADNAUGHT, sch., 80 tons, RICHARD STACY, from Monte Christo, Feb. 5, 1765; to Bilbao, May 24, 1765; from Cadiz, Oct. 7, 1765; GEORGE LAPALL, to Lisbon, Oct. 24, 1765; from Falmouth, Sept. 4, 1766; JOHN BUBIER, to West Indies, Feb. 16, 1767; from Guadaloupe, Aug. 14, 1767; to Dominico, Oct. 9, 1767.

DREADNAUGHT, sch., 54 tons, GEORGE CAPUT, to Spain, Jan. 2, 1768.

DROMO, sch., 72 tons, JOSEPH WHITE, JR., to West Indies, Jan. 17, 1751; from Turk's Island, May 25, 1751; to Barbadoes, July 17, 1751.

DROWNE, sch., 60 tons, DAVID MITCHELL, to North Carolina, Dec. 10, 1766.

DUKE, bgtne., 90 tons, JOSEPH SHURTLEFF, from St. Martin's, June 29, 1752.

DUKE OF CUMBERLAND, sch., 45 tons, JOSEPH STANWOOD, to Lisbon, Dec. 19, 1750; from Lisbon, May 6, 1751; JOHN COLLINS, to Bilbao, July 3, 1751; from Lisbon, Dec. 23, 1751; to Bilbao, July 25, 1752; from Bilbao, Nov. 14, 1752.

DUKE OF CUMBERLAND, sch., 42 tons, ARCHIBALD LAWS, from Cadiz, Jan. 28, 1751.

DUKE OF CUMBERLAND, bgtne., 60 tons, JOHN WATTS, to Spain, Apr. 13, 1751; JOHN CALLEY, from Cadiz, Oct. 31, 1751; to Spain, Jan. 17, 1752; from Cadiz, May 4, 1752; to Bilbao, June 26, 1752; from Cadiz, Nov. 24, 1752; to Spain, Dec. 26, 1752; from Cadiz, May 8, 1753; to Cadiz, Aug. 10, 1753; from Cadiz, Jan. 7, 1754.

DUKE OF CUMBERLAND, 90 tons, PETER WEST, from Rhode Island, Sept. 26, 1752.

DUKE OF CUMBERLAND, bgtne., 60 tons, JOHN AHIER, to Jersey, Feb. 12, 1754; from and to Jersey, Nov. 2, 1754.

DUKE OF CUMBERLAND, sch., JOHN COLLINS, to Mary-

land, Dec. 24, 1753; from Maryland, Apr. 23, 1754; to Maryland, Dec. 21, 1754.

DUKE OF CUMBERLAND, sch., JOHN COLLINS, from Maryland, Dec. 11, 1755; from Maryland, Apr. 8, 1756; to Maryland, Dec. 7, 1757; from Maryland to Lisbon, Dec. 23, 1758; from Lisbon, Apr. 10, 1759.

DUKE OF CUMBERLAND, sloop, 20 tons, PITMAN COLLINS, May 24, 1759.

DUKE OF MARLBOROUGH, sch., 65 tons, JOHN COOK, to Virginia, Dec. 30, 1757.

DURHAM, sloop, 54 tons, HATTIFIELD BALL, from Anguilla, June 29, 1752.

EAGLE, sch., 50 tons, JEREMIAH ALLEN, to Barbadoes, Nov. 20, 1750.

EAGLE, sch., 60 tons, CLIFFORD CROWNINSHIELD, from St. Martin's, Apr. 15, 1751; WILLIAM MASURY, to West Indies, July 3, 1751; from St. Martin's, Jan. 23, 1752; to West Indies, June 6, 1752; from St. Martin's, Nov. 14, 1752; NATHANIEL INGERSOL, to West Indies, Feb. 13, 1753; from St. Martin's, June 16, 1753; EBENEZER BOWDITCH, JR., to Madeira, July 30, 1753; from Madeira, Oct. 12, 1753; JOSEPH HODGES, to Barbadoes, Jan. 15, 1754; from St. Martin's, May 26, 1754; to Barbadoes, Aug. 17, 1754; from St. Martin's, Dec. 14, 1754; DANIEL EMERY, to West Indies, Feb. 4, 1755; WILLIAM DEADMAN, to Maryland, Mar. 31, 1755; from Maryland, July 8, 1755.

EAGLE, sch., 75 tons, JOSEPH ORNE, to West Indies, Sept. 5, 1755; from St. Martin's, Mar. 9, 1756; to West Indies, May 10, 1756; to St. Martin's, Aug. 27, 1756; to West Indies, Nov. 23, 1756.

EAGLE, sch., 20 tons, SAMUEL MASURY, to West Indies, Dec. 18, 1759.

EAGLE, sloop, 42 tons, WILLIAM BURROWS, to Jamaica, Dec. 6, 1759; from Turk's Island, Mar. 27, 1760.

EAGLE, sch., 60 tons, HENRY COOK, to Virginia, Dec. 11, 1766; from Virginia, Mar. 9, 1767.

EAGLE, sch., 54 tons, MICHAEL MERRICK, to West Indies, Apr. 13, 1768.

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EAGLE GALLY, ship, 160 tons, TIMOTHY McDANIEL, from London, Nov. 6, 1753.

EARL OF DERBY, snow, 110 tons, MICHAEL DRIVER, from Cadiz, June 11, 1759.

EARL OF DERBY, snow, 90 tons, JOSEPH LAMBERT, to Gibraltar, Dec. 6, 1759.

EARL OF GLOUCESTER, sch., 60 tons, JOSEPH SAYWARD, to Gibraltar, July 20, 1767.

EARL OF GLOUCESTER, sch., 72 tons, MOSES BRAY, to Barbadoes, Apr. 5, 1768.

EARLY HORN, sloop, 30 tons, BENJAMIN EVANS, from Honduras Bay, June 5, 1756.

EDMUND, sloop, CALEB PAGE, to Halifax, Dec. 16, 1755; EDMUND HARRIMAN, from Halifax, Jan. 27, 1756; to Halifax, Feb. 16, 1756; from Halifax, May 6, 1756.

EDMUND, bgtne., 70 tons, SAMUEL SAMPLE, from St. Martin's, Aug. 31, 1758; to West Indies, Oct. 23, 1758.

ELEANOR, sch., 36 tons, JOHN BARKER, to Barbadoes, July 31, 1751; 48 tons, from Barbadoes, Oct. 3, 1751.

ELIZA, sch., 68 tons, JONATHAN GLOVER, to Philadelphia, Nov. 14, 1750; from Barbadoes, July 10, 1751; to Barbadoes, Aug. 24, 1751; 84 tons, from St. Martin's, Nov. 15, 1751; from Barbadoes, May 23, 1752; to Barbadoes, July 31, 1752.

ELIZA, sch., 24 tons, GEORGE ASHBY, to Antigua, Nov. 18, 1751.

ELIZA, sch., 54 tons EDWARD HALES, to Barbadoes, Nov. 26, 1751.

ELIZA, sch., 54 tons, JONATHAN GILBERT, to Barbadoes, Jan. 10, 1752.

ELIZA, bgtne., 70 tons, SAMUEL STEBBENS, from St. Martin's, June 12, 1752.

ELIZA, sch., 60 tons, NATHANIEL NEWMAN, to Newfoundland, July 15, 1752.

ELIZA, sch., 60 tons, JACOB PARSONS, from Antigua, Aug. 28, 1752; to West Indies, Sept. 3, 1753.

ELIZA, sch., 60 tons, ANDREW FORD, to Barbadoes, Oct. 23, 1752.

ELIZA, sch., DAVID MAJOBY, to Virginia or Maryland, Dec. 8, 1753.

ELIZA, sch., JONATHAN COOK, from Maryland, Mar. 18, 1754; to Maryland, Nov. 30, 1754.

ELIZA, sloop, 30 tons, MAYO GREENLEAF, from St. Kitts, Apr. 26, 1754.

ELIZA, sch., 60 tons, ANDREW FORD, from West Indies, May 1, 1754.

ELIZA, sch., 28 tons, DANIEL NEWTON, to Barbadoes, Nov. 6, 1754.

ELIZA, sch., JOHN SYMONDS, 3D, to North Carolina, Nov. 14, 1755.

ELIZA, sch., 78 tons, JOHN GARDNER, JR., to Barbadoes, Feb. 20, 1755; 84 tons, from St. Martin's, Jan. 12, 1756; to West Indies, Mar. 2, 1756; from Barbadoes, Nov. 1, 1756; to Barbadoes, Dec. 3, 1756.

ELIZA, sch., 36 tons, CALEB WOODBURY, to Antigua, Mar. 27, 1756.

ELIZA, sch., 25 tons, GEORGE SMITH, to Maryland, Dec. 10, 1756; from Maryland, Mar. 19, 1757.

ELIZA, sch., 36 tons, JOHN SYMONDS, from North Carolina, Mar. 21, 1757.

ELIZA, sch., 38 tons, JOHN BUBIER, to St. Christopher's, May 10, 1757.

ELIZA, sch., 70 tons, JOHN GARDNER, JR., from Tortugas, May 18, 1757; to West Indies, July 8, 1757.

ELIZA, sch., 33 tons, JAMES SAVAGE, to West Indies, June 29, 1757; from St. Martin's, Sept. 26, 1757.

ELIZA, sch., 54 tons, EDWARD BOWEN, from Cadiz, Aug. 22, 1757; to New York, Oct. 6, 1757; from Philadelphia, Dec. 20, 1757.

ELIZA, sloop, 50 tons, NATHANIEL NEWMAN, from Halifax, Aug. 24, 1757; to Halifax, Nov. 2, 1757; from Halifax, Dec. 3, 1757.

ELIZA, sch., 33 tons, PHILIP SANDERS, to West Indies, Nov. 22, 1757.

ELIZA, sloop, 42 tons, STEPHEN YOUNG, to Virginia, Dec. 1, 1757.

ELIZA, sch., 22 tons, ANDREW HASKELL, from New London, Jan. 9, 1758.

ELIZA, sch., 25 tons, GEORGE SMITH, from Maryland, Apr. 10, 1759.

ELIZA, sloop, 45 tons, WILLIAM BURROUGHS, from Monte Christo, Apr. 19, 1759.

ELIZA, sch., 25 tons, JOHN HATHORNE, to Virginia, Oct. 30, 1759.

ELIZA, sch., 40 tons, JOHN SYMONDS, to North Carolina, Nov. 27, 1759; to North Carolina, Dec. 4, 1760; from North Carolina, Apr. 15, 1761; to North Carolina, Nov. 24, 1762; from North Carolina, Apr. 7, 1763; to North Carolina, Dec. 6, 1763; 45 tons, from North Carolina, Apr. 25, 1764; to North Carolina, Dec. 1, 1764.

ELIZA, sloop, 40 tons, Nathaniel Rust, to Halifax, Aug. 21, 1760; from Louisburg, Sept. 30, 1760; JOHN INGER-SOLL, to Halifax, Oct. 15, 1760; from Halifax, Nov. 25, 1760.

ELIZA, sch., 37 tons, WILLIAM MORGAN, from Cadiz and to Jamaica, Aug. 26, 1760.

ELIZA, sloop, 30 tons, BENJAMIN PUNCHARD, to North Carolina, Dec. 4, 1760; from North Carolina, Apr. 15, 1761.

ELIZA, sch., 37 tons, BENJAMIN CROWNINSHIELD, to West Indies, Dec. 29, 1760.

ELIZA, sloop, 25 tons, JOHN INGRAHAM, to West Indies, Jan. 12, 1761.

ELIZA, bgtne., 80 tons, THOMAS HEATHER, to Europe, Jan. 20, 1761.

ELIZA, sch., 25 tons, THOMAS BOWDITCH, to West Indies, Feb. 5, 1761; from West Indies, May 20, 1761.

ELIZA, sch., 44 tons, SAMUEL ELWELL, from Maryland, Apr. 15, 1761; to Maryland, Dec. 7, 1762; from Virginia, Apr. 2, 1763.

ELIZA, sloop, 50 tons, WILLIAM WATSON, to West Indies, June 1, 1761.

ELIZA, sloop, 30 tons, OLIVER BERRY, to West Indies, June 9, 1761.

ELIZA, sch., 25 tons, BENJAMIN PETERS, from North Carolina, Apr. 13, 1762.

ELIZA, sch., 45 tons, JOHN FLETCHER, from Barbadoes, Jan. 8, 1763.

ELIZA, sch., 50 tons, JOHN MILES, to West Indies, Feb. 9, 1763.

ELIZA, bgtne., 85 tons, JACOB CROWNSHIELD, from Fayal, Apr. 7, 1763.

ELIZA, sch., 30 tons, WILLIAM MUGFORD, to Martinico, May 3, 1763; from Grand Terre, Aug. 9, 1763; to South Carolina, Dec. 19, 1763; from South Carolina, Apr. 5, 1764.

ELIZA, sloop, 65 tons, AARON PURBECK, from St. Martin's, Aug. 17, 1763.

ELIZA, bgtne., 100 tons, SAMUEL TUFTS, from St. Martin's, Nov. 23, 1763.

ELIZA, sch., 50 tons, SAMUEL ELWELL, from Virginia, Apr. 4, 1764.

ELIZA, sch., JOHN GEORGE TRAUTVETER, to Philadelphia, Mar. 15, 1764; from Philadelphia, May 11, 1764.

ELIZA, sloop, 80 tons, JOSEPH SEWALL, to Grenada, Mar. 29, 1765.

ELIZA, sch., 50 tons, NATHAN LEACH, from Virginia, July 15, 1765; to Maryland, Jan. 15, 1768.

ELIZA, bgtne., 108 tons, EBENEZER KENT, from Bilbao, Sept. 7, 1767; to Bilbao, Nov. 10, 1767.

ELIZA, brig, 102 tons, THOMAS COLLYER, to Spain, Nov. 21, 1767.

ELIZA, sch., 50 tons, FREEBORN GROVES, to West Indies, Jan. 15, 1768.

ELIZA AND MARY, sch., 52 tons, SAMUEL REED, from St. Eustatia, Apr. 14, 1766.

ELIZA AND MARY, snow, 90 tons, JOHN KNIGHT, to Liverpool, Nov. 27, 1751.

ELIZABETH, sch., 50 tons, EDWARD HALES, to Barbadoes, Dec. 12, 1750; from Barbadoes, Feb. 16, 1751; from Barbadoes, Feb. 3, 1752.

ELIZABETH, sch., 32 tons, SAMUEL DAY, to Virginia or Maryland, Jan. 21, 1751; from Maryland, May 16, 1751; to Maryland, Aug. 6, 1751.

ELIZABETH, sch., 40 tons, JONATHAN GILBERT, to Barbadoes, Jan. 24, 1751; from Turk's Island, Apr. 26, 1751.

ELIZABETH, sch., 68 tons, JONATHAN GLOVER, from Philadelphia, Apr. 16, 1751; to Barbadoes, Apr. 16, 1751.

Richard Darby to Abraham Rand, Dr.

1762		
June 23	To Lanthorn & funnel	£0—5—9
July 9	To mending Crane & half Pint Pott	0—1—0
Dec. 15	To Lanthorn & Trumpett D ^d Bowd	0—8—0
1763		
Feb. 3	To Gallon Pott	0—3—2
April 16	To one Lanthorn	0—4—8
May 11	To Lamp & mending Lanthorn	0—4—4
21	To speakin Trumpett & Lanthorn	0—9—4
June 18	To Tin Kittle & two Quart Pott	0—4—10
	To Speakin Trumpett	0—4—8
June 28	To Lanthorn Lamp & Quart Pott	0—8—4
1764		
Jan. 23	To mend Lanthorn & Trumpett	0—1—0
	Salem, Jan. 25 ^{ht} 1764	£2—15—1

BILL FROM ABRAHAM RAND TO RICHARD DERBY FOR
LANTERNS AND TRUMPETS.

ELIZABETH, sch., 72 tons, JONATHAN GLOVER, to Barbadoes, Mar. 20, 1752.

ELIZABETH, sch., 54 tons, JONATHAN GILBERT, from Barbadoes, Apr. 20, 1752.

ELIZABETH, sch., 66 tons, ANTHONY GWYNN, to Newfoundland, Apr. 24, 1752.

ELIZABETH, sch., JACOB PARSONS, to West Indies, May, 22, 1752.

ELIZABETH, sch., JONATHAN GLOVER, from Newfoundland, July 13, 1752.

ELIZABETH, sch., 42 tons, WILLIAM WEBB, to Newfoundland, Aug. 3, 1752.

ELIZABETH, snow, 100 tons, JOHN GAFFNEY, to Bilbao, Aug. 19, 1752; from Lisbon, May 20, 1756.

ELIZABETH, sloop, 66 tons, JOSEPH GOODING, from St. Martin's, Aug. 11, 1752.

ELIZABETH, sch., 60 tons, NATHANIEL NEWMAN, from Newfoundland, Sept. 22, 1752; to Halifax, July 26, 1757.

ELIZABETH, sch., 72 tons, RICHARD BURNHAM, from Barbadoes, Oct. 18, 1752.

ELIZABETH, sch., 60 tons, JACOB PARSONS, to West Indies, Jan. 24, 1753; from St. Martin's, June 25, 1753; from Barbadoes, Dec. 14, 1753.

ELIZABETH, sch., JONATHAN COOK, to Maryland, Nov. 12, 1753; to Maryland, Dec. 5, 1755; from Maryland, Mar. 17, 1756.

ELIZABETH, sloop, 30 tons, MAYO GREENLEAF, to Antigua, Dec. 22, 1753; to Virginia, Dec. 19, 1754.

ELIZABETH, sch., DAVID MAJORY, from Maryland, Mar. 19, 1754.

ELIZABETH, sch., 84 tons, JOHN GARDNER, JR., from Barbadoes, May 24, 1756; to Barbadoes, Aug. 18, 1756; from West Indies, Oct. 1, 1757; to West Indies, Dec. 8, 1757.

ELIZABETH, sch., 37 tons, WILLIAM MORGAN, to Monte Christo, June 21, 1758; from St. Thomas, Oct. 18, 1758; from St. Martin's, Feb. 19, 1759; to West Indies, Mar. 6, 1759; BENJAMIN CROWNINSHIELD, from Turk's Island, Dec. 11, 1760.

ELIZABETH, sch., 25 tons, GEORGE SMITH, to Maryland, Dec. 15, 1758.

ELIZABETH, sch., 25 tons, JOHN HATHORNE, from Virginia, Jan. 14, 1760.

ELIZABETH, sch., 20 tons, SERGEANT INGERSOLL, to West Indies, May 1, 1760.

ELIZABETH, sch., 26 tons, CHARLES GOWEN, from Guadeloupe, Aug. 18, 1760.

ELIZABETH, sch., 40 tons, SAMUEL ELWELL, to Maryland, Dec. 20, 1760; to Virginia, Dec. 12, 1761; from Virginia, Mar. 16, 1762; to Virginia, Dec. 12, 1763.

ELIZABETH, sch., 36 tons, JOHN SYMONDS, to North Carolina, Nov. 22, 1756; 40 tons, to North Carolina, Dec. 2, 1758; from North Carolina, Apr. 6, 1759; to North Carolina, Apr. 6, 1760; to North Carolina, Nov. 18, 1761; from North Carolina, Apr. 16, 1762.

ELIZABETH, sch., 54 tons, EDWARD BOWEN, to Cadiz, Feb. 28, 1757.

ELIZABETH, ship, 150 tons, DAVID OCHTERLONY, to West Indies, May 21, 1757.

ELIZABETH, sch., 38 tons, JOHN BUBIER, from Montserrat, July 28, 1757.

ELIZABETH, sch., 38 tons, PETER GREEN, to West Indies, Dec. 2, 1757.

ELIZABETH, sch., 37 tons, WILLIAM PATTERSON, to South Carolina, Feb. 21, 1758; from South Carolina, May 8, 1758.

ELIZABETH, sch., 50 tons, GILBERT ASH, from Anguilla, Aug. 7, 1761.

ELIZABETH, sch., 25 tons, BENJAMIN PETERS, to North Carolina, Dec. 19, 1761.

ELIZABETH, bgtne., 85 tons, JACOB CROWNINSHIELD, from Turk's Island, Mar. 25, 1762; to West Indies, May 18, 1762.

ELIZABETH, sch., 45 tons, CORNELIUS PHILLIPS, to Barbadoes, Nov. 9, 1762.

ELIZABETH, sch., 50 tons, AMOS MANSFIELD, to Philadelphia, May 24, 1764; from Philadelphia, June 30, 1764; to Philadelphia, Aug. 8, 1764; from Philadelphia, Sept. 20, 1764.

ELIZABETH, sloop, 80 tons, BENJAMIN NEWMAN, to Newfoundland, Aug. 21, 1764.

ELIZABETH, sloop, 50 tons, SIMEON FREEMAN, from New London, Sept. 17, 1764.

ELIZABETH, sch., 45 tons, JOHN SYMONDS, from North Carolina, Apr. 1, 1765; to North Carolina, Oct. 12, 1765; from Maryland, Mar. 29, 1766; to North Carolina, Dec. 8, 1767; from North Carolina, Apr. 13, 1768.

ELIZABETH, sch., 50 tons, NATHAN LEECH, to Virginia, Dec. 22, 1764; from Virginia, Apr. 4, 1765; to Virginia, May 2, 1765; to Maryland, Aug. 16, 1765; from Maryland, Nov. 22, 1765; to Barbadoes, May 21, 1766; from Barbadoes, Aug. 6, 1766; to Virginia, Aug. 27, 1766; from Virginia, Dec. 8, 1766; to St. Kitts, May 15, 1767; from St. Cruz, July 20, 1767; to Maryland, Aug. 20, 1767.

ELIZABETH, sch., 84 tons, JOHN GARDNER, to Barbadoes, Aug. 18, 1755.

ELIZABETH, bgtne., 100 tons, EBENEZER KENT, to Bilbao, July 7, 1766; to Spain, Feb. 13, 1767.

ELIZABETH, sloop, 60 tons, CHANEY SMITH, to West Indies, Dec. 16, 1767; from Montserrat, Apr. 28, 1768.

ELIZABETH AND HANNAH, sch., 58 tons, EDWARD CAHILL, to West Indies, Dec. 26, 1758.

ELIZABETH AND MARY, sch., 52 tons, JAMES REED, to West Indies, Oct. 31, 1765.

ELTHAM, sloop, 42 tons, HENRY BARLOW, from Virginia, July 30, 1752; to Virginia, Aug. 15, 1752.

ENDEAVOUR, sch., 60 tons, ANDREW TUCKER, to Barbadoes, Nov. 24, 1750; from Barbadoes, Feb. 28, 1751; to Barbadoes, June 7, 1751; from Barbadoes, Sept. 6, 1751; to Barbadoes, Nov. 30, 1751; from Barbadoes, Apr. 20, 1752; to Barbadoes, June 20, 1752; from St. Martin's, Oct. 14, 1752; to Barbadoes, Jan. 19, 1753; from Salt Tortugas, May 7, 1753; to Barbadoes, Oct. 17, 1753; from Anguilla, Feb. 12, 1754.

ENDEAVOUR, sch., 60 tons, SAMUEL ALLEN, to Virginia or Maryland, Dec. 2, 1751; from Virginia or Maryland, Mar. 10, 1752; to Philadelphia, Nov. 17, 1752.

ENDEAVOUR, sloop, 48 tons, ZEBULON ELWELL, to Virginia, May 12, 1752; from Virginia, Aug. 10, 1752.

ENDEAVOUR, sch., 70 tons, SOLOMON DAVIS, from St. Martin's, Sept. 2, 1752; to Maryland, Nov. 26, 1753; from Maryland, Mar. 19, 1754.

ENDEAVOUR, sloop, 80 tons, JAMES HUDSON, to Liverpool, Mar. 31, 1753; from Halifax, Oct. 17, 1753.

ENDEAVOUR, sch., 30 tons, NATHANIEL NEWMAN, to Halifax, May 11, 1753; from Newfoundland, July 4, 1753.

ENDEAVOUR, sch., 40 tons, CORNELIUS LARCOM, to Cadiz, Aug. 27, 1753; from Cadiz, Jan. 8, 1754; to Barbadoes, Dec. 3, 1754.

ENDEAVOUR, sloop, 60 tons, JAMES NICHELS, from St. Martin's, Dec. 13, 1753; from Newfoundland, June 26, 1754.

ENDEAVOUR, sloop, 60 tons, THOMAS BECK, to Barbadoes, Jan. 17, 1754; from Barbadoes and to Liverpool, Apr. 25, 1754; from Jamaica, June 26, 1755; to Halifax, Oct. 17, 1755.

ENDEAVOUR, sch., 46 tons, JOHN DAVIS, to Maryland, Apr. 29, 1754; from Philadelphia, Sept. 2, 1754; to Maryland, Dec. 14, 1756; from Maryland, Mar. 18, 1757.

ENDEAVOUR, sloop, 40 tons, JOHN HOMES, from Newfoundland, Aug. 6, 1754.

ENDEAVOUR, snow, 108 tons, JOSEPH PRINCE, to Europe, Feb. 5, 1755; from Cadiz, May 30, 1755.

ENDEAVOUR, sloop, 60 tons, WILLIAM CARPENTER, to Jamaica, Feb. 10, 1756; from Jamaica, June 24, 1756.

ENDEAVOUR, sloop, 58 tons, JOHN ASHTON, from London, Nov. 8, 1757; NATHANIEL KNIGHT, to West Indies, Dec. 18, 1758; from Anguilla, Apr. 10, 1759; EDMUND GILES, to West Indies, Oct. 1, 1759; from Guadeloupe, Mar. 31, 1760; to West Indies, July 14, 1760; from Guadeloupe, Jan. 10, 1761; to South Carolina, Mar. 25, 1761; from South Carolina, June 8, 1761; to West Indies, Dec. 2, 1761; from Grand Terre, May 14, 1762.

(To be continued.)

DESCENDANTS OF ROGER PRESTON OF
IPSWICH AND SALEM VILLAGE.

BY CHARLES HENRY PRESTON.

(Continued from Volume LXIII, page 96.)

V. 151. DANIEL PRESTON (Benjamin, Jacob, Samuel, Roger), born in Windham, 16 Mar. 1729/30; bapt. 22 Mar. 1729/30, at Second Church, Windham; married in Windham, 4 Mar. 1756, Dinah, daughter of Nathaniel and Dinah (Holt) Ford; born in Windham 17 Sept. 1735.

Children:

341. DINAH, b. 13 Sept. 1758; bapt. in Ashford 19 Nov. 1758.
342. CHLOE, bapt. 14 Aug. 1761, in Ashford.
343. DANIEL, b. 4 May 1763, in Ashford.
344. CALVIN, b. 7 Sept. 1766, in Willington.

In 1754, the brothers, Daniel and Darius Preston, then of Windham, bought land in Ashford; Dec. 24, 1755, John Pearl sold Daniel Preston both of Windham, land in the west part of Ashford and east part of Willington; Daniel Preston probably moved to Ashford about the time of his marriage, which was soon after this last transfer. April 12, 1776, Benj. Chaplin of Mansfield, sold Daniel Preston of Stafford, in the County of Hartford, land in Mansfield; Feb. 2, 1789, Daniel Preston sold Daniel Preston, Jun., both of Mansfield, land at the corner bound of Mansfield and Ashford, bought of Chaplin, and the same day Daniel Preston, Jun., sold land to Chaplin on line between Mansfield and Hampton. These transfers indicate a removal to Stafford and then to Mansfield.

Feb. 9, 1792, Daniel Preston, Jun., late of Mansfield, now of the State of New York, sold Benj. Chaplin land in Mansfield.

July 3, 1780, part of the estate of Nathaniel Ford was set out to his daughter Dinah, wife of Daniel Preston.

V. 152. DARIUS PRESTON (Benjamin, Jacob, Samuel, Roger), born in Windham, Conn., 3 Mar. 1731/2; died in Willington, Conn., 30 May 1821; married 15 Nov.

1759, (Willington records) Hannah Fisk; born 1740-1; died in Willington, 12 Jan. 1813.

Children, born in Willington:

- 345. HANNAH, b. 23 Aug. 1760.
- 346. A son, d. 24 hours old.
- 347. SARAH, b. 3 Mar. 1764; m. Timothy Nye and had five children die in Richfield, Otsego Co., N. Y.
- 348. DARIUS, b. 18 Dec. 1766.
- 349. JOSHUA, b. 25 Sept. 1768.
- 350. JERUSA, b. 18 June 1770; d. 13 July 1792.
- 351. CHLOE, b. 11 Feb. 1772; d. 9 June 1841, in Corinth, N. Y.; m. Luke Fenton, 10 Sept. 1789; b. 30 Dec. 1768. Ch.: 1. Wealtha; 2. Luke; 3. Orin.
- 352. EUNICE, b. 16 July 1778; m. Elijah Nye. Ch.: 1. Polly; 2. Jerusha; 3. Crocker; 4. Phebe. She d. 17 Oct. 1807.
- 353. DEBORAH, b. 3 Apr. 1780; d. 14 Oct. 1857; m. Abel Johnson.
- 354. AMOS, b. 8 Feb. 1782.

Daniel and Darius Preston, then of Windham, (1754) bought land in Ashford. Daniel also bought land partly in Ashford and partly in Willington, adjoining his other land, 24 Dec. 1755. When Darius Preston bought land in Willington, does not seem to be recorded, but in an Ashford deed of 1758, he is called of Willington. He was married in Willington and all his children were born there.

An old house is still standing, at Willington Hollow, where the Prestons of this family lived for several generations. He was a tanner, as his father was before him.

V. 159. LIEUT. JACOB PRESTON (Jacob, Jacob, Samuel, Roger), born in Windham, Conn., 24 Feb. 1732/3; died in Hampton, Conn., 5 Nov. 1806 "aged 74." (G. S.); married Mary, daughter of Samuel and Mary (Adams) Butt, of Canterbury, Conn.; born in Canterbury, 28 Apr. 1839; died in Hampton, 18 Apr. 1797, "aged 57 years," (Town Rec.); married second, in Ashford, Conn., 25 Jan. 1798, Mehitable, widow of William Knowlton, and daughter of Joshua and Ann (Woodcock) Eaton; born in Ashford, 17 Oct. 1740; died in Hampton, 29 Mar. 1826, "aged 86," (G. S.)

Children, born in Ashford:

355. SHUBAL, b. 20 Nov. 1758; bapt. 31 Oct. 1762, 2d Church, Windham.
356. JACOB, b. 28 Oct. 1760; bapt. 31 Oct. 1762, at 2d Church, Windham; d. in N. Y. State.
357. SAMUEL, b. 19 Feb. 1763; bapt. 18 Sept. 1763, 2d Church, Windham.
358. CHARLES, b. 3 Apr. 1765; bapt. 8 June 1765, 2d Church, Windham.
359. SARAH, b. 18 May 1767; bapt. 3 July 1768, 2d Church, Windham.
360. FOSTER, b. 22 July 1769; bapt. 29 Oct. 1769, in Ashford.
361. ROSWELL, b. 15 Sept. 1771; bapt. 10 Nov. 1771, in Ashford.
362. AMBROS, b. 11 Apr. 1774; d. in Hampton, 21 Nov. 1793, aged 20 years (G. S.).
363. MARY, b. 23 June 1776; bapt. 10 Nov. 1776, in Ashford; d. 11 Nov. 1810; m. 15 Jan. 1801, Zephaniah Hicks, and lived in Homer, N. Y.; he m. 2nd. at Pomfret, Ct., 4 July 1811, Lucy Ingalls.
364. CHLOE, b. 12 Mar. 1780; bapt. 25 June 1780, in Ashford; d. in Hampton, 25 July 1784 (G. S.).

Jacob Preston probably went from Hampton to Ashford with his father, when the latter bought land there in 1754, for in 1756, they are both called of Ashford, in a deed by which, Jacob Preston sold Jacob Preston, Jun., land in Ashford.

Oct. 31, 1762, Jacob Preston and Mary, his wife, "owned the covenant" in the Second Church, Windham, and their two oldest children were baptized there the same day. They continued their residence in Ashford, however, until about 1783, when Jacob Preston of Ashford, sold land in Ashford to Sylvester Simmons of Tolland.

Mary Butt, the wife of Jacob Preston, was born in Canterbury, on a farm which adjoined the Preston farm in Windham. Jacob Preston purchased a part of this farm in 1780, but when he returned to Windham he lived on the old Preston place, which is said to have been in the family continuously for over a hundred years, though it is not known who occupied it from 1754 to 1783. In 1786, parts of Windham, Pomfret, Brooklyn, Canterbury and Mans-

field, were incorporated as Hampton, and these farms were both included in the new town of Hampton.

In 1777, Capt. Isaac Stone organized a company of militia at Ashford, with Peter Keith as first-lieut. and Jacob Preston as ensign. The company was assigned to Col. Jonathan Latimer's regiment, Arnold's division of Gen. Gates' army in the campaign against Burgoyne. They took part in the battle of Stillwater, on Sept. 19, and the battle of Saratoga, on Oct. 7, and remained on the field until after the surrender of Burgoyne, on Oct. 17, and later were discharged. The two Connecticut regiments lost more in killed and wounded at the battle of Stillwater than any other two regiments, and were complimented by Gen. Gates.

Jacob Preston may also be the Jacob who served as a private in Capt. Durkee's company of Matrosses, from July 1, 1782, to June 1, 1783.

It is stated by descendants, that his commission as first lieutenant was in existence as late as 1868, and that much of the time he was in command of his company.

Lieut. Jacob Preston, his wives Mary and Mehitable, and children Ambrose and Chloe, are all buried in the "Bigelow" cemetery in Hampton.

After the death of Lieut. Jacob Preston, the widow Mehitable lived with his son, Capt. Roswell Preston, who had married her daughter Mehitable Knowlton and lived on the old place. In her will, dated 27 Oct. 1820, and proved 17 Apr. 1826, she mentions daughters Achsah and Hannah, daughter Anna Eaton, three grandchildren of son William Knowlton deceased, daughter Phanela Eaton, son Stephen Knowlton, daughter Harmony Wheeler, son Joshua Knowlton, grandson John Wheeler, and daughter Mehitable Preston. These children were all by her first husband, William Knowlton.

At the first town meeting in the town of Hampton, in Nov. 1786, Jacob Preston was elected a "leather sealer." He was re-elected to the office in Dec. 1786, and Dec. 1787.

Jacob Preston probably served in the French and Indian War, for the name of Jacob Preston, Jr. appears on

the roll of Capt. Jno. Terry's Company as a private, Feb. 27, 1756.

A record in possession of one of the descendants, in giving the children of Jacob and Mary (Butt) Preston says: "their children, Samuel, Jacob, Shubel, Roswell and Mary, also one whose name was never mentioned because he was a tory."

V. 160. ABIEL PRESTON (Jacob, Jacob, Samuel, Roger), born in Windham, Conn., 1 Apr. 1735; married in Ashford, Conn., 27 July, 1756, Mehetable Smith.

Children, born in Ashford:

365. LEMUEL, b. 20 Nov. 1757.
 366. SARAH, b. 8 Dec. 1759.
 367. LEMUEL, b. 28 Aug. 1768.

Abiel went to Ashford with his father's family in 1754, and in 1756 Jacob Preston sold his son Abiel Preston, of Ashford, land there. In 1768, Abiel Preston of Ashford, sold William Preston, Jun. of Windham, land in Ashford, and William Preston seems to have taken up his residence there for a few years. Nothing further is known of Abiel Preston.

V. 161. ENOS PRESTON (Jacob, Jacob, Samuel, Roger), born in Windham, Conn. 7 June, 1737; baptized there, 15 July 1737, at Second Church; married Abigail —, who died in Ashford, Conn., 8 Nov. 1781.

Children, born in Ashford:

368. ABRAHAM, b. 5 Aug. 1771.
 369. ALLIS, b. 12 Oct. 1773.
 370. ALVA, b. 9 Mar. 1779.

Nothing more is known of Enos Preston. His name is spelled Eneas on the town records of Windham, but the church records of Windham and the town records of Ashford, give it as above.

V. 165. ISAAC PRESTON (Jacob, Jacob, Samuel, Roger), born in Windham, Conn., 19 Apr. 1744; bapt.

with Hannah Preston, twin sister, at Second Church, Windham, 22 April 1744; married Sally Nelson.

Children, born in Woodstock, Conn., and Lyme, N. H.:

- 371. ASA, bapt. 5 Apr. 1767, in Woodstock; m. in Lyme and went to Penn., where he had a large family.
- 372. LOIS, bapt. 28 Aug. 1768, in Woodstock.
- 373. MARY, bapt. 4 Feb. 1770, in Woodstock.
- 374. SALLY.
- 375. ISAAC, b. 13 Apr. 1781, in Lyme.
- 376. WILLIAM, b. ———; went to New York and had a large family, among them a Samuel and an Isaac.

Olive Preston Chase of West Berlin, Vt., a daughter of Isaac Preston, Jr., writes (1898), "My Grandfather Preston more than one hundred years ago came from Connecticut and settled in the town of Lyme N. H. He had two brothers, Abraham and Jacob. His name was Isaac, his wife's maiden name Sally Nelson. He had five children, Asa, William, Polly, Sally and Isaac. Isaac Preston Sr. was in the Revolutionary War."

Isaac Preston appears on a list of a militia company from Lyme, N. H., Dec. 20, 1776, under Capt. John Sloan.

V. 166. ABRAHAM PRESTON (Jacob, Jacob, Samuel, Roger), born in Windham, Conn., 1 Jan. 1748/9; bapt. at Second Church, Windham, 15 Jan. 1748/9; married in Ashford 1 June 1773, Lucy Keyes.

Children, born in Norwich and Ashford, Conn.:

- 377. WALTER, b. 6 Aug. 1775, in Norwich.
- 378. JAMES, b. 16 June, 1777, in Norwich.
- 379. LUCY, b. 4 Dec. 1779, in Ashford; d. 28 Aug. 1802, in Ludlow, Vt.
- 380. TABATHY, b. 17 May 1781, in Ashford; d. 22 May 1795, in Ludlow, Vt.
- 381. NANCY, b. 12 June 1783, in Ashford; d. 7 Feb. 1791, in Ashford, Conn.
- 382. CHLOE, b. 11 July 1785, in Ashford, Conn.

Abraham Preston's father moved from Windham to Ashford about 1754, and in 1765, doubtless moved to

Woodstock, but Abraham Preston probably remained in Ashford with an older brother, as he is mentioned in a deed in 1772, as "Jacob and Abraham Preston of Ashford." He married in Ashford in 1773, and then seems to have lived a few years in Norwich, afterward returning to Ashford. The last mention of any of this family on the Ashford records is the death of Nancy Preston, daughter of Abraham Preston, 7 Feb. 1791, on the Ashford Church records.

The next record of the family is on the records of Ludlow, Vt. "1795 May 22 Tabitha, dau of Abraham and Lucy Preston 15 years."

V. 171. WILLIAM PRESTON (William, Jacob, Samuel, Roger), born in Windham, 7 Dec. 1742; bapt. at Second Church, Windham, 12 Dec. 1742; married in Windham 18 Aug. 1763, Desire Williams; she died, 3 Apr. 1814.

Children :

- 383. ELIPHALET, b. 7 Apr. 1764, in Windham.
- 384. OLIVE, b. 27 July 1766, in Windham.
- 385. ANNA, b. 15 May 1768, in Windham.
- 386. SARAH, b. 10 Mar. 1770, in Ashford; d. 19 May 1823.
- 387. ELIZABETH, b. 8 Aug. 1772, in Mansfield; d. 14 Mar. 1792.
- 388. EASTER (ESTHER), b. 27 Nov. 1776, in Windham.
- 389. FANNY, b. 19 Apr. 1778, in Windham.
- 390. HENRY, b. 1 Feb. 1784, in Windham; d. 20 Jan. 1789.
- 391. HARRIET, b. ———.

(See Draper Silver Wedding and Genealogy.)

William Preston, Jr., lived in Windham, Conn., until 1768, when he bought land in Ashford, of Abiel Preston. One child was born in Ashford and 26 Feb. 1772, William Preston, Jr., of Ashford, bought land in Mansfield, of Hovey Preston. A child was born there in 1772, but the remaining children were recorded in Windham. His son, Eliphalet, settled in Watervliet, Westford, N. Y., after the Revolution.

V. 174. STEPHEN PRESTON (William, Jacob, Samuel, Roger), born in Windham, Conn. 19 Jan. 1749; bapt.

at Second Church, Windham, 22 Jan. 1749; married in Brooklyn, Conn., 4 Jan. 1773, Lois Hammond, (Church rec.)

Children:

392. EUNICE, b. 4 June 1773, in Canterbury, Conn.
 393. ALFRED, b. 23 Oct. 1779, in Windham, Conn.; probably buried in Con. Church yard, Middletown, N. Y.
 394. STEPHEN, b. 16 Feb. 1786, in Stamford, Dutchess Co., N. Y.
 395. MARY ANN, b. ———; m. ——— Decker.
 396. ———, dau.; m. ——— Durbrow.
 397. ———, dau.; m. ——— Keeler.

May 10, 1779, Mrs. Lois Preston (mother of Stephen) sold Stephen Preston forty-five acres of land in Windham, and Jan. 30, 1780, Stephen sold the same to Enoch Freeman of Mansfield.

Jan. 13, 1780, Enoch Freeman of Mansfield, sold Stephen Preston of Windham, sixteen acres of land "on which I now dwell."

Nov. 20, 1780, Stephen Preston of Mansfield, sold David Eldridge of Mansfield, sixteen acres of land and house "in which I now dwell."

There is no later record of this family in Mansfield or Windham and the date of the sale to Eldridge probably marks the date of removal to New York State.

The following is from "Connecticut Men in the Revolution": "Wyoming Valley, Penn., originally settled by Connecticut people and subsequently designated by the state as Westmoreland County, Conn., contributed two independent companies and smaller detachments to the Continental army of '77. The companies were commanded respectively by Capts. Robert Durkee and Samuel Ransom. They joined Washington's army in New Jersey about Jan 1 '77 These Wyoming men were paid by Connecticut as a part of her continental contingent. The officers of the two companies as originally appointed by Congress and the rosters of the men are again given below. Capt. Robert Durkee, 1st Lieut. James Wells, 2nd Lieut. Asahael Buck, Ensign Herman Swift. Corporal Stephen Preston, age 27, size 5 ft. 11 in. . . .

"In the spring of '78 rumors of a threatened Indian attack upon Wyoming reached camp and Capts. Durkee and Ransom resigned their commands to return to assist in the protection of their homes. A few of the men also returned but the companies as such remained with the army. Under act of Congress June 23d '78 the two companies were consolidated into one and placed under command of Lieut. Spaulding lately promoted Captain."

Stephen Preston's name does not appear in the roster of the consolidated company. The death of his father, William, about this time, may have had something to do with his return home. After the sale of his home in Mansfield, he appears to have gone to Stanford, Dutchess Co., N. Y., and later to Montgomery, Delaware Co., N. Y.

V. 178. NATHANIEL PRESTON (Joseph, Jacob, Samuel, Roger), born in Windham, 26 Mar. 1737; baptized at Second Church, Windham, 5 June 1737; may have married at Norwich, 19 Apr. 1759, Macey Hale, "both of Norwich." [Nathaniel Preston & Mary Hale m. 19 Apr. 1759. (Norwich-Lisbon Church Records.)]

A Nathaniel Preston appears on the roll of Lt. Col. and Captain William Whiting's (of Norwich) company; enlisted Apr. 8, 1756, discharged Sept. 28, 1756.

Also on a roll dated Camp Fort William Henry, Oct. 13, 1756, reported sick at Albany, signed Henry Leddel, Muster Master.

Also on a roll of Capt. John Slapp's (of Mansfield) company, enlisted Mar. 14, 1757.

V. 183. SERGEANT JOHN PRESTON (John, Jacob, Samuel, Roger), born in Windham, Conn., 19 Sept. 1737; bapt. at Second Church, Windham, 20 Nov. 1737; died in Ashford, Aug. 1799, and buried in the "Hill Cemetery"; married in Ashford, 15 Nov. 1759, Sarah, daughter of Philip Eastman; born in Ashford, 10 May 1741.

Children, born in Ashford:

398. PHILIP, b. 5 Dec. 1760.

399. CALVIN, b. 11 Aug. 1765.

400. SARAH, b. 21 Mar. 1767; m. 10 Sept. 1792, John Armour;*
d. 30 Sept. 1847.
401. MOLLY, b. 6 Mar. 1769.
402. HANNAH, b. 1771; d. 27 Apr. 1773.
403. KESIA, b. 4 Apr. 1773.
404. JOHN, b. 12 Jan. 1776.

* JOHN ARMOUR was son of James and Margaret (Anderson) Armour, and was born 25 Feb. 1765. He married at Ashford, Conn., 10 Sept. 1792, Sarah, daughter of John and Sarah (Eastman) Preston, who died 30 Sept. 1847. They had children:

1. PRESTON ARMOUR, b. 15 Aug. 1793, at Union, Conn.; d. 25 Apr. 1879, at Morrisville, N. Y.; m. 22 Feb. 1818, at Thompson, Conn., Betsey Brown; b. 22 Apr. 1791; d. 19 June 1882. Ch.: 1. Virgil Maroe, b. 13 Nov. 1818, at Sherburne, N. Y.; 2. Ester, b. 13 Dec. 1820, at Smithville, N. Y.; 3. Lucian Bonaparte, b. 1 Dec. 1822, at Stockbridge, N. Y.; 4. William Wallace, b. 9 June 1826, at Stockbridge, N. Y.; 5. Volney, b. 4 Aug. 1829, at Stockbridge, N. Y.
2. PATTY ARMOUR, b. 24 Nov. 1794, at Union, Conn.; d. 9 Apr. 1878, at Madison, N. Y.; m. 19 Dec. 1813, at Coleraine, Mass., Stoddard Washburn, who d. 17 Nov. 1865. Ch.: 1. Ramson A., b. 28 Apr. 1814; 2. George Winslow, b. 11 Jan. 1816; 3. Daniel Willis, b. 25 July 1822; 4. Lydia Sophia, b. 19 Dec. 1825; 5. Edwin Ruthven, b. 11 May 1828; 6. Sarah Ann, b. 15 July 1830; 7. Andrew Jackson, b. 15 Sept. 1832; 8. Marthnett, b. 15 Jan. 1836; 9. Mary Rosette, b. 29 July 1839.
3. POLLY ARMOUR, b. 24 Oct. 1796, at Union, Conn.; d. 25 Aug. 1883; m. at Union, 17 Sept. 1820, Chauncy Paul, who d. 18 June 1888. Ch. born at Union: 1. Orlando, b. 23 Sept. 1821; 2. Robert Bruce, b. 5 June 1823; 3. Liberty, b. 16 Nov. 1824; 4. Moses White, b. 30 May 1826; 5. Adeline, b. 23 Oct. 1827; 6. Marvin Knowlton, b. 22 Aug. 1829; 7. Elbridge Gerry, b. 30 Dec. 1830; 8. Sarah Ann, b. 7 Sept. 1834; 9. Chauncy, b. 15 Apr. 1837.
4. DANFORTH ARMOUR, b. 5 Jan. 1799, at Union, Conn.; m. 27 Nov. 1825, at Lenox, N. Y., Julianna Brooks. Ch. b. at Stockbridge, N. Y.: 1. Simeon Brooks, b. 1 Feb. 1828; 2. Andrew Watson, b. 27 Jan. 1829; 3. Maria Lucia, b. 19 Sept. 1830; 4. Philip Danforth, b. 16 May 1832; 5. Marietta, b. 27 Nov. 1833; 6. Charles Eugene, b. 10 Sept. 1835; 7. Herman Ossian, b. 2 Mar. 1837; 8. Joseph Francis, b. 29 Aug. 1842.
5. ALMIRA ARMOUR, b. 14 May 1801, at Union, Conn.; m. 11 Feb. 1821, Absalom Gregg. Ch.: 1. David, b. 6 Dec. 1821; 2. John, b. 11 Apr. 1824; 3. Caroline, b. 19 Sept. 1830; 4. Emiline, b. 13 Aug. 1834.
6. LYMAN ARMOUR, b. 23 Apr. 1803, at Union, Conn.; d. 12 May 1882, at Smithfield, N. Y.; m. Julia Bishop, 27 Apr. 1828, at Smithfield. Ch. b. at Smithfield: 1. Alonzo Zelotes, b. 26 Apr. 1829; 2. Emily Sophia, b. 1 Feb.

When John Preston, father of Sergeant John, settled in Ashford, he bought land in the centre of Westford parish, and built a house which was later owned by his son John. The land remained in the Preston name till about 1890. A new house was built by Dea. John Preston (No. 404), later owned by his son, Silas Preston, and which is still standing. The cellar of the old house can still be seen a few rods from the present house.

John Preston was a Revolutionary soldier and saw considerable service. He was in the company of Capt. Thomas Knowlton, which marched from Ashford to the relief of Boston, after the battle of Lexington, Apr. 19, 1775, and served ten days. Later he served as a private in Capt. Marcy's company of Col. John Chester's regiment and served under Washington in 1776, at Long Island and White Plains. In 1777, he was sergeant of Capt. Aaron Foote's company of Col. Hooker's regiment, from Mar. 29, to May 20, with service at Peekskill on the Hudson.

John Preston appears on a muster roll of Capt. John Slapp's (of Mansfield) company, in the French and Indian War; enlisted Apr. 6, 1756, discharged Dec. 2, 1756. (This may be father of Sergeant John Preston.)

John Preston, Jr., appears on a return of Col. Conant, dated 10 Aug. 1757, a roll of 1st company of militia, drafted out of the 5th regiment of militia, on the 9th and

1834; 3. Sarah Charlotte, b. 2 May 1838; 4. Austin, b. 21 May 1843.

7. VOLNEY ARMOUR, b. 4 June 1805, at Union, Conn.; d. at Siloam, Madison Co., N. Y.
8. JOHN ARMOUR, b. 5 June 1807, at Union, Conn.; d. 9 Oct. 1872; m. at Siloam, N. Y., 29 July 1830, Caroline Mathewson, who d. 26 Dec. 1879. Ch.: 1. Sally Ann, b. 20 Aug. 1832, at Siloam; 2. Luzette, b. 2 May 1834, at Siloam; 3. Omer Eugene, b. 4 Sept. 1837, at Volney, N. Y.; 4. Oscar Danforth, b. 2. Nov. 1839, at Volney; 5. Orville Preston, b. 2 Nov. 1839 at Volney.
9. LAURA ARMOUR, b. 30 June 1811, at Union, Conn.; d. 3 July 1883, at Wampsville, N. Y.; m. at Siloam, N. Y., 29 July 1830, Orange Bridge. Ch.: 1. Almira, b. at Stockbridge, 26 Nov. 1831; 2. Sarah Jane, b. at Siloam, 14 June 1835; 3. son, b. 28 Nov. 1838; d. 7 Dec. 1838; 4. Ralph Ellenwood, b. at Merrillsville, 4 Nov. 1839; 5. Laura Maria, b. 8 Mar. 1842; 6. William Lewis, b. 17 Sept. 1844; 7. Emma Sophia, b. 11 Apr. 1850.

10th of August, to march for the "succor and release and assistance" of forces under Maj. Gen. Webb at Fort Edward and Fort William Henry and put under command of Capt. Jonathan Rudd. John Preston, Jr., from Capt. Kendal's Co.

Also on a roll of Capt. Jonathan Rudd's (of Windham) company, drafted for the relief of Fort William Henry on 9th and 10th of Aug. 1757: 15 days service.

V. 184. DEA. AMARIAH PRESTON (John, Jacob, Samuel, Roger), born in Windham, 7 Feb. 1739; bapt. at Second Church Windham, 25 Feb. 1739; died in Roxbury, Delaware Co., N. Y., 27 Feb. 1834; married first, Elizabeth Warren, of Uxbridge, Mass., pub. in Uxbridge, Mass., 26 Aug. 1757; married second, 21 Sept. 1760, Susanna Wood of Uxbridge; married, third, at Dudley, 18 Nov. 1777, Mrs. Elizabeth (Hart) Bacon of Dudley; she died at Northbridge, Mass., 6 July 1807, age 64 yrs.; married fourth, Lucy (Devotion) West, daughter of Rev. Ebenezer and Martha (Lathrop) Devotion*; born in

* EDWARD DEVOTION,¹ born in Rochelle, France, in 1621. Came to America in early manhood and settled in that part of Boston called Muddy Brook (now Brookline). Was made a freeman of Boston and joined the church there in 1645. He died Sept. 20, 1685. His wife's name was Mary, and she was baptized in Roxbury, Feb. 25, 1649; his will is in existence.

JOHN DEVOTION,² (Edward¹), born in Boston (part now Brookline), Mass., bapt. in June, 1659. Removed to Suffield, Conn. Died there about 1733. His wife was Hannah; his will is in existence.

REV. EBENEZER³ DEVOTION (John,² Edward¹), born in Boston (part now Brookline), Mass., in 1684. Removed with his father to Suffield. Graduated at Harvard College in 1707. Ordained as a minister at Suffield, June 28, 1710, and was minister there thirty years. His wife was Hannah Breck, daughter of Capt. John Breck, second son of Edward Breck of Dorchester. They were married in 1711. He died Apr. 11, 1741, at Suffield, and was buried there. His second wife was Naomi, daughter of Rev. Edward and Ruth Taylor of Northfield, Mass., whom he married June 4, 1720. His third wife was Mrs. Sarah Hebard.

REV. EBENEZER⁴ DEVOTION (Ebenezer,³ John,² Edward¹), born in Suffield, Conn., May 8, 1714. Graduated at Yale College, 1732. Settled as minister in Windham, Conn., Scotland parish, in 1735. Died in July, 1771. He represented Windham in the General Assembly in 1760, 1770 and 1771. He married, July 25, 1738,

Windham, 12 Nov. 1754; she married first, Dr. Joseph Baker of Brooklyn, Conn.; she married second, —, West of Uxbridge; she died 13 April 1842. ("Paul

Martha, daughter of Col. Simon Lathrop of Norwich, who commanded troops at the siege of Louisburg. Children of Rev. Ebenezer Devotion and Martha (Lathrop) Devotion were:—

1. MARTHA, who m. Samuel Huntington, President of the Continental Congress and Governor and Chief Justice of Connecticut.
2. HANNAH, who m. Rev. Joseph Huntington, brother of Samuel, Nov. 7, 1764.
3. —, who m. James M. Breed of Norwich. They were grandparents of President Timothy Dwight of Yale.
4. LUCY, born Nov. 12, 1754; m. Dr. Joseph Baker (*see below*) of Brooklyn, Conn. Died, Apr. 13, 1842. She m. 2d, — West of Uxbridge. She m. 3d, Dea. Amariah Preston.
5. EBENEZER, graduated Yale, 1759. Merchant of Windham and many years Judge of County Court of Windham County. Died 1829; m. 7 June 1764, Eunice Huntington.

The widow Martha (Lathrop) Devotion survived her husband and married Rev. Mr. Cogswell, his successor in the pastorate at Scotland.

REV. NICHOLAS¹ BAKER, a graduate of St. John's College, Cambridge, Eng. (A. B. 1631-2, M. A. 1635). First came to Roxbury, Mass., and in 1636 was a freeman in Hingham, and received a share in the first division of land in that town. Was representative for Hingham in the General Court in 1636 and 1638. Afterwards became a large landholder in Hull, Mass. In 1660 he was ordained minister in Scituate, Mass., "where he was instrumental in effecting a reconciliation of the two churches there, which had held no communication with each other for twenty-five years." His first wife, whose name is unknown and whom he probably married before he came to this country, was the mother of his children. In 1662 he married Grace — of Barnstable, Mass. She died in Barnstable, Jan. 22, 1696/7. He died Aug. 22, 1678, aged 67. In his will he mentions his wife Grace, his brother Nathaniel, his sons Samuel and Nicholas, and his daughter Mary (m. Stephen Vinal, 26 Feb. 1662), Elizabeth (m. John Vinal, 1664), Sarah (m. Josiah Litchfield), and Deborah (m. Israel Chittenden).

SAMUEL² BAKER (Rev. Nicholas¹), born probably in Hull. Made a freeman there, 1677. His father gave him an estate in that town. He married Fear Robinson, daughter of Isaac Robinson and grand-daughter of Rev. John Robinson of Leyden. May 12, 1687, he was admitted an inhabitant of Barnstable, Mass., and the same year he and his wife were admitted to the church in Barnstable by dismission from the church in Hull. His children were: (Deacon) John, Nathaniel, Mary (m. Adam Jones, Oct. 26, 1699), Grace (m. Israel Luce, Dec. 16, 1701).

Dodge m. 1 Mar. 1767, Elizabeth Heart of Redding." (Dudley Town rec.); "John Bacon m. widow Elizabeth Dodge 1 Jan. 1776." (Dudley Town rec.)

Children, born in Uxbridge:

405. AMARIAH, b. 5 Feb. 1758.

406. WARREN, b. 6 Oct. 1759.

Children by second marriage:

407. WINIFRED, b. 1 Oct. 1762.

408. EZEKIEL, b. 10 Mar. 1765.

DEACON JOHN³ BAKER (Samuel,² Rev. Nicholas¹), born in Hull, 1673. Settled in Barnstable and married, Oct. 14, 1696, Anna, daughter of Samuel Annable of Barnstable. She died Mar. 21, 1732/3, at Barnstable, aged 56. After her death he removed to Scotland Parish, Windham, Conn., about 1746. United with the church there, Dec. 14, 1746. Died at Scotland, Jan. 27, 1763. He had ten children, of whom Samuel and John and some of his daughters also removed to Scotland Parish.

DEACON SAMUEL⁴ BAKER (John,³ Samuel,² Rev. Nicholas¹), born in Barnstable, Sept. 7, 1706. Married, May 30, 1732, Prudence Jenkins of Barnstable. Removed to Scotland Parish with his father. He died Dec. 9, 1791. She died July, 1793, aged 82. Their children were: six born at Barnstable, three born at Scotland parish.

DOCTOR JOSEPH⁵ BAKER (Samuel,⁴ John,³ Samuel,² Rev. Nicholas¹), born at Scotland Parish, Windham, Dec. 17, 1748. Married, Jan. 10, 1779, Lucy Devotion, dau. of Rev. Ebenezer and Martha (Lathrop) Devotion. He was a physician at Brooklyn, Conn., and died there May 16, 1804. She m. second, ——— West of Uxbridge, and third, Dea. Amariah Preston. The children of Dr. Joseph and Lucy (Devotion) Baker were:—

1. ELIZABETH, b. Feb. 19, 1780; m. Paschall Tyler.
2. DEBORAH, b. Sept. 23, 1781; m. Thadeus Clark.
3. EBENEZER, b. July 22, 1783; m. Elizabeth Williams. Succeeded his father as physician in Brooklyn, Conn.; d. Dec. 11, 1820.
4. MARTHA, b. June 7, 1786; m. Solomon W. Williams.
5. JAMES, b. Sept. 17, 1788; unm.
6. RUFUS LATHROP, b. Dec. 6, 1790; Col. Ordinance, U. S. Army.
7. LUCY MARIA, b. Mar. 23, 1793; m. Rev. Willard Preston (415).
8. MARY DEVOTION, b. July 17, 1796; m. Jonathan A. Welch.
9. JOSEPH, b. July 17, 1796; d. in infancy.

Oct. 19, 1813, Ebenezer Devotion of Windham and Amariah Preston and wife Lucy of Northbridge, Mass. (Ebenezer and Lucy being heirs of Mrs. Martha Cogswell, late of Windham, deceased) sold Uriah Tracy land in Norwich, being part of the estate of Rufus Lathrop, late of Norwich, which was set off to Martha Cogswell. (Norwich Land Rec., vol. 35, p. 549.)

409. LOVICA, b. 27 May 1770.
 410. OTIS, b. 22 Oct. 1772.

Children by third marriage:

411. ELIZABETH, b. 13 June 1779; d. unmarried.
 412. POLLY, b. 12 Dec. 1780.
 413. WARREN, b. 21 Dec. 1782.
 414. SARAH, b. ———; d. 1833, unmarried.
 415. WILLARD, b. 29 May 1785.

Amariah Preston moved to Uxbridge from Ashford, Conn., when a young man, his marriage taking place there and all his children being born there. He was admitted to the church there, Feb. 22, 1761, and his wife, Susanna, Feb. 24, 1768. He was clerk of the church, 1787 and 1788, and was dismissed to the church at Northbridge, Sept. 11, 1788. He was called deacon. United with church in Northfield in 1797. She died 1807. (Northfield Ch. Rec.)

He was living in Northbridge in 1813, but died in Roxbury, N. Y., in 1834, at the home of his son, Otis Preston. His grand-daughter, Mrs. George L. Stearns of Medford, says of him "Amariah Preston served in the French and Indian war of 1756 and was at Crown Point in 1759; his "orderly book" of that expedition being still in existence. In 1759 he marched through the woods of Maine under General Arnold, scaled the Heights of Abraham and fought under General Wolfe at the battle of Quebec; his orderly book of that expedition has been destroyed.

"He also served through the war of the Revolution, wintering at Valley Forge, his oldest son with him; he was at the Surrender of Cornwallis and 'footed it' from Yorktown to his home in Uxbridge. His farm was a beautiful one, cared for by his wife during those heroic years. He sent his three sons to college and gave them Liberal Professions."

Mrs. Stearns had a water-color portrait of him at the age of 73.

His war record is worthy to be given in detail as it appears in the Mass archives:—

He appears on a muster roll dated Boston, Mar. 5, 1756,

under Capt. Ephraim Doolittle, "centinel," Enlisted Apr. 22, Served till Dec. 11, 33 weeks 3 days, travel allowed from Albany to Mendon. Company on Crown Point Expedition.

Appears on a return dated Marlborough, July 21, 1756, by Col. Abraham Williams, to Lieut.-Gov. Phipps, of men enlisted out of Williams' regiment for expedition to Crown Point, enlisted Apr. 22, 1756.

On a descriptive list of Capt. Dalrymple's company, Col. Ruggles's regiment, dated, July 26, 1756, private, age 17, occupation, "Prentice of Physick," birthplace, Windham, residence, Uxbridge. Joined from Capt. Harwood's Co., Col. Williams's regt. and from town of Uxbridge, volunteer.

On a muster roll as private, under Capt. Dalrymple, Col. Timothy Ruggles's regt. Mustered according to a return dated Camp at Fort William Henry, Oct. 11, 1756, by Henry Leddel, Muster Master General of Provincial army. Expedition against Crown Point.

On a muster roll as private, under Capt. Andrew Dalrymple, residence, Uxbridge. Entered service, Dec. 17, served till Apr. 22, 18 weeks, 2 days, company on Crown Point Expedition.

On a receipt dated Cold Springs (Belchertown) June 1, 1758, given by Preston and others for billeting money, Capt. David White's company, Col. Joseph Williams's regt. in intended expedition against Canada. Recd. £1 - 11s - 4d.

Sergeant on a muster roll, dated Boston, Feb. 20, 1759, under Capt. David White, Col. Joseph Williams's regt. for reduction of Canada, residence, Uxbridge, enlisted Apr. 10, 1758, served till Nov. 22, 1758, 8 months, 3 days, 22 days' travel.

On a billeting roll. Capt. John Furnass Co., Col. Ruggles's regt., enlisted Apr. 2, 1759, served 29 days.

On a list dated Apr. 7, 1759, of training soldiers in first company of Uxbridge, under Capt. John Spring.

(To be continued)

IMMIGRANTS TO NEW ENGLAND, 1700-1775.

BY ETHEL STANWOOD BOLTON.

- AARSHAL, John, of Boston, Mass.; from Great Britain, before 1719; m. Susanna Holton in Boston, Oct. 8, 1719.—*Boston Rec. Com.*, Vol. 28, p. 98.
- ABERCROMBIE, Rev. Robert, of Pelham, Mass.; from Scotland, cir. 1742; b. 1712; grad. University of Edinburgh; first minister of Pelham; m. Margaret Stevenson; Children: David, Andrew, Margaret, Samuel, John, William, Sarah, Robert, Isaac, Mehitable, James; d. March 7, 1780.—*Sheldon's Deerfield*, Vol. 2, p. 5; *Wall's North Worcester*, p. 50.
- ABERCROMBIE, Robert, of Pelham, Mass.; from Scotland before 1742; b. in Scotland; first minister of Pelham; Child: Isaac.—*Parmenter's Pelham*, pp. 72, 437.
- ADAMS, John, of Boston, Mass.; painter, came from England with his servant, with Captain Osborn, on December 7, 1717; petition to ply his trade rejected by selectmen; warned out Jan. 27, 1718.—*Boston Record Com.* Vol. 13, pp. 32, 33.
- ADAM, Richard, of Weare, N. H.; from England in 1775; a teacher; Child: Jenny; removed to Canada.—*Little's Weare, N. H.*
- ADAMS, Robert, of Londonderry, N. H.; came before 1730.—*Coll. Me. Hist. Soc.*, Vol. II, p. 24.
- ADAMS, William, of Londonderry, N. H., from Ireland, cir. 1719-1721; said to have been born in Argyleshire; m. Mary —; d. Oct. 4, 1755, aet. 61; Children: James, Jonathan, Samuel, William, David; Samuel moved to Boothbay; William had a brother James; d. Nov. 1, 1761 at 72.—*Parker's Londonderry*, p. 254, and *Greene's Boothbay*, p. 487.
- AIKEN, Edward, of Londonderry, N. H.; from Ireland, 1720; b. 1660; m. Barbara Edwards; Children: Nathaniel, James, William; d. 1747 in Londonderry.—*Parker's Londonderry*, p. 255, *Whiton's Antrim*, p. 52, *Bedford*, p. 279, *Secomb's Amherst*, p. 487.

- AIKEN, James, of Londonderry, N. H.; from Ireland, cir. 1720; son of Edward; m. Jean Cochran, 1725; Children: John, James, Elizabeth, one son and two daughters.—*Vital Records of Londonderry, Parker's Londonderry*, p. 256.
- AIKEN, John, of Chester, N. H.; from Ireland, cir. 1724; b. 1689; m. ———— Karr; Children: John, James, Margaret, Martha, Jane, Elizabeth, Mary; d. 1750.—*Chase's Chester*, p. 462.
- AIKIN, Nathaniel, of Londonderry, N. H.; from Ireland, cir. 1720; son of Edward; m. Margaret Cochran, 1726; Children: Edward, John, James, Thomas, William.—*Parker's Londonderry*, p. 256, *Vital Records of Londonderry*.
- AIKEN, Samuel, of Chester, N. H.; from Ireland, cir. 1736; brother of John; m. ———— Young; Children: William, James, Peter, Sarah, Samuel.—*Chase's Chester*, p. 462.
- AIKEN, William, of Londonderry, N. H.; from Ireland, cir. 1720; son of Edward; m. Janet Wilson, 1725; Children: Agnes, Edward, Mary, Jonathan, Martha, William.—*Vital Records of Londonderry, Parker's Londonderry*, p. 256.
- ALEXANDER, James, of Windham, N. H.; from Ireland; brother of John and Alexander; m. Mary ————; Children: Agnes, Joseph; d. 1731.—*Morrison's Windham, N. H.*, p. 305.
- ALEXANDER, James, of Pelham, Mass.; from Ireland, before 1738.—*Parmenter's Pelham*, p. 17.
- ALEXANDER, John, of Londonderry, N. H.; from Ireland; brother of James; Children: Robert, James, Ann; d. 1763.—*Morrison's Windham*, p. 305.
- ALEXANDER, John, of Worcester, Mass.; from Ireland, before 1733.—*Perry's Scotch-Irish*, p. 14, *Parmenter's Pelham*, p. 17.
- ALEXANDER, Randall, of Londonderry, N. H.; from County Antrim, Ireland, 1718; m. Janet ————; Children: Robert, Mary, Isabel, David, John, Samuel, William, Isabel; petitioner to Shute.—

Parker's Londonderry, p. 44, *Morrison's Windham*, N. H., p. 305.

ALEXANDER, William, of Lunenburg, Mass.; from Ireland, before 1743; m. Elizabeth Bradley, 1743; Children: John, Franice, William.—*Lunenberg Records*, pp. 223, 272.

ALEXANDER, William, of Deerfield, Mass.; from Londonderry, 1765(?); warned out of Deerfield, 1765; Children: John, Gin, Lydia.—*Sheldon's Deerfield*, Vol. 2, p. 8.

ALFORD, Jabez, Boston, Mass.; from Carolina, 1705; warned out.—*Boston Rec. Com.*, Vol. 11, p. 48.

ALLANE, Thomas, of Georgetown, Me.; from ———, April 1718.

ALLD, William, of Peterborough, N. H.; from Ireland; b. 1723; m. Lettuce ———; Children: John, Benjamin, Jenny, Samuel; d. 1805, aged 82.—*Smith's Peterborough*, pt. 2, pp. 7, 8.

ALLEN, Andrew, Boston; from Virginia, to Cape Ann, to Billerica, to Boston; warned out May 3, 1708.—*Boston Rec. Com.*, Vol. 11, p. 72.

ALLEN, George, Boston, Mass.; from Ireland, with Captain Dennis, Nov. 1719.—*Boston Record Com.*, Vol. 13, p. 64.

ALLEN, Humphrey, Boston, Mass.; 1730; late from New York; convicted of stealing.—*Court of Sessions of the Peace*, p. 298.

ALLEN, Margaret, of Boston, Mass.; 1722; from Ireland, 1717; John Langdon of Boston Innholder paid £18 for 4 years service.—*Court of Sessions of the Peace*, 1715-18, Vol. I, p. 184.

ALLEN, Richard, of Boston, Mass.; from England; has opened a brew-house here, 1791.—*Centinel*, May, 1791.

ALLEN, Robert, Boston, Mass.; from Ireland, with Captain Dennis, Nov. 1719.—*Boston Record Com.*, Vol. 13, p. 64.

ALLEN, William; from London, 1716; merchant.—*Boston Rec. Com.*, Vol. 29, p. 233.

- ALLISON, Samuel, of Londonderry, N. H.; from Ireland (?), 1718.—*Parker's Londonderry*, p. 44.
- AMBREY, Dr. Frederick, of Bradford, Vt.; from Germany, before 1759; m. Sally ———; removed to Pennsylvania.—*McKeen's Bradford*, p. 392.
- AMORY, Thomas, of Boston, Mass.; from Limerick to So. Carolina and Boston, 1721.—*Cullen's Irish in Boston*, p. 53.
- ANDERSON, ———, of Warren, Me.; from Scotland, 1753; removed to Falmouth.—*Eaton's Warren*, pp. 85, 120.
- ANDERSON, Allen, of Londonderry, N. H.; from Ireland, cir. 1718; d. without issue.—*Parker's Londonderry*, p. 259.
- ANDERSON, Archibald, of Warren, Maine; from Bannockburn, Scotland, 1753; m. Anne Malcolm; Children: James, Archibald, John, Samuel; d. 1783.—*Eaton's Warren*, pp. 85, 120, 122, 375.
- ANDERSON, Jacob, of Freeport, Maine; from Dungannon, Ulster County, Ireland, cir. 1710; Child: Jacob.—*Wheeler's Brunswick*, p. 827.
- ANDERSON, James, of Londonderry, N. H.; from Ireland, cir. 1718; Children: Samuel, Robert, James, Thomas, David, Jane, Nancy.—*Parker's Londonderry*, pp. 307, 398, *Morrison's Windham, N. H.*, p. 308.
- ANDERSON, John, of Londonderry, N. H.; from north of Ireland, cir. 1725; Children: John, James, Robert, Jane.—*Parker's Londonderry*, p. 260, *Morrison's Windham, N. H.*, p. 307.
- ANDERSON, John, of Danbury, Conn.; “from the parish of Dunfarm by Lime (Dumfermlime?) in ye Shire of Feife in North Britton”; will, probated March 6, 1740, mentions mother, Margaret Henderson; sister, Elizabeth Anderson.—*Bailey's Danbury*, p. 15.
- ANDERSON, Joseph, of New Boston, N. H.; from England, 17—; m. Margaret Foster.—*Cogswell's Heniker, N. H.*
- ANDERSON, Thomas, of Chester, N. H.; from Ireland, cir. 1745; m. Jean Craige; Children: William, Joseph,

- John, Thomas, Agnes, Joseph, Allen, Samuel, Margaret, David; d. 1804.—*Chase's Chester*, p. 464.
- ANDERSON, William, of Deerfield, Mass.; from Dunfermline, Scotland in 1758; m. Abigail Hitchcock of Brimfield; Children: William, Solomon, John, Sarah, Fanny, William, Fanny; d. 1810.—*Sheldon's Deerfield*, Vol. 2, p. 30.
- ANDDENSON, see Anderson.
- ANDREWS, John, of Boston, Mass.; from Ireland, with Captain Dennis, Nov. 1719.—*Boston Record Commission*, Vol. 13, p. 64.
- ANDREWS, Rev. Samuel; from England to New England, Oct. 8, 1761, (sailing).—*Money Book* 48-155, *Emigrant Ministers to America*, p. 11.
- ANNAN, David, of Peterborough, N. H.; from Cupar of Fife, Scotland; b. 1754; son of John; m. Sarah Smith; Children: Sarah, David S., John, Mary, Robert, James, Jane, Amelia; d. 1802, in Ireland.—*Parker's Londonderry*, p. 188, *Smith's Peterborough*, pt. 2, p. 14.
- ANTHOINE, Nicholas, of Marblehead, Mass.; from Isle of Jersey, cir. 1750; m. 1. Anne Hawkes, Dec. 3, 1755; m. 2. Rebekah LeGrow; Children: Anna, John, Rachel, Nicholas.—*Marblehead Vital Records, Cochran's Antrim*, p. 341.
- APTHORP, Charles, of Boston, Mass.; from England; b. 1698; son of John and Susan Apthorp; m. 1726, Grizzell Eastwick; Children: Charles Ward, Grizzell, Susan, John East, James, Anne, Henry, Stephen, Joseph, Elizabeth, Thomas, Catharine, George, Robert, Rebecca, William, Catharine.—*Bridgman's Memorials*, p. 276.
- ARBUCKLE, ———, of Merrimack, N. H.; from Ireland, before 1748; Children: William, Sarah, and a daughter.—*Secomb's Amherst, N. H.*, p. 485.
- ARCHELAUS, Henry, of Wear, N. H.; Hessian Soldier; m. ———, Paige; Children: Sally, Olive, Charles, Henry.—*Little's Weare, N. H.*
- ARCHIBALD, John, Londonderry, N. H.; from Ireland, before 1730; m. Margaret ———; Children: Robert,

- Elenor, Elizabeth, John, James.—*Coll. Me. Hist. Soc.*, Vol. 11, *Vital Records of Londonderry*.
- ARGENT, William, Boston, Mass.; farmer; from London, with Capt. Norris, June 1717, with intent to return in the spring; warned out Feb. 11, 1718.—*Boston Rec. Com.*, Vol. 13, p. 33.
- ARMINGTON, George, lately arrived in Boston from Ireland, 1718, ship "St. George Merchant," George Brown commander.—*Court of Sessions of the Peace*, 1715-18, Vol. 2, p. 213.
- ARMSBY, John, of Medfield, Mass.; before 1704; m. Mehitable Boyden; Children: Mehitable, Joshua.—*Tilden's Medfield*, p. 306.
- ARMSTRONG, John, of Boston, Mass.; lately arrived in Boston from Ireland, 1718, in the brigantine "Robert," James Ferguson commander; wife and four children.—*Court of Sessions of the Peace*, p. 210.
- ARMSTRONG, Deacon John, of Windham, N. H.; from Londonderry, Ireland; b. 1713 (near Londonderry, Ireland); son of Robert Armstrong; m. Janet Wiley, d. October 12, 1772; Children: Janet, Agnes, Ann, John, Robert, David, Mary, John, David; d. May 6, 1795.—*Morrison's Windham, N. H.*, p. 318, *American Ancestry*, Vol. 3, p. 3, *N. H. Genealogy*, p. 935.
- ARMSTRONG, Robert, of Londonderry, N. H.; from County Londonderry, Ireland; see his son John.—*N. H. Genealogy*, p. 935.
- ARMSTRONG, James, of Cape Elizabeth, Maine; from Ireland, in 1718; Children: Thomas, John, James.—*Smith's and Dean's Journal*, p. 60, *Willis's Portland*, p. 788.
- ATKINS, Henry; from Bristol, England, 1716, "sail maker."—*Boston Rec. Com.*, Vol. 29, p. 233.
- ATKINS, Joseph, of Boston, Mass.; from Cork, Ireland, with Capt. Benedict Arnold, Aug. 1736; for Philadelphia.—*Boston Record Com.*, Vol. 13, p. 312.
- ATKINSON, Mrs. E., of Boston, Mass.; from London, dressmaker; "now at Mr. Edward Oakes's in Cornhill St.," 1729.—*News Letter*, 27 March 1729.

- ATTWOOD, Thomas, of Boston, Mass.; from Bristol, England, 1716; gentleman.—*Boston Rec. Com.*, Vol. 29, p. 233.
- AUCHMUTY, ———, of Warren, Me.; from Scotland, 1753; removed to Boston.—*Eaton's Warren*, pp. 85, 121.
- BABBIDGE, James, of North Yarmouth, Maine; from Uffculme, Devonshire, England, before 1730; b. 1697; son of James and Prudence.—*N. E. Hist. Gen. Reg.*, Vol. 14, p. 30, *Wheeler's Brunswick*, p. 828.
- BADGER, George; from Island of Jersey, husbandman; b. abt. 1718; volunteer against the West Indies, 1740.—*Colonial Wars 1799*.
- BAGE, James, Boston, Mass.; butcher; from England, July-August 1716; warned out, Sept. 29.—*Boston Rec. Com. Vol. 13*, p. 11.
- BAILEY, Thomas; clerk from England to "Naraganzett," 1712.—*Emigrant Ministers to America*, p. 12.
- BAKER, George, Boston; upholsterer; from London, England, 1699.—*Suffolk Court of Common Pleas*, 1699-1701, p. 64.
- BAKER, James, Boston; from Great Britain, 1713; warned out, June 9, 1714.—*Boston Rec. Com.*, Vol. 11, p. 186.
- BAKER, John, of Concord, Mass.; came from Bristol, England, cir. 1720; m. Elizabeth ———; Child: John.—*Haywood's Westminster, Mass.*
- BAKER, John, of Waltham, Mass.; from England, 1738; Child: Richard; removed to Killingly, Conn.—*Cochran's Antrim*, p. 346.
- BALDERSON, Thomas; convict assigned to Apthorp and Hancock, July 18, 1747. From Wm. Cookson of Hull.
- BALES, William, Wilton, N. H.; from Wales; impressed, deserted at Salem, Mass.; Child: William.—*Livermore and Putnam's Wilton*, p. 303.
- BALLOCH, James, of Cornish, N. H.; from Scotland, 1796; b. 1761, in Antwerp, Stirlingshire, Scotland; m. Sarah Chase of Cornish, Nov. 10, 1796 (b. 1775,

- d. 1840); Children: James, George W., Mary Francis, Allen, Margaret, Charles, Sarah J., Janette, William; d. Feb. 27, 1831.—*Child's Cornish, II*, p. 15.
- BANISTER, Samuel; from London, 1716, with Mad^m Banister; merchant.—*Boston Rec. Com.*, Vol. 29, p. 233.
- BANUM, James, Boston; from ———, with Capt. Gerish; warned out Feb. 1794.—*Boston Rec. Com.*, Vol. 11, p. 31.
- BARBER, ———, of Westerly, R. I.; from England.—*Thomas's History of Printing, Vol. 2*, p. 82.
- BARBOUR, James, of Portland, Me.; from Ireland, 1718; son of John, Sr.; m. ——— Gibbs, widow; Children: Andrew, Mary.—*Smith's and Dean's Journal*, p. 57.
- BARBOUR, John, Sr., of Portland, Me.; from Ireland, in 1718; Children: John, James, Hugh; drowned Jan. 19, 1719.—*Smith's and Dean's Journal*, p. 57.
- BARBOUR, John, of Portland, Maine; from Ireland, in 1716 or 1717; son of John Barbour, q. v.; Children: Adam, Mary, Anne, Hannah.—*Smith's and Dean's Journal*, p. 57, *Willis's Portland*, p. 788.
- BARBOUR, Matthew, of Western, now Warren, Me.; also of Westfield and Pelham, Mass.; m. 1726-7, Mrs. Mary (Gray) Blair, widow of William; Children: Mary, Robert, Sarah, Lydia.—*Leavitt's Blair Family*, p. 139.
- BARBOUR, Robert, of Weston and Worcester, Mass.; from Ireland in 1718; b. Parish of Kopro, Co. Tyrone, Ireland; m. in Weston, Feb. 26, 1725-6, Sarah Gray of Worcester; she b. 1704, Co. Tyrone; d. June 9, 1790; Children: James, Elizabeth, Sarah, John, Matthew; d. Sept. 27, 1769, at Worcester, aged 68; a clothier; Robert is said to have had a brother Hezekiah of Westfield.—*Lincoln's Worcester*, p. 49, *E. D. Barbour's notes*.
- BARCLAY, Andrew, of Boston, Mass.; from Scotland, cir. 1764.—*Thomas's History of Printing, Vol. 2*, p. 230.
- BARCLAY, William, from England to New England, 1703; clerk.—*Emigrant Ministers to America*, p. 12.

BARNES, see also Barron.

BARNES, John, of Concord, Mass.; from England, 1730; b. 1708; m. ——— Heselton, of Boston; Children: Joseph, Josiah, John, Amos, and three daughters; soldier at Quebec; d. 1762, at Quebec.—*Ancient Wethersfield*, p. 46.

BARNES, Robert, Boston, Mass.; from England, with Captain Eves, Dec. 24, 1716; a butcher; warned out June 4, 1717.—*Boston Rec. Com.*, Vol. 13, p. 20.

BARNET, James, Boston; from Ireland, in ship Elizabeth; warned Nov. 3, 1719.—*Boston Rec. Com.*, Vol. 13, p. 63.

BARNET, John, of Londonderry, N. H.; from County Antrim, Ireland, 1719; schoolmaster; m. Joan Seaford, 1721.—*Parker's Londonderry*, pp. 44, 90, *Williamson's Belfast*, p. 91.

BARNES, Mark, of Providence, R. I.; from Waterford, Ireland, cir. 1775.—*Murray's Irish Rhode Islanders*, p. 33.

BARR, Gabriel, of Nutfield, N. H.; from Ireland, cir. 1720; and unmarried after a courtship of forty years.—*History of Bedford, N. H.*, p. 864, *100th Anniversary of Bedford*, p. 289.

BARR, James, of Londonderry, N. H. and Goffstown, N. H.; from Ireland, cir. 1720; b. 1705 in Ballymoney, County Antrim; nephew of Gabriel, John and Samuel; m. Ann McPherson; b. 1708, in Ballymoney; d. 1798; Children: John, Sarah, James, Samuel, Molly; d. May 1, 1788.—*History of Bedford*, pp. 864, 865, *Hadley's Goffstown*, p. 26, *100th Anniversary of Bedford*, p. 289.

BARR, James, of New Ipswich, N. H.; from Kilbrachan, Renfrewshire, Scotland, cir. 1773; b. Dec. 12, 1752; m. 1783 Molly Cummings, b. 1764, d. 1845; Children: James d. e., Nancy, Sarah, James, George, Caroline-Matilda, Cummings, Robena, Charlotte, William, Mary Whitehill, John, Esther, Jane, Charles, d. e.; d. March 7, 1829.—*Chandler and Lee's New Ipswich*, p. 208.

- BARR, John; from Ballymoney, County Antrim, Ireland, cir. 1720; m. Jean ———, d. Nov. 11, 1737, in 66 years of her age & "17 years in this land"; he was in the Siege of Londonderry, Ireland, 1688-9.—*History of Bedford, N. H.*, p. 863, *100th Anniversary of Bedford*, p. 289.
- BARR, Samuel, of Londonderry, N. H.; from Ireland, cir. 1720; m. ———; Child: Jean, b. Jan. 4, 1744; m. Daniel Hall, of Chester, N. H.; moderator, Selectman, 1741-2, Representative and 1761-1767 Colonel of the Regiment.—*100th Anniversary of Bedford*, p. 289.
- BARRON, Elias, of Concord and Surry, N. H. ["Barnes"]; from Ireland, cir. 1750; brother of William.—*Kingsbury's Surry*, p. 437.
- BARRON, Oliver; from Ireland, cir. 1750; brother of William.—*Kingsbury's Surry*, p. 437.
- BARRON, William, of Concord, Mass., Keene, and Surry, N. H.; m. Isabel Larrabee, of Lunenburg, 1753; d. 1770; daughter of Samuel Larrabee; m. 2. Tabitha Williams, 1770; d. 1775; m. 3. Jemima ———; b. 1739; Children: Lucy, Isabel, Marion, William, Bethuel, Bethany, Leonard; d. 1796.—*Kingsbury's Surry*, p. 437.
- BARTLETT, Henry, of Marlborough, Mass.; from Wales.—*Reed's Rutland*, p. 108.
- BARTLEY, Robert, M. D., of Londonderry, N. H.; from Armagh, Ireland, cir. 1790; educated at Dublin University and Edinburgh; Children: Hugh, John McC., Robert, Nancy McC.; d. 1820.—*Parker's Londonderry*, p. 215, *Morrison's Windham, N. H.*, p. 334.
- BATLEY, John, of Worcester, Mass.; from Ireland, in 1718; there was a Nathaniel, of Dedham, in 1730.—*Lincoln's Worcester*, p. 49.
- BARTHELEME, Claudius, of Derby, Conn.; from France. cir. 1750; b. 1737; m. Susanna Plumb, daughter of Samuel; b. 1744; d. Jan. 16, 1818; Children: Anne, Mary, Jerrod, Susanna, Joseph, Sarah, Anne, Henrietta, Claudius; d. October 10, 1824 aet 87.—*Orcutt's, Derby Conn.*, p. 694.

- BASKER, Joseph, Boston, Mass.; from Bristol, England, before 1715; wool comber; came in the "Marlborough" Galley; Samuel Peard, master asks for his liberty.—*Court of Sessions of the Peace, 1715.*
- BAS, Joseph, of Dresden, Me.; from France.—*Huguenots in Dresden, p. 18.*
- BATTERSON, George, of Fairfield, Conn.; from Scotland; m. Mary Oysterbanks; Child: George.—*American Ancestry, Vol. 3, p. 4.*
- BATTESON, James; clockmaker, Boston; from Pennsylvania, August, 1707; warned out.—*Boston Rec. Com., Vol. 11, p. 64.*
- BEAL, George, of Willington, Ct. or Deerfield, Mass.; from England, cir. 1726; graduate of Oxford; m. 1. ———; m. 2. 1742, Mary Hinsdale, widow; Children: William, Matthew; d. 1761.—*Sheldon's Deerfield, p. 79.*
- BEAL, Zachariah, Portsmouth, N. H.; from England; Children: Zachariah and others.—*Fitt's Newfields, p. 434.*
- BEARD, Andrew, of New Boston, N. H.; from Ireland, in 1766; Child: Joseph; d. 1798 aged 88.—*Cogswell's New Boston, p. 380.*
- BEATH, John, Boothbay, Maine; from Derry, Ireland, cir. 1718; son of Walter; m. Margaret Fullerton, 1739, d. Oct. 13, 1818; Children: Margery, Joseph, Elizabeth, Mary, Margaret; d. Dec. 9, 1798.—*Greene's Boothbay, p. 498.*
- BEATH, Walter, of Lunenburg, Mass., and Boothbay, Me.; from Derry, Ireland, in 1718; b. in Derry or Tyrone, 1681; Children: John, b. 1710, Jeremiah; d. June 11, 1759, aged 79; his sister Jennet m. Wm. Fullerton, Sr.—*Greene's Boothbay, p. 497, Maine Hist. Soc. Coll., 2d Series, Vol. 9, p. 289.*
- BECKETT, Giles, of Bradford, Vt.; from England, 1774, (Yorkshire); Children: Edward and three others.—*McKeene's Bradford, p. 292.*
- BELL, Aaron, Boston; from Ireland on ship "Elizabeth"; warned out Nov. 3, 1719; farmer.—*Boston Record Com., Vol. 13, p. 63.*

- BELL, John, of Londonderry, N. H.; from Ireland, cir. 1719; b. 1679, at Ballymoney; probably son of Matthew; m. Elizabeth Todd, abt. 1712; daughter James and Rachel Todd; Children: Letitia, Naomi, Samuel, Elizabeth, Mary, John; d. July 8, 1743, abt. 64 yrs. of age.—*Morrison's Windham*, p. 336. *Chase's Chester*, p. 468, *Codman's Francistown*, p. 515, *Boston Evening Transcript*, Feb. 20, 1907, *Parker's Londonderry*, p. 262.
- BELL, John, of Bedford, N. H.; from Ireland, cir. 1736; wife, Katherine ———, b. 1697, d. 1746; Children: Mary, John, Joseph, Susanna; d. Feb. 28, 1763.—*100th Anniversary of Bedford*, p. 291.
- BELL, John, of Bedford, N. H.; from Ireland, in 1739, with his mother; son of John and Katherine Bell; b. 1732, in Ireland; m. 1. Jane Carr; m. 2. Sarah Bell, of Londonderry, N. H.; Children: Joseph, John, Rachel, Susanna, Mary and six others who died in infancy.—*History of Bedford*, p. 869.
- BELL, Joseph, of Bedford and Halifax, Mass.; came from Ireland, 1739; son of John and Katherine Bell; b. in Ireland.—*History of Bedford, N. H.* 869.
- BELL, Thomas, of Noddle's Island, Mass.; from Ireland, 1718.—*Cullen's Irish in Boston*, p. 51.
- BELL, William, of Chester, N. H.; from Scotland, before 1780; b. Paisley, Scotland; m. Beatress Barr of Glasgow; Children: William, George, Elizabeth; d. 1817.—*Chase's Chester*, p. 471.
- BENNER, Henry, of Broad Bay, Maine; from Germany, before 1760.—*Miller's Waldoboro*, p. 51.
- BERKELEY, George, of Newport, R. I.; from Kilkenny, Ireland, 1729.—*Murray's Irish Rhode Islanders*, p. 29.
- BERRY, Edward, of Boston, Mass.; from London, cir. 1766; removed to New York.—*Thomas's History of Printing*, Vol. 2, p. 230.
- BERRY, William, of Boston, Mass.; from Ireland; "Printer of Painted Paper"; living with Dr. Nazro.—*Boston Rec. Com.*, Vol. 15, p. 69.

- BETHELL, Jarvice, Boston, Mass.; from Ireland by way of Newfoundland, August, 1714; wife; admitted an inhabitant.—*Boston Rec. Com.*, Vol. 11, p. 220.
- BETTON, James, of Windham, N. H.; from Scotland before 1753; b. 1728; m. Elizabeth Dickey; Children: Samuel, Martha, Sarah, Agnes, Ruth, Jannet, Elizabeth, Mary, John, Silas; d. Oct. 9, 1802.—*Morrison's Windham, N. H.*, p. 337.
- BETTY, John, of Worcester, Mass.; weaver; d. intestate, 1748; m. Rebecca ———; bondsman William Crawford "Physician," John McKinstrey, witness.—*Worcester Probate*.
- BEVERAGE, ———, of Warren, Maine; from Scotland, 1753.—*Eaton's Warren*, p. 85.
- BILL, Thomas, of Boston, Mass.; from New York; warned April 27, 1724.—*Boston Record Com.*, Vol. 13, p. 127.
- BILLOW, John, of Boston; from Ireland, 1717; in ship "Alexander," Thomas Spencer; he was "an infirm person," "sickley man very Poor who came from Barbadoes" with Capt. Thomas Spencer.—*Boston Rec. Com.*, Vol. 13, p. 41, *Court of Sessions of the Peace*, 1715-18, Vol. 2, p. 199, *Suffolk Court Files* 12463.
- BIRD, Andrew, of Warren Maine; from Scotland 1753; m. ——— Hathorne; children: Jane, Agnes, Alexander; removed to Cushing; killed by a tree.—*Eaton's Warren*, pp. 85, 122, 377, 505.
- BISCETT, George, of Rhode Island; from England, 1767.—*Emigrant Ministers to America*, p. 14.
- BISHOP, James, of ———, R. I.; from Dublin, Ireland, before 1775.—*Murray's Irish Rhode Islanders*, p. 28.
- BISHOP, Richard, Boston, Mass.; from Brooklyn, April 21, 1727; warned out July 11.—*Suffolk Court Files*, 20510.
- BISSELL, Samuel, of Newport, R. I.; "anvil smith," late of England, 1717.—*Advertisement in Boston News Letter*, March 11, 1717.

- BLACK, John, of Barre, Mass., and Chesterfield, N. H.; from Ireland, October, 1740; b. Jan. 29, 1730, in Ireland; m. Isabella Moore, Nov. 27, 1760, b. Rutland, March 4, 1741; children: William, Margaret.—*Randall's Chesterfield, N. H.*, p. 229, *Kingsbury's Surry*, p. 455.
- BLACK, Josiah, of Kittery, Me.; probably from Ireland.—*Saco Valley Families*, p. 465.
- BLACK, Samuel, of Boston, Mass.; from Ballylin, Donegal, Ireland; mariner; m. Elizabeth Fulton; d. before 1752.—*Goldthwaite Records, Ms. Boston Athenaeum*.
- BLAIR, see also Blare.
- BLAIR, Abraham, of Worcester, Mass., and Londonderry, N. H.; from Aghadowey, Ireland, in 1718; children David, Hannah, Sarah, Lydia, Jenet, Mary; in defense of Londonderry 1689; he was an uncle of Robert Blair of Worcester.—*Lincoln's Worcester*, p. 49, *Leavitt's Blair Family*, p. 147.
- BLAIR, John, of Londonderry, N. H.; from Ireland in ship "Elizabeth"; warned from Boston, Nov. 8, 1719; son of David and brother of James; m. Jennett (McCloud?); children: William, b. 1726; Ann, b. 1727-8; Elizabeth, b. 1731; son, b. 1734-5; David, b. 1737; Margaret, b. 1738; Robert, b. 1741; will probated Oct. 30, 1754.—*Cogswell's New Boston*, p. 352, *Boston Rec. Com.*, Vol. 13, p. 63, *Leavitt's Blair Family*, p. 151.
- BLAIR, Robert, of Worcester, Mass.; from Ireland before 1733; b. at Aghadowey about 1683; m. Isabella, daughter of David Rankin; Children: Matthew, David, b. 1708-9, John, Sarah, Dolly, William, James, Robert, Elizabeth, Mary, Joseph; he was a nephew of Abraham Blair of Londonderry and brother of William of Shrewsbury; d. in Worcester, Oct. 14, 1774.—*Perry's Scotch-Irish*, *Leavitt's Blair Family*, p. 22, 29.
- BLAIR, William, of Framingham and Shrewsbury, Mass.; from Aghadowey, Ireland, 1718; elder brother of Robert Blair of Worcester, and nephew of Abraham

Blair; m. Mary, sister of William Gray of Worcester; Children: William, John, Robert, Elizabeth, Mary, Samuel b. 1724; d. in Framingham and bur. Aug. 23, 1724.—*Leavitt's Blair Family*, p. 139.

BLANCHER, Nicholas, Boston, Mass.; from North Carolina, with Christopher Tilden; tenants of Dr. Josias Byles; "wife and 3 or 4 children."—*Boston Rec. Com.*, Vol. 15, p. 55.

BLARE, see also Blair.

BLARE, Elizabeth, daughter of David Blair, from Ireland, Aug. 17, 1718; sister of John, James, and Rachel; if the granddaughter of Abraham Blair she had returned to Ireland before 1733.—*Leavitt's Blair Family*, p. 150, *Suffolk Court Files*, 12620, *Cullen's Irish in Boston*, p. 51, *Boston Rec. Com.*, Vol. 13, p. 46.

BLARE, Lieutenant James, of Londonderry, N. H.; from Ireland, Aug. 17, 1718; son of David Blair; m. Isabella ———; Children, James, David, b. 1729, Alexander, b. 1731, Rebecca, Margaret; James Blare of Nutfield warned from Boston Jan. 23, 1723; will probated Feb. 26, 1745-6.—*Leavitt's Blair Family*, p. 151, *Suffolk Court Files* 12620, *Cullen's Irish in Boston*, p. 51, *Boston Rec. Com.*, Vol. 13, p. 46.

BLARE, Rachel, from Ireland, Aug. 17, 1718; daughter of David and sister of John, James, Elizabeth; m. probably Robert Love of Boston.—*Leavitt's Blair Family*, p. 150, *Suffolk Court Files* 12620, *Cullen's Irish in Boston*, p. 51, *Boston Rec. Com.*, Vol. 13, p. 46.

BLAZO, William, of Epsom, N. H.; from France.—*Curtis's Epsom, N. H.*, p. 1.

BLENCOE, Richard; from London to Boston on the ship "Mary Ann," 1774; husbandman, æt. 25, "for employment."—*N. E. Hist. Gen. Reg.*, Vols. 62-64.

BOARDSLEE, John; from England to New England, 1761.—*Emigrant Ministers to America*, p. 15.

BOGGS, Samuel, of Warren, Me.; from Ireland, 1753; m. Anna ———; Children: William, John, Samuel,

- Anne, Mary, dau.; d. 1783.—*Eaton's Warren*, pp. 378, 379.
- BOIES, James, of Milton, Mass.; from Ireland; b. 1702; m. 1. ———; m. 2. Elizabeth Smith, daughter of Jeremiah, 1759; Child: Jeremiah Smith; d. July 11, 1798.—*Teele's Milton*, p. 397.
- BOHONON, Andrew, of Salisbury, N. H.; from Scotland before 1734; son of ——— and ——— (Johnson) Bohonon; impressed at 14; b. 1709; m. Tabitha Flanders, daughter of Jacob, 1734/5, d. Feb. 18, 1810, aet. 101; Children: Sarah, Andrew, John, Jacob, Ananiah; d. cir. 1803.—*Dearborn's Salisbury, N. H.*, p. 485 *et seq.*
- BOLSTER, Isaac, of Uxbridge, Mass., and Rumford, Me.; from England, before 1732; m. 1. Abigail ———; m. 2. Hepsibah ———, d. July 20, 1742; Child: Isaac; d. April 28, 1753.—*Lapham's Rumford*, p. 307.
- BOLTON, Agnes, of Palmer, Mass.; from Ireland; b. 1728; m. Hugh Smith, son of James, 1754; Children: Elizabeth, Joseph, Matthew, Elihu, Agnes, Mary, John; d. 1805.—*Temple's Palmer*, p. 535.
- BOLTON, Dr. Hugh, of Colrain, Mass.; from Tamlaght O'Crilly, Ireland, cir. 1730; m. Elizabeth Patterson, a sister-in-law of Jerome Bonaparte; Children: Hugh, Matthew, John, Nancy, Joseph; d. June 8, 1772, aged 85.—*Ms. owned by C. K. Bolton*.
- BOLTON, Thomas, of Gorham, Me.; from Tamlaght O'Crilly, Ireland, cir. 1720; m. Mary (McLellan) Craige; Children: William, Mary, Martha, Agnes; d. before 1788, aged 90.—*McLellan's Gorham*, p. 404, *Ms. owned by C. K. Bolton*.
- BOLTON, William, of Windham, N. H.; from Tamlaght O'Crilly, Ireland; m. Elizabeth ———; Children: John, David, James, Grizel, Agnes; d. Apr. 22, 1755 (?), aged 73.—*Morrison's Windham*, p. 347.
- BOLTON, according to the will of Samuel Bolton of Tamlaght O'Crilly, Hugh, Thomas and William were his brothers.—*Ms. owned by C. K. Bolton*.

(To be continued)

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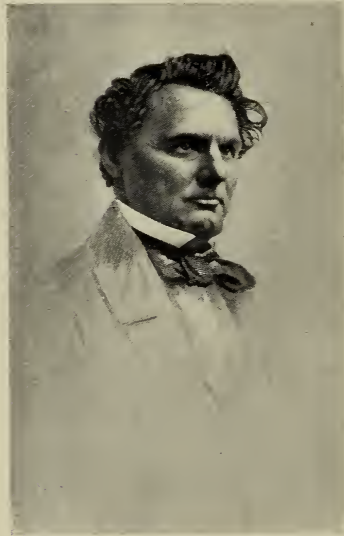
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DONALD MCKAY

From an engraving in the Bradlee collection

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THE SHIP "GREAT REPUBLIC" AND
DONALD MCKAY, HER BUILDER

BY FRANCIS B. C. BRADLEE

In 1845 Donald McKay, the celebrated ship builder, who had previously carried on his business at Newburyport, started a new shipyard at the foot of Border street, East Boston. There he built some of the most celebrated ships that ever flew the American flag and also several not less well known for English firms.

Among the former were the "Anglo-Saxon" and "Daniel Webster" for the Enoch Train Boston and Liverpool Packet Line; the "Stag Hound" and "Sovereign of the Seas" for the California trade, and for James Baines and Co. of Liverpool, the "James Baines" and "Donald McKay" which were part of the (British) Black Ball Line of packets plying between Liverpool and Australia.

By far the most celebrated vessel ever constructed by Mr. McKay, or for that matter in the whole country, was the "Great Republic." She was the largest full rigged ship ever built in the United States and the largest wooden one put together in any country. Until the coming of the "Great Eastern" in 1860, the "Great Republic" and the steamship "Adriatic" of the Collins line, also American built, were the largest ships in the world.

At the time Mr. McKay built the "Great Republic" he owned her himself, but intended to sell her to British owners to run in the English and Australian emigrant trade which was then booming owing to the discovery of gold in the latter country. Circumstances, however, changed the vessel's destination as will be seen further

on. When first built the "Great Republic" was fitted with four masts, the pioneer ship so rigged, and some people referred to the after mast (now generally called the "jigger") as the "McKay mast" in honor of her builder.

Her launch was described as follows by the *Boston Post* for October 5, 1853:

"THE LAUNCH OF THE GREAT REPUBLIC.

"This triumph of marine architecture was launched from Mr. M'Kay's ship yard in East Boston at precisely 12 o'clock on Tuesday. The ceremony of introducing the noble fabric to her destined home occurred in the presence of an immense crowd of spectators, and she passed to her mission on the deep with the crash of cannon and the cheers of the people. She curtsied beautifully to the compliment as she glided coyly away from the shore, and gave her arm gracefully to the steamer *Forbes* to be escorted into dock. We have never known so much enthusiasm attending the launch of a ship. Visitors were in town from the back country and from along the coast to witness the launch, particularly from Cape Cod, delegations from which arrived by the morning train. The wharves on both sides the stream where a view was obtainable, were thronged with people; men, women and children vied in interest to get a look, and boys and men clung like spiders to the rigging of the ship, and the sides and roofs of the stores and houses, to get a glance at the sublime spectacle. For ourselves, we mounted the *Chariot of Fame*, a noble ship lying at Constitution Wharf,—upon the precise spot where the *Constitution* Frigate was launched,—from which we had a fine view of the scene. The river was full of vessels of various kinds and all kinds—from the *Mayflower* to the Steam Tug, and from the beautiful yacht to the little boat whose tiny sail seemed, in the distance, not bigger than a lady's hand,—and all were crowded with eager lookers.

The day was fine and the moving life upon the land and water gave great interest to the scene. . . . As the

hammer of the clock fell at twelve, the stroke of a gun at the shipyard announced that the ship had started on her ways, and she pursued her graceful course to the arms of the loving wave that opened wide to receive her. Capt. Alden Gifford christened her in pure Cochituate *The Great Republic*, as she left her trail and took to her watery bed.

The Great Republic is one of the most beautiful crafts that ever took captive the heart of the sailor. She is 325 feet long, 53 feet wide, her depth 37 feet, and her capacity 4000 tons¹—the largest merchant ship, probably, that ever tasted salt water. *The Great Republic* thus stands in front of the ships as the Great Republic she was named for in front of the nations, and we hope her prosperity may be in an equal degree with that of her great namesake.

It is estimated that fifty thousand people witnessed the launch, and not an accident occurred, that we have heard of, to mar the scene. The little steamer *Argo*,² however, came as near an accident, and missed it as was possible. She was directly in the way of the ship when she ran from the stocks, and notwithstanding all the efforts to get out of the way, the ponderous vessel passed her as she was paddling for dear life and carried away her flag staff. It was a truly narrow escape and the steamer's chance for a brief interval, was considered by spectators as a hopeless one.

Mr. M'Kay entertained a large party of visitors after the launch, and a fine social feeling prevailed, evinced in speech and sentiment wherein the best wishes were given for the success of the *Great Republic*.

It was more than 200 feet from deck to main truck, with yards in proportion. The spanker mast was 110 feet long and fore and aft rigged. The hull was constructed of oak and pine and when seen from the shore was not particularly different from ordinary clipper ships, except in length and the great shear forward from the fore chains to the figure head. But once on board the

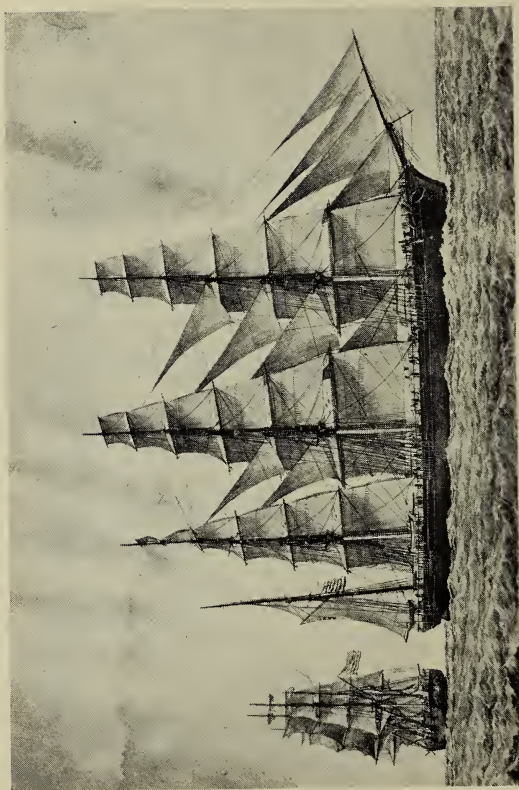
¹ As far as can be traced, the "Great Republic" is still (1927) the largest vessel ever built in Boston.

² The "Argo" hailed from Salem and was long used as an excursion steamboat in the bay. She had brought a large party from Salem to witness the launch.

visitor was struck with her enormous breadth of beam.

Those interested in the minute particulars of this famous ship will find them in the following account of her, which was considered worth reproducing and is reprinted from an old and rare pamphlet published by Eastburn's Press, Boston, 1853, and written by "A Sailor," whose name was Donald McLean, but for a long time the authorship was attributed to Donald McKay himself:

"Among the many wonderful results which have followed the discovery of gold in California, none is more wonderful than the magnificent fleet of clippers which has been built within a few years, to perform the carrying trade of the new State. Rapidly as the population of California increased, it hardly kept pace with the means to furnish supplies, notwithstanding the length and rugged nature of the seas over which they had to be carried. Month after month, ships surpassing in beauty and strength, all that the world had before produced, were built and equipped by private enterprise, to form the means of communication with the new land of promise. Our most eminent shipbuilders and most enterprising merchants vied with one another to lead in the great race round the Horn. The established rules, which had for years circumscribed mechanical skill to a certain class of models, were abandoned, and the capitalist only contracted for speed and strength. Ships varying in size from 1500 to 2000 tons were soon built and sent to sea, and their wonderful performances, instead of satisfying, increased the desire to excel—to be first upon 'the world of waters;' and this desire has known no abatement even to the present day. The Flying Cloud, built by Mr. McKay, on her first passage not only made the quickest run from New York to San Francisco ever known, but attained the highest rate of speed on record. Her passage was made in 89 days, and she ran in 24 consecutive hours 374 geographical miles. Such results would have satisfied most men that they had at last produced a model which might defy competition, and would have flattered themselves during the rest of their lives, that they had



"GREAT REPUBLIC "

From a drawing by Roux, in the government marine museum in the Louvre, Paris

discovered perfection, and made no further efforts to excel. But such were not the conclusions of the designer of the Flying Cloud. His daring and ever active mind was not satisfied with a single triumph. He carefully reviewed all his past works and analyzed their results, and came to the conclusion, that perfection in modelling had not yet been discovered; that whatever success he had attained had been the result of increased information, derived from experience, and that if he desired to excel he must never cease to improve. Impressed with these common sense views, he determined to build a clipper that should outsail the Flying Cloud, and he produced the Sovereign of the Seas, a ship of 2400 tons, and then the largest, longest and sharpest merchant ship in the world. Contrary to the advice of his best friends, he built her on his own account; he embarked all he was worth in her, for no merchant in this vicinity would risk capital in such a vessel, as she was considered too large and costly for any trade. But his clear mind saw the end from the beginning. Before her keel was laid, he had mastered the workings of the California trade, and when she was ready, to the surprise of even those who knew him best, he played the merchant successfully and loaded her himself. His business capacity for mercantile transactions was scarcely less conspicuous than his skill as a mechanic. And well he was rewarded. He not only sold her upon his own terms, but her performances exceeded his expectations. Although she did not make so quick a passage to San Francisco as the Flying Cloud, yet she beat the swiftest of the entire fleet which sailed about the same time, 7 days, although she was dismasted; and on the homeward passage, made the greatest runs ever recorded. In 24 consecutive hours she ran 430 geographical miles, or 56 miles more than the greatest run of the Flying Cloud, and in 10 consecutive days she ran 3144 miles. Her next passage, which was from New York to Liverpool, though performed in the month of June, under very unfavorable circumstances, was the shortest ever made by a sailing vessel. In 11 months her gross earnings amounted to \$200,000.

"But long before these gratifying results were known, her enterprising builder had taken another step — we ought to say another bound — in advance of all his previous undertakings. Experience had shown that the passage to California had been lengthened by the tremendous westerly gales in the vicinity of Cape Horn, and that to combat these gales successfully, vessels of greater size and power than any which had yet been built, were necessary. He accordingly designed the Great Republic, a ship of 4000 tons register, and full 6000 tons stowage capacity, and has built her entirely upon his own account, and will sail her too. She is 325 feet long, 53 feet wide, and her whole depth is 39 feet. The keel for 60 feet forward is gradually raised from a straight line, and curves upwards into an arch, where it blends with the stem, so that the gripe of her forefoot, instead of being angular, like that of other vessels, is the complete arc of a circle. This arch, both inside and outside, is formed of solid oak and binds all the joints together, so that the greater the pressure the more firmly will the arch be knit together. Strength, however, is only one reason for adopting the arched form for her forefoot; another reason is to facilitate her working, and at the same time to make her entrance as clean as possible, to obviate resistance. She has vast surface of floor, with about 20 inches dead rise, and a very long and clean run, which, however, as it rises, is spread out to prevent her settling aft, no matter how swiftly she may fly through the water. Her lines are concave forward and aft, up to a few feet above the load displacement line, but become gradually convex as they ascend and form her outline on the planksheer. The angular form of the bow, however, is preserved entire; and such a bow for sharpness, beauty and strength, has never before been produced in this country. Yet it is plain, even to nakedness, having the national eagle represented as emerging from below the bowsprit, as its only ornament. But even simple and appropriate as is this ornament, it adds nothing to the beauty of the bow.

"Her sides are arched, or swell somewhat like those of a ship of war, but not so much, in proportion to her size;

and her sheer is graduated her whole length, with just sufficient rise forward, to impart ease and grace to the bow. She has a waist of 9 narrow strakes, defined between the mouldings of the upper wale and the planksheer, and every line and moulding is graduated to correspond with her sheer. Her stern is semi-elliptical in form, and corresponds well with her after body. It is spanned by a large, gilded eagle, with the American shield in his talons, and extends 36 feet between the tips of the wings. Her name and port of hail are also on the stern, and its ground, as well as the hull, is painted black. She is yellow metalled up to 25 feet draught. Instead of bulwarks, the outline of her spar deck is protected by a rail, on turned oak stanchions.

“She has 4 complete decks. The height between the upper and spar decks is 7 feet, and between each of the others 8 feet. Aft the foremast is a house 23 feet long by 16 wide, the forward part of which is designed for a work room in wet weather, or as a shelter-house for the watch on deck in stormy weather. The after part of it is a *sick-bay* or hospital, where those off duty will be properly taken care of, and every means used to restore them to health. Aft the fore hatchway is another house, 25 feet long, 16 wide and 6½ high, which contains the galley, and aft the galley is a blacksmith’s shop and an engine room, where there is a steam engine of 15 horse power. This engine is designed to do all the heavy work of the ship, such as taking in and discharging cargo, setting up rigging, working the fire engine, hoisting top-sails, pumping ship, &c., and connected with it is an apparatus for distilling fresh water from salt water. The advantages of a steam engine on board of such a ship must be great, and must prove a blessing to her crew, as well as a source of profit to her owner.

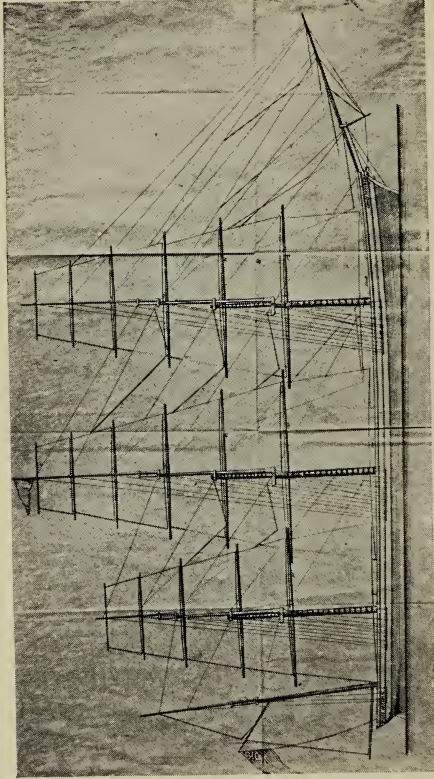
“Aft the mainmast is another house, 40 feet long by 12 wide, which contains a mess-room for the officers, and has a staircase in its forward part, which leads to the quarters of the petty officers and boys, on the deck below. Farther aft there is still another house, 17 feet long by 11½ wide, of the same height as the others. It pro-

fects a staircase which leads to the vestibule of both cabins below, and contains lockers, &c. Aft, near the taffrail, is the wheel-house. Like a ship of war she has a double wheel, an iron tiller, and a gun-tackle purchase, as her steering apparatus. She has four large boats on the spar deck, two of them of 20 tons each, 30 feet long, 10½ feet wide, and 5 feet deep, fitted with sails and all the other appliances necessary to preserve life in the event of disaster to the ship. She also carries four quarter boats of 26 feet length, and a captain's gig of 22 feet. Notwithstanding the space occupied on the spar deck by the houses and boats, such is her vast size, that the deck looks comparatively clear fore and aft, and is more roomy for working ship than that of a ship of the line. There are four working hatchways, the main one 11 by 14 feet in the clear, which is large enough to take down an omnibus, if required. Her heavy spare spars are stowed on the deck below, and in the spar deck on each side is an oblong square opening, to admit of the spars being taken up or sent down. These openings, when not required, are hatched over, the same as the other hatchways. She will also carry spare topsail yards in her channels, like the heavy ships of war.

"The accommodations for her crew are on the upper between decks, and as she purchases her anchors with a capstan instead of a windlass, the space is not only ample, but light and airy as the cabin, and is most admirably designed for comfort and safety; and the entrances on the spar deck are protected by companions.

"Abaft the heel of the bowsprit are the riding-bitts, and abaft the capstan, near the foremast, are other bitts, suitable for weather-bitting, so that she has bitts enough to ride with four anchors down. The space abaft the foremast will be partly occupied with spare spars, hawsers, spare rigging, &c. Between the accommodations for her crew, and the after storerooms and cabins, there is space for 5 or 600 tons, which will be used as occasion requires.

"Abaft the after hatchway is a large sail-room, with a boatswain's storeroom next to it, and abaft the latter is another sail-room for light sails, such as studding sails



SAIL PLAN OF THE "GREAT REPUBLIC," AS ORIGINALLY BUILT

From an engraving in the Bradlee collection

and staysails. Farther aft are rooms for the boys, for she will carry thirty boys, and has spacious accommodations for them near the cabin of the petty officers. Leading from the sides of the petty officers' and boys' cabins, are a carpenter's room, state-rooms for the second officer and steward; and farther aft, two state-rooms and the pantry. Next, aft, is the dining saloon, which is 30 feet long by 14 wide, and contains 4 large state-rooms on each side. It is finely painted and grained, and elegantly furnished; and its state-rooms are spacious, and well designed for the accommodation of passengers. Aft the dining saloon is a vestibule, which communicates with the deck above and with both cabins below. It contains the captain's cabin on the starboard side, and the chief officer's opposite, both handy to the deck, and both clear of the cabins, so that their occupants may be called at all times, without interfering with the passengers.

"The after cabin is 25 feet long by 14 wide, and contains 3 state-rooms on each side, two recesses with sofas, and is beautifully wainscotted with mahogany, rose and satin wood, set off with pilasters, papier maché cornices, and gilded mouldings. The backgrounds of the recesses are ornamented with plate glass mirrors, and mirrors also ornament the forward part of the cabin. The curve of the stern is fitted with a sofa, and over it aft, are circular plate glass air ports, and over all an oblong square skylight. In every state-room there are also deck and side lights, and skylights over all the other cabins, already described. Her cabin tables were furnished with plate, &c. by Mr. Samuel T. Crosby, the most eminent in his line of business in Boston.

"On this deck, in each side, there are three large ports, with bits near them, suitable for making the ship fast by, when alongside of a wharf.

"Her chain lockers are in the lower hold forward, and before the main hatchway and abaft the mainmast are two iron water tanks, each of 8000 gallons capacity. These were made by Messrs. Leonard, Holden & Co. of East Boston. The space between the other decks and the hold is entirely clear for the stowage of cargo, and in

the sides of the main deck are three cargo ports, nearly as large as those between the decks above. She has also double main hatchways below, so that goods hurriedly put in the decks below in rainy weather, can be lowered into the hold without exposing them to wet.

"These details will convey a general idea of the outline of this splendid ship, and now the details of her materials and construction will be reviewed.

"The keel is of rock maple, in two tiers, which combined side 16 inches and mould 32, and the scarphs are 12 feet long, which, as well as the parts of the keel, are bolted with copper. The shoe, or false keel, is $4\frac{1}{2}$ inches thick. Her frame is of selected seasoned white oak. The floor timbers on the keel are sided from 12 to 15 inches, and moulded 22 inches, and the top-timbers at the plank-sheer vary from 11 to 13 sided, by 8 inches moulded. The space of frames from centre to centre is 26 inches. All the frames are doweled or coaged and bolted together, near every joint. The coags are of white oak, cylindrical in form, $3\frac{1}{4}$ inches in diameter, and $3\frac{1}{2}$ inches long, and join both parts of the frame together, after which an inch bolt was driven through the frame and the heart of the coag. The object of coaging is twofold: first, it binds the joints together, beyond the possibility of working; and second, it protects the iron bolts driven through them from being corroded by salt water. Any person who has inspected a vessel of 7 or 8 years old, undergoing repairs, could hardly fail to observe that the frame boltings were corroded, and that the action of frequent caulking had raised the butts of the frames. To guard against these contingencies is the object of coaging this ship's frames. But she is closely coaged elsewhere, as will be seen hereafter.

"Her stem is sided the same as the keel, and is moulded 2 feet at the foot, and 4 inches less at the head, and the cutwater is tapered almost to an edge, to correspond with the sharpness of the bow. The apron is $4\frac{1}{4}$ feet through, and fills the angle of the bow, and inside of that is a massive stemson, which forms an arch covering all the joints of the stem and keel, as they meet at the fore-foot, and also receives the lower ends of the cants. Every

through bolt in the stem, apron, stemson and cutwater is of $1\frac{1}{4}$ inch copper, up to 26 feet draught, and the bolts are nearly within 6 inches of one another.

“The stern post is in three upright pieces, coaged and bolted together, sided the same as the keel, and moulded between 5 and 6 feet, with 5 angular supports inside. The stern knee is sided 16 inches, is moulded 3 feet in the throat, and extends 8 feet along the sternpost and 20 feet along the keel, and is scarphed to the lower midship keelson, and bolted with copper. The sternpost is bolted in the same style as the stem.

“Her frame is diagonally cross-braced with iron on the inside, fore and aft, the braces 4 inches wide, 1 inch thick, and 36 feet long, and extend from the floor heads to the top-timbers. There are 90 of these on each side. The first brace is let into the frames, and the second, or cross brace, is let into the ceiling, and these are bolted with inch iron into every timber, and are rivetted together at every intersection.

“Her keelsons, ceiling and deck frames are of hard pine. She has 4 tiers of midship keelsons, each 15 inches square, and 3 tiers of sister keelsons, the two first 15 inches square, and the upper one 12 by 14 inches. These are all coaged and bolted together vertically, and are lock scarphed, and square keyed. There are two $1\frac{3}{8}$ inch copper bolts through every floor timber and the keel, the first driven through the timber and the keel, and the second through the first and second tiers of keelsons also, and all rivetted on the base of the keel. The navel timbers are bolted through all the keelsons with iron driven into the keel, within a few inches of its base. These bolts were so long and stout, that it was found necessary to drive them with a pile-driving machine. The sister keelsons are bolted diagonally through the navel timbers into the keel, and horizontally through the midship keelsons. The whole depth of her back bone, from the top of the keelsons, including the moulding of the floor timbers, is 9 feet 10 inches, and its spread on the inside is 45 inches.

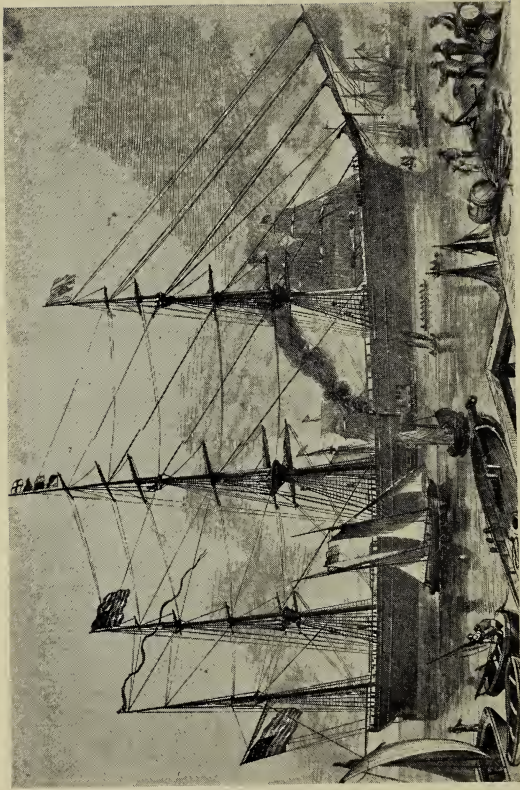
“There are 9 strakes of 10 by 12 inches on the floor,

all scarphed, square fastened through the frames, and bolted edgeways together every 5 feet. Over the floor heads are 4 bilge keelsons, each 15 inches square and in two depths. These are also coaged together, scarphed, keyed, square fastened with $1\frac{1}{4}$ inch refined iron and bolted edgeways, also. The ceiling above is in two depths, the first 6 inches, and the second 15, the latter covering all the scarphs of that below, and is itself scarphed, and both are square bolted. In a few words, she is square fastened and edge bolted throughout, on the inside, and scarphed and keyed in all her ceiling. The whole bilge is double ceiled in this style, up to a lap-trake of 6 by 15 inches, upon which the lower ends of the hanging knees rest, and the lower deck clamps are also in two depths, of 6 and 10 inches thickness, fastened and finished in the same style as the work below.

"The waterways of the lower and main decks are 16 inches square, the strake inside of them 10 by 12, and the thick work over them 12 by 18; and the waterways and deck strakes are coaged in every beam, and bolted through the coaging, and are also bolted vertically and horizontally. The ceiling above is 8 inches thick, scarphed, keyed and square bolted, and the clamp under the upper deck beams is 12 by 15 inches.

"The upper deck waterways are 12 by 13 inches, with one strake inside of them of 8 by 13 inches, and the waterways, like the work below, are coaged and cross-bolted and scarphed; and the ceiling above is $3\frac{1}{2}$ inches thick, and the clamp under the spar deck beams is 6 by 14 inches. The outline of the upper deck above the waterways is covered by a planksheer of 7 inches thickness, and the covering board of the spar deck is 7 inches thick and 20 wide, and on this is a chock of 12 by 6 inches, and into it are morticed the turned stanchions, which, with a rail that is $3\frac{1}{2}$ feet high and 5 by 12 inches square, protect the outline of the spar deck.

"Her garboards are 10 by 14 inches, let into the keel, and are bolted through it and each other, and square fastened through the timbers; the next strake is 9 inches thick, and the third 8, chamfered off to 6 inches, the sub-



"GREAT REPUBLIC," AS ORIGINALLY BUILT BEFORE THE FIRE

From a drawing in Gleason's Pictorial for 1853

stance of the planking on the bottom; the bilge is covered with 8 inches thickness; the wales are 6 by 8, up to the moulding below the planksheer, and the waist is $4\frac{1}{2}$ inches thick. The outside is square fastened with treenails, is extra copper bolted, and finished smooth as glass.

“The beams under the lower and main decks are 15 by 16 inches amidships, and under the upper deck 12 by 15, but 25 of the upper deck beams are double, bolted together, and side 22 inches, and the spar deck beams vary in size, but are very close together. There are 38 beams under the lower deck, 40 under the main deck, 41 under the upper deck, and 89 under the spar deck. The hanging and lodging knees connected with the two lower sets of beams are of oak, and those with the beams above, are of hachmatack. The hanging knees are sided from 10 to 13 inches, moulded from 22 to 24 inches in the throats, have from 5 to 6 feet bodies and 4 to $4\frac{1}{2}$ feet arms, and have 20 $1\frac{1}{4}$ inch bolts and 4 spikes in each. The knees under the spar deck, like the beams, are light and are all diagonal; and the lodging knees, connected with the beams below, are sided 8 inches, are scarphed together in every berth and closely bolted. All the ceiling between the main and upper decks, has diagonal, hard pine braces, extending from the throat of one hanging knee to the foot of the other, from forward to aft, and these braces are bolted through the ceiling and the timbers. The upper deck fore and aft framing, usually square in other ships, is diagonalled, between every beam, the diagonals fayed to the beams and carlines, and the beams are also kneed amidships to the central fore and aft framing, which is 8 by 14 inches, and to which there are 144 knees. The spar deck is of white pine, 3 inches thick, and the other decks are of hard pine, of 3 and $3\frac{1}{2}$ inches thickness, and the thick strakes amidships and over the wing stanchions are coaged and bolted through the beams. She has 1,650 knees in all.

“She has three tiers of stanchions, which extend from the hold to the main deck beams, and which are fitted around the lower deck beams, as if they had been rove through them, and these are in two pieces, which com-

bined, are 10 by 23 inches. The wing stanchions are stepped into the bilge keelsons and double kneed to them, and the midship stanchions are stepped into the upper keelson, and are kneed fore and aft, the knees scarphed together in every berth, thus forming a rider over the upper keelson.

"The stanchions under the corners of the main hatchway are clasped with iron to the beams, and like the others are continued to the deck above.

"The stanchions under the other decks are of oak turned, secured with iron rods through their centres, which set up with screw-nuts, and are 10 inches in diameter.

"Her hooks and pointers are of white oak. In the hold forward are three sets of pointers, from 30 to 40 feet in length and of 9 by 11 inches in substance, and except the lower pair, which fay into the angles between the keelsons and the skin, are filled in with hooks, cross all the cants diagonally and fay to the lower deck beams. In addition to these, about 5 feet above the keelsons, is a horizontal hook, shored off with two beams, and to each beam there are 4 knees. The after end is secured in the same style, and the knees under the deck are very stout, and extend well aft and forward.

"The chain lockers, as already stated, are in the hold, near the foremast; and the iron water tanks, which extend to the upper deck, and are cylindrical in form, are placed, one 64 feet before the main mast, and the other 24 feet abaft it, and rest upon massive beds, strongly bolted, and the stanchions before and abaft them are kneed on the sides to the keelson. The mast-steps are of oak, and are also very strongly bolted; and the pump wells, for she has 4 hold pumps, are large and well secured. The bow, between the lower and main decks, is spanned by a heavy hook, which extends along the sides to the 4th beam, and is braced off by two beams, kneed like those below, that is, 4 knees to each beam. The after hook is beamed and kneed in the same style, and the after hook between the decks above is built double around the curve of the stern, and is also beamed and

kneed to the distance of the 4th beam before the stern post. Between the main and upper decks her bow is spanned in the same style, with hooks, beams and knees, and over and under the bowsprit, which is stepped on the upper deck, the angles of the bow are filled with heavy hooks. Her ends, like every other part of her, have been secured in the strongest style. All her hatchway combings and mast-partners are kneed to the beams, and every thick strake on all the decks, as already stated, is coaged and bolted through the beams, so that it seems almost impossible for any part of her to work loose, while her materials endure.

“She is ventilated upon a new principle. A plank is open along the sides of all the houses on deck, with glass below, so that the air acting upon the sides of the houses will follow the ventilators into the decks below on one side, and escape through those on the side opposite, thus keeping a continued current of air passing from side to side through every deck and the hold. These ventilators also answer for skylights, and are so arranged that water cannot enter them.

“The ship has 4 masts, the after one named the spanker mast, which is of a single spar; the others are built of hard pine, the parts doweled together, bolted and hooped over all with iron. The bowsprit is also built and hooped in the same style, and the topmasts and jibbooms are of hard pine. She has Forbes’s rig, and is square-rigged on the fore, main and mizzen masts, and fore-and-aft rigged on the spanker mast. The main yard is 120 feet square, and the lower maintopsail yard 92 feet. Excepting these, all the other yards above are alike on the fore and main masts, and the lower foretopsail yard is of the same dimensions as the crossjack yard, and all the yards above are alike on both masts. The following are the dimensions of her masts and yards:

MASTS.

	Diameters.	Lengths.	Mastheads.
	Inches.	Feet.	Feet.
Fore,	44	130	36
Top,	24	76	12

Topgallant,	18	28	0
Royal,	15	22	0
Skysail,	11	19	pole 12
Main,	44	131	36
Top,	24	76	12
Topgallant,	18	28	0
Royal,	15	22	0
Skysail,	11	19	pole 12
Mizzen,	40	122	33
Top,	22	69	10
Topgallant,	16	22	0
Royal,	10	19	0
Skysail,	8	15	pole 8

YARDS.

Fore,	26	110	yard-arms, 6
Lower top,	24	90	5
Upper "	19	76	4½
Topgallant,	15	62	4
Royal,	12	51	3½
Skysail,	9	40	3
Main,	28	120	6
Lower top,	24	92	5
Upper, "	19	76	4½
Topgallant,	15	62	4
Royal,	12	51	3½
Skysail,	9	40	3
Crossjack,	24	90	5
Lower mizzen top,	19	76	4½
Upper " "	15	62	4
Topgallant,	12	51	3½
Royal,	9	40	3
Skysail,	6	29	2

"The spanker mast is 26 inches in diameter, 110 feet long, including 14 feet head, and the topmast is 40 feet long, divided at 15 and 10 feet above the cap, for the gaff topsail and gaff topgallant sail. The spanker boom is 40 feet long, including 2 feet end, and the gaff 34 feet, including 8 feet end. The bowsprit is 44 inches in diameter and 30 feet out-board; the jibboom 22 inches



"GREAT REPUBLIC"

From a photograph taken at San Francisco about 1860

From a negative in the Bradlee collection

in diameter and 18 feet outside of the cap, with 4 feet end, and the flying jibboom is 14 feet long, including 6 feet end. Her fore and main rigging and fore and main topmast backstays are of 12½ inch patent rope, wormed, and served over the eyes, and over the ends to the leading-trucks. The mizzen rigging and mizzen topmast-backstays are of 11 inch, and the fore and main-topmast rigging is of 8 inch. She has 6 shrouds on a side, for the lower rigging over the trestle-trees, and two shrouds on each side from the caps at the extremes of the lower mast-heads. There are 4 shrouds on each side for the topmast rigging, three topmast after backstays, and shifting breast-backstays, double topgallant, and royal backstays, with outriggers in the topmast crosstrees; and there are also outriggers in the tops for the topmast breast-backstays. The lower and topmast stays are double, and she has also capstays leading from the extremes of her lower mastheads on deck. The fore stays set up to the knightheads, and her topmast and jibstays lead in through the bow and set up inboard. She has iron futtock rigging, chain bobstays and bowsprit shrouds, martingale stays and guys, and topsail sheets and ties. She has iron patent trusses, and iron jackstays on all the yards. As the topmasts are fiddled before the heads of the lowermasts, the lower topsails set upon the heels of the topmasts, between the tops and the caps. She has pole topgallant, royal and skysail masts, which are in one spar, and are also fiddled forward of the topmast-heads; and her tops are of solid oak. Her sails are made of cotton duck. There are double reefs in the courses and lower topsails, and single reefs in the upper topsails and topgallant sails. The topsails and courses are roped along the reef-bands, and are also cross diagonally banded and roped between every reef, and from opposite clews to opposite earings over their whole surface. They are also belly-banded and roped at regular distances their whole depth. All the rope of her sails is of Manila hemp, and the leech and foot ropès of her topsails and courses are of 8½ inch. She has no lower swinging studding sail booms, for her lower studding sails are triangu-

lar, terminating in a point at the rail, and, consequently, will set better and can be carried longer than if they were square. Her rig is the best square rig ever invented, and ought to be applied to every large clipper. By adopting it Mr. McKay has displayed the same practical common sense, which characterizes all his mechanical operations.

"Harris's lightning conductors are applied to all her masts; in fact, nothing has been omitted in her outfits aloft that could be considered of the slightest utility. Aloft, as well as below, she is all that a ship ought to be, in strength, beauty and completeness.

"She has three hawse holes and 4 anchors. Her best bower is of Porter's patent, and is 8,500 lbs. weight, the working bower is 6,500 lbs., the small bower or stream anchor 2,500 lbs., and the kedge 1,500 lbs. Her bower chains are each of $2\frac{1}{2}$ inch, and each 120 fathoms in length; the stream chain is of the same length and of $1\frac{1}{2}$ inch size, and she has two hemp stream cables and several hawsers.

"It has been already stated that her anchors will be purchased by a capstan instead of a windlass. The capstan is of cast iron, invented by Capt. L. McKay, and can be worked on both decks. Its lower part has an angular indention, which receives the chain, and prevents its surging up, and the vertex of the angle contains grooves into which the links of the chain become imbedded as the capstan revolves; and to keep the chain in the grooves, there is a circular roller on deck, placed opposite the forward part of the capstan, and the chain, as it leaves the grooves, has a half turn over this roller, and is drawn aft as it is hove in, or it is payed down into the locker, if desirable. This plan supersedes the use of a messenger, and occupies one-sixth less space than a windlass. As she has Crane's self-acting chain stoppers, no danger can be apprehended from surging, for every link, as it is hove in, is stoppered at the hawse hole. The upper part of this capstan can easily be disconnected from that below, and is therefore available for deck work when required. On the quarter deck is one of Allyn's largest patent purchase capstans, which is highly spoken of as

one of the best ever invented. There are 6 crab winches on the spar deck, one near the after parts of the fore, main and mizzen riggings on each side; and nearly all her running rigging leads through blocks along the covering board, and in the beds of the masts. Every block, therefore, is an index of the name of the rope rove through it.

“The following additional facts in relation to this noble clipper are interesting:

Hard pine used in her construction,	1,500,000 feet.
White oak,	2,056 tons.
Iron,	336½ “
Copper, exclusive of her sheathing,	56 tons.
Number of days' works upon her hull,	50,000
Yards of canvas in a suit of sails,	15,653
Will carry a crew of 100 men and 30 boys.	

“As the names of several of the master mechanics employed on this ship have been already mentioned, the others must not be omitted. First in importance is her blacksmith, Mr. Mendum, who has made the iron work of all Mr. McKay's ships; Mr. Young made her spars, Mr. Thomas J. Shelton, her blocks and pumps, Capt. Brewster, of East Boston, rigged her, and Messrs. Friend & Southward made her sails. Messrs. Manson & Ford did her joiner work, including the cabins, Messrs. Gleason & Co. ornamented her head and stern, Clark & Co. painted her, and Messrs. Sewall & Day made her cordage.

“The master spirit of all, who designed this mighty fabric of mechanical beauty, has been already mentioned; but reference only was made to two clippers, the Flying Cloud and the Sovereign of the Sea, which he has built, whereas he has built several others celebrated for beauty and speed. These two, however, were mentioned because he built them on his own account, and was, therefore, alone responsible for their success. Although restricted to size in the others, they were all of his own designing, and all have performed well.

“The following sailed from New York to San Francisco:

Flying Cloud,	1,700 tons, passage, 89 days.
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Flying Fish,	1,600	"	"	92	"
Sovereign of the Seas,	2,400	"	"	103	"
Bald Eagle,	1,600	"	"	107	"
Empress of the Sea,	2,250	"	"	118	"
Staghound,	1,550	"	via Valparaiso	112	"

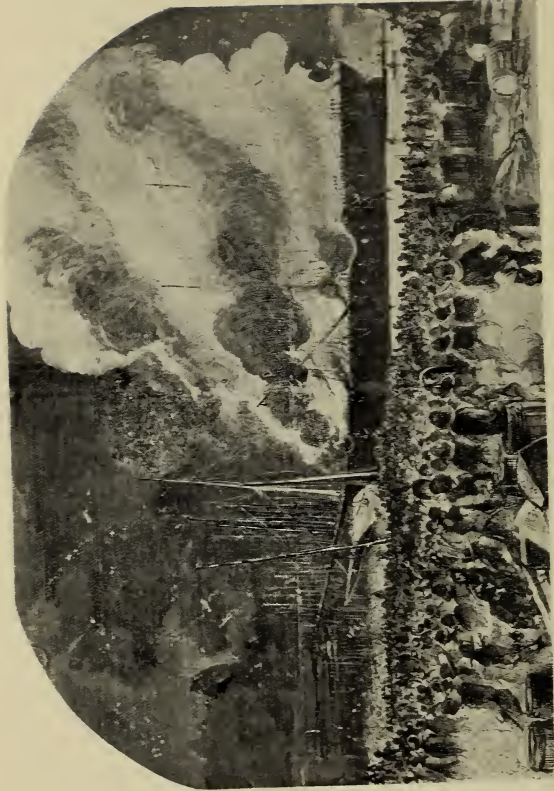
"The following sailed from Boston to San Francisco:
 Westward Ho, 1,700 tons, 107 days.
 Staffordshire, 1,950 " 101 "

"These passages show an average of 103 days 15 hours—an average which has not yet been equalled, by the same number of ships, built by any builder in the world. And yet, all these vessels are of different models, some are very sharp and others comparatively full; and those which had the longest passages, were made crank by their heavy deck-loads. The Empress of the Sea, independently of houses, water-casks, &c., had 100 tons of boilers on the upper deck, and was consequently so crank that, when the wind was on the beam, she was compelled to double reef her topsails, when she ought if not overladen, to have carried all sail. Notwithstanding this exception, the passages of all the others show a uniformity of speed, that speaks highly for the skill of their designer. And what is equally gratifying, not one of them has cost the underwriters a dollar, or has ever put into a port in distress. To triumph over them all—to excel all his other works, was the object Mr. McKay had in view when he designed the Great Republic. Capt. L. McKay, formerly of the Sovereign of the Seas, commands her. He has proved himself worthy of commanding the best and most beautiful ship in the world.

"Such is the Great Republic—the ship of ships. She is a monument of the skill and genius of her builder, and an honor to our common country."

After completion the "Great Republic" under command of Mr. Donald McKay's brother, Captain Lauchlan McKay, was sent around to New York to load grain for England.

On the night of December 26-27, 1853, when nearly ready to sail, a fire broke out in a building on Front street, near where the "Great Republic" lay, and the high



BURNING OF THE "GREAT REPUBLIC," December 26, 1853

From a print in the Bradlee collection

wind blew the sparks into her rigging which soon caught. The immense height of her masts rendered it impossible for the engines to play upon the flames, and they soon reached a point when it became impossible to subdue them.

The *Boston Post* for December 28, 1853 gives the following account of the disaster:

“THE GREAT REPUBLIC BURNT.

“Great Fire in New York City . . . ”

“On Tuesday morning the Novelty Bakery, 242 Front Street was destroyed with a large amount of flour. The flames soon extended to the adjoining buildings . . . and through into Water Street. . . . The wind blew a gale from the north west, covering the shipping at the docks with burning cinders. ‘The Great Republic’ was soon in flames and burned to the water’s edge. The packet ship ‘Joseph Walker’ of the Black Star Line is also at total loss. The clipper ‘White Squall’ was towed down the river a mass of flames. The clipper ‘Red Rover’ was towed out of dock in flames, and was eventually burned to the water’s edge. The packet ship ‘De Witt Clinton’ was also very seriously damaged. Many other vessels are burned in their spars, rigging or hulls. The ferry boats were busy towing out vessels into the stream by which many were saved.

‘The Great Republic’ was scuttled when she first took fire, but there was not sufficient water to sink her. Total loss is now estimated at one million dollars, but is probably a great deal more.

The insurance on the ‘Great Republic’ in Boston is reported to be only \$20,000 in the New England Office; but she is understood to be largely insured in New York.”

While the fire was yet aloft Donald McKay, who was on the scene, offered \$1000 to any man who would go aloft and cut away the burning rigging, spars and sails. No one volunteered to take the risk.

The masts were then cut away to save the hull, but all to no purpose, for the fire spread to the ship herself, which was badly damaged and was scuttled. The late Captain George L. Norton, for many years editor of the

New York Marine Journal, once told the present writer that the first time he ever saw Donald McKay was vividly impressed upon his mind. It was the day after the "Great Republic" had been burned. Mr. McKay was standing on the pier at the foot of Roosevelt street in conversation with a friend and bemoaning the fate that had befallen his magnificent four-masted ship. In a few minutes the shipbuilder took his departure when his friend remarked to someone else, "that McKay had grown twenty years older overnight."

The "Great Republic" and her freight were insured for \$275,000 but this did not begin to repay Donald McKay and it is believed he never recovered, financially, from her loss.

Eventually the big ship was sold to A. A. Low and Brother (originally a Salem family) of New York, and rebuilt by Sneed and Whitlock of Greenport, Long Island.

During the process of reconstruction the "Great Republic" was greatly changed; her spar (upper) deck was left off altogether and thus her tonnage was reduced to 3357 tons. Her masts and sail plan were also greatly cut down for the sake of economy in operation. She was re-rigged after Capt. Howe's plans.

On February 21, 1855, the "Great Republic" finally sailed from New York to London on her first voyage commanded by Capt. Joseph Limeburner who was also part owner. She was off the Scilly Islands in 13 days after leaving New York, but it took her three days longer to beat up the English channel against an east wind. Owing to her immense beam and draft (25 feet loaded) the London docks could not accommodate her and she was obliged to lie out in the Long Reach and discharge her cargo into lighters.

The Crimean war was then raging and there was a great demand for transports by the British and French governments. In common with many other American ships the "Great Republic" secured a lucrative charter in that capacity. She was also employed as a transport by the United States government during the Civil War,

particularly early in 1862 in Admiral Farragut's and General Butler's combined naval and land expedition against New Orleans.

During the intervening period the "Great Republic" made several voyages between New York and San Francisco; one of 91 days going west and leaving New York in March, 1857; another of 99 days eastbound, sailing from San Francisco in March, 1859. She also crossed the Western Ocean in 19 days, from New York to Liverpool, March, 1856.

Her best day's run with a fair wind and all plain and studding sails set is said to have been 419 knots. There has always been much discussion concerning the "Great Republic's" spanker or fourth mast, some writers asserting that when the ship was rebuilt after the fire it was removed, so that she really never went to sea with four masts. The old photograph from life in the author's collection and reproduced for this article was taken in San Francisco in 1860 and it proves conclusively that this was not the case, for in it the spanker mast is clearly shown and there is no doubt whatever that the vessel is the "Great Republic" as her name appears clearly on the nameboard in the original photograph. An old sea captain named Luther published a pamphlet of reminiscences (now rare, a copy is owned by the Boston Marine Museum) and in it he mentions being a member of the "Great Republic's" crew (before the mast) in 1862 and that she then had but three masts. So that the spanker, or, jigger mast must have been removed between 1860 and 1862.

Capt. Luther says the "Great Republic" left New York for San Francisco, December 22, 1862, and a few days afterwards ran into a terrible storm off Cape Hatteras when her mainsail, two topsails and jib were blown away. It was afterwards found out that the Confederate cruiser "Alabama" was looking for the ship and was not over 60 miles to the eastward at the time. On this voyage she reached San Francisco in 94 days.

Captain W. C. Crutchley, a well-known British master mariner, in his "My Life at Sea," mentions that while

in New York late in 1866, he visited "the celebrated sailing ship 'Great Republic.'" He goes on to say: "She was then laid up, but I well remember that her decks were temporarily covered with loose planks, in order to preserve them from the weather. She was an enormous vessel and carried a crew of 100 men."

About this time (1866) the "Great Republic" was bought by Captain Hatfield of Yarmouth, N. S., for himself and others. She was loaded with lumber at St. John, N. B., for Liverpool and some time after her arrival was again sold to the Merchants Trading Company of that city. They changed her name to "Denmark" and employed her in the South American trade.

While bound east from Rio de Janeiro in 1872, she sprung a bad leak and was abandoned off Bermuda with 16 feet of water in her hold. So ended a vessel as famous in her day as the "Leviathan" is in ours.

The "Great Republic" was the only four masted square rigged vessel constructed in this country until the "Ocean King" was built at Kennebunk, Maine, in 1874. She measured 2516 tons, 250 feet long, 42 feet beam, and in 1887 was owned by J. Henry Sears and Co. of Boston.

One of the best short accounts of the life of Donald McKay is that written by Leonard M. Fowle, yachting editor of the *Boston Globe*, and printed in the Sunday edition of that paper on March 29, 1925. It is reproduced in part here by his kind permission:

"America owes a debt of gratitude to the memory of Donald McKay, designer and builder of stately ships. His genius and his honest craftsmanship produced during the clipper ship era a noble fleet of vessels, many of them unsurpassed in beauty and speed, by which was laid the foundation of much of our fame and commercial prosperity.

"East Boston, his home for more than thirty years, will always claim him as a famous son. There still stands on the central hill of Noddle Island, now numbered 80 White Street, the mansion which for many years sheltered the famous ship builder and his family.

(To be continued.)

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

FROM THE ORIGINAL IN THE CANADIAN ARCHIVES AT OTTAWA.

(Continued from Vol. LXIII, page 144.)

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Danl Haines private	Lake Champlain 3 June 1813	9 June 1813	Scarborough	26	5' 9 $\frac{3}{4}$ " , Middle, visage oval dark, hair dark, eyes blue, mole on left side of neck.	Discharged Oct. 31st. Malabar
Jacob Lovejoy private	do.	do.	Amherst	33	5' 6 $\frac{3}{4}$ " , Middle, visage oval dark, hair dark, eyes blue, scar on nose.	do.
Rufus Ham private	do.	do.	Wales	19	5' 5" , thin, visage oval dark, hair dark, eyes blue, scar over left eye.	do.
Joseph Penly private	do.	do.	Freeport	21	5' 9" , thin, visage oval fair, hair light, eyes grey.	do.
Isaac Allen private	do.	do.	Bridgewater	22	5' 10 $\frac{3}{4}$ " , thin, oval fair, hair light, eyes grey.	do.
Thos Dresser private	do.	do.	Penobscot	21	6' 1" , thin, visage long dark, hair black, eyes dark.	do.
Jacob Merrill private	do.	do.	Turner	21	6' 0" , stout, visage long brown, hair brown, eyes grey.	do.
Thos Taylor private	do.	do.	Lewistown	20	6' 0" , Middle, visage long D. B., hair D. B., eyes grey, scar on left foot.	do.
Wm Campbell private	do.	do.	Minor	16	5' 3 $\frac{1}{2}$ " , stout, visage round dark, hair dark, eyes dark.	do.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>Incustody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Jacob Sinclair private	Lake Champlain 3rd June 1813	9th June 1813	Grey	20	5' 8½", Middle, visage oval brown, hair brown, eyes grey, scar on left hand.	Died 19th Sepr
Walter Pratt private	do.	do.	Leeds	17	5' 6¼", stout, visage round brown, hair brown, eyes grey.	" 15th "
Theodosias Merrill private	do.	do.	Turner	17	5' 9", Middle, visage oval brown, hair brown, eyes grey.	Discharged Oct. 31st. Malabar
Phineas Frost private	do.	do.	Freeport	20	5' 7½", stout, visage round fair, hair light, eyes grey.	Died 22nd Oct.
Elisha Drake private	do.	do.	Leeds	23	5' 7½", stout, visage round fair, hair light, eyes grey.	Discharged Oct. 31st. Malabar
Edwd Parker private	do.	do.	Freeport	21	5' 3¼", stout, visage round dark, hair black, eyes blue.	Died 19th Sepr
Robt Ham private	do.	do.	Wales	22	5' 9½", stout, visage oval dark, hair black, eyes blue.	Discharged Oct. 31st Malabar
Chas Pratt private	do.	do.	Spencer	20	5' 6½", stout, visage round brown, hair brown, eyes grey.	do.
Simeon Paul private	do.	do.	N. Gloucester	17	5' 6½", thin, visage round fair, hair red, eyes grey.	Died 25th Augt
Stephen Bow private	do.	do.	Mavelhead	25	5' 10", stout, visage round fair, hair light, eyes grey, scar on neck.	" 27th "
Jas Emery private	do.	do.	Burton	17	5' 10", stout, visage round fair, hair light, eyes grey.	Discharged Oct. 31st. Malabar
Jonathan Ray private	do.	do.	Durham	30	5' 8½", Middle, visage oval dark, hair black, eyes blue, scar on right foot.	do.

Nathl Foster private	do.	do.	Freeport	17	5' 5", stout, visage round brown, hair brown, eyes grey.	Died 28th Aug
Eben Jebson private	do.	do.	Lewiston	20	5' 11½", stout, visage round, d. brown, hair S. B., eyes dark, scar on right cheek.	Discharged Oct. 31st Malabar
Edwd Estes private	do.	do.	Brunswick	17	5' 5", thin, visage round fair, hair light, eyes grey, two crooked fingers left hand.	Discharged Oct. 31st. Malabar
Jno. Cobb private	do.	do.	Gorham	19	5' 9", Middle, visage oval fair, hair light, eyes grey.	do.
Simeon Richardson private	do.	do.	Lisbon	15	5' 5", thin, visage oval brown, hair brown, eyes grey.	Exchanged 4th May.
Joshua Morse private	do.	do.	Methuen	27	5' 10", stout, visage oval dark, hair black, eyes blue, scar on left arm & straight finger on left hand.	Discharged Oct. 31st. Malabar
Benja Woodman private	do.	do.	Freeport	15	5' 4", stout, visage round brown, hair brown, eyes blue, lost one toe right foot, and 3 stiff ones.	do.
Nathl Rice private	do.	do.	Charlestown	18	5' 8", stout, visage round D. B., hair D. B., eyes blue.	do.
Eliza Romley woman	do.	do.	N. Ipswich	19	5' 0", thin, visage oval D. B., hair D. B., eyes blue, scar on upper lip.	Discharged 25th June.
Abel Wheelock Lieut.	do.	do.	Lancaster	45	5' 8", stout, visage round dark, hair black, eyes blue, scar on upper lip.	Discharged 10th Aug H. M. S. Melpomene
Chas Colman Corpl.	do.	do.	Mass.	39	5' 10¾", stout, visage oval fair, hair red, eyes dark, scar on right cheek & left leg.	Discharged Oct. 8th. H. M. S. Ceylon
Joshua Conkey Capt.	Beaumont 9th June	do	Pelham	51	5' 9", Middle, visage oval D. B., hair d. brown, eyes grey.	do. Aug. 10th H. M. S. Melpomene

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Jno. C. Reynolds Sergt.	Stoney point 6th June	24th June 1813	Newcastle	26	5' 11", stout, visage long dark, hair dark, eyes blue, scar on forefinger left hand.	do. 26th Feby Volunteered
Thos Guton private	do.	28th do.	Salem	28	5' 8", thin, visage oval brown, hair brown, eyes grey, scar on left leg.	Died 23rd August
Danl B. Baker private	do.	do.	Williams Town	20	5' 9", stout, visage oval fair, hair light, eyes grey, scar on left leg.	Discharged Oct. 31st Malabar
Jno. Perham private	Lake Champlain 3rd June	do.	Green	17	5' 6", stout, visage, oval brown, hair sandy, eyes blue, scar on little finger left hand.	do.
Amasa Lackey private	Stoney point 6th June	do.	Brookfield	26	5' 5", stout, visage oval brown, hair brown, eyes hazel, scar on left thumb & nail split.	Died 2nd April
Elisha Warren Sgt. Maj.	do.	do.	Upton	25	5' 9½", stout, visage long brown, hair brown, eyes grey, scar on middle finger right hand, forefinger left hand.	Discharged Oct. 8th H. M. S. Ceylon
Wm Crayton private	Stoney point 6th June	28th June 1813	S. End, Boston	20	5' 3", stout, visage round fair, hair red, eyes grey.	Discharged Oct. 31st. Malabar
Andw McDowell Capt.	Beaver Dams 24th June	7th July	Portland	29	5' 10", stout, visage long brown, hair brown, eyes grey, scar on right hand.	do. 10th Augt Melpomene
Chas West Sergt.	do.	do.	N. Town	21	5' 9", stout, visage oval fair, hair light, eyes grey, wounded in the left side.	do. Oct. 8th. H. M. S. Ceylon

Jacob Lighter Sergt.	do.	do.	Eggs Town	24	5' 11", stout, visage long brown, hair sandy, eyes blue, anchor mark on right hand.	do.	Oct. 31st. Malabar
Wm Ackley private	do.	do.	Boston	46	5' 5", stout, visage oval dark, hair dark, eyes blue, scar on right ankle.	do.	10th Augt H. M. S. Regullius
Thos Davis private	do.	do.	Saco	26	5' 6", stout, visage round fair, hair light, eyes grey, several scars on left side of face.	do.	do.
Richd Scriven private	do.	13th July	Boston	29	5' 7", thin, visage oval dark, hair dark, eyes grey, cut on 3rd finger right hand.	do.	do.
J. Truebridge private	do.	26th	Mass.	20	5' 10", stout, visage long dark, hair black, eyes black, scar on left eye.	do.	do.
Nelson Boyce private	do.	do.	Mass.	33	5' 10 ¹ / ₄ ", thin, visage round dark, hair black, eyes black, scar on right leg.	do.	do.
David Stuart private	do.	17th July	Mass.	25	5' 11", Middle, visage long fair. hair red, eyes blue, small scar under right eye.	do.	do.
Wm Fullerton private	do.	do.	Mass.	34	5' 4 ³ / ₄ ", stout, visage D. Brown, hair D. B., eyes blue, scar on little finger right hand.	do.	do.
Ezra Davis private	do.	do.	Mass.	39	5' 9 ¹ / ₂ ", stout, visage long dark, hair black, eyes grey, scar across left foot.	do.	do.
Alfred Linnerd private	do.	do.	Mass.	32	5' 11", thin, visage long fair, hair light, eyes blue, scar on left thumb.	do.	do.
Stephen Whitman private	do.	do.	Mass.	18	5' 8", thin, visage oval fair, hair light, eyes blue, scar on left thumb.	do.	do.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Anthony Wheeler private	Beaver Dams 26th June	17th July	Mass.	24	5' 10", stout, visage round brown, hair brown, eyes blue, pitted with small pox.	Discharged 10th Augt H. M. S. Regulus
David Ross private	do.	do.	Mass.	25	5' 10", stout, visage long dark, hair black, eyes blue, scar on left shoulder.	do.
Haz. Cook private	do.	do.	Mass.	24	6' 0", stout, visage oval brown, hair brown, eyes blue, scar across palm left hand.	do.
Arthur Forrest private	do.	do.	Mass.	33	5' 7", stout, visage oval dark, hair black, eyes blue, scar on right thigh.	do.
Wm Young private	do.	do.	Mass.	22	5' 9", Middle, visage long brown, hair brown, eyes grey, scar on left eye and forehead.	do.
Geoe Price private	do.	do.	Mass.	19	5' 4½", stout, visage oval brown, hair brown, eyes blue, scar on left eye brow.	do.
Byron Martin private	do.	do.	Mass.	37	5' 7", stout, visage long dark, hair black, eyes blue, scar on upper lip.	do.
Alfred Willias private	do.	do.	Mass.	30	5' 6", stout, visage oval brown, hair brown, eyes grey, mark with the Kings Evil in the neck.	do.
Asa Snow private	do.	do.	Mass.	44	5' 10", stout, visage long dark, hair dark, eyes hazel, small scar left eye.	do.

Sam ^l Low private	do.	do.	Mass.	21	5' 5", thin, visage oval brown, hair brown, eyes grey, great toe nail off left foot & scar on right foot.	do. Oct. 31st. Malabar
Ebenezer Knowlton private	do.	do.	Mass.	40	5' 7 $\frac{1}{4}$ ", stout, visage oval dark, hair black, eyes blue, scar on left foot.	do. 10th Augt H. M. S. Regulus
Sam ^l Horey private	do.	do.	Mass.	24	5' 10", stout, visage long dark, hair dark, eyes blue, mole on left side of nose.	do. 10th Augt H. M. S. Melpomene
Jas Fuller private	do.	do.	Mass.	25	5' 6", stout, visage round fair, hair light, eyes blue, scar on lip & on right leg.	do. do.
Hv C. Goddrick private	do.	do.	Mass.	26	5' 4", stout, oval dark (visage), hair black, eyes blue, scar on left leg.	do. Oct. 20th. H. M. S. Melpomene
Leonard Befarr private	do.	do.	Mass.	20	5' 9", stout, visage oval fair, hair light, eyes blue, little finger right, hand crooked.	do. 10th Augt H. M. S. Melpomene
Hv Stoding private	do.	do.	Mass.	24	5' 10", stout, visage long dark, hair long dark, eyes black, top right thumb cut off.	do. do.
Thos Sturtevant private	do.	do.	Mass.	35	5' 10 $\frac{1}{2}$ ", stout, visage oval brown, hair brown, eyes grey, scar on right thigh.	do. do.
Jno. Littlefield private	do.	26th July	Mass.	28	5' 6", stout, visage oval brown, eyes blue, hair black, scar on right arm.	do. do.
Artemus Bowe private	Beaver Dams 26th June	29th July	Mass.	32	5' 6", stout, visage oval brown, hair brown, eyes grey, scar on right thigh.	Discharged 10th. Augt Melpomene
Jas W. Wood doctor	Lake Champlain 31st July	18th Augt	Lunenburgh	34	5' 8", stout, visage oval D. B. hair D. B., eyes blue.	do. & to be Exchanged 30th. Jan. 1814

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Estes Harrington Sergt.	Fort Sculsher 5th July	5th Sept	Boston	26	5' 9", thin, visage long fair, hair brown, eyes grey, small scar on upper lip.	Discharged Oct. 31st. Malabar
Jno. Ferguson Corpl.	do.	do.	Petersfield	23	5' 8", stout, visage long D. B., hair D. B., eyes grey, scar across right foot.	In the town Gaol
Matthew Avery private	do.	do.	Charlestown	20	5' 9", stout, visage oval fair, hair light, eyes grey, left thumb nail split & middle finger right hand.	Discharged 31st. Oct. Malabar
Elisha Hutchison private	do.	do.	Broad Bay	42	5' 8", stout, visage long dark, hair black, eyes dark, red mark on right leg.	do. do.
Dani'l G. Cady private	do.	do.	Mass.	29	5' 10 1/2", stout, long brown "Visage," hair brown, eyes grey, scar on chin.	do. do.
Wm Wilcox Purser St rd	Lake Ontario 10th Augt	do.	Concord	23	5' 5 1/4", stout, visage oval dark, hair dark, eyes hazel, scar on little finger left hand.	do. 18th. Sept ^r Regulus.
Nathl Bhosea Seaman	do.	do.	Wiscasset	22	5' 5", Middle, visage oval D. B., hair D. B., eyes grey.	do. Nov. 1st. Exchanged 4th. May
Lemuel Bryant Seaman	do.	17th Nov.	Portland	21	5' 7", Middle, visage long dark, hair black, eyes dark, wounded in the belly.	Discharged 31st. Oct. Malabar
Edwad Myers Seaman	do.	do.	Dresden	20	5' 7", Middle, visage D. B., hair D. B., eyes grey, scar on left fore finger.	do. 18th Sept ^r Regulus
Sam'l W. Osgood Ma Mate	do	5th Sept	Lancaster	19	5' 6", stout, visage round D. B., hair D. B., eyes blue.	Exchanged 4th. May

W ^m H. Warren Seaman	do.	17th Nov.	Durham	34	5' 6½", stout, visage long brown, hair brown, eyes grey, two scars on chin.	Discharged 21st Sep ^r
Jno. Christie private	do.	5th Sepr	Mass.	31	5' 9¾", stout, visage long dark, hair black, eyes dark, 3rd finger left hand crooked.	do. H. M. S. Success
Jno. Guynnup private	do.	do.	Mass.	19	5' 6", stout, visage oval brown, hair brown, eyes grey.	do. Oct. 31st. Malabar
Phillip Baker Seaman	do.	17th Nov.	Boston	29	5' 6", stout, visage long brown, hair brown, eyes grey.	Discharged 21st. Sep ^r
Almond Thee private	Fort George 24th Augt	10th Octr	Mass.	26	5' 7", stout, visage long brown, hair brown, eyes blue, squints.	Discharged Oct. 31st. Malabar
Jno. Beckford private	do.	do.	Salem	32	5' 6", stout, visage long D. B., hair D. B., eyes blue.	do. do.
Willm Hill private	do.	do.	Boston	21	5' 7", thin, visage oval brown, hair brown, eyes grey, hair mark on left arm.	do. do.
Danl Hoard Corpl.	Red Mills 17th Octr	26th Octr	Mass.	25	5' 10½", stout, visage long D. B., hair D. B., eyes blue, small scar on lip.	do. do.
Wm Temple private	do.	do.	Mass.	24	5' 9", stout, visage long dark, hair black, eyes blue, scar on right hand.	do. do.
Simeon Goodwin private	do.	do.	Mass.	25	5' 11½", stout, visage oval sal- low, hair D. B., eyes blue, scar on left eye.	do. do.
Thos Hewins Sergt.	Rappids 27th Octr	25th Novr	Norfolk	29	5' 9½", stout, visage oval fair, hair light, eyes grey.	Exchanged 4th May
Jno. Crocker private	Rappids 5th May	do.	Mass.	43	5' 11½", stout, visage oval dark, hair dark & bald, eyes blue, scar on left leg.	do. do.
Moses Eaton private	do.	do.	Mass.	43	5' 4½", stout, visage oval dark, hair dark, eyes blue.	do. do.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

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Allen Hall private	Rapids 5th May	25th Nov.	Mass.	47	5' 9½", stout, visage oval dark, hair black, eyes blue.	Exchanged 4th May
Isaac Whitney private	do.	do.	Mass.	34	5' 7½", thin, visage oval fair, hair light, eyes grey.	do.
Thos B. McNourse private	do.	do.	Mass.	35	5' 3", stout, visage oval dark, hair black, eyes blue.	do.
Abraham Merrill private	do.	do.	Mass.	22	5' 7½", stout, visage long dark, hair black, eyes blue, scar on left side of neck.	do.
Nathan Edson private	do.	do.	Mass.	27	5' 5½", stout, visage long dark, hair dark, eyes blue.	do.
Edwd Wilkins private	do.	do.	Boston	47	5' 5¼", thin, visage long fair, hair grey, eyes grey.	do.
Jon ^a Smith	do.	do.	Mass.	44	5' 8", thin, visage long brown, hair brown, eyes grey.	Died 28th. April.
James Stewart Ensign		9th Novr	Mass.	21	5' 10", thin, visage oval brown, hair brown, eyes grey.	Exchanged 6th May.
Wm McDougal Scott Doctor		30th	"	38	6' 1", stout, visage long dark, hair black, eyes dark.	do.
Nathl Hoyt private		11th Deer	"	24	5' 8", stout, visage oval fair, hair light, eyes grey.	do.
Tho ^s Libbey private		12th	"	20	5' 9", thin, visage long fair, hair light, eyes grey.	Died 25th. Feb ^y .
John Lines private		do.	"	24	5' 9", thin, visage long fair, hair light, eyes grey.	Exchanged 4th. May
Wm Scott private		do.	"	24	5' 8", thin, visage long fair, hair light, eyes grey.	do.

Witmore Huags private	do.	"	36	5' 9", stout, visage oval D. B., hair D. B., eyes blue.	do.	do.
Willm Beals private	do.	"	29	5' 10", stout, visage oval D. B., hair D. B., eyes blue.	do.	do.
Ebenezer Sloan private	do.	"	36	5' 10", thin, visage long D. B., hair D. B., eyes blue.	do.	do.
Jno. C. Gilbert private	do.	"	24	5' 7", thin, visage oval D. B., hair D. B., eyes blue.	do.	do.
Nathl Wheeler private	do.	"	36	5' 10", stout, visage oval dark, hair black, eyes blue.	do.	29th. Mar ^b .
Willm Sparks private	do.	"	50	5' 10", stout, visage oval dark, hair grey, eyes blue.	do.	4th. May
Ross Johnson private	do.	"	29	6' 0", stout, visage oval dark, hair dark, eyes blue.	do.	do.
Jno. Chase private	Fort Niagara 19th Decr	"	19	5' 7", stout, visage oval dark, hair black, eyes dark, scar on right cheek.	do.	do.
Saml Bascom private	do.	"	19	5' 6", thin, visage oval brown, hair brown, eyes blue, wounded in left calf.	Died 21st. April	
Abel Moore private	do.	"	41	6' 0", thin, visage long D. B., hair D. B., eyes blue, left ancle out.	Exchanged	4th May
Viris Burces private	Fort Niagara 19th Decr	29th Janv Mass.	18	5' 7", stout, visage oval brown, hair brown, eyes grey, wounded in left thigh.	Exchanged	4th. May
Willm Briggs private	do.	do. Mass.	34	6' 0", stout, visage oval D. B., hair D. B., eyes grey, scar on right foot.	do.	do.
Jas W. Bennett private	do.	do. Mass.	25	5' 8", stout, visage long D. B., hair brown, eyes grey, scar on right side of face.	Discharged	28th. Feb ^y

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Jas Prentice private	Fort Niagara 19th Dec.	29th Jan.	Mass.	15	5' 4", stout, visage round D. B., hair D. B., eyes blue.	Discharged 27th, Feb ^y .
Jno Hamilton private	do.	do.	Mass.	50	5' 9", thin, visage long dark, hair dark, eyes blue, scar on left thumb.	Exchanged 4th, May.
Norman Clarke private	do.	do.	Mass.	29	5' 9", stout, visage oval brown, hair brown, eyes blue.	do. do.
David Hutchison private	do.	do.	Mass.	34	5' 11", stout, visage long dark, hair black, eyes blue.	do. do.
Jas Robinson private	do.	do.	Mass.	29	5' 8", thin, visage oval D. B., hair D. B., eyes blue.	Discharged 26th, Feb ^y .
Gains Farnham Sergt.	do.	do.	Mass.	34	5' 8", stout, visage oval D. B., hair D. B., eyes grey.	do. do. 28th Feb ^y .
Stephen Store private	do.	do.	Mass.	28	5' 11½", stout, visage long D. B., hair D. B., eyes blue, scar on right knee.	Exchanged 4th, May.
Edward Weeman Sergt.	do.	do.	Mass.	27	5' 8", stout, visage oval D. B., hair D. B., eyes blue.	do. do.
Aaron Luce private	do.	do.	Mass.	33	5' 5", thin, visage oval dark, hair black, eyes blue.	do. do.
Ollus Peck private	do.	do.	Mass.	21	5' 6", thin, visage oval fair, hair light, eyes grey, lame on the left & stutters.	do. do.
Asa Johnston private	do.	do.	Mass.	19	5' 8", stout, visage oval brown, hair brown, eyes grey.	do. do.
Geo. Groves private	do.	do.	Mass.	23	5' 6", stout, visage oval dark, hair black, eyes dark, scar on forehead.	do. do.

Jas Bishop private	Fort Niagara 19th Decr	29th Jan'y	Mass.	36	5' 9", thin, visage long dark, hair dark, eyes blue.	Discharged 27th Febr.
Nathl Hind private	do.	do.	Mass.	18	5' 6", stout, visage round brown, hair brown, eyes blue.	Discharged 27th, Febr.
Salmon Bromley private	do.	do.	Mass.	16	5' 5", thin, visage oval D. B., hair D. B., eyes grey, scar on fore- head.	do. do.
Edwd Howard private	do.	do.	Mass.	22	5' 6½", stout, visage oval D. B., hair D. B., eyes grey.	Exchanged 4th. May
Joel Staines private	do.	do.	Mass.	16	5' 5", thin, visage oval dark, hair black, eyes blue.	do. do.
Josh Draton private	do.	do.	Boston	26	5' 10", stout, visage oval dark, hair black, eyes dark, scar on left hand.	do. do.
Josiah Bishop Sergt.	do.	30th Jan'y	Mass.	19	5' 8", thin, visage oval brown, hair brown, eyes blue.	do. do.
Jason Richardson Sergt.	do.	do.	Mass.	28	5' 10", stout, visage oval fair, hair light, eyes blue, scar on right cheek & squints.	do. do.
Elisha Waterman private	do.	do.	Mass.	29	5' 9", stout, visage, oval brown, hair D. B., eyes blue, burn on forehead.	do. do.
Josiah Randall private	Oswego 6th May	12th Augt	Mass.	23	6' 0", stout, visage oval fair, hair light, eyes blue, scar on little left hand.	Discharged Oct'r 8th.
Thos Perkins private	do.	do.	Mass.	19	5' 5", stout, visage round dark, hair brown, eyes grey, scar on left thigh.	Discharged do.
Jeduthun Hammond private	do.	do.	Mass.	39	5' 10", stout, visage long fair, hair brown, eyes grey, scar on left hand.	do. do.

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John Folks private	Oswego 6th May	12th Aug.	Mass.	30	5' 5", stout, visage long dark, hair brown, eyes grey, scar on right arm.	Discharged Oct. 8th.
Joseph Dolf private	do.	do.	Mass.	44	5' 5", thin, visage long dark, hair D. B., eyes blue, scar on right arm.	do.
Dr Johnson private	do.	do.	Mass.	20	5' 4", thin, visage oval fair, hair light, eyes grey, first joint 4th finger right hand off.	do. Nov. 8th.
Jarvas Wright private	do.	do.	Mass.	25	5' 10", stout, visage long fair, hair light, eyes grey, scar on left foot.	do. Oct. 8th.
Josh Bower private	do.	do.	Mass.	28	5' 6", stout, visage long fair, hair light, eyes grey, mole on left cheek.	do.
Jno Purse private	Oswego 6th May	12th Augt	Boston	27	5' 6½", thin, visage long dark, hair dark, eyes blue, scar on left leg.	Discharged Oct. 8th.
David Dearborn private	Gibousee 15th July	19th Augt	Mass.	18	5' 6", stout, visage oval dark, hair D. B., eyes blue, scar on left leg.	do.
Simeon Bradley private	St. Davids 14th July	do.	Mass.	50	5' 10", stout, visage oval dark, hair D. B., eyes blue, scar on chin.	do.
Seth Cotton private	do.	do.	Mass.	20	6' 0", thin, visage long swarthy, hair dark, eyes blue.	Died 2nd. Sept.
W. S. Messinger private	Sander Lane 25th July	do.	Mass.	32	5' 6", Stout, visage long fair, hair light, eyes grey, scars on right cheek.	Discharged Oct. 8th.

Hy Phelps	Niagara 24th July	do.	Mass.	44	5' 7", thin, visage long dark, hair dark, eyes blue, mole on right cheek.	do.	do.
David Perry	Sander Lane 25th July	25th Aug ^t	Mass.	34	5' 8", stout, visage long dark, hair dark, eyes dark, scar none.	do.	10th Nov ^r .
Wm Cushing	do.	30th "	Rehoboth	30	5' 10", stout, visage, oval D. B., hair black, eyes blue.	do.	Oct. 8th.
Flyhu Riddle	Sander Lane 25th July	do.	Mass.	28	5' 9", stout, visage oval ruddy, hair red, eyes grey.	do.	do.
Stephen Nobles	do.	do.	Mass.	23	5' 8", stout, visage long fair, hair light, eyes grey, middle finger off left hand.	do.	do.
Alden Mendell	do.	do.	Mass.	26	5' 6", stout, visage long brown, hair light, eyes grey.	do.	do.
Barnabus Horton	do.	do.	Mass.	53	5' 7", stout, visage long brown, hair grey, eyes grey.	do.	do.
Wm Searles	do.	do.	Mass.	45	5' 7", thin, visage long dark, hair black, eyes grey, top left thumb off.	do.	do.
Hy P. Eaton	do.	do.	Boston	37	5' 2", stout, visage long dark, hair black, eyes grey.	do.	do.
Abraham Thayer	do.	do.	Mass.	18	5' 5", thin, visage round fair, hair light, eyes grey.	do.	do.
Josh Morrison	do.	do.	Mass.	50	6' 4", thin, visage long fair, hair light, eyes grey, scar on left ankle.	do.	13th. March
Daniel Rand private	Sander Lane 25th July	30th Aug ^t	Boston	36	5' 8", stout, visage round brown, hair brown, eyes grey.	Discharged	Oct ^r . 8th.
Benju Nourse private	do.	do.	Mass.	39	5' 8", thin, visage long dark, hair black, eyes grey.	do.	do.
Amasa T. Grant private	do.	do.	Mass.	34	5' 10", stout, visage oval fair, hair red & bald, eyes grey.	do.	do.

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Hy Griffiths 2nd Gunr	Fort Eric 12th Augt	5th Octr	Mass.	41	5' 7", stout, visage round dark, hair black, eyes grey, scar on right cheek.	Discharged Novr. 7th.
Josh Denning seaman	do.	do.	Mass.	25	5' 2½", stout, visage round light, hair light, eyes grey.	do.
Elisha Atwood seaman	do.	do.	Mass.	25	5' 7½", stout, visage long light, hair light, eyes grey, small scar on nose.	do.
Stephen Stacy seaman	do.	do.	Mass.	35	5' 5", stout, visage oval light, hair light, eyes grey.	do.
Roby Lydston private	do.	do.	Mass.	25	5' 7½", stout, visage round light, hair light, eyes light, scar on right leg.	do.
Jno Pearl private	do.	do.	Mass.	15	5' 0", stout, visage round light, hair light, eyes light, wounded in the belly.	do.
David Butman private	do.	do.	Mass.	37	5' 10", stout, visage oval light, hair light, eyes grey.	do.
Josh Goodall private	do.	do.	Mass.	24	5' 8", thin, visage long light, hair light, eyes grey.	do.
Josh Linn private	do.	15th	Mass.	28	5' 10", stout, visage round dark, hair black, eyes grey.	do.
Geoe Eaton	do.	do.	Mass.	25	5' 8", thin, visage round light, hair light, eyes grey.	do.
Levi Simmons private	Plattsburgh 9th Sepr	do.	Mass.	34	5' 7½", stout, visage round dark, hair black, eyes blue.	do.
Iezekiah Fay private	do.	6th	Mass.	33	5' 9", thin, visage long light, hair light, eyes grey.	do.

(To be continued.)

THE WAR WITH SPAIN AND ITS AFTERMATH.

BY WILLIAM ANDREWS PEW

Few persons expected the Spanish War, and no one dreamed of the results that were to follow when the Massachusetts regiments unfurled their flags to April's breeze. We did not fire "a shot heard 'round the world," but we started troubles that have traveled around the world and are still going strong.

Looking backward is full of interest when an understanding of events is supplied which was necessarily absent at the time of their happening.

I am asked to review some aspects and results of the Spanish War.

I. WAS THE WAR NECESSARY?

On April 25, 1898, Congress declared war to have existed since April 21, when the Spanish Government gave to our minister at Madrid his passport. We knew in a vague way that negotiations had been conducted by representatives of the two governments at Madrid. We cared little about this diplomacy. Most of our information came in the form of rumors from Key West which the daily press featured. Congress appropriated fifty million dollars for national defense. A Spanish fleet assembled at the Cape Verde Islands. The Naval Board of Inquiry reported that the "Maine" was destroyed by an exterior explosion. Our Consul-General left Havana. The Legislature of Massachusetts appropriated five hundred thousand dollars for the equipment of troops. The President called for one hundred and twenty-five thousand volunteers. These events, duly exploited, quickened the imagination and stirred the fighting blood.

A few years after these happenings, I had an opportunity to talk with General Woodford, who was the United States minister at Madrid in 1898. We were enjoying a quiet after-dinner smoke under conditions con-

ducive to reminiscing. I asked General Woodford about the negotiations with Spain, and whether war was necessary. He said it was absolutely unnecessary, and that all the United States demanded could have been obtained by negotiation. Spain was willing. She only wished to save her face. Negotiations were progressing favorably, but were broken off and war was precipitated by the yellow press.

From time to time such bits of information on the state of the Spanish mind have come to light, and many now believe that war was not necessary to induce Spain to evacuate Cuba. It was, however, a dramatic setting in which American altruism declared the principles of self-determination and applied them. From that beginning the doctrine grew until, finding ultimate expression in the intellectual mysticism of President Wilson, it finally obsessed the political minds of subject-peoples throughout most of the world.

The application of self-determination has its humorous side when attempted by a group that has no capacity for government. An economic adviser to several kinds of governments in Europe told me of his experience in a revolution started in a small state after the Armistice of 1918. All able-bodied men were at the front. Order was maintained by decrepit serving-men in the uniforms of policemen. A few professors with socialistic tendencies were drinking beer and bewailing the evil days, when the brilliant idea occurred to them to practice self-determination and start a revolution. They made some demonstration in the streets. The policemen went home and the revolution was accomplished without damage. The next morning the professors sent for my informant. They told him they had started a revolution, which was a success. He said he had noticed that fact. They told him they were the Government. He had noticed that also. They said they were in great difficulties and had called upon him for advice, because they did not know what to do next. "Knowing what to do next" is a real difficulty for those who have suddenly attained self-deter-

mination. Many doubt whether democracy is safe for all peoples.

We fathered, or grandfathered, self-determination by giving independence to Cuba. The Spanish War plus the eloquence and idealism of President Wilson have started troubles which (whatever their future results) are now dividing regions of the earth into innumerable petty states, regardless of economic conditions.

The Spanish War may not have been necessary to free Cuba, but it was a magnificent window-dressing in which to advertise the merits of self-determination.

II. FOREIGN OPINION

It is interesting to study foreign reactions in 1898 as events unfolded. The Spanish papers called us "American pigs." They could not admit that the ancient glory of Spain was decadent and defeat inevitable, and to their eyes was ever present the picture of a rich and powerful nation bullying a weaker state. Nor was this uneasy thought absent from the mind of the intelligent American press. It was the conscience of the American Congress that inspired the Pratt Amendment, which in substance declared that our sole purpose in entering the war was to wield the sword of justice and apply its edge to exterminating the last vestige of Spanish tyranny denying free institutions in Cuba.

The attitude of the German Foreign Office was cynical. They knew what they would do if situated as we were, and assumed that our purposes were the same as theirs would have been under similar circumstances. We were suspicious that Germany was looking for a foothold in the Philippines and the West Indies.

The attitude of English statesmen was sympathetic. They feared the expansion of Germany and welcomed the appearance of the United States as a colonial power. We recall a conversation in which it was reported that a German admiral asked a British admiral what the English fleet in Manila Bay would do under certain circumstances, and the reply was that only he and the American admiral knew.

III. MEMORABILIA OF THE SPANISH WAR

The battle of Manila Bay, even if we count the time taken out for luncheon, was of short duration. The results have lasted many years and have created many difficulties, the solutions of which are not apparent. Before considering the unruly children of the Spanish War,—imperialism and the Philippine problem,—it is interesting to the survivors of '98 to recall some of our domestic difficulties.

1. *Sanitation.* A wit remarked that the Spanish War was begun to humble the golden banner of Spain, but ended in victory over yellow fever. The lack of sanitation in our camps called the nation's attention to the necessity of prophylactic treatment and started a war against infectious diseases. In this struggle a Massachusetts regiment inaugurated a practice which was a solid contribution to the assault upon contagion.

The Eighth Massachusetts was sent to Chickamauga. Its camp was on a soil of hard clay in which were the outcroppings of many ledges. The ground in the rear of the camp was covered with half-dug and open sinks which (when the rainy season began) were filled with water. Refilling the pits with lumps of clay that had been taken out of them would cause an overflow and pollute the surrounding ground. It was noticed that the stagnant water became breeding-places for mosquitoes. The ingenuity of the officers was taxed to invent a method of sealing these holes. A happy suggestion occurred to a group who had been in the habit of dining at an Italian restaurant in Boston. They had seen flasks of Chianti wine sealed with a spoonful of olive oil, and the analogy suggested oil to seal the sinks against insect life. A can of kerosene was secured and the experiment tried. As the oil spread over the surface of the water, it was noticed that it interfered with the comfort of wigglers as they came to the surface. Crude petroleum was suggested as being stickier than refined oil, and a barrel was procured in Chattanooga and tried. Experiments showed that this oil often imprisoned the mother insect when

laying eggs, and formed a complete bar, through which the wigglers, when grown, could not penetrate and emerge from the water. Quantities of crude oil were purchased and used in these sinks.

From the Eighth Regiment the use of petroleum spread through the First and Third Corps, and subsequently became recognized throughout the country as a means of destroying mosquitoes.

2. *Reconciliation between North and South.* At the end of the Civil War, there were many patriots who felt a call to discipline the South until it repented in sackcloth and ashes for the sins of slavery and rebellion. They approved the social, political and economic chaos following the war in the Southern states as a just retribution. The reaction to this anti-fraternalism by the best minds of the South was expressed by the Bishop of North Carolina in an address to his diocesan convention in 1865. He said:

The authority of the government of the United States is re-established over the South, and there is a universal disclaimer of any intention or desire to attempt to unsettle it. But it is very far from being certain what the nature of the Union is to be which has been cemented again with so much blood. Is it to be one of constraint, or one of affection? Is the South to be added to the melancholy list of oppressed nationalities—to become an American Poland or Hungary, to live by the side of the North in a state of chronic turbulence and suspicion, hating and being hated?

There was a long and smouldering friction between North and South after the Civil War. Time was slowly working a reconciliation, but the call for sudden national action against a foreign power united the country. The effect of Joe Wheeler and Fitzhugh Lee laying aside their coats of gray to wear the Union blue cannot be overestimated. The spirit of patriotism was a solvent of hatreds and animosities. The Spanish War, as its first fruit, contributed to the solidarity of the Union and made it again a union, not of constraint, but of affection.

3. *Unpreparedness.* When I first commanded the Eighth Regiment, the most serious criticism that I had

to contend against (and I could not answer it) was the proposition that I was acting as if I expected the militia to be called upon to serve in war. I was told that what military training could be given was not sufficiently intensive to create the necessary set in the nervous system which constitutes discipline. I knew our military units were untrained groups commanded by inexperienced officers, and any hope that might exist of the militia being equal to an emergency was destroyed by its low efficiency. I had to justify a belief that a small fraction of a loaf was better than no bread. I fortified this belief with the hope that at some time and in some way the militia could be reorganized and undergo an intensive training which would guarantee it a respectable position in any scheme of national defense.

As the Spanish War developed, we became conscious of our inadequate preparation for any military struggle. The bureaucracy of the War Department was fossilized. The machinery for handling twenty-six thousand men in peace was called upon to mobilize two hundred and seventy-five thousand men for war. It was altogether inadequate to meet the emergency. Our regular officers possessed courage and initiative, appreciated the necessity of discipline, and knew how to instill it. In handling large bodies of troops all of the younger men were without training or experience. They knew little more about tactics than file-closers in a high-school battalion.

The militia was impossible as cavalry and infantry. They had been equipped and trained for eye-service. An evening parade or review was their limit.

In 1898 patriotism was at white heat among the Massachusetts militia. I cannot think of myself and my companions as influenced in the slightest degree by the yellow press. We enlisted to fight and were anxious to get onto the firing line. Few were gun-shy. The spirit was fine. The regiments were as aggressive about butting into war as a flock of goats, and, as military assets, were not much more valuable.

For years we had performed our annual tour of duty at Framingham. By practice we had acquired the habit

of obeying, when in ranks, the orders laid down in the drill book for close-order movements. Out of ranks, not much attention was paid to orders. There was little need for any order, except an occasional admonition not to drink too much. The observance of such an order was, however, optional, because a man's stomach at that time was considered private property, and any attempt to control eating or drinking was, by common consent, an invasion of personal rights. The Quartermaster and Commissary Departments were ornamental. Hired men installed and broke camp; hired caterers prepared and served food. We never did any marching, and transportation was unnecessary as express companies delivered and received baggage at the tent door. We acquired guard mounting and parade habits, and some knowledge of drill. The social instinct was satisfied, and that was considered sufficient. The outfit could not have pulled out and marched to Springfield; some daring spirits might have reached there, supported by charity, but the rest of the column would have trailed out between Worcester and Framingham, like geese in a barley field, and have gone home by train or trolley when they got hungry.

I remember that someone proposed a practice march, but the wise State authorities frowned upon it, because its hardship would seriously interfere with recruiting. The camp was a jolly picnic, and we were not ashamed to go to it in uniform, because we knew no better.

The awakening came in '98, when the United States took us in hand and attempted in a few days to build upon and expand antique regulations suitable for the conduct of a small army during a period of thirty-five years of peace. The system failed and went to pieces. We were far from home, without money, and without practice in doing the things necessary to care for ourselves under service conditions. The result was inevitable—sickness and demoralization.

The lessons of the Spanish War sank into the hearts of the militia. After the war we were at Framingham again for a few years, until the Dick bill was passed, and some wag hung on the muster-field gate the legend,

"To Hell with Framingham." No one needed a Daniel to interpret the writing on the wall. We all knew that hereafter a tour of duty must mean practice in the things useful in war, and that the rest is of no account. Intelligent officers and men began to ask themselves, "What is the best thing we can do in the limited time at our disposal to fit ourselves for field service?" They are still seeking the solution of this problem.

Within a few years after the close of the Spanish War, a movement began in the Massachusetts Militia, which had as its avowed purpose an increase in efficiency by training officers and men to care for themselves under service conditions. I will cite but one instance to show the training attempted after the Spanish War. At one time there were in the Eighth Infantry some thirty-six volunteers practising for twenty-one vacancies as regimental scouts. These men secured horses and on an average of once a month rode into Plymouth County, spending the night under canvas and returning to Cambridge the following day. They practised individual cooking, care of horses and themselves, and learned the duties of scouting. They did this in the face of a New England winter, and welcomed a blizzard to test their endurance and capacity to care for themselves under severe weather conditions. There was but one purpose behind such work: that purpose was to learn to play the game right and play it hard.

I once heard a conversation between a high-ranking German and an American officer on the possible results of our unpreparedness. It was shortly after the Franco-German War. The German said that a few of their divisions could land in America and march anywhere. The American replied that that might be so, but they would have a devil of a time getting home at the end of their last march. He was probably thinking of Cornwallis and Yorktown.

The wonderful development of the resources of the United States, her position as a creditor nation, her far-flung empire, and the possibility of foreign aggression, require intensive military preparation.

At certain seasons of the year lobsters shed their shells, and during this process they hide themselves in seaweed and kelp, because without the protection of their shell-armor they are liable to be eaten by their brothers and sisters. The richer and juicier a lobster is when moulting, the more attractive it becomes to its predatory neighbors. This experience of the lobster contains food for reflection.

I have talked with many Germans about the way the United States massed her resources and hurled them against the Central Powers. They all expressed surprise that it had been done so well and quickly. They had not anticipated such speed. One frankly told me that he thought we had hidden behind the British Navy, which he called "mother's skirts," until we grew in courage and stature. He quoted a conundrum proposed on a foreign vaudeville stage. Why are American soldiers called doughboys? The answer is: Because they were kneaded in 1914 and raised in 1917. The application of the story was not intended to be complimentary. Were the navy of Great Britain and the army of France the seaweed and kelp in which we hid while the energy for intervention was developing?

IV. THE LAST OF THE VOLUNTEERS

A few years ago a Massachusetts commission dedicated three tablets in Cuba, commemorating the services of the Second, Eighth, and Ninth Regiments in that island. I accompanied the Commission, and was impressed with the distinction that the Cuban mind made between regulars and volunteers. In their public addresses to us they noted a difference between a war waged by conscripts and one waged by those who chose war as a pastime and duty, seeking to make and test manhood by courage and self-denial. Making this comparison, they declared the volunteer a higher-bred and better man. They called us in their lovely rolling tongue, "Les Conquistadores de nuestra Independencia."

All healthy men love fighting. War, to our best American volunteers, has been an exhilaration and something

more—that more is a synthesis in which the fighting instinct becomes a vessel of honor by association with noble purposes.

I once asked General Miles how he happened to volunteer in the Civil War. At the beginning of that war he was a clerk in a Boston drygoods store. He said the firing on Fort Sumter created an intolerable situation which had to be righted, and he didn't see how he could maintain his self-respect without doing his part. Later I saw a tablet in the library at Petersham, Massachusetts, on which is written a roll of all the citizens of that town who fought in any of our wars. Among the local heroes of the American Revolution is the name of Nelson Miles. Farther down on the tablet is the name of Nelson A. Miles. Throughout New England one can read in such lists our inheritance of valor.

We have seen the last of the volunteers. A quotation from *Morte D'Arthur* comes to mind:

Then spake King Arthur to Sir Bedivere:
 "The sequel of today unsolders all
 The goodliest fellowship of famous knights
 Whereof this world holds record."

V. PREPAREDNESS AND PACIFISM.

The old order changeth. How shall we adapt ourselves to the new?

John Ruskin once delivered a lecture to the young soldiers at the Royal Military Academy at Woolwich. It was an address in fantastic praise of fighting as the final test of manhood. He said that war, as fought by the generations of old, was the foundation of all the arts and of all the highest virtues and faculties of man. Having praised exhaustively the virtues of personal combat, he stated the counts of evil alleged against modern war. He said:

If you have taken away masses of men from all industrial employment,—to feed them by the labour of others,—to move them and provide them with destructive machines, varied daily in national rivalry of inventive cost; if you have to ravage the country which you attack,—to destroy for a score of future

years, its roads, its woods, its cities, and its harbours;—and if, finally, having brought masses of men, counted by hundreds of thousands, face to face, you tear those masses to pieces with jagged shot and leave the fragments of living creatures, countless beyond all help of surgery, to starve and parch, through days of torture, down into clots of clay,—what book of accounts shall record the cost of your work;—what book of judgment sentence the guilt of it?

That, I say is modern war,—scientific war,—chemical and mechanic war, worse even than the savage's poisoned arrow. And yet you will tell me, perhaps, that any other war than this is impossible now. It may be so; the progress of science cannot, perhaps, be otherwise registered than by new facilities of destruction.

Ruskin was decribing events in the areas of actual conflict. If to these we add the possible destruction and distress which modern science can and will inflict upon a whole nation behind the fighting lines, every count in his indictment is intensified. I have no doubt that modern inventions have in some measure destroyed the healthy joy of battle. Every soldier knows the horrors of war and believes that every effort should be made which the highest intelligence of man can suggest to maintain peace by removing the causes of war. There is every reason why we should join in the cadence of hammer strokes which would beat swords into ploughshares, but should we carry the trial for peace beyond a certain point? If all efforts fail and a quarrel is inevitable, we must be ready to do our part. I hold that war necessarily waged in defense of the United States and for the maintenance and execution of her laws, by whomsoever threatened or defied, must be a noble war.

I know little about future warfare and cannot answer the question: What ought we to do in the way of preparedness? There is a tendency to keep on practising what we did last. Our drill regulations look backward and not forward. We do not train for the war that is to be. I can paraphrase General Forrest's advice and say we should prepare to "get there fust with the mostest men," to which I add, and get there first with superior

equipments in the destructive devices allowed by international law, so as to destroy quickly the centres of industrialism and break the morale of a hostile people. Teach, if you can, the nation to think in terms of peace instead of in terms of war, to sympathize in the great movements that furnish the machinery for settlements which avoid wars, but, as a last resort, be prepared to make war intolerable to any enemy.

Most of us agree with General Upton, that the United States should adopt a military policy adequate for national defense, and are in accord with the words of Joshua, when he said to the officers of the people: "Pass through the host and command the people, saying, Prepare. . . . Remember the word which Moses . . . commanded you, saying, 'The Lord your God . . . hath given you this land.'"

With preparedness the word "pacifism" links itself. In some degree we are all pacifists. There is a rational pacifism which seeks to remove the causes of war. War cannot be outlawed by resolutions and statutes, and any theory which ignores the limits of the human materials of which society is made, cannot be otherwise than open to distrust.

Non-resistance is a theory. As a system it has never existed and has never been tried. National selfishness and determined bad will are facts. To oppose them with non-resistance seems inadequate. Humility and self-discipline are not conspicuous Anglo-Saxon traits. Non-resistance has no appeal to a people with strong instincts for action.

The pacifist may be right in saying that modern war is tending to become ignoble murder, although I cannot see how any war can entail more suffering upon the feeble and innocent than the Thirty Years' War wrought in central Europe. Something stronger than parlor pacifism must come to change human nature. I am afraid that if the pacifists succeed in cleansing America of the devil of war, that unclean spirit will return to the house from whence it came, with seven other spirits more wicked

than itself, and they will enter in and dwell in our house, so that our last state will be worse than the first.

VI. IMPERIALISM

Unquestionably the important outgrowth of the Spanish War is imperialism. We added Hawaii, Guam, and the Philippines to our Pacific possessions. We annexed Porto Rico, and later acquired the Virgin Islands and the Canal Zone. We assumed a kind of protectorate over Cuba, and have established a Caribbean policy as an adjunct to the Monroe Doctrine.

Imperialism is economic, political, or altruistic; often all three. Great Britain offers an example of economic imperialism in her annexation of the Federated Malay States. She intends to control this country permanently and to develop its resources. The soil is adapted to the cultivation of rubber, but the native population is disinclined to furnish labor in sufficient quantities to work large plantations. The labor problem has been solved by importing coolies from China and India. As a result of this policy, large productive rubber estates have been created. The population, wealth, and resources of the country have increased. The native Malays are an agricultural people, and although disinclined to work on large plantations, profit from them by reason of the demand that an increased population makes for food products.

Political imperialism is illustrated in our Caribbean policy. We have constructed the Panama Canal and intend to guard its approaches as part of a scheme of national defense. We hold strategic positions on the islands of the West Indies, and are sensitive to any action by the Latin Republics bordering the Caribbean Sea which may invite intervention by any power. We are sympathetic with schemes for their development, for the maintenance of peace and order, and for the prompt payment of their public debts.

Our relation with the Philippines is an example of altruistic imperialism. A part of this imperialism finds its source in our confidence in our ability to educate and elevate backward peoples. The United States has ex-

tended education in the islands. It has aimed to increase intelligence in all fields of human activity. Our treasures in English literature and our great traditions have implanted ideas of liberty, freedom of thought, and a critical attitude to all forms of authority among the Filipinos. Education has made all their grievances articulate and thereby increased our difficulties in maintaining law and order. This imposition of a civilization upon a foreign people in a short time is a remarkable phenomenon. They have voluntarily accepted Anglo-Saxon culture and political ideas, in the name of which they demand freedom. It is an interesting fact that their aspirations are expressed in terms which have characterized the English race for eight hundred years.

So far the experiment of the Filipinos in self-government has not been a success. We may have sent them great schoolmasters, but it would have been a miracle if they had acquired in twenty-five years an understanding of the principles of government by conference and the capacity to put them into practice. It was over a thousand years ago that the English race began to learn how to rule itself by practicing self-government in their little village parliaments.

Our colonial administration in the Philippines has been hitherto entirely altruistic. There is developing in the economic field an idea that the resources of the world are in some measure held by each nation on a kind of trust and must be developed in due course as needed by the peoples of the world. I can illustrate this by a situation over which no political or economic question has arisen. There is in Brazil one of the largest and richest iron deposits in the world. Nowhere near it is there a deposit of coal sufficient in quantity or quality to manufacture steel. Iron, being a denser commodity, always goes to coal. Coal never travels to iron. Even if Brazil had coal, no manufacturing industries have grown up in the vicinity of its iron ores. Brazil has not used, and cannot at present use, these natural resources of iron. It is conceivable that at some future time the world may need this ore and demand its transportation to centres

where coal exists and steel industries have been built up. In such a situation sufficient pressure might be brought to bear upon Brazil by the Great Powers to make her yield to economic necessity. If anything like the above happens, it will be supported on the ground that the resources of the world are an international trust justified by economic expediency.

We continually read references to rich deposits of iron and possible rubber plantations in the southern islands of the Philippines, and it is often intimated that American capital is attempting to exploit these southern islands. There has been no attempt at economic exploitation by American capital in the Philippines. Capital is too timid to underwrite the necessary effort. Undoubtedly there is great potentiality in iron and rubber in the southern islands, but its development requires confidence, capital, and probably coolie labor. None of these have been forthcoming from any source. The mines and rubber soils are as unproductive today as they were twenty-five years ago, and are likely to remain so until the future political status of the islands is settled and law and order assured.

VII. THE PHILIPPINE PROBLEM

Soon after the Treaty of Paris was signed, on December 10, 1898, President McKinley attended a dinner in Boston, where he sat near Bishop Lawrence. Bishop Lawrence, in his recent "Memories of a Happy Life," tells of a talk he had with the President about the Philippines. His report of the conversation reads:

He talked very freely upon the subject of the Philippines and his dilemma. . . . "I did not want the Philippines; you did not want them; the country did not want them; but when our Commission which went to Paris gained information besides that which we had here, we had to decide. We could not in decency hand the islands back to Spain's misrule; we could not leave the people to cut each other's throats. We knew the intentions of Germany; and Japan was near. The Administration found itself by the Treaty of Paris in honor bound to hold them. The responsibility now is ours; our first duty is to make the people ready for self-government, and as to their future, the Nation will decide when the right time comes."

In 1916 the Congress of the United States passed the so-called Jones Act, which is an act establishing govern-

ment in the Philippines. The title and preamble of the act read as follows:

An Act to declare the purpose of the people of the United States as to the future political status of the people of the Philippine Islands and to provide a more autonomous government for those islands.

Whereas it was never the intention of the people of the United States in the incipency of the War with Spain to make it a war of conquest or for territorial aggrandizement, and

Whereas it is, as it has always been, the purpose of the people of the United States to withdraw their sovereignty over the Philippine Islands and to recognize their independence as soon as a stable government can be established therein, etc., etc.

This preamble is neither a contract nor a treaty. It is a declaration of past and present intentions, which the Filipinos have elevated to the plane of a promise. When the act was passed, it was undoubtedly the purpose of Congress to educate the Filipinos for self-government and at some time grant them independence. This preamble goes far to justify the Filipinos in their claims. At present, talk chiefly centres on the question whether a stable government has been established, and whether the Filipinos have enough initiative, experience, and homogeneity to make self-government by them a success. Nothing short of a trial at independence is likely to close this debate.

One solution suggested is the division of the Philippine Islands. We might hold a plebiscite to determine whether we shall hold all or any of the islands. If the inhabitants of the southern group prefer their islands to remain territory of the United States, the principle of self-determination would justify their retention. If the political status of the southern islands were permanently settled in this way, capital would probably undertake the development of their natural resources. The Bacon bill, now before Congress, contemplates such a division. Its advocates justify its passage on economic grounds, the hostility between the Moros and the Christian Filipinos, and the fact that there is no historical or racial reason for considering the islands as a unit.

Another solution is the surrender of sovereignty over the islands. Such a course would be considered an unfriendly act by Great Britain, Holland, France, and even Japan. If the independence of the Filipinos was granted as a result of agitation, it would excite, and render more probable, insurrections among the colonial dependencies of other nations. The withdrawal of the United States from the islands would be the signal for greater political unrest among all subject-peoples.

Apart from its effect upon the rest of the world, it would be an interesting experiment for the United States to turn the Filipinos loose. I once heard an army officer express the sentiment that the United States ought to get out and let the Filipinos wallow in independence.

At the present time there is not the danger which President McKinley foresaw in giving up the Philippines. Germany is not in a position to annex them, and it is not at all certain that Japan would accept our withdrawal as an opportunity to gain a foothold there. She has problems nearer home which will tax her strength to the limit, without involving herself in an adventure which would arouse the hostility of all English-speaking peoples.

If we grant independence to the Filipinos, we may justify President McKinley's fear that we are giving the islands back to misrule and leaving the people to cut each other's throats. The results of independence seem self-evident. The islands are not sufficiently developed to raise enough revenue to defend themselves, support government, maintain education, sanitation, road-building, internal peace, and carry on as we have carried on. The Filipinos continually talk about independence and have worked themselves into a frenzy over it. They have curtailed and perhaps brought to naught the efforts of a great colonial administrator, but they have not harnessed their feelings to constructive actions or useful suggestions. The question is not answered: After independence, what next?

If the prophecies about the rich resources of the islands are true, and if self-government without the pro-

tection of the United States is granted, it is only a question of time when the islands will be exploited by someone. I feel about turning them loose much as did the farmer who was asked by his wife, on a cold night, if he had let the cat out. He replied, "No, I would not put a cat out into a world like it is tonight."

The Jones Act contains something like a promise of independence and seems to have committed us to a definite policy. The preamble of this act, the doctrine of self-determination, and the promise which the Moros claim we have made to protect them from domination by the Christian Filipinos, have created an *impasse*. If we intend ever to surrender sovereignty, the present time is favorable for a gesture in that direction. If the Filipinos, as is often intimated, prefer some form of dominion status under the American flag, a threat to abandon them to their own resources would produce a crisis, to solve which the Filipinos must voluntarily release the United States from any promise of independence and accept such political status as may be agreed upon.

VIII. CONCLUSION

In the first chapter of Ecclesiastes the Preacher sheweth that all human courses are vain, because they bring forth nothing new.

Vanity of vanities, saith the Preacher, vanity of vanities; all is vanity. . . . The thing that hath been, it is that which shall be; and that which is done is that which shall be done; and there is no new thing under the sun. . . . That which is crooked cannot be made straight; and that which is wanting cannot be numbered.

The Eastern sage, believing that what is crooked cannot be made straight by human effort, retires to contemplation, meditation, and concentration. He becomes rich by abolishing desires, and by austere practices attains the blessings of contentment. To him movement is vanity. Are we not ashamed to be miserable in our activities when we have before us the noble example of the good and wise Brahmin, who sits in contemplation and lives contented? The answer is obvious: we are not like him and desire not his kind of happiness.

To the minds of the West, crooked ways can be made straight, and what is wanting can be numbered by action. We do not divorce knowledge from use. We believe that there is a wisdom above knowledge,—which is the ability to use knowledge and to apply it in the control of nature and man. We are filled with the passions of curiosity and of a creative instinct, desiring to pile uses upon uses through increasing movement always greater and greater. The goal is not to win the world, but to make a better world.

In a recent publication, Dr. Durant comments upon William James's philosophical theory that the world is a battleground of cross-currents and conflicting purposes. That it is not a universe, but a multiverse. The chaos in which we live and move is not the result of one consistent will. It gives signs of contradiction and a division within itself. He says:

The value of a multiverse, as compared with a universe, lies in this, that where there are cross-currents and warring forces, our own strength and will may count and help decide the issue; it is a world where nothing is irrevocably settled, and all action matters. A monistic world is for us a dead world; in such a universe we carry out, willy-nilly, the parts assigned to us by an omnipotent deity or a primeval nebula; and not all our tears can wipe out one word of the eternal script. In a finished universe, individuality is a delusion; . . . But in an unfinished world, we can write some lines of the parts we play, and our choices mould in some measure the future in which we have to live. In such a world we can be free; it is a world of chance, and not of fate; everything is not quite settled; and what we are or do may alter everything.

Our Puritan fathers believed that God was with them. Their descendants are inclined to believe that we are with God, and are his allies in a cause which fights to uplift humanity and remake the world. In such a struggle the will to conquer is a mighty contribution.

Through the last half-century, humanitarian ideas gradually developed along these lines. We of '98 like to think that these ideas found an outlet in our action toward Spain. We are glad to have been part of its expression. Like Æneas, each of us might say: "These tragedies I saw and a large part thereof I was."

BISHOP FAMILY NOTE.

COMMUNICATED BY EBEN PUTNAM.

John Bishop of Newbury (Newberrye) in New England, shipwright, age 24 years, testified in April, 1645, in behalf Edward Gibbons, who with Valentine Hill, David Yale and Thomas Fowle owned the ship "Adventure" of Boston, otherwise the "Lyon" of Bewmorris, that he knew the building of the vessel and when purchased. That the ship sailed Jan., 1643, from New England to Glascoe and was forced to put in to Carnavon where she was seized. There one Mr. Spicer set her out for Ireland, and John Vaughan, who was on her when seized at Carnavon was master and also four of those then on her sailed with him. The ship was then called the "Rupert of Carnavon." Those four were Bishop, John Vaughan, John Cipp, and Francis Willye. He also told of the after history of the ship. That she was seized while on the way to France and carried into Portsmouth. He also testified that the ship was bought of some inhabitants of Plymouth, and that her owners were favorable to Parliament. Carnavon and Bewmorris were in arms for the King, and Spicer and Buckley bore arms against the Parliament. Bishop was in London at this time.

John Gallopp of Boston in New England, sailor, aged 27 years gave testimony to the same effect; that the ship was built at Boston, and carried four guns, that others who sailed on her were John Bishop, carpenter, a Scot named James, the boatswain, John Cipp, and one named Francis, both common men; not above eight others including the merchant and master. Gallopp was not in her on that voyage. (Admiralty Records, Examinations. v. 59.)

John Bishop married 1647, Rebecca, widow of Samuel Scullard, and daughter of Richard Kent, and died in 1684, having removed to New Jersey. The above item shows he was born in 1621, and had already obtained an habitat at Newbury as early as 1644. John Gallopp was son of he of the same name, who was also a seafaring man.

DESCENDANTS OF ROGER PRESTON OF
IPSWICH AND SALEM VILLAGE.

BY CHARLES HENRY PRESTON.

(Continued from Volume LXIII, page 176.)

On a return dated Marlborough, Apr. 10, 1759, enlisted in Col. Abraham Williams's regt. to be put under command of Jeffry Amherst, Esq., General and Commander-in chief in North America, for the invasion of Canada; age 20, residence, Uxbridge, enlisted Apr. 2; served in former expedition, 1758, at Crown Point.

Sergeant on a muster roll, dated Boston, Mar. 6, 1760, under Capt. John Furnass, residence, Uxbridge, enlisted, Apr. 2, served till Dec. 3, 35 weeks, 1 day. Company in Crown Point Expedition.

It is difficult to determine from the Mass. Archives, what service was rendered in the Revolution by Amariah Preston, in distinction from that performed by his son, Amariah, who enlisted Sept. 10, 1777, for three years.

It is possible that it was Amariah, Sr., who appears as "Amorite Presson," adjutant on muster and pay roll of field and staff officers of Mass. regt., under Col. John Holman, for service at Providence. Engaged Dec. 8, 1776, and served 43 days.

Also as corporal on muster and pay roll of Job Knap's company, for service in Rhode Island, by order of the General Court, Feb. 28, 1781. Service from Mar. 2, to Mar. 15, 1781. From Douglas.

Also as Adjutant on muster and pay roll of Col. Nathan Tyler's regt. for alarm at Rhode Island, July 2, 1780, to Aug. 8, 1780.

V. 185. MEDINE PRESTON (John, Jacob, Samuel, Roger), born in Ashford, Conn., 28 Jan. 1741; died there, 9 May 1818; married in Woodstock, Conn., 2 Jan. 1762, Anna Howard; (Anna Hayward, Ashford Rec.); born 7 Dec. 1740; died 5 Dec. 1825.

Children, born in Ashford:

416. POLLY [MOLLY], b. 17 Sept. 1762; d. 8 Feb. 1835; m. Joseph Kendall, who was killed by the fall of a tree in Ash-

- ford, 5 Feb. 1823, aged 60 yrs. Molly Preston, bapt. 3 Mar. 1779, Westford Cong. Ch.
417. ZEPHANIAH, b. 24 Dec. 1764; bapt. 3 Mar. 1779, Westford Cong. Ch.
418. STEPHEN, b. 29 Dec. 1767; bapt. 3 Mar. 1779, Westford Cong. Ch.
419. EZEK, b. 31 Mar. 1770; bapt. 3 Mar. 1779 [Ezekiel] Westford Cong. Ch.
420. SHUBAL, b. 16 May 1772; bapt. 3 Mar. 1779, Westford Cong. Ch.
421. ANNA, b. 19 Oct. 1774; bapt. 3 Mar. 1779, Westford Cong. Ch.: d. 19 Oct. 1857; m. 1 Nov. 1798, Caleb Carpenter, who d. at Westford parish 17 June 1839, aged 65.
422. RHODA, b. 7 Apr. 1777; bapt. 3 Mar. 1779; admitted to Westford Cong. Ch. Dec. 1797; d. 7 Oct. 1809; m. Ezra Wright of Ashford; their dau. Betsey, b. Plainfield, N. Y. 13 Jan. 1801, m. Silas Preston of Ashford. There were three other daughters, Betsey being the second.
423. DORCAS, b. 16 Sept. 1779; bapt. 7 Nov. 1779; d. May, 1836; m. Rufus Kendall, who d. at Ashford, Apr. 1857. She was admitted to Westford Cong. Ch., 27 Oct. 1799.
424. SAMUEL, b. 14 June 1783; bapt. 20 July 1783, Westford Cong. Ch.

Medine Preston was a farmer and tanner and always lived in Ashford; he lived in the part known as Westford parish and attended the Congregational Church there.

"Westford Jan. 17, 1779 Mrs. Anna Preston wife of Medina was baptized and received to full communion of this church by vote of church. Elisha Hutchinson, Pastor." (Westford Cong. Church rec.)

V. 187. WILSON PRESTON (John, Jacob, Samuel, Roger), born in Ashford, Conn. Nov. 1744; bapt. in Ashford 30 Dec. 1744; married in Uxbridge, Mass., 30 Oct. 1765, Susannah Aldrich of Uxbridge.

Children, born in Uxbridge:

425. DANIEL, b. 10 Nov. 1766; d. 27 Apr. 1769.
426. SUBMIT, b. 25 Apr. 1769.
427. CHLOE, b. 2 Aug. 1771.

Wilson Preston was corporal in William Ward's com-

pany Col. Ezra May's regt. enlisted 17 Aug. 1777, discharged 22 Aug. 1777; from plantation number 5; Hampshire County Company; marched on the Bennington Alarm.

Also on a descriptive list, Hampshire County, 37 years old, 5 ft. 6 in. high., light complexion, farmer; enlisted 3 July 1781 for 6 months, residence Hatfield. Bounty receipts.

What became of him after his Revolutionary service is not known.

Wilson Preston was in camp near Dobb's Ferry July 17, 1781. He appears as a private on muster roll of Capt. Noah Allen's Co. Col. Joseph Vose's regt. Aug. 1781; enlisted July 3, 1781; at camp at Peekskill. Worcester County Roll.

He also appears as private in same company for Sept. 1781, (reported on previous roll by mistake William Preston). At Peekskill. Appears as private in same company in Oct. and Nov. 1781 at "York Hutts"; reported with garrison quartermaster.

V. 189. JAREB PRESTON (John, Jacob, Samuel, Roger), born in Ashford, Conn. 13 Mar. 1749; baptized there, 2 Aug. 1749; died there, 23 Mar. 1824; married there, 31 May 1770, Sarah Hayward.

Children, born in Ashford:

- 428. ANNA, b. 29 Nov. 1770; may have m. in Ashford, 7 Nov. 1791, Thos. Phinney.
- 429. SALLY, b. 24 June 1772; may have m. in Ashford, 27 Sept. 1792, Luther Gaylord; five children, names missing from record.
- 430. JAREB, b. 27 Mar. 1774.
- 431. BETSEY, b. 30 Nov. 1780.
- 432. SADENA, b. 13 June 1782; d. 19 Oct. 1782.
- 433. ETHELEDA, b. 13 Jan. 1784.
- 434. SAMUEL H., b. 2 May 1786.
- 435. MASSELVA, b. 23 June 1788.

Nothing further appears on the Ashford records concerning this family.

V. 190. HOVEY PRESTON (John, Jacob, Samuel,

Roger), born in Ashford, Conn. 13 Nov. 1751; died there, 5 June 1819; married there, 23 Nov. 1773, Phebe Barney.

Children, born in Ashford:

436. MARY FORD, b. 27 June 1774; bapt. 8 July 1792, Westford Cong. Ch.
 437. HOVEY, b. 30 Dec. 1775; bapt. 8 July 1792, Westford Cong. Ch.
 438. ELEZER, b. 27 Apr. 1778; bapt. 8 July 1792, Westford Cong. Ch.
 439. WELTHY, bapt. 8 July 1792, Westford Cong. Ch.
 440. PHILADELPHIA, bapt. 8 July 1792, Westford Cong. Ch.
 441. JOSEPH, b. 4 Mar. 1787; bapt. 8 July 1792, Westford Cong. Ch.
 442. TALITHACUMIA, b. 10 Jan. 1790; bapt. 8 July 1792, Westford Cong. Ch.
 443. SARDIS, b. 5 Apr. 1792; bapt. 8 July 1792, Westford Cong. Ch.
 444. PHEBE, b. 25 Aug. 1794; bapt. 12 Oct. 1794, Westford Cong. Ch.

In 1772 William Preston Jr. bought land in Mansfield of Hovey Preston. Hovey Preston appears as a private on the muster and pay roll of Capt. March Chase's company, Col. Nathan Sparhawk's regiment of Mass. troops in Revolution; enlisted Oct. 7, 1778, discharged Dec. 12, 1778, from Uxbridge; service at Dorchester. He was a Revolutionary pensioner in Conn. in 1818.

Hovey Preston appears as a private on a muster and pay roll of Capt. Wm. Clark's co., Col. Benj. Symond's regt.; enlisted Oct. 13, 1780, discharged Oct. 18, 6 days' service; town not given; marched from Windsor to Shaftesbury by order of Gen. Fellows.

Hovey Preston was received to full communion by vote of this church Sept. 25, 1791. Wm. Storrs, Pastor. (Westford Cong. Church rec.)

Phebe, wife of Hovey Preston, was received to full communion by vote of church. Westford Dec. 25, 1791.

Welthy Preston recd. to full communion with this church Apr. 30, 1809. Wm. Storrs, Pastor. Talithacumi recd. in full communion with this church Apr. 25, 1830; Luke Wood, Pastor.

Apr. 28, 1835, Welthy Preston was dismissed to church in Rose, N. Y., where her brother Joseph had settled about 1813.

There is nothing later concerning this family on the Ashford records.

V. 191. TIRAS PRESTON, (John, Jacob, Samuel, Roger), born in Ashford, Conn., 6 Oct. 1752; died in Weathersfield, Vt., 30 May 1798; married in Ashford, 2 Nov. 1773, Esther Eaton; died in Weathersfield, 17 Apr. 1830.

Children:

- 445. ANSON, b. 30 June 1773 (Asa on Ashford records).
- 446. HANNAH, b. 5 Aug. 1775, in Ashford (20 Aug. on Ashford rec.); m. — Ross.
- 447. PERSI, b. 5 Oct. 1777, in Ashford (Persa on Ashford rec.).
m.
- 448. JOHN, b. 7 Sept. 1779.
- 449. CLARK, b. 22 Nov. 1781, in Mansfield, Conn.
- 450. MARY, b. 17 Aug. 1783, in Mansfield, Conn. (Polly on Mansfield rec.).
- 451. EDNA, b. 11 Apr. 1785, prob. in Weathersfield, Vt.; m.
— Lovejoy of Woodstock.
- 452. MATILDA, b. 19 Nov. 1786, prob. in Weathersfield, Vt.; m.
— Kendall of Windsor.
- 453. HEMAN, b. 2 Oct. 1788, prob. in Weathersfield, Vt.; m. and
had children.
- 454. ZEBINA, b. 30 June 1790, prob. in Weathersfield, Vt.; m.
- 455. CLARISSA, b. 10 Apr. 1792, prob. in Weathersfield, Vt.; m.
- 456. ZERAH, b. 1 Feb. 1794, prob. in Weathersfield, Vt.; m.
- 457. ZILPHA, b. 28 Oct. 1796, prob. in Weathersfield, Vt.; m.
— Stanhope.
- 458. LUTHER, b. 25 Mar. 1798, prob. in Weathersfield, Vt.

Just when Tiras Preston went to Vermont is uncertain, but in 1793 Tiras Preston and Esther Preston of Weathersfield, Vt., sold land in Ashford to Reuben Parker. (Ashford Rec.)

Tiras Preston is said to have drowned while floating logs in the river.

Zera Preston son of *Titus* Preston of Weathersfield, Vermont, chose Oliver Richards of Wethersfield, Conn.,

to be his guardian May 31, 1813. (Hartford Conn. Probate Rec.)

Tyras Preston appears on the roll of Capt. Willes' company of the second Conn. regiment, Col. Spencer's regt., of Tolland; enlisted 8 May 1775, discharged 17 Dec. 1775 at Roxbury. Also as private in Capt. Hinckley's company of Tolland; enlisted Mar. 1, 1777; discharged Mar. 1780. Was at Peekskill and served under Putnam on the Hudson. Wintered at Valley Forge and was at the battles of Monmouth and Stony Point.

V. 192. JUNIA PRESTON (John, Jacob, Samuel, Roger), born in Ashford, Conn., 21 Oct. 1754; "The 16th day of October 1755 Baptized by the Rever^d Mr. Moseley, Judyah son of John Preston"; he is said to have died in Pennsylvania.

Junia Preston appears as a private on a muster and pay roll of Capt. March Chase's company, Col. Nathan Sparhawk's regiment of Mass. troops; enlisted Oct. 7, 1778, discharged Dec. 12, 1778; belonged in Uxbridge. Service at Dorchester.

V. 193. AMOS PRESTON (John, Jacob, Samuel, Roger), born in Ashford, Conn., 9 Oct. 1756; baptized there, 13 Nov. 1757.

Amos Preston appears as private on muster roll of Capt. Arthur Daggett's co., Col. Learned's regt. Aug 1, 1775; enlisted May 1, 1775, service 3 months 1 week 1 day; belonged in Sutton.

Also as private in a company return of Capt. Arthur Daggett's co., Col. Ebenezer Learned's regt., Oct. 6, 1775; of Sutton, at Roxbury.

Also as private on pay roll of Thos. Cartwright's co., Col. Henry Jackson's regt.; at Guelph, Pa., Apr. 30, 1778; service Jan. 31 to Mar. 1, 1778.

Amos Presson appears as private on muster and pay roll of Capt. Wm. Clark's co., Col. Benj. Simond's regt.; service on alarm of Oct. 21, 1780; enlisted Oct. 21 discharged Oct. 22, 1780, service 2 days; marched from Windsor by order of Gen. Fellows.

Amos Preston appears as private on muster and pay

roll of Lieut. John Cole's co., Col. Benj. Symond's regt.; enlisted Oct. 26, 1780 to Oct. 28, 1780; marched on alarm from Windsor by order of Gen. Fellows.

Same service under name of Amos Presson.

Amos Preston appears on a receipt for bounty paid by Benj. Smith for town of Whately; 3 years' service; dated Springfield July 4, 1782.

V. 194. ZERA PRESTON (John, Jacob, Samuel, Roger), born in Ashford, Conn., 30 June 1759; baptized there, 16 July 1759; died there 16 July 1821; married there, 7 Oct. 1779, Mary Ann Walker; she died 9 Feb. 1794; married second, in Ashford, 20 Apr. 1794, Hannah Smith; she died 27 Apr. 1814 aged 53 yrs. (Ashford Church rec.) Married third, 24 Nov. 1816, Patience Gould.

Children, born in Ashford:

- 459. SILVESTER, b. 3 June 1780.
- 460. HANNAH, b. 1 Nov. 1781.
- 461. ABIGAIL, b. 6 Mar. 1784; d. 12 Mar. 1817, unm. (ch. rec.).
- 462. JOSEPH, b. 7 June 1786.
- 463. WILLIAM, b. 6 July 1788.
- 464. WILLARD, b. 3 Oct. 1790; d. 14 Nov. 1790.
- 465. ANNA, b. 7 Sept. 1792.
- 466. ZERA, b. 12 Dec. 1794; bapt. at Ashford, 2 June 1799.
- 467. CHARLES, b. 10 May 1796; bapt. at Ashford, 2 June 1799.
- 468. JULIANNA, b. 4 June 1797; bapt. at Ashford, 2 June 1799; recd. into church 27 Nov. 1814; m. James Boutell, 29 Mar. 1824.
- 469. PEGGY SMITH, b. 24 Apr. 1800; bapt. at Ashford, 8 June 1800; m. at Ashford "Thomas Fuller of Hampton and Margaret S. Preston, Mar. 4, 1827" (Ch. rec.).
- 470. ELIZABETH, b. 6 Aug. 1803, bapt. at Ashford, 18 Sept. 1803.

Hannah, wife of Zera Preston, was received into the church in Ashford Nov. 25, 1798, and the following June her three oldest children were baptized.

Zera appears as a private on the roll of Capt. Knowlton' co. of Ashford; enlisted 6 May 1775 and discharged Dec. 1, 1775; was of the 3d Conn. regt. under Gen. Putnam at Bunker Hill.

Also on a list of bounty receipts, from South Brimfield, age 19, 5 ft. 11 in., hair, brown; of Capt. Winchester's company, Col. Bliss' regt. of Mass. troops.

He was a Conn. pensioner residing in Mass.

V. 195. ASA PRESTON (John, John, Samuel, Roger), born in Windham, Conn., 8 June 1732; bapt. in second church Windham, 11 June 1732; married in Litchfield, Conn., 24 Dec. 1755, Ruhamah, daughter of Ebenezer and Eleanor Taylor.

Children:

- 471. JEHIEL, b. 22 May 1756, in Litchfield, Conn.
- 472. Asa, b. 13 Oct. 1758, in Litchfield, Conn.
- 473. RUHAMAH, b. 20 Oct. 1760, in Harwinton, Conn.
- 474. RUHAMAH, b. 22 Oct. 1761, in Litchfield, Conn.
- 475. LEVI, b. 24 Dec. 1762, in Harwinton, Conn.
- 476. RACHEL, b. 23 Jan. 1765, in Harwinton, Conn.; d. at Niagara Falls, N. Y., 1 Mar. 1851; m. 14 Sept. 1785, Aaron Parsons, who d. in New Canaan, 11 Feb. 1815.

Ch.: 1. Harriet, b. 16 Dec. 1786; 2. Jehiel Preston, b. 6 Oct. 1788; 3. Calvin, b. 1 Oct. 1790; 4. Sally, b. 29 Mar. 1793; 5. Aaron, b. 3 Feb. 1795, d. 25 Apr. 1795; 6. Rachel, b. 6 Apr. 1796, d. 9 Apr. 1796; 7. Aaron, b. 9 June 1797; 8. John, b. 20 May 1799; 9. Eliza, b. 3 Dec. 1801; 10. Charlotte, b. 3 Feb. 1806; 11. Charles Albert, b. 1 Mar. 1811.

Capt. Jehiel Preston Parsons was accidentally killed at Waterloo, N. Y., at the firing of a salute in honor of the visit of Lafayette to Waterloo in 1825. Rachel Preston Parsons was living there with her son. Lafayette learned of the accident and requested particulars. A delegation of citizens followed Lafayette some time afterwards, as he had asked and reported. He sent a letter of condolence and a cheque for \$1,000, as a personal tribute to the worth of the deceased.

Asa Preston was about fifteen years old when his father removed with his family to Litchfield. In 1757 he was entered as a freeman. June 15, 1757 he bought a house and six acres of land on Chestnut Hill, Litchfield. Mar. 28, 1759 he bought of John Watkins of Harwinton 27 acres of land in Harwinton. May 24, 1760 Asa Preston

"now of Harwinton" sold six acres and dwelling house on Chestnut Hill to Abner Baldwin of Litchfield.

He was in Harwinton as late as 1772, for on Aug. 4 of that year he mortgaged land in Harwinton to Charles Ward Aphthorp of New York for £200.

Jonathan Preston, probably brother of Asa, formerly of Harwinton was already in New Canaan, N. Y., for he sold land to Asa, Apr. 27, 1772. The next record of Asa in May 14, 1778 on the Harwinton land records: David Winchell and others of Torrington received of Asa Preston of New Canaan, county of Albany, N. Y., £391 in full for discharge of a certain mortgage.

An Asa Preston of Canaan, Conn., enlisted in the 14th Conn. regt., Col. Charles Burrill, in 1780, for coast defense. Although there is no record of Asa Preston on the land, vital, or church records of Canaan, Conn., it is quite likely that this refers to Asa Preston or his son Asa, as frequently enlistments were made in other towns or states.

The family remained in Canaan and Lebanon, N. Y.

An Asa Preston appears on a roll of Capt. Wait Henman's company (of Woodbury), Col. Ebenezer Marsh's regt. for service at the time of the alarm for the relief of Fort William Henry in 1757, during the French and Indian War.

V. 198. JOHN PRESTON (John, John, Samuel, Roger), born in Windham, Conn.; baptized there 25 Mar. 1739; died in Harwinton, Conn. 14 Nov. 1805; married Marion, daughter of Dea. Aaron and Abigail Bristol of Harwinton; born in New Haven 20 Nov. 1739, baptized 28 Feb. 1742; died in Harwinton 14 Apr. 1826.

Children, born in Harwinton:

477. NOAH, b. 23 Feb. 1763.

478. MIRIUM, b. 27 May 1765; d. 9 Nov. 1841; m. 29 May 1783, Joseph Halstead; b. 25 Dec. 1759; d. 18 Feb. 1845; Ch.: 1. James; 2. Lucina, m. Noah Elton; 3. Luana, m. Nathl. Ward; 4. John Preston; 5. Joseph; 6. Solomon; 7. Sally, m. Jeduthan White; 8. Mariam, m. Artemas Watkins; 9. Thomas Jefferson, b. 26 Oct. 1801, in Tren-

- ton, N. Y., m. Mary Potter, b. 3 May 1802; 10. Nelson Gardner, d. young; 11. Polly Maria, d. young; 12. Polly, m. Wm. Rawson. Joseph Halstead, Sr., was a private in Capt. Munson's Co., Col. John Chandler's Regt., Conn. Line.
479. JOHN STILES, b. 5 Dec. 1769.
480. GARNER, b. Feb. 1772.
481. LUCINA, b. 12 Feb. 1778; d. 3 Dec. 1828; m. Jehiel Ford of Thomaston, Conn.; ch.: 1. Marvin, m. Belinda Bishop; 2. Eunice, m. James Williams; 3. Julia, m. Henry Wood; 4. Theodosia, m. Alvin Mills; 5. Matilda Amanda Ford, b. 16 Dec. 1816, in Readsborough, Vt., m. Charles Lambert Russell of Cheshire, Conn.
482. URSULA, b. 12 Feb. 1780; d. 26 May 1882; m. 1 Jan. 1799, Lemuel Humphreville, formerly of New Haven; born in West Haven, 17 Sept. 1770; d. in Northfield, Conn., 13 Nov. 1828; Ch.: 1. Louisa, b. 5 Nov. 1800, m. Smith Law of Litchfield; 2. Susan Caroline, b. 26 Feb. 1803, m. George Cook; 3. Lemuel Garner, b. 15 Mar. 1805, d. Aug. 1836; 4. Mary, b. 3 Jan. 1808, m. Newton Perkins; 5. Albro M., b. 12 June 1810, m. Harriet Andrews; 6. Harriet, b. 19 May 1812, m. George Washington Smith; 7. Deborah, b. 15 Feb. 1815, m. Stephen Beach Campbell. (See Humphreville Gen.)

John Preston was a farmer. He came with his parents from Ashford to Litchfield when he was about twelve years old. They afterward moved to Harwinton. He was much interested in matters of religion.

V. 200. STEPHEN PRESTON (John, John, Samuel, Roger), born in Ashford, Conn., 19 May 1743; baptized there, 18 Sept. 1743; died in New Lebanon, Columbia Co., N. Y., 23 Sept. 1801; married Thankful, daughter of Stephen Hopkins; born 24 Mar. 1746; died 8 Dec. 1820.

Children:

483. RHODA, b. ———; m. in Cornwall, Conn., 11 July 1790 (Cornwall Ch. rec.) Theodore, son of Selah Abbot of New Lebanon, N. Y.; b. 15 July 1770; Ch.: 1. Caleb; 2. John; 3. Almira; 4. Frisbee; 5. Rhoda.
484. STEPHEN, b. 1774-6.

485. EUNICE, b. ———; m. Roger Hackley; 6 ch.; d. at Avon, N. Y.
486. LEWIS, b. 29 May 1786.
487. ALTHEA, b. ———; m. David Smith; 6 ch.; lived and died in Hamilton, N. Y.

Stephen Preston was only four years old when his father moved to Litchfield, Conn. The place of marriage of Stephen Preston and Thankful Hopkins is unknown; also the place of birth of their children. Lyman O. Preston, son of Lewis, writes: "They were I suppose all born in Conn." He further says: "My grand-father moved from some place in Conn., I think Litchfield or Windham, I know not which, to New Lebanon, N. Y., when Lewis, my father, was about six years old and Stephen his brother was some ten or twelve years older, and four girls all born in Conn. He was a farmer and his farm joined the New Lebanon Shakers." He is also authority for the statement that Thankful Hopkins was daughter of Stephen Hopkins, signer of the Declaration of Independence. Mr. Frank Willing Leach of Philadelphia, who has made a study of the genealogy of the Signers of the Declaration says: "So far as I know, Stephen Hopkins the 'Signer' never had a daughter named Thankful. His youngest child, according to my record, was George, born Jan. 11, 1739."

Another descendant, Thomas J. Preston, says: "My great grand-father Stephen Preston moved from Conn. to Columbia Co., N. Y., and there lived and died leaving two sons Stephen and Lewis and two daughters. Althea married David Smith who lived and died in the town of Hamilton, N. Y., the other married Roger Hackley, and died at Avon, N. Y. Stephen died there, leaving one son and two daughters. After the death of my grand-father (Stephen) Stephen and Lewis moved to Hamilton, Madison Co., N. Y. David Smith came with them and lived and died there."

Mr. Lyman O. Preston had the tradition that his great-grandmother whose name he did not know was captured with others of her father's family by the Indians and all killed but her. They kept her seven years and then sold

her to the French in Canada, and some of her relatives paid a ransom and brought her back; this tradition would apply to the case of Mary Haynes who was the great-great-grand-mother of Lyman O. Preston.

Another relative of his has a version of the same affair and gives the girl's name as Honor Colt and that she was redeemed by Gov. Schuyler.

V. 201. JONATHAN PRESTON (John, John, Samuel, Roger), born in Ashford, Conn., 10 May 1746; baptized there, 15 June 1746; married in Harwinton, Conn., 9 May 1765, Prudence Barber.

Children:

488. A child, b. 21 Jan. 1766; d. same day in Harwinton.
 489. ELEANOR, b. 21 Apr. 1767, in Harwinton.
 490. BENHAM, b. 25 Sept. 1770, in Harwinton.

Jonathan Preston was in New Canaan, N. Y., soon after the birth of the last child, for Apr. 27, 1772, Jonathan Preston of New Canaan, Albany Co., N. Y., sold Asa Preston, his brother, land in Harwinton.

There may have been other children born in New Canaan.

V. 202. AARON PRESTON (Joseph, John, Samuel, Roger), born in Union, Conn., 22 Apr. 1741; died in Carolina, 2 Apr. 1780; "of small pox, a prisoner in Carolina," (Norwich, Conn. rec.) married in Norwich, Conn., 10 Oct. 1765, Mary Prentice of Preston, Conn.; 29 Nov. 1795, Mrs. Mary Presson and Mr. Samuel Killam were married (Preston-Griswold Church rec.); this may have been the widow of Aaron.

Children, born in Norwich, Conn.:

491. MARY, b. 25 July 1766.
 492. JOSEPH, b. 20 May 1769; d. 14 Dec. 1771.
 493. MEHITABLE, b. 1 Nov. 1772; d. in Lee, Mass., 7 Dec. 1848 (G. S.); m. in Preston, Conn., 2 Feb. 1795, Samuel Miller, b. in Worcester, Mass., 3 Feb. 1771, d. in Washington, Mass., 6 Oct. 1844. Ch.: 1. Anna, b. Chester, Mass., 22 Apr. 1796, d. at Lenox, Mass., 23 Apr. 1866, m. at Chester, 1819, William Bartlett, who was descended from

- Robert Bartlett and Mary (Warren) Bartlett, dau. of Richard Warren, passenger on the Mayflower, 1620; 2. James, b. 28 July 1798, in Chester; 3. Electa, b. Chester, 28 Nov. 1801, d. 1 Oct. 1804; 4. Levi, b. Chester, 28 Mar. 1803, d. 6 May 1804; 5. Electa, b. Chester, 1 May 1806; 6. Samuel, b. Chester, 16 Nov. 1808, d. 7 Mar. 1845.
494. HANNAH, b. 1 Nov. 1772; a Hannah Preston m. in Preston, Conn. 28 Feb. 1793, James Rea (Preston-Griswold Church rec.).
495. AARON, b. 25 June 1780.

Aaron Preston, Sr., does not appear on the Connecticut rolls, but doubtless served in the Revolution as did many others whose names do not appear.

Aaron Preston of Preston, a minor, chose Manassa Prentice of Preston, guardian (Norwich probate rec., Vol. 5, page 107).

V. 206. DANIEL PRESTON (Joseph, John, Samuel, Roger), born in Norwich, Conn., 11 July 1750; probably this is the Daniel Preston who died in Lisbon, Conn., 12 Mar. 1829, "in the 81st year of his age" (g. s.); he married 30 Nov. 1780 (Norwich-Lisbon Ch. rec.) Deborah Kilburn, who died 7 Jan. 1818, aged 67 years. (Another record calls her Deborah Killum of Stonington.)

Children:

496. JOSEPH, b. 3 Dec. 1781, in Norwich, Conn.
497. DANIEL, b. 3 Mar. 1783, in Norwich, Conn.
498. SILAS, b. in Norwich, "went West, never heard from."
499. ELISHA, b. 16 May, 1787, in Lisbon, Conn.
500. SALLY, b. in Lisbon; m. Marvin Smith. Ch.: 1. Sarah, m. Daniel Bennet, whose only child m. Lewis Line and died without issue.

Daniel Preston was wounded at the battle of Bunker Hill and is said to have crawled away from the place where he fell to the famous "rail fence" to escape being killed.

The following is the declaration of Daniel Preston of Lisbon, New London Co., Apr. 2, 1818, on file at the Pension Bureau, Washington:

"That he enlisted into the army of the United States

in the war of the Revolution May 1st, 1775 for seven months under Gen. Israel Putnam who then commanded a company; went to Cambridge, Mass., and continued in service until expiration of time of enlistment and for one month afterward at particular request. He belonged to the regiment commanded by Genl. Israel Putnam being the first Conn. regt. after Continental Army was organized which was in July 1775 when Genl. Washington took command. Before sd. 8 months expired enlisted again for one year in same regt. commanded by Col. Dirkee (being the 20th Conn. Line) in company commanded by Capt. Robinson (he believes the 5th) that he faithfully served for sd. last term and was discharged in Feb. 1777 being then in the hospital at Newtown. Is by reason of reduced circumstances in need of assistance."

"Second declaration made June 14, 1820 by Daniel Preston at Lisbon, aged 72 years confirming above and adding that he is by occupation a labourer and is old and infirm and has no means of supporting himself except by bodily labour and that he has a son who is married with whom he resides in the house contained in my schedule. Formerly had occupation of blacksmith but has not been able to pursue it since receiving a wound in the Revolutionary War which likewise disables him in a great measure from bodily labour" (Mem. inclosed says wound was received at Bunker Hill). Schedule of property follows: Small house and four acres of land, small amount of cash from last pension.

It is a family tradition that Daniel was descended from John Preston who married Mary Haynes, the Indian captive.

The age of Daniel Preston as given on his grave stone would place his birth in 1749; his age as given in his application for a pension in 1820 would place his birth in 1847, or 1848; while the only birth of a Daniel Preston in the vicinity of Lisbon, Conn., where Daniel the Revolutionary soldier lived, is Daniel born in Norwich 11 July 1750, who was undoubtedly a grandson of John and Mary (Haynes) Preston.

A descendant, Mrs. Ida E. Tilson, says. "My cousins

told me, their ancestors around the chimney corner told them, of the relationship to Mary Haynes." She further says: "My aunt in Albany who had not for years been to Connecticut told me her grandfather was about seventy seven when he died and I so copied it in my Bible, which corresponds with the proper age of Daniel, descendant of Mary Haynes. The Daniel Preston Bible is lost and descendants admit confusion as to his exact age."

Daniel Preston is said to have been one of the first settlers on the banks of Quinnebaug river. He had a small farm, and in his declaration given above says he "formerly had occupation of blacksmith." He is buried in what is known as the Ames Cemetery in Lisbon and the farm where he spent most of his married life is near Newent was his church. All are about six miles from Norwich of which Lisbon was a part until 1786. The house which he occupied is well preserved.

Daniel Preston is said to have been of great stature and strength, and his children were large people.

V. 220. SAMUEL PRESTON (William, John, Samuel, Roger), born in Ashford, Conn., about 1763-8; mentioned in the settlement of his father's estate in 1779; died in 1850 aged 82, at Columbus, Ohio. Probably the Samuel Preston of Montpelier, Vt., who married first — Stacy; married second Lydia Short born in Calais, Vt., 1786, mother of the children; she died in Calais, Vt.

Children, born in Calais, Vt.:

501. SAMUEL DECATUR, b. 3 Jan. 1812.
502. WILLIAM CHAUNCY, b. 13 Apr. 1814.
503. WILLARD BAINBRIDGE, b. 9 Nov. 1815.
504. LORENZO PERRY, b. 3 Feb. 1817.
505. JAMES A., b. 21 Aug. 1820; d. young.
506. LUTHER C., b. 5 Feb. 1828; d. young.
507. CORILLA, b. 1829; d. aged 15 yrs.

Mr. Fred L. Preston of Athens, Ohio, says of this family: "Our personal knowledge begins with the family in Ashford, Connecticut. My grandfather lived there, his sister marrying a Webb; her name was Mary. His

father's name I think was William; he also had a brother of that name who died in the service in the war of the Revolution. My grand-father was himself in the navy in the same war being a boy of about sixteen years. He enlisted near the close and served until the close, a year or so."

Mrs. Eloise Sinks of Columbus, O., says, "Grandfather Preston was a sailor for a short time in the Revolutionary War. Was about sixteen years of age at the time. He married twice, the first wife leaving no children. His second wife, Lydia Short, he married when between forty and fifty years of age. I distinctly remember my grandfather as a man of fine presence, a handsome head, with fine expressive eyes. He died in the summer of 1850."

Samuel Preston was a farmer in Calais, Vt. In 1847, his son, Samuel Decatur Preston, sent for him and two younger brothers of Samuel Decatur, to come to Columbus, O., where the father died three years later.

V. 223. JOHN PRESTON (David, John, Samuel, Roger), born in Ashford, Conn., 25 Oct. 1756; baptized there, 24 Oct. 1757.

Possibly the John Preston of Westerlo, Albany Co., N. Y., who made the following declaration in applying for pensions: "July 17, 1832 being then of the age of 76 years and 266 days.

"In the month of May or June 1775 he volunteered at the tap of the drum and enlisted in Capt. Joel Pratt's company in Col. Van Schaick's regt. of New York militia as a private at a place called Spencertown in the then county of Albany, now Hilsdale in county of Columbia in N. Y. where he then resided and marched immediately in said company to Lake George in State aforesaid. That said company together with Capt. Vischer's company in said regt. were stationed at Fort George near the said lake. He at first was put on garrison duty but afterwards rowed in a gondola a considerable part of the summer in sd. year and conveyed articles and provisions for the use of the army to the outlet of Lake George near Ticonderoga.

(To be continued.)

IMMIGRANTS TO NEW ENGLAND, 1700-1775.

BY ETHEL STANWOOD BOLTON.

(Continued from Vol. LXIII, page 192.)

- BLACKLE, Thomas, Portsmouth, N. H.; from Haverton, Devon, before 1730; m. Mary Blackston of Dover, Jan. 14, 1731.—*N. E. Hist. Gen. Reg.*, Vol. 25, p. 118.
- BOAG, John, Portsmouth, N. H.; from Kirkwell, County of St. Magnis, Scotland, before 1724; m. Elizabeth Preston, Dec. 24, 1724.—*N. E. Hist. Gen. Reg.*, Vol. 24, p. 18.
- BLAZO, William, of Epsom, N. H.; from France.—*Cur-tis's Epsom, N. H.*, p. 1.
- BLENCOE, Richard, from London to Boston on the ship "Mary Ann," 1774; Husbandman aet 25. "for employment."—*N. E. Hist. Gen. Reg.*, Vols. 62-64.
- BOARDMAN, Jacob, Boston, Mass.; from Great Britain, before 1715; int. m. Philadelphia Clark, June 14, 1715.—*Boston Rec. Com.*, Vol. 28, p. 94.
- BOARDSLEE, John, from England to New England, 1761.—*Emigrant Ministers to America*, p. 15.
- BOGGS, Samuel, of Warren, Maine; from Ireland, 1753; m. Anna —; Children: William, John, Samuel, Anne, Mary; d. 1783.—*Eaton's Warren*, pp. 375, 378.
- BOIES, James, of Milton, Mass.; from Ireland; b. 1702; m. 1 —; m. 2 Elizabeth Smith, daughter of Jeremiah, 1759; Child: Jeremiah Smith; d. July 11, 1798.—*Teele's Milton*, p. 397.
- BOHONON, Andrew, of Salisbury, N. H.; from Scotland, before 1734; son of — and — (Johnson) Bohonon; impressed at 14; b. 1709; m. Tabitha Flanders, daughter of Jacob, 1734/5; d. Feb. 18, 1810; aet. 101; Children: Sarah, Andrew, John, Jacob, Ananiah; d. cir. 1803. — *Dearborn's Salisbury, N. H.*, p. 485 *et seq.*
- BOLSTER, Isaac, of Uxbridge, Mass., and Rumford, Me.; from England, before 1732; m. 1, Abigail —, m.

- 2, Hepsibah —, d. July 20, 1742; Child: Isaac; d. April 28, 1753.—*Lapham's Rumford*, p. 307.
- BOLSTER, Isaac, Boston, Mass.; from Great Britain, before 1715; int. m. Elizabeth Press, Nov. 3, 1715.—*Boston Rec. Com.*, Vol. 28, p. 95.
- BOLTON, Agnes, of Palmer, Mass.; from Ireland; b. 1728; m. Hugh Smith, son of James, 1754; Children: Elizabeth, Joseph, Matthew, Elihu, Agnes, Mary, John; d. 1805.—*Temple's Palmer*, p. 535.
- BOLTON, Dr. Hugh, of Colrain, Mass.; from Tamlaght O'Crilly, Ireland, cir. 1730; m. Elizabeth Patterson, a sister-in-law of Jerome Bonaparte; Children: Hugh, Matthew, John, Nancy, Joseph; d. June 8, 1772, aged 85.—*Ms. owned by C. K. Bolton*.
- BOLTON, Thomas, of Gorham, Maine; from Tamlaght O'Crilly, Ireland, cir. 1720; m. Mary (McLellan) Craige; Children: William, Mary, Martha, Agnes; d. before 1788, aged 90.—*McLellan's Gorham*, p. 404; *Ms. owned by C. K. Bolton*.
- BOLTON, William, of Windham, N. H.; from Tamlaght O'Crilly, Ireland; m. Elizabeth —; Children: John, David, James, Grizel, Agnes; d. Apr. 22, 1755 (?) aged 73.—*Morrison's Windham*, p. 347.
- BOLTON, according to the will of Samuel Bolton of Tamlaght O'Crilly, Hugh, Thomas and William were his brothers.—*Ms. owned by C. K. Bolton*.
- BOLTON, William, of Reading, Mass.; from Ireland, 1718; warned from Andover Jan. 30, 1718-19; m. Elizabeth White, 1720; Children: William, John; d. 1725.—*Bolton Genealogy*, pp. 4-6; *Andover Vital Records*, Vol. 2, p. 59; *Reading Vital Records*, Vol. 1, p. 29.
- BOND, Robert, Portsmouth, N. H.; from Saint Mary Oferey, Devonshire, before 1722; m. Mercy Ham, Dec. 14, 1722.—*N. E. Hist. Gen. Reg.*, Vol. 24, p. 16.
- BONE, Stephen, Boston, Mass.; from Canada 1736; baker; a deserting soldier given liberty to tarry by His Excellency the Governor.—*Boston Record Com.*, Vol. 13, p. 318.

- BONNER, James, Boston, Mass.; from Virginia, before 1710; int. m. Eliza Dillarock, Jan. 3, 1711; "Forbid by ye sd Philip Dillarock.—*Boston Rec. Com.*, Vol. 28, p. 33.
- BOODY, Zechariah, of Medbury, N. H.; from France before 1716; m. Elizabeth —, abt. 1716/7; Children: Elizabeth, Charity, Mary, Sarah, Azariah, Hannah, Abigail, Keziah, Betsy; d. cir. 1755.—*Boody Genealogy*, pp. 123-4; *Stackpole and Mason's Durham, N. H.*, p. 31.
- BOOKER, John, of York, Me.; from England, cir. 1707; m. Hester Adams, daughter of Thomas Adams of York, Me.; Children: James and seven others; d. after 1753.—*Wheeler's Brunswick*, p. 830; *Maine Wills*, p. 387.
- BOOTHBY, Henry, of Kittery, Me.; from Ireland 1720; Children: Thomas, Samuel, James(?); perhaps removed to Scarborough, Me.—*Saco Valley Families*, p. 477; *Bourne's Wells and Kennebunk*, p. 313.
- BOOTHBY, Thomas, of Wells, Me.; from Ireland, by way of Halifax, before 1720; m. ———; Children: Richard, John(?) and Henry.—*Saco Valley Families*, p. 477.
- BORLAND, John, of Boothbay, Me.; from Ireland about 1778; b. Ireland 1752; m. Mrs. Sarah Campbell; Children: Sally, John, Samuel, James, Polly, Betsey C.; d. at Damariscotta Mills, 1814.—*Greene's Boothbay*, p. 409.
- BOSDELL, Isaac, Portsmouth, N. H.; from London, before 1719; m. Mary Powell of Stratham, N. H.; in Portsmouth, July 27, 1719.—*N. E. Hist. Gen. Reg.*, Vol. 24, p. 13.
- BOSDET, Barnard, Portsmouth, N. H.; from London, before 1719; m. Sarah Thompson, Sept. 17, 1719.—*N. E. Hist. Gen. Reg.*, Vol. 24, p. 13.
- BOTHWELL [Bothell], Alexander of Rutland, Mass.; from Ireland, November, 1719, with Captain Dennis; m. ———; (church members); Children: Alexander, m. Margaret Kennedy, Feb. 20, 1734-5; Elijah(?).—*Vital Records of Rutland*, pp. 17, 116;

Boston Record Com., Vol. 13, p. 64; *Reed's Rutland*, p. 82.

BOWEN, Peter, Boston, Mass.; "from Engd in ye Allen" 1716 in May last with Capt. Timo Asten; warned out July 13.—*Boston Rec. Com.*, Vol. 13, p. 5; *Suffolk Court Files* 10961.

BOWSER, William, from London to Boston on the "Success" 1774 to settle; merchant, aet 22.—*N. E. Hist. Gen. Reg.*, Vol. 63, p. 24.

BOYCE, John, of Londonderry, N. H.; from Londonderry, Ireland; Child: Samuel.—*Lyford's Canterbury, N. H.*, Vol. 2, p. 32.

BOYD, Adam, of New England; from Ballymoney, Ireland, in 1723; b. 1692; m. Janet Craighead; Children: Margaret, John, Janet, Agnes, Thomas, Mary, Adam, Andrew, Hannah, Elizabeth, Samuel; removed to Delaware and Pennsylvania; d. 1768.—*Sprague's Annals of the American Pulpit*, Vol. 3, p. 130; *Craighead Family*, p. 6.

BOYD, Rev. Alexander, of Georgetown, Me.; from Scotland, 1748; educated at Glasgow University, preached at Palmer for a time in 1748.—*Sprague's Annals of the American Pulpit*, Vol. 3, p. 29; *Green's Boothbay*, p. 177.

BOYD, Andrew, of East Greenwich, R. I.; (perhaps two Andrews); from Antrim, Ireland, before 1775.—*Murray's Irish Rhode Islanders*, p. 31.

BOYD, Archibald, of Palmer, Mass.; from north of Ireland; in Palmer 1742.—*Temple's Palmer*, p. 126.

BOYD, George, of Boothbay, Me.; from Ireland 1750; b. County Antrim, Ireland; m. Margaret ———, 1765; Children: Thomas; George W.; a brother of Samuel of Bristol, and Thomas of Boothbay.—*Greene's Boothbay*, p. 504.

BOYD, James, of Bristol, Maine, and Worcester, Mass.; m. Jean ———; Children: Samuel, John, James, Andrew, Margaret, William, Thomas, Joseph, Eliza.—*Boston Evening Transcript*; *Worcester Vital Records*, p. 31.

BOYD, Samuel, of Bristol, Me.; from Ireland, 1750; b.

County Antrim, Ireland; m. ———; Children: Thomas, called "the surveyor" to distinguish him; brother of Thomas and George of Boothbay.—*Greene's Boothbay*, p. 504.

BOYD, Thomas, of Boothbay, Me.; from Ireland 1750; b. parish of Dunt— and town of Bu-foot, County Antrim, 1732; m. 1758; Child: Adam, of Back Narrows; d. 1792; a brother of Samuel of Bristol and George of Boothbay.—*Greene's Boothbay*, p. 504.

BOYD, Rev. William, from Ireland in 1718; returned 1719(?); son of ——— Boyd of Dungiven, Derry.—*Leavitt's Blair Family*, p. 24.

BOYD, Capt. William, of Londonderry, N. H.; from Ireland in 1719; m. Alice Hunter; Children: Joseph, William, Isaac, John, Alice, James; d. 1789, aged 70; he brought over fourteen ship-loads of Scotch-Irish.—*Cochran's Antrim*, p. 371.

BOYDELL, John, of Boston, Mass.; from England, 1716; d. 1739.—*Thomas's History of Printing*, Vol. 2, p. 225.

BOYES, William, of Rehoboth, Mass.; aged 19 in 1724; servant of John Lym(?) of Rehoboth; runaway.—*News-Letter*, Feb. 27, 1724.

BRADFORD, James, Boston, Mass.; from New York; warned out August 31, 1723.—*Boston Rec. Com.*, Vol. 13, p. 120.

BRADFORD, John, Portsmouth, N. H.; from London, Middlesex, before 1718; m. Dorcas Hudson, Dec. 10, 1718.—*N. E. Hist. Gen. Reg.*, Vol., 23, p. 395.

BRAMLEY, Benjamin, Boston, Mass.; joiner, from England with Capt. Wentworth, May, 1710; with wife; warned out.—*Boston Rec. Com.*, Vol. 11, p. 122.

BRANCH, James, Boston, Mass.; from New York; warned out Sept. 26, 1723.—*Boston Rec. Com.*, Vol. 13, p. 120.

BREAKENRIDGE, James, of Palmer, Mass.; from Ireland July 16, 1727; b. Scotland 1696; moved to Ireland; m. Sarah ———, 1720, d. Nov. 17, 1773, aet 79; Children: James*, William*, Francis (d. on voy-

* Members Provincial Congress, 1775.

- age), Francis. Sarah, Esther, George, Margaret; d. April 5, 1767; aet. 72; James, Jr., settled in Ky. and was the ancestor of politicians.—*Temple's Palmer*, p. 415.
- BREST**, Mary, Boston, Mass.; from New York; warned out July 11, 1727.—*Suffolk Court Files* 20510.
- BREWSTER**, Isaac, of Londonderry, N. H.; from Ireland; Child: James.—*Cochran's Francestown*, p. 541.
- BRIARD**, John, Portsmouth, N. H.; from "Santelin in South Hamshier in Jersey," before 1726; m. Agnis Leby, Dec. 1, 1726.—*N. E. Hist. Gen. Reg.*, Vol. 24, p. 358.
- BRICKHEAD**, William, from London, 1716; upholsterer.—*Boston Rec. Com.*, Vol. 29, p. 234.
- BRIDGE**, Thomas, of Boston, Mass.; from England, 1704; b. Hackney, England, 1656; fourth minister of King's Chapel; m. Elizabeth —; Children: Anna, Sarah, Thomas, Elizabeth, Ellen, Lydia, Copea; d. 1715.—*Bridgman's Memorials*, p. 260.
- BRIERS**, William, Boston, Mass.; labourer from London with Capt. Eves, August, 1717; warned out 23 Nov.—*Boston Rec. Com.*, Vol. 13, p. 32.
- BRIESLER**, Buckhart, of Braintree, Mass., (now Briesner); "Germantown," 1757.—*Pattee's Braintree*, p. 481; *Mass. Archives*, Vol. 15a.
- BRIESLER**, George, of Braintree, Mass., (now Briesner); "Germantown," 1757; m. Elizabeth Hardwig, 1753.—*Pattee's Braintree*, pp. 480, 557, 478; *Mass. Archives*, Vol. 15a.
- BRIMMER**, Martin, of Boston, Mass.; from Hanover, Germany, before 1726; m. Susanna Sigourney, 1726; Children: Herman, Martin, Andrew, John Baker, Mary, Susanna, Elizabeth, Martin.—*Mass. Hist. Soc. Proceedings* 1858-60, p. 351; *Boston Record Commission*, Vols. 24, 28.
- BRINLEY**, Francis, of Roxbury, Mass.; from London 1710; b. London, England, son of Thomas; grad. Eton Coll.(?); m. Deborah Lyde, April 13, 1718, daughter of Edward and Catherine Lyde of Boston; Children: Thomas, Frances, Edward, Nathaniel,

Deborah, Catherine, George; d. 1742 in Roxbury.—*Temple's Framingham, Mass.*, p. 484.

- BRISON, John, of Warren, Maine; from Scotland 1753; no male children.—*Eaton's Warren*, pp. 85, 121.
- BRITHUNE, Elizabeth, of Boston; "from New York six months since," 1733; warned out Feb. 10.—*Boston Record Com.*, Vol. 13, p. 229.
- BROCKWELL, Rev. Charles, from England to New England 1737.—*Emigrant Ministers to America*, p. 16.
- BRODERICK, Thomas, of Boston, Mass.; from London before 1708; int. m. Sarah Breens, Feb. 3, 1708.—*Boston Rec. Com.*, Vol. 28, p. 31.
- BROMLEY, James, Boston, Mass.; from Ireland before 1720; int. m. Mary Boyce Sept. 24, 1720; forbid by Samuel Boyce, her father.—*Boston Rec. Com.*, Vol. 28, p. 98.
- BROOK, Edward, Portsmouth, N. H.; from Ramsgate, St. Lawrence Parish; m. Catherine Tobey, April 17, 1735.—*N. E. Hist. Gen. Reg.*, Vol. 25, p. 122.
- BROUSE, James, of Boston, Mass.; felt maker from London; admitted an inhabitant Nov. 27, 1727.—*Boston Record Com.*, Vol. 13, p. 170.
- BROWN, Mrs., from London to Boston on the "Boston Packet" to settle, 1774; lady aged 30.—*N. E. Hist. Gen. Reg.*, Vol. 63, p. 234.
- BROWN, Rev. Arthur, of Providence, R. I.; from England 1729; b. Drogheda, Ireland, 1697; son of Rev. John B. Brown.—*Emigrant Ministers to America*, p. 17.
- BROWN, David, of North Bridgewater; from Ireland 1740; m. Janet Miller (m. 2 Simon Griffin); Children: Ann, John, James, Elizabeth, Ann, John, James; d. Apr. 9, 1753.—*Kingman's North Bridgewater*, pp. 456, 460.
- BROWN, James, Boston, Mass.; from Great Britain, before 1717; int. m. Elizabeth Skinner, July 8, 1717.—*Boston Rec. Com.*, Vol. 28, p. 96.
- BROWN, John, Boston, Mass.; "a mariner stranger," 1709; int. m. Susana Rich, Oct. 28, 1709.—*Boston Rec. Com.*, Vol., 28, p. 32.

- BROWN, John, of Warren, Maine; from Scotland 1753; said to have been killed by Indians.—*Eaton's Warren*, pp. 85, 122.
- BROWN, Matthew, of Palmer, Mass.; from Ireland; b. 1676; Children: Thomas, William, Robert, James; d. Apr. 30, 1766, aged 80.—*Temple's Palmer*, p. 412.
- BROWN, Richard, of Boston, Mass.; from London; cutter; admitted an inhabitant, and liberty to open a shop, &c. Aug. 3, 1728; m. Sarah Seadon, 1732.—*Boston Record Com.*, Vol. 13, p. 178.
- BROWN, Samuel, Middleborough, Mass., and Oxford, Maine; from England before 1775; m. Ruth, daughter Josiah and Mary Dean of Taunton, Mass.; Children: Celia, Anna, Esther, Samuel, Clarissa, Henry, Jacob Dean, Ruth Dean, Mary Staples, John, Leonard, Cyrus.—*Annals of Oxford, Mass.*, p. 148.
- BROWN, Timothy, Boston, Mass.; "a sick man that came from St. Martin's, belonging to Ireland, sent to the alms-house on the Province Charge."—*Boston Record Com.*, Vol. 13, p. 275.
- BROWN, Walter, Boston, Mass.; from London, August, 1715; barber; warned out in October.—*Suffolk Court Files*, 12463.
- BROWNING, James, of Rutland, Mass.; came from Ireland cir. 1720; b. in Scotland, g. s.; m. Elizabeth — in Rutland June, 1720; Children: William, Elizabeth, James, Trustram, Margaret, Joseph, Mary, John, Samuel, Martha; d. Feb. 3, 1749, aged 77.—*Hyde's History of Brimfield*, p. 380.
- BROWNING, John, of Rutland, Mass.; from Ireland before 1740; m.—*Reed's Rutland*, p. 82.
- BRUCE, Robert, from Scotland to New England in the "Amherst" 1774; "to settle"; carpenter, aged 34.—*N. E. Hist. Gen. Reg.*, Vol. 63, p. 234.
- BRUCE, Timothy, of Bolton, Mass.; from Scotland; m. Susanna Joslin; Child: Timothy, and perhaps Thomas, Samuel and William.—*Hayward's Gilsun, N. H.*, p. 278; *Bolton Vital Records*, pp. 171, 196, 197.
- BRUSH, Richard, Boston, Mass.; cordwainer from London 1731; admitted an inhabitant with liberty to

- open a shop 1731.—*Boston Record Com.*, Vol. 13, p. 211.
- BRYANT, Benjamin, from Bristol, England, 1716; carpenter.—*Boston Rec. Com.*, Vol. 27, p. 233.
- BUDDY, Nicholas, from Jersey cir. 1730; "whereas one Nicholas Buddy an Idle and Poor man resided in this Town for several years past, and is in danger of becoming a charge to the Town . . . and there being an offer of some of his friends of sending him to Jersey his native country &c." — *Boston Rec. Com.*, Vol. 15, p. 33; *Proceedings of Mass. Hist. Soc.* 1859-60, p. 343.
- BUGNON, Jacques, of Dresden, Maine; from France before 1703.—*Huguenots in Dresden*, p. 19.
- BURCKHARDT, Jacob, of Braintree, Mass.; "German-town," 1757.—*Mass. State Archives; Pattee's Braintree*, p. 480.
- BURGER, Joseph, Boston, Mass.; from Great Britain, before 1716; int. m. Ann Pilsbury Oct. 17, 1716.—*Boston Rec. Com.*, Vol. 28, p. 96.
- BURK, Tobias, of —, R. I.; from Limerick, Ireland; b. cir. 1755.—*Murray's Irish Rhode Islanders*, p. 29.
- BURKMAR, Thomas, of Shirley, Mass., and Duck Trap, Maine; from Germany?; m. Mary —; d. April 26, 1832, aet. 90; Children: Joseph, Thomas, George, John, David, Nancy, Samuel; d. May, 1826, aet 84, at Duck Trap (North port).—*Bolton's Shirley*, pp. 329-30.
- BURNE, Ralph, Portsmouth, N. H.; from Shadwell, Middlesex, before 1716; m. Martha Beal, June 24, 1716.—*N. E. Hist. Gen. Reg.*, Vol. 23, p. 392.
- BURNS, George, of Milford, Mass.; from Ireland, 1736; b. 1734, son of John Sr. (below); m. Jane McQuaid, d. Nov. 30, 1814; Children: Anna, Sarah, Susannah, Hannah, Jemima, Esther, Elizabeth.; d. March 7, 1805.—*Ramsdell and Colburn's Milford, N. H.*, p. 609.
- BURNS, John, of Hudson and Milford, N. H.; from Londonderry, Ireland, 1736; born in Scotland cir. 1701, son of Thomas & Margaret (Leslie) Burns; came

- with wife and three children; Children: Mary, John, George, Jane, Betsy, Thomas, Martha, Sarah.—*N. H. Genealogies*, p. 312; *Hadley's Goffstown*, p. 59; *Ramsdell and Colburn's Milford, N. H.*, p. 608.
- BURNS, John, Milford, N. H.; from Londonderry, Ireland, 1736; b. March 28, 1732, son of John (above); m. Elizabeth Jones, 1761, daughter of Jonathan and Elizabeth Jones of Wilmington, Mass., d. April 26, 1782; Children: John, Daniel, Elizabeth, Moses, Joseph, Mary, Joshua; d. Jan. 16, 1825.—*N. H. Genealogies*, p. 312; *Ramsdell and Colburn's Milford*, p. 608.
- BURNS, John, of Bedford, N. H.; from Londonderry, Ireland, 1740; m. 1, ———, d. July 9, 1745, aet. 21, no children; m. 2, Anna McQuisten of Litchfield; Children: Robert, Margaret, William, Ann, James, Sarah, Elizabeth, John; d. March 26, 1788, aet. 77.—*100th Anniversary of Bedford*, p. 293; *History of Bedford*, pp. 875, 876.
- BURNSIDE, ———, of Londonderry, N. H.; from Ireland 1719.—*Lincoln's Worcester*, p. 201.
- BURTON, Benjamin, of Cushing, Me., from Ireland; m. Alice Lewis; Children: Rebecca, Agnes, Mary, Alice, Benjamin, John, Sarah, Elizabeth, Thomas, William, Jane; d. March 20, 1763.—*Eaton's Warren*, pp. 381, 512-13.
- BURTON, Mary, Boston, Mass.; from Ireland with Capt. John Carrell, 1736; admitted.—*Boston Rec. Com.*, Vol. 15, p. 3.
- BURVELL, George, Boston, Mass.; from Great Britain, before 1734; int. m. Mary Moore, June 13, 1734.—*Boston Rec. Com.*, Vol. 28, p. 222.
- BUTLER, Jonathan, of Saybrook, Conn.; from Ireland before 1726; b. about 1700; m. Temperance Buckingham 1726; Children: Ezekiel of Branford; d. 1760, aged 60.—*Amer. Ances.*, Vol. 3, p. 7.
- BUTLER, Malachi, of Windham, N. H., and Woodbury, Conn.; from England, cir. 1720; m. Jemima Daggett; Children: Benjamin, Silas, Solomon, Zephe-

niah, Thankful, Susannah, Margery, Lydia, Mary.—*Cogswell's Nottingham, N. H.*, p. 171.

CABOT, George, of Boston, Mass.; from St. Heliers in Island of Jersey cir. 1700; bapt. 10 Feb. 1677; son of Francis and Susanne (Gouchy); m. Abigail Marston of Salem, daughter of Benjamin; d. 9 Oct. 1709; Children: Abigail, Marston; d. 1717.—*Ms. in possession of George C. Cabot; Ms. in possession of N. E. Hist. Gen. Soc.*

CABOT, John, of Salem, Mass.; from St. Heliers, Island of Jersey cir. 1700; bapt. 7 April 1680, son of Francis and Susanne (Gouchy); m. Anna Orne, daughter of Joseph, 29 Oct. 1702, d. 1772, aet. 94; Children: Susanne, John, Esther, Mary, Ann, Margaret, Elizabeth, Francis, Joseph; d. 7 June 1742, in Salem.—*Ms. in possession of George C. Cabot; Ms. in possession of N. E. Hist. Gen. Soc.*

CAKLE, Roger, came with Alexander Ralston 1773.—*Wyman's Charlestown*, p. 163.

CALDER, Robert, Boston, Mass.; from Great Britain before 1720; int. m. Hannah Lawrence of Charlestown, Feb. 3, 1720. — *Boston Rec. Com.*, Vol. 28, p. 98.

CALDERWOOD, James, of Londonderry, N. H.; from Londonderry, Ireland, November, 1725; m. Margaret —; Children: Jane b. Ireland, John, Robert.—*Eaton's Warren, Me.*, p. 514.

CALDERWOOD, John, of Vinal Haven, and Warren, Me.; from Ireland, 1725; b. Ireland Feb. 15, 1725; son of James; parents settled in Londonderry, N. H.; m. Elizabeth McCordy; Children: Thomas, Jesse, and eleven others; d. 1808.—*Hundredth Anniversary Vinal Haven, Me.*, p. 48; *Eaton's Warren, Me.*, p. 514.

CALDWELL, William, of Worcester, Mass.; from Ireland in 1718; in defense of Londonderry 1689; church member in Worcester 1733.—*Lincoln's Worcester*, p. 49; *Perry's Scotch-Irish*, p. 14.

CALL, Philip, of Salisbury, N. H.; from England before 1733; m. —; Children: Stephen, Sarah; d.

- before Nov. 28, 1763.—*Dearborn's Sailsbury*, pp. 518-9.
- CALLWELL, Alexander, Portsmouth, N. H.; from Clough, County Antrim, before 1741; m. Margaret McGregor of Londonderry, N. H., at Portsmouth Nov. 4, 1741.—*N. E. Hist. Gen. Reg.*, Vol. 27, p. 13.
- CALWELL, Hannah. See James Wason.
- CALWELL, John, Portsmouth, N. H.; from Ireland before 1734; b. at Clough, County Antrim; m. Isabel Wason of the same County, in Portsmouth, March 20, 1735.—*N. E. Hist. Gen. Reg.*, Vol. 25, p. 122.
- CAMPBELL, Alexander, of Danville, N. H.; from Ireland 1728; b. Ulster, Ireland; Child: Annas.—*Cogswell's Henniker*, p. 478.
- CAMPBELL, Alexander, of Georgetown, Me.; from Scotland 1729; m. Frances Drummond.—*Wheeler's Brunswick*, p. 840.
- CAMPBELL, Archibald, of Oxford, Mass.; from ——— 1750; Children: Alexander, Edward R.—*Randall's Chesterfield*, p. 240.
- CAMPBELL, Daniel, of Rutland, Mass.; from Scotland 1716; b. Scotland 1696; killed March 8, 1744, by Edward Fitzpatrick, an employee.—*Reed's Rutland*, p. 183; *Monumental Inscriptions, Rutland*, p. 10.
- CAMPBELL, David, of Litchfield, N. H.; from Scotland; Child: William; d. 1777, aged 85.—*Cochran's Frankestown*, p. 565.
- CAMPBELL, Elizabeth of Boston; from Glasgow to Boston in 1716 with her mother and four daughters, in snow "Amity."—*Boston Rec. Com.*, Vol. 29, p. 232.
- CAMPBELL, Henry, of Londonderry, N. H.; from Londonderry, Ireland, 1733; b. 1697; m. Martha Black; Children: William, Samuel, James, John, Henry, Daniel and a daughter; d. 1785 aged 88.—*Secomb's Amherst*, p. 526; *Morrison's Windham*, p. 356; *Merrill's Ackworth*, p. 194; *Cogswell's Henniker*, p. 484.
- CAMPBELL, Hugh, of New Salem, N. H.; from England before 1755; m. Margaret Kelso; Children: James, John, Robert, William, Polly.—*Whiton's Antrim*, p. 61.

- CAMPBELL, James, of Londonderry, N. H.; from Ulster, Ireland, in ship Elizabeth; warned from Boston Nov. 3, 1719; b. about 1690 in Ulster, son of William of Campbelltown, Argyleshire, and Londonderry, Ireland; m. in Ireland Jane or Jennet Humphrey; Children: John, William, James, Elizabeth; James had a brother Samuel; James moved to Cherry Valley, N. Y., in 1741.—*Alexander's Alexander Family; Boston Record Com., Vol. 13, p. 63.*
- CAMPBELL, John, of Boston; sent back to Ireland, old and disabled, in the brigantine "Friends Adventure," Jan. 12, 1769.—*Boston Rec. Com.*
- CAMPBELL, John Gillis, of Boston; from Scotland; m. Jeannette Baird; d. Warren, Me., 1809.—*Eaton's Warren, p. 412.*
- CAMPBELL, Patrick, Boston, Mass.; from Great Britain before 1711; int. m. Susanna Griffin July 9, 1711.—*Boston Rec. Com., Vol. 28, p. 91.*
- CAMPBELL, Robert, of New London, Conn.; from Ireland cir. 1719; b. in Ulster, Ireland, 1673; m. Janet, d. 1729; Children: Charles and five others; d. 1725.—*Hadley's Goffstown, N. H., p. 73.*
- CAMPBELL, Robert, of Townsend, Mass., and Londonderry, N. H.; from Ireland, before 1730; m. Elizabeth Waugh; Child: Robert; d. 1792.—*Cogswell's New Boston, p. 412; Documentary History of Maine, p. 24.*
- CAMPBELL, Robert, of New Ipswich, N. H.; from Scotland before 1760; m. (?) 2, Margaret —; d. Nov. 1, 1810, aet 51 years; Children: Caleb and probably others; d. after 1791.—*Chandler and Lee's New Ipswich, p. 289; New Ipswich Epitaphs Ms., p. 27.*
- CANELL, Philip, of Portland, Pearsontown and Standish, Me.; from Isle of Man before 1770; m. Jane —; Children: Nancy, Thomas, Philip, Jane, Joseph, Ellen; d. 1824 aet 81 years.—*Saco Valley Families, p. 127; McLellan's Gorham, p. 422.*
- CARGIL, David, of Londonderry, N. H. [called David Calgik]; from north of Ireland, 1718; selectman at Londonderry 1719.—*Supplement to Morrison's Wind-*

ham, p. 64; *Documentary History of Maine, Vol. 11, p. 24.*

- CARGILL, James, of Mendon, Mass.; clothier; will probated Nov. 7, 1753; m. Sarah —; Children: Mary Arnold, Benjamin, Chloe [m. a Gilson], Lucy, James; [Seth Arnold exr.]—*Worcester Probate.*
- CARLETON, Joseph, of Newton, Mass. ?; from England before 1715; m. Abigail Osgood; Children: David, Jonathan, Moses, Jeremiah, Mary, Abigail.—*Cochran's Francestown, p. 568.*
- CARLISLE, Alexander, of Boston, Mass.; from Scotland cir. 1743.—*Thomas's History of Printing, Vol. 2, p. 226.*
- CARLO, Phillip, Boston, Mass.; from "Philadelphia" 1734; wife and two children warned out April, 1734.—*Suffolk Court Files.*
- CARLOR, Jacob, of Dresden, Maine; from France, *Huguenots in Dresden, p. 18.*
- CARNOT, John, Londonderry, N. H.; from Londonderry, Ireland, before March 17, 1730.—*Documentary History of Maine, Vol. 11, p. 20.*
- CARPENTER, Samuel, Boston, Mass.; from Great Britain before 1715; int. m. Martha Smallage Sept. 8, 1715.—*Boston Rec. Com., Vol. 28, p. 94.*
- CARR, —, see also KARR.
- CARR, Thomas, Boston, Mass.; from Great Britain before 1715; int. m. Elizabeth Clay Oct. 22, 1715.—*Boston Rec. Com., Vol. 28, p. 96.*
- CARSON, John, of New Boston and Francestown, N. H.; from the Highlands of Scotland before 1756; son of John Carson; m. (?) Mary Livingston, d. March, 1773; Children: John, Simon, Robert; d. 1792 aged about 90.—*Cochran's Francestown, pp. 569, 570.*
- CARSON, William, of Francestown and Lyndboro, N. H.; from the Highlands of Scotland before 1770; son of John, and brother of John above; m. Issable Johnson of Lyndborough; Children: Robert, William, Mary, Asa; d. 1818 act 96 years.—*Cochran's Francestown, pp. 572-574.*

- CARSWELL, John, of Warren, Maine; from Scotland, 1753.—*Eaton's Warren*, pp. 85, 122.
- CARTER, James, from London before 1740; ropemaker; b. cir. 1697; volunteer against the West Indies 1740.—*Colonial Wars*, 1899.
- CARTER, Miles, from Ireland, tanner, before 1740; b. cir. 1700; volunteer against the West Indies, 1740.—*Colonial Wars*, 1899.
- CARTY, Francis, Boston, Mass.; from Dublin on the ship "Globe," 1717; "Irish seaman." "of about 18 years, being a slender man, full of freckles in his Face, wears his own Curled Bushy Brown hair."—*Boston News Letter Sept. 30-Oct. 7, 1717*.
- CARULESS, Nathaniel, Boston, Mass.; arrived from northern Ireland, 1718, in the ship "William," Robert Montgomery, master; wife and four children.—*Court of Sessions of the Peace*.
- CASEY, John, of Groton, Mass.; from Ireland, cooper, about 21 in 1754; he ran away from his master John Blair of Groton.—*Boston Evening Post. Oct. 7, 1754*.
- CASTNER, Anthony, of Waldoboro, Maine; from Germany, cir. 1764; to North Carolina after 1770.—*Miller's Waldoboro*, p. 67.
- CASTNER, Wilbaldus, Broad Bay, Waldoboro, Maine; from Germany before 1764; m. Justina ———.—*Miller's Waldoboro*, p. 64.
- CASWELL, Miss Susannah, Boston, Mass.; from London, April 25, 1727; warned out July 11 (return).—*Suffolk Court Files 20510; Boston Rec. Com., Vol. 13, p. 167*.
- CATES, Joseph, of Gorham, Maine; from Greenwich, England, before 1745; m. Deborah Cobb at Cape Elizabeth, 1745; Children: James, Abigail, Benjamin, Joseph, Deborah, Elizabeth, Sarah, Andrew, Ebenezer, Lydia; d. 1810 aged 89.—*McLellan's Gorham*, p. 424.
- CAVALEAR, Louis, of Frankfort, Me.; from France in 1752; Child: Mary m. Louis Houdlette q. v.—*Maine*

- Hist. Soc. Coll. 2nd Series, Vol. 3, p. 356; Huguenots in Dresden, p. 18.*
- CEARL, Joseph, of Boston, Mass.; from Bristol, England, in 1716; cordwainer.—*Boston Rec. Com., Vol. 29, p. 232.*
- CHANDLER, John, of Worcester, Mass.; before 1738.—*Parmenter's Pelham, p. 17.*
- CHANDLER, R., Boston, Mass.; from London on the "Minerva" 1774 to settle; gentleman aged 25.—*N. E. Hist. Gen. Reg., Vols. 62-64.*
- CHANDLER, William, Portsmouth, N. H.; from Dedford, Kent, before 1714; m. Elizabeth Lucy of Portsmouth Dec. 2, 1714.—*N. E. Hist. Gen. Reg., Vol. 23, p. 271.*
- CHISEL, John, of Worcester, Mass.; from Ireland before 1733.—*Perry's Scotch-Irish, p. 14.*
- CHRISTIE, Jesse, of Londonderry, N. H.; from Ireland before 1727; m. 1 ———, m. 2 Mary ———; Children: Peter, George.—*Hadley's Goffstown, p. 85.*
- CHRISTIE, Peter, of Londonderry, N. H.; from Ireland before 1727; b. 1710 in Ireland, the son of Jesse; m. Jane Moer of Londonderry; Child: Jesse.—*Hadley's Goffstown, p. 85.*
- CHURCH, George, Portsmouth, N. H.; from Rumford, Essex, before 1732; m. Mary Stevens Dec. 26, 1732.—*N. E. Hist. Gen. Reg., Vol. 25, p. 119.*
- CHUTE, Thomas, of Portland, Me.; from London to Marblehead after 1700; b. 1692; m. Mary ———; Children: Abigail and others.—*Smith's and Dean's Journal, p. 112.*
- CILLY, ———, of "Broad Bay," Me.; from Germany cir. 1768; removed to North Carolina.—*Eaton's Warren, p. 134.*
- CINAE, Honora, Boston, Mass.; from Ireland with Captain John Carrell, 1736; wife of Dinish Cinae; Children: James, Peter; admitted Sept. 18, 1736.—*Boston Rec. Com., Vol. 15, p. 3.*

(To be continued.)

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Of the U. S. S. "Vixen."

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. LXIII

OCTOBER 1927,

No. 4

JOURNAL OF HEZEKIAH LOOMIS, STEWARD
OF U. S. BRIG *VIXEN*, CAPTAIN JOHN SMITH,
U. S. N., IN WAR WITH TRIPOLI, 1804.

EDITED AND COMPILED BY LOUIS F. MIDDLEBROOK.

AS it is rather rare to find much history covering the War with Tripoli, or at least detailed accounts of what happened in that forced conflict at the beginning of the nineteenth century, the following Journal kept by Hezekiah Loomis of Bolton, Connecticut, while on board the U. S. brig *Vixen* seems well worth recording. This Journal also brings to light the service of a United States Naval Officer who was a confrère of Decatur, Bainbridge, Rodgers and others whose lives and exploits have been many times published and concerning whom history has liberally recognized. Captain John Smith, U. S. N., whose record and service was quite as important, appears to have escaped the historian, presumably because of his early death as well as lack of data and information. Hezekiah Loomis, who appears to have been "warranted" as a Steward in the *Vixen*, was born in Tolland County, Connecticut, May 21, 1779, and died at Dayton, Ohio, August 18, 1862. His journal is full of historic interest, interspersed with the realities and personal touch that make it an unusual and valuable document to record. It has been made available through the courtesy of one of his descendants, Miss Loomis of Dayton, Ohio, who is the owner of the original document.

Captain John Smith's service in the Navy is also given as gleaned from a series of different references that have been discovered after considerable research, in order to preserve his record, with others of his time, as an able and

efficient sailorman of the early days of the United States Navy. He was born in England, Jan. 1, 1780, and came with his parents to Charleston, South Carolina, when a child, in December, 1785. He was the eldest son of Rev. William Smith. After a seafaring experience he appears to have received the appointment in the infant Navy as a Lieutenant, February 28, 1799; his commission recorded and dated March 8, 1799, was accepted June 19th. On February 12, 1800, he was ordered to the *Chesapeake*. Order retained and changed to the *President*, April 28, 1801, but he was returned to *Chesapeake*, in which vessel he sailed April 27, 1802, from Hampton Roads for the Mediterranean Station, and cruised off Tripoli, returning to the Washington Navy Yard, June 1, 1803, and ordered to superintend the building of the brig *Vixen* at Baltimore, and upon completion to command her. He was ordered to recruit July 7, 1803, and sailed from Baltimore August 3, 1803, arriving at Gibraltar September 14, joining the squadron of Commodore Edward Preble. From October, 1803, to the close of the year he was cruising in Tripolitan waters in company with the frigate *Philadelphia*, and was sent by Captain Bainbridge to cruise off Cape Bonn. In December he carried dispatches announcing the loss of the *Philadelphia* to Gibraltar.

In the winter and spring of 1804 he cruised in the Mediterranean and off the Barbary States in command of the *Vixen*, joining the squadron of Commodore Rodgers off Malta in May, 1804, and on the 18th of that month he was promoted to Master Commandant (commander) to rank No. 5, his commission being dated November 24, 1804, to take rank from the date of his promotion. He was transferred to the command of the brig *Siren*, July 3, 1805, and returned in her to the United States, May 28, 1806, arriving at Washington July 1st, when he was ordered to superintend the fitting out of the new ship *Wasp*. As commander of this vessel he cruised along the coast of the United States from Passamaquaddy to the West Indies until 1809, when he was ordered to command the frigate *Essex*, and later to recruiting duty at Philadelphia. On October 29, 1810, he was promoted to Captain U. S. N., and ordered to command the frigate *Congress*, July 2,

1811, when he joined the squadron of Stephen Decatur until July 23d. At this time, the second war with Great Britain having been declared, he was transferred with his ship *Congress* to the squadron of Commodore John Rodgers, and was successful during his cruises in capturing five enemy vessels with valuable cargoes, as follows:

November 1, 1812, off Western Islands, the British ship *Argo*, 10 guns and 26 men, with a cargo of oil and whalebone, bound for London, and ordered to the United States.

May 19, 1813, in Lat. 28 N., Long. 42 W., the British brig *Jean*, 10 guns and 17 men, with a cargo of copper, hides, etc., bound to Greenock. After taking out the copper, the brig was burned.

May 22, 1813, in Lat. 24 N., Long. 40 W., the British brig *Diana*, 10 guns and 14 men, with a cargo of copper and hides bound to London, and sent into Barbadoes with the prisoners, after throwing overboard her cargo.

October 25, 1813, in Lat. 19 N., Long. 40 W., the British ship *Rose*, of 182 tons, crew of 12 men, with a cargo of wine and potatoes. Burned. All of her crew voluntarily enlisted in the service of the United States.

December 5, 1813, in the North Atlantic, the British brig *Atlantic*, crew of 12 men and a cargo of sugar and cotton from the West Indies to Cork. This brig was sent into Boston.

At the close of the War of 1812, Captain Smith was ordered to command *U. S. S. Franklin*, 74, which post he retained until his untimely death, August 6, 1815, aged 35 years and 7 months.

In St. Peter's Church Yard in Philadelphia is the grave of Captain John Smith, U. S. N., identified by a large flat stone at the northwest corner of the church. It is, however, so badly worn by the elements that the only trace remaining that it is his grave, is the name, and that only discernible with difficulty. The stone has weathered below the base of the letters so that nothing of the inscription remains, and in a few years more the name of "John Smith" will have vanished. The church records, now at the Philadelphia Historical Society, have no data concerning his age, and neither did his death and funeral notice record it. In Poulson's American Daily Adver-

tiser for August 8, 1815, the following notice appears:

"Died Sunday evening after a lingering and painful illness, John Smith, Esqr., Post Captain in the U. S. Navy. His remains will be interred with military honors this morning at 10 o'clock. The friends of this worthy officer and citizen, are respectively invited to attend the interment without further notice. The officers of the Navy and Army of the United States now at Philadelphia are particularly requested to attend the funeral of Captain John Smith of the Navy, late commander of the *Franklin*, 74, from his late quarters at the corner of Fourth and Walnut Streets, this morning at ten o'clock."

The search for a record of the inscription that was originally cut upon his stone has finally been rewarded, and is given below, as taken from William W. Bronson's "The Inscriptions in St. Peter's Church Yard, Philadelphia," printed at Camden, N. J., in 1879, at page 355, but it shows how futile it is to inscribe a stone that is laid flat on the ground with the inscription exposed to the weather, especially if the stone is of brownstone, or any other kind of rock that will disintegrate or crumble:

Sacred
to the memory of
JOHN SMITH ESQR.
a native of South Carolina,
late Post Captain
in the Navy of the United States,
and commander of
the FRANKLIN, of 74 guns,
who departed this life at Philadelphia,
on the 6th day of August, 1815,
Aged 35 years and 7 months,
Universally lamented by all who had the happiness
of knowing him.
This tribute of respect for his many virtues
was erected by his Affectionate Brother-in-law,
Samuel Patterson, of South Carolina.

As the following Journal of Hezekiah Loomis was written by him while serving as Steward in the *Vixen*, a rec-

ord of that brig has been gathered together as forming an interesting adjunct in connection with what happened in her early career, because she was considered as a terror to the Tripolitans while in Mediterranean waters and of material assistance in bringing the conflict of that time to a successful close. In the following War of 1812 with Britain, however, she fell a victim to the elements in company with a British frigate commanded by Captain Sir James Lucas Yeo (as a prize), who publicly thanked Lieutenant George Washington Reed, who was then her commander, and his crew of the *Vixen*, for their gallant courage as enemies and magnanimity as friends.

THE VIXEN.

The *Vixen*, originally a schooner of 12 guns, a vessel of 185 tons, 112 men, altered into a brig, built at Baltimore, Maryland, in the spring of 1803 and launched June 25th of that year, cost \$20,873. She was assigned to the squadron of Commodore Edward Preble for the War with Tripoli, and sailed from Baltimore August 3, 1803, under the command of Lieutenant John Smith, arriving at Gibraltar, September 14th, where she joined the squadron. In "Cooper's Naval History of the United States" and Allen's "Our Navy and the Barbary Corsairs" will be found frequent mention of her. She is also mentioned in Emmons' "U. S. Navy from 1775 to 1853." In October, 1803, she went to Tripoli with the *Philadelphia*, but was sent by Captain Bainbridge to search for a Tripolitan cruiser. In December she carried the dispatches announcing the loss of the *Philadelphia* to Gibraltar. She cruised and performed blockade duty during the war, first in Commodore Preble's squadron, and later in that of Commodore Rodgers, also taking part in four attacks on Tripoli on August 3d, 7th and 28th, and September 3, 1804; was before Tunis with Commodore Rodgers' squadron in August, 1805, and returned to the United States in the summer of 1806, under the command of Master Commandant George Cox.

Lieutenant Smith, who was promoted to the rank of Master Commandant (commander) in May 1804, was

transferred to the *Siren* in July 1805. The *Vixen* was subsequently employed on the Atlantic Coast under Lieutenants James Lawrence and Charles Ludlow. On November 22, 1812, while under the command of Lieutenant George W. Reed, she was captured by the British frigate *Southampton*, Captain Yeo. Both vessels were soon after wrecked on the Bahamas (Conception Island), the officers and crews being saved. Lieutenant Reed died in January, 1813, while a prisoner in Jamaica. In the earlier part of the War of 1812, however, it appears that the *Vixen* was commanded by Master Commandant Christopher Gadsden, Jr., and upon his death the command was given to Lieutenant Reed, who had been First Lieutenant under Captain Somers before Tripoli. A record also appears that the *Vixen* was fired upon while near the Bahamas by *H. M. S. Moselle*, June 24, 1810.

The records of some of her other officers while in Tripolitan service, and as mentioned in the *Loomis Journal*, are also appended: William N. Crane, midshipman May 23, 1799, Lieutenant July 20, 1803, Commander March 4, 1813, Captain November 22, 1814; died March 18, 1846. Lewis Warrington, midshipman Jan. 6, 1800, Lieutenant Feb. 7, 1807, Commander July 24, 1813, Captain November 22, 1814; died October 12, 1851. Henry E. Ballard, midshipman November 1, 1804, Lieutenant April 26, 1810, Commander April 27, 1816, Captain March 3, 1825; died May 23, 1855. John Lyon, midshipman in 1804 and 1805; purser Feb. 17, 1807. Last appearance on Navy records. Clement S. Hunt, Purser April 25, 1812; died April 4, 1837.

Even official correspondence was scarce in the early days of the Navy, as has been oftentimes observed, but the following letters addressed by Captain Smith to the Secretary of the Navy, Robert Smith, Esq., are added for record, as they have been unearthed, and contain some data pertaining to the activities of the *Vixen* when she first went into commission.

Baltimore, July 2, 1803

Robt. Smith Esqr.

Sir: I have the honor of forwarding to you the Names of

the Officers attached to the *Vixen*, with the dates of their appearances on Board.

Lieut. Trippe, 2nd June. William Ballard, 2nd May. Richard Butler, Sailing Master, 24th June. John B. Nevits, midshipman, 29th June. John Henley, midshipman, 30th June. Clement S. Hunt, Purser, 21st June. James Bailey, Gunner, 13th June and John Clarke who has been recommended as a Boat-swain 20th June.

On the 25th June we Launched the *Vixen*, which circumstance was effected without dammage; we have since got in her Masts and compleated Coppering last evening, as soon as the Joiners compleat dividing the Hold, we shall take in Provisions & Stores, which will be done in 8 or 10 days.

I have the Honour to be, with due respect,

Yr. mo. obt. Svt.

JOHN SMITH.

Baltimore 5th July 1803.

Robt. Smith Esqr.

Sir: The Situation of our Gun Carriages on their arrival from New York made it necessary to have all the wood work renewed, which circumstance, I fear will retard the departure of the *Vixen* a few days.

In consequence of the late information respecting the War, I will arrange the Vessel to receive the Men at the beginning of next week, fearing that event may operate against the entry of our Crew.

I have the honour
to be with due respect,

Yr. mo. obt. Svt.

JOHN SMITH.

Baltimore 12th July 1803.

Robt. Smith Esqr.

Sir: Agreeable to your instructions of the 7th inst. I yesterday commenced recruiting & was fortunate to obtain my compliment of Men and Petty Officers by the afternoon. Mr. Galloway reported himself on the 9th inst. & Doctor Graham on the 10th Inst. All the Officers are now present but a Carpenter. (which person I expect to procure this day) & Mr. Warrington, midshipman. The rise of Seamans wages induced me to use dispatch in procuring my Crew, having contrary to my expectations procured them for 10 dollars.

I regret much at the appearance of my being detained by

the Joiners & Blacksmiths work a few days, being in other respects prepared for our departure.

I have the honour to be
with due respect
Yr. mo. obt. Svt.

JOHN SMITH.

U. S. Schooner *Vixen*, 11 Augt. 1803.

Robt. Smith Esqr.

Sir: I herewith have the honour to transmit the Muster Roll of the Officers and Crew of the *Vixen*.

On Wednesday the 3rd Inst. we sailed from Baltimore & arrived in the Roads after a passage of 48 hours. On my arrival I was furnished with a Signal Book by Capt. Barron. My signal flags I received last evening from Norfolk. The Joiners work was not completed untill this morning, at which hour I proceeded to Sea. From the slight oppy. I have had of Judging I conceive the *Vixen* will sail fast. I have just discharged the Pilot.

I have the honour to be
with great respect
Yr. mo. obt. svt.

JOHN SMITH.

The following data is attached concerning the different vessels that Captain John Smith, U. S. N., commanded:

U.S.S. Wasp: a Sloop of War, ship rigged, 18 guns 24 pounders carronades; was a fast sailer. In 1811 was commanded by Capt. Jno. Smith. She was 450 tons burthen. Built in 1806 at Washington at a cost of \$40,000.

U.S. brig Siren: a brig of 16 guns, 250 tons, built at Philadelphia in 1803, at a cost of \$32,521.

U.S. Frigate Congress: a ship of 38 guns, 1268 tons, built at Portsmouth, N. H., in 1799, at a cost of \$197,246.

U.S. Frigate Chesapeake: a ship of 38 guns, 1244 tons, built at Norfolk, Va., in 1799, at a cost of \$220,677.

U.S. Frigate Essex: a ship of 860 tons, built at Salem, Mass., in 1799, at a cost of \$139,362.

U.S.S. Franklin: a frigate of 74 guns, launched with bowsprit, drawing 13.6 forward and 17.2 aft. When equipped for sea her lower deck ports amidships were within 4 feet of the water. In commission, 1815; 188 feet long; 50 feet beam; 20 feet hold. Razed at Portsmouth, N. H., 1853.

JOURNAL OF
HEZEKIAH LOOMIS
U. S. BRIG *VIXEN*, NOV. 1, 1804.

Malta, Oct. 28, 1804. At 10 o'clock P. M. the U. S. Brig *Vixen* set sail for Syracuse at which place we arrived at 11 o'clock in the morning of the 29th. All well. Quarantined for 7 days. Sugar and chocolate served.

Tuesday, 30th. Received 107 lbs. fresh mutton on board. At 3 o'clock P. M. got underway and went out of the harbour and returned and came to anchor before sun-set.

Wednesday, 31st. Received 111 lbs. beef. At 4 o'clock got underway, went out of the harbour, returned and came to anchor at 7 o'clock. This day arrived the Frigate *Essex* from the Rock. [Gibraltar.]

Thursday, Nov. 1st. Served slops.

Friday, 2nd. Received 105 lbs. mutton from shore. At 3 o'clock got underway. Spoke the *Constitution* (Capt. Preble) the *President* (Commodore Barron) and a store ship—the *Alfred* of Newbury port). They all went in and came to anchor. We stood out, and spoke the *Congress* (Capt. Rogers) with a prize. We left the *Congress* to come in next day and went in and came to anchor.

Saturday, 3rd. Received 114 lbs. mutton from shore. At 11 o'clock got underway and steered for Messina (gave the men their old clothing which was stored

in the cabin and sail room) took the slops from the spirit room and put them in cabin.

Sunday, 4th. The morning calm and foggy on the mountain. At 10 o'clock A. M., the vapors rising we had a fine prospect of Mount Etna and likewise the uneven coast of Sicily. We got out our sweeps and at 10 o'clock P. M. were nearly in the wave of Messina. At 2 o'clock a signal was made to a schooner standing in, which was answered and found to be the U.S.S. *Enterprise*. She standing near upon the Eastern shore had the current in her favor which enabled her to get in and come to anchor forty minutes before us. We came to anchor before sunset. One Neapolitan seventy-four gun ship and one Frigate (both dressed with colors) were laying in the harbour. We were quarantined. Immediately after coming to, I went into the ward-room (to the only conveyance into the spirit room) in order to get some candles for the captain but by new arrangements the scuttle was altered which forced one half into the Doctor's Lt. P. and M. apartments. I was accosted by Doctor Graham thus:— "What business have you to take that scuttle up?" Ans:— "I wish to go into the spirit room, sir." Doctor:— "Well, that scuttle is not to come up. I have particular orders against it." Ans.:— "I have orders, sir, to go into the spirit room, sir." Doctor:— "Very well, take up the other hatch." Ans.:— "It will not come up." Doctor:— "What is the reason, has not the carpenter fitted it?" Ans.:— "I cannot tell, I did not see him do it." Doctor:— "Well, this scuttle is not to come up." At this instant, the purser Mr. Hunt came below, and hearing the debate, asked what was the matter. The venerable Doctor replied he had Capt. Smith's orders not to have his apartment disturbed by the aforesaid scuttles. Mr. Hunt told him that the spirit room was under his charge, and that a passage to it was not to be stopped by his orders, and then having done my errand I went on

deck leaving the Doctor like a m—ky handling that which was not his business.

Monday, 5th. (A. M.) At 11 o'clock got underway but the wind blowing fresh we could not beat out of the straits, put back and came to anchor at 2 o'clock P. M. No objections this day to my admittance into the spirit room.

Tuesday, 6th. At 12 o'clock at noon we weighed anchor and got underway. U.S.S. *Enterprise* sailed four hours before us. At 7 o'clock we saw a sail (all hands were called to quarters). We found her to be a Neapolitan Brig which we spoke and passed.

Wednesday, 7th. At 4 o'clock A. M. we came to anchor in Syracuse. At 8 o'clock shifted anchoring ground. The Frigate *President* had gone out and the *Congress*, *John Adams* and *Argus* had arrived. At 2 o'clock the *John Adams* saluted the town with 22 guns.

Thursday, 8th. Served salt beef. Could not serve the flour on account of the decks being ordered to be immediately cleared, as we expected to get underway immediately.

Friday, 9th. Received bread, butter, cheese, flour and candles. At 12 o'clock orders for getting underway, but postponed. Served tea to ships company. Received poncheon of rum.

Saturday, 10th day Nov., 1804. Orders at 8 o'clock to pass up the messenger and get underway—but immediately countermanded. Hoisted out our boat and at sun setting got in our boat and prepared to get underway.

Sunday, 11th. At 11 o'clock A. M. got underway, and stood for the old castle on Point Pusina. It blowing a stiff breeze we stood off and on all night.

Monday, 12th. Fresh breeze. We kept close under the land until 1 o'clock P. M. when we saw 2 sail, one standing for us, the other quartering, the former in speaking her, she ran athwart our bows and carried away our flying jibb boom, fore top-gallant mast, sprit-sail, braces and lifts, flying jibb stay, halyard and down hauls, top-gallant lift and braees

and other damage. At 6 o'clock, put away for Malta.

Tuesday, 13th. Topsails, fore and main close reefed and foresail. We arrived at Malta at 4 o'clock A. M. and quarantined.

Wednesday, 14th. Received Blue jackets and trousers and shirts which were stowed in a locker in the cabin. At 4 o'clock got messenger up with expectation to get underway.

Thursday, 15th. At half past 8 o'clock got underway with a pleasant breeze on a cruise off Tripoli. Molasses out. All hands called to quarters and stationed.

Friday, Nov. 16, 1804. Fair wind this day. Passed the Island of Pantalara the island bearing west.

Saturday, 17th. This morning commences with pleasant weather, the wind fair. At 3 o'clock saw a sail, which by her signals we found to be the *Nautilus* commanded by Captain Dent. She immediately put about after seeing our signals and stood off for port. We stood on to the southward until 5 o'clock, then took in sail and stood off shore all night.

Sunday, 18th. At half past 5 A. M. we made sail and stood in shore. At 8 o'clock saw 2 large sail standing for us and at half past 9 o'clock spoke them. They were the *Constellation*, Captain Camel, and *President*, Captain I. Barron. (Commodore Barron's ill health obliged him to remain in Syracuse) the land in sight within 20 miles of the town to the high mountain eastward. At 2 o'clock P. M. all hands were called to muster their clothing. I served the remaining part of the sugar that we took in at Malta, to the cabin, ward room, and ships company, after which I requested the boatswains mate to get a tackle up. I then called upon the cooper to go into the fore hold and strike it out, he being captain of the mast he immediately went and struck out 2 bbls. flour, 1 bbl. beef, and one that was marked and branded pork. As it was pork that I wanted I opened it and found it was beef (branded in America). I told the cooper that he

must get up a bbl. of pork. He said he could not get at any and that it was my d——d carelessness not marking them right. I told him that I must have the business done at once as it was late. He complied after great disputing.

Monday, Nov. 19, 1804. Off Tripoli. The morning calm and pleasant, the land in sight and one frigate (the *President*). The *Constellation* stood for Malta all night and was out of sight this morning. Standing along shore to the westward, wind off the land. At 5 o'clock P. M. the wind began to freshen and at 9 o'clock reefed topsails and lay under easy sail all night.

Tuesday, 20th. The breeze freshens, and the sea heavier. All bags and hammocks numbered. At 6 o'clock the wind increased, the sea quite rough. Foresail and reefed topsails. The wind and sea increase until 12 o'clock night.

Wednesday, 21st. At 8 o'clock this morning the weather pleasant, the sea high. The wind increases at 3 P. M. Served out slops. The wind increases all this night. (Saw the *President*)

Thursday, 22nd. At 8 o'clock A. M. very squally and heavy sea. Continued all day. Saw nothing of the Frigate *President* this day.

Friday, 23rd. Gale of wind from the northward and a very heavy sea. We were under close reefed topsails all this day. At 5 o'clock the wind began to moderate. Did not see the Frigate this day.

Saturday, Nov. 24, 1804. This morning clear and pleasant, light wind from the N.W. Sent up our top gallant masts, set our fore sail and main stay sail and stood in shore. Saw a sail to the southward and eastward—made sail and stood for her. At 4 o'clock P. M. it being calm nearly, we found the sail to be the U.S. Frigate *President*. Captain Coxe came on board at half past 4 o'clock. I then had liberty to give the men their grog. Fine weather at bed time.

Sunday, 25th. At 7 o'clock stood in shore with the *President*. Pleasant weather, wind to the northward

- and west. Mustered and marked the men's clothes. At 6 o'clock stood off shore. Nothing new. Two Turkish prisoners went on board the *President*.
- Monday, 26th. The morning commences with a fresh breeze and pleasant weather. We made sail and stood in for the land. At 3 o'clock P. M. discovered the land. The *President* stood in and found that we were to the westward of New Tripoli, and Old Tripoli in sight, bearing about S.W. Captain Coxe informed Captain Smith of his discovery, they then concluded that it was advisable to heave-to and head to northward and eastward, which was agreed upon and put in execution.
- Tuesday, 27th. Stood in for the land all sail set. At 10 o'clock made New Tripoli. We stood to the westward of the town and fired one of our bow guns which sent a shot on shore, but they did not think proper to return the compliment. We then wore and stood off land the remaining part of the day.
- Wednesday, Nov. 28, 1804. This commences pleasant. Wind S. W. we lay-to all day. The hands employed setting up the rigging, etc. No land in sight this day. Levi McCabe's grog stopped by Lt. Crane.
- Thursday, 29th. Calm and pleasant. All hands to work reducing spars and altering sails. Nothing new.
- Friday, 30th. At 6 o'clock sent up our main sliding gunter Royal mast. At 11 o'clock we were alarmed by the upsetting of a kettle of tar in the galley but by spirited exertions with wet swabs it was extinguished without damage. All hands employed as follows—Coating the anchors, worming the cables, overhauling old rigging, etc., until sunset at which time I saw the grog served.
- Saturday, Dec. 1. Commenced with a stiff breeze. We made sail and stood for the land which we have in sight of at 12 o'clock. At 4 o'clock we wore ship and stood off from the land all night.
- Sunday, 2nd. Commences with a very fresh breeze. At 9 o'clock saw a sail ahead. We made sail and continued to stand toward her. At 12 o'clock took in sail. Found the above sail to be the Frigate *Presi-*

dent. The wind increasing we took in and ran under easy sail. At 4 o'clock P. M. the wind increases attended with squalls and rain. At sunset housed our lee guns. Took a close reef in our topsails.

Monday, Dec. 31, 1804. Gale of wind and heavy sea which continued until 12 o'clock at noon at which time the wind began to moderate. At 4 o'clock saw the Frigate *President* standing down to us before the wind. After we spoke her she hauled upon the wind and stood after us. The weather remained more calm the remaining part of the evening.

Tuesday, 4th. This morning commences with fresh breezes which increases and creates a heavy swell in the sea. The *President* in sight astern of us. Two o'clock P. M. squalls come on. We loose sight of the *President*.

Wednesday, 5th. This morning we discovered land which was a small island called Pantalaria. We found we were very short of provisions and we stood for Malta.

Thursday, 6th. This morning at daylight we discovered the island of Malta. We had a head wind which was very fresh. At 8 o'clock A. M. squalls began to come on. We beat towards the Harbour and at 6 o'clock P. M. anchored nearly opposite the *Mad-rass* Prison Ship. Here we were for the 5th time quarantined since leaving Malta in October. It appears by some of the arbitrary power which stimulates the English as much as virtue does the Americans, that they inflicted this imposition more for their own fancy than the Laws of their port or their Country.

Friday, 7 Dec., 1804. This morning the hands were called at 4 o'clock to holystone the decks, wind blowing very fresh. At one o'clock provisions came from the quarantine ground consisting of 4 bbls. of beef, 4 bbls. pork, 1 bbl. peas, 3 bbls. flour, 27 bbls. bread two of which were damaged and condemned, one ullaged tierce molasses 102 gallons, and one tierce of rice—687. There were two admirals out of employ came alongside which I thought more to

court popularity than to express their sorrow for our being quarantined. Served molasses, blue jackets and trousers, stockings, and pipe clay came off. A. Jacks grog stopped.

Saturday, 8th. This day the hands were employed getting water from the quarantine ground. There was a great parade this day on the east side of Malta, sacred to the memory of some saint which that society worshipped at which time they fired a salute of 100 guns from the forts and the church. At 3 o'clock P. M. the Commissary's boat came off with a small quantity of potatoes and at 4 o'clock our quarantine was out and we got products and hauled down the yellow flag. We expected to have gone to sea this evening but the wind would not permit.

Sunday, 9th Dec., 1804. This day commences with heavy rains which last all day with very little interruption. At half past 10 o'clock in the morning we weighed anchor and got underway. We went out of the harbour but were forced by head winds attended with a squall, to come to anchor about 2 o'clock P. M. At sunset we got ready for getting underway but the wind remaining in the old quarter prevented our proceeding.

Monday, 10th. This commences very cold, the wind directly into the harbour, which blew a gale. This rendered it impossible for us to go out of the harbour. At half past 10 o'clock A. M. we weighed anchor and went around into the mole astern of the *Madrass* and came to anchor again. The master of an English store ship (or Transport No. 24) came on board and took a boy, Michael Maginnis, from us. The boy had run away from the store ship and entered on board the U.S. Brig *Siren* from which place we received him. Hands employed ashore making rope. At 4 o'clock P. M. we took in several bags of potatoes which I was informed by Mr. Higgins's clerk, were for Commodore Barron, then in Syracuse which place it was expected we were next bound to.

Tuesday, Dec. 11. This morning commences very pleasant. At 8 o'clock A. M. weighed anchor and got underway. At 10 o'clock a breeze sprung up attended with squalls. We steered around to the westward until clear of the island, then S and by W. wind about W. and by N., the wind being quite stiff and considerable sea kept us wet fore and aft as we carried a press of sail, and as I found out we were going to Tripoli again.

Wednesday, 12th. This day the wind rather more fresh and more sea, we stood on our course until 4 o'clock P. M., when we saw the land from deck. At sunset we put about and stood off under easy sail.

Thursday, 13th. This morning commences hazy, standing for Tripoli with a light breeze. At 9 o'clock A. M. the Purser requested me to get up some slops and serve out which I did, consisting of blue jackets, blue trousers, flannel shirts, woolen stockings, shoes, etc. At 4 o'clock P. M. I pumped off molasses to serve out. Mr. Hunt told me to substitute potatoes for cheese and butter which would amount to one and a half pound per man. We as yet saw nothing of the Frigate *President* which we left off Tripoli when we went into Malta, nor neither could we discover the land this day. The day ends with pleasant weather.

Friday, Dec. 14, 1804. This day commences with pleasant weather with a stiff breeze. At 10 o'clock A. M. we discovered the land from our mast and at 12 o'clock were near in with it. We found ourselves near 40 miles to the eastward of the town of Tripoli. We then stood off and on beating to the westward, sometimes almost within gun shot of the land. Saw no sail this day although we expected to have seen the Frigate *President* together with another frigate and brig. to relieve us as our cruise was out.

Saturday, 15th. This morning cloudy and fresh breeze. We got up the cable and finished heaving on the

worming. This day the following men's grog stopped viz:—

F. TOP-MEN

STARBOARD WATCH	:	LARBOARD WATCH
Barnet Pray	:	Edw. Dafft
Lloyd Mitchell	:	James Irvine
Thomas Calcart	:	John Coffin
John Saints	:	Roswell Thomas
	:	Alex McKensey

MAIN TOP-MEN

Thos. Burke	:	Joseph Collins
James Curtis	:	John Pinny
John Crouth	:	Peter Hardenbrook
Peter Roberts	:	Francis Myers
John Saunders	:	Thomas Smith

This day ends with increasing winds.

Sunday, Dec. 16, 1804. This day commences with squalls and heavy sea which increases all this morning. We took a reef in our fore and main topsails and hauled down the jibb and hauled up our courses and set our fore topmast stay sail and fore and main topsails. Sent down our top gallant yards. At 12 o'clock at noon the gale increases. At 8 o'clock the gale increasing, we took a ballance reef in our fore and main topsails, standing off shore all this day. We saw no sail nor land this day. This evening Lt. Crane gave me orders to give all the topmen their grog.

Monday, 17th. This day gales of wind squalls and very high sea. Stood off shore until 11 o'clock P. M. at which time we discovered land. We then wore ship and stood off toward Tripoli. The Doctor sent orders for me to issue grog to all the sick which he had stopped.

Tuesday, 18th. This morning standing for Malta or Sicily. We discovered land about three points on our lee bow. Supposed to be the land we saw yesterday. We stood westward and northward all day,

very high wind and sea. The wind moderates a little at sunsetting. See no sail this day. Our provisions getting short. Eight men in the Doctor's list had their grog stopped.

Wednesday, Dec. 19, 1804. This morning commences with light winds and the sea less furious. At 8 o'clock made more sail and at 10 o'clock A. M. discovered land. The weather remains more mild. At 2 o'clock P. M. set our foresail and mainsail and shook the reefs out of our fore and main topsails and set the main staysail and jibb. By order of the Master Mr. Craiton we got up six bags of potatoes which we brought from Malta for the Frigate *President*, but not seeing her this length of time, they began to decay very fast, which was washed and the sound given to Captain Smith and the sick men on board, consisting of ten persons. Saw no sail this day.

Thursday, 20th. This morning very pleasant. After breakfast got up the remainder of the potatoes and washed them and spread them on the quarter deck to dry. At 12 o'clock noon squalls began to come on and we were obliged to put the potatoes in the bags before they were dry. They were ordered into the Bread room. I told Mr. Craiton, the Master, that they would spoil the bread. He replied he did not care a damn if they did. The clouds black and thick at sunset and frequent squalls. No sail in sight this day. Peter Roberts, James Bartram, Lewis Ballifora and John Lewis get their grog.

Friday, Dec. 21, 1804. This very thick air, little wind, and heavy sea which made the brig roll terribly. No sail nor land in sight this day. Standing for Tripoli. David Welch and Francis Myers get grog.

Saturday, 22nd. This day commences with pleasant weather. At 8 o'clock A. M. all hands were called to make sail which we did and stood for the Tripoli shore. No land or sail in sight this day.

Sunday, 23rd. Commences with fresh breeze and rough sea. Were at 8 o'clock A. M. standing to the south-

ward and westward for Tripoli. At 2 o'clock we discovered the land, and at 5 o'clock found it was considerable to the eastward of Tripoli. All hands were now called to about ship and we stood off shore, it being now calm and smooth sea. Saw no sail this day.

Monday, 24th. This day commences with pleasant weather and fresh breeze. We beat to the westward until 3 o'clock when we discovered the town of Tripoli. At 4 o'clock we put about and stood off shore. Saw no sail this day except what we saw in Tripoli. This being Christmas Eve they called the music for a short time. Alex Jacks and Levi McCabe got their grog.

Tuesday, Dec. 25, 1804. This morning commences with a gale of wind. We carried our fore sail until 9 o'clock A. M. but were obliged to take it in and take a double reef in our top sails. This day being Christmas there was but little work done. Kept it up man-of-war fashion. No sail appeared off the coast this day.

Wednesday, 26th. This day standing in for Tripoli. I went to the bread room at 9 o'clock A. M. to serve out bread, I unlocked and opened the door. At this instant I was caught by the nose by one of the most nauseous scents ever was. I immediately went on the quarter deck and informed Mr. Creighton the S. Master that the potatoes he ordered in the bread room were spoiled and I was fearful they had ruined the bread. He sent some hands to get the bags on deck and found not a fourth part good. The bread was much injured which when we came to examine, condemned 560 pounds, which left only enough for 3 days at half allowance. At noon I served the last of the spirits. Being in this situation and our cruise long out, Captain Smith thought best to go into port. We put about at 2 o'clock P. M. and made all sail. John Willers is made Master-at-Arms. No sail in sight this day.

Thursday, Dec. 27, 1804. This morning commences uncommon pleasant, the wind fair. We set all sail

possible still standing for port. At 12 o'clock noon found we had been going 6 knots, and at that time were going 7 knots—by observation 39 miles difference of Longitude between us and the south point of Malta, and sixty miles from the town of Malta. Stood on our course until sunset but saw no land. Saw no sail this day.

Friday, 28th. This day fair wind. We past through the channel which divides Malta from Gozza and arrived off the mouth of the harbour at 12 o'clock at noon, sent our boat into the harbour to see if our Commodore was there, but found he was not, but were informed he was in Syracuse dangerously ill. There were two American ships in Malta from Leghorn. At half past two P. M. we made all sail and stood for Syracuse, the wind directly abaft. Could not see the land at sunset. Saw one sail which appeared to be large. Night coming on we did not speak her.

Saturday, 29th. At ten o'clock A. M. came to anchor in Syracuse. Found there the Frigates *Essex*, *President*, *Constellation* and *Congress*. Were informed the Commodore was recovering. Received on board 2 bbls. of bread and 60 gall. spirits. At sun setting we weighed anchor and dropped astern of the *Essex* and moored.

Sunday, 30th Dec., 1804. Syracuse. At 11 o'clock A. M. received wood on board and ten barrels bread and 1 bbl. flour. Served knives and 1 pr. bandana hkfs. At sun set sent down Royal yards and Royal masts. N. B. The *Congress* sailed this day at 10 o'clock A. M. and her prize likewise which was said was to be restored.

Monday, 31st. This day calm all day. Stript the brig. Took off her tops, and the hands employed tarring and fixing the rigging. Mr. Hunt, the Purser, informed me that he should get fresh provision the next day, and not to serve out the salt provision.

January 1st., 1805, Tuesday.

Killed the hog which we brought from America.

- Wednesday, 2nd. This day hands employed on shore and on board fitting, rigging and spars, etc. John Jarrel went to the hospital. Officers on board to dine. Captain Smith's birthday. Received from George Dyson, Esqr. 108 lbs. fresh mutton.
- Thursday, 3rd. The U.S.S. *Nautilus* arrived and came to anchor at half past 7 o'clock P. M. This day received 119 lbs. fresh mutton from Esqr. Dyson. James P. Mix went on board the U.S. Frigate *President*.
- Friday, 4th. *Nautilus* sailed at 3 o'clock P. M.
- Saturday, 5th. One carpenter came on board from the Frigate *Essex*.
- Sunday, 6th. Received
 81 lbs. fresh beef) from the Agent.
 45 fresh mutton)
- Monday, Jan. 7, 1805. Heard a report of a Spanish War.
- Tuesday, 8th. Received 119 lbs. mutton from Mr. Dyson. Five carpenters came on board. Served the remaining Ullage pork 40 lbs., and 45 lbs. beef for the next days rations.
- Wednesday, 9th. Received 10 bbls. bread, 4 beef, 1 pork, 1 cask spirits, (a 60 gall. cask) I was unable to attend on deck this day, and the above was put below without my assistance.
- Thursday, 10th. This morning Levi McCabe served beef and flour. At 11 o'clock A. M. I went on deck, found I could attend to my duty although quite ill. I got the spirits up and Mr. Warrington ordered me to mix it. Lieut. Crane said I must serve to the people on board and take the remainder on shore to the arsenal where the people were to work, and serve them, which I did and returned immediately on board.
- Friday, 11th. I went on shore this morning and received 119 lbs. mutton from the Agent. Two thirds of the ships company ashore, the remainder painting on board. At night the men ashore went on board the *President* and remained all night.

Saturday, 12th. Syracuse. This morning I served pork to ships company, cabin and ward room.

Sunday, 13th. Went to the Agents and received 157½ lbs. fresh mutton which I receipted for men on board the *President* all day.

Monday, 14th. Served salt pork.

Tuesday, 15th. I went in shore this morning to the Navy Agents and brought off 1 qr. beef . 90 lbs.
1 mutton 37 lbs.

127 lbs.

which I served to the cabin, wardroom, and ship's company. At 6 o'clock P. M. Mr. Hunt informed me that he was going on board the *Constellation*. He gave me a letter of directions to Geo. Dyson Esqr. to get on board any provisions that should be wanting. Received 38½ gallons spirits from the Agent. Two Turks sent ashore to the prison.

Wednesday, 16th. This morning I served beef in lieu of pork. At 6 o'clock A. M. the *Constellation* got underway bound as I was informed, to Malta. Pleasant.

Thursday, 17th. This morning all hands came on board from the *President*. I served beef and flour. Mr. Crane the First Lieutenant sent for me in the ward room and told me to pump off 8½ galls. spirits which I did and charged to the gun room mess according to his orders. Captain Smith came on board and ordered F. Gleason to receive 14 lashes on the naked back and then put in irons for taking from J. Irvine's bag 1 pair trousers and offering them for sale on shore.

Friday, Jan. 18, 1805. Harbour of Syracuse. This morning rainy and blowing a gale of wind. I went ashore to the Agents and took 120 lbs. beef and receipted for the same, returned on board in the launch and served the fresh beef to g. room, cabin and ship's company.

Saturday, Jan. 19. Pleasant weather. All hands ordered to bend sail. I served beef in lieu of pork. I reported to Lt. Crane that there was no bread or

pork on board. He informed me that I might go on shore and get some from the Agents. I went immediately on shore to Esqr. Dyson and gave the letter which Mr. Hunt left with me, to the clerk, he told me that there was no pork and overhauled one store room and found none. I took two bbls. bread and 1 bbl. beef and reported to Lt. Crane the proceedings when I came aboard.

Sunday, 20th. This morning I received from Geo. Dyson Esqr. 129 lbs. fresh beef. Company on board. I went on shore with our Boatswain and the boatswain and gunner of the *President* and went in the country to caves and subterraneous passages.

Monday, Jan. 21, 1805. Harbour of Syracuse. This morning commences with rain and blowing a gale of wind. I received instructions from Captain Smith to go on shore and have six weeks provisions ready for coming immediately on board. I went to Mr. Dyson's and got them ready but the wind blowing still fresher I was unable to get a boat to go off to the brig at any price. At 1 o'clock P. M. Lieut. Crane sent the *President's* launch on shore for the provisions— and brought off:

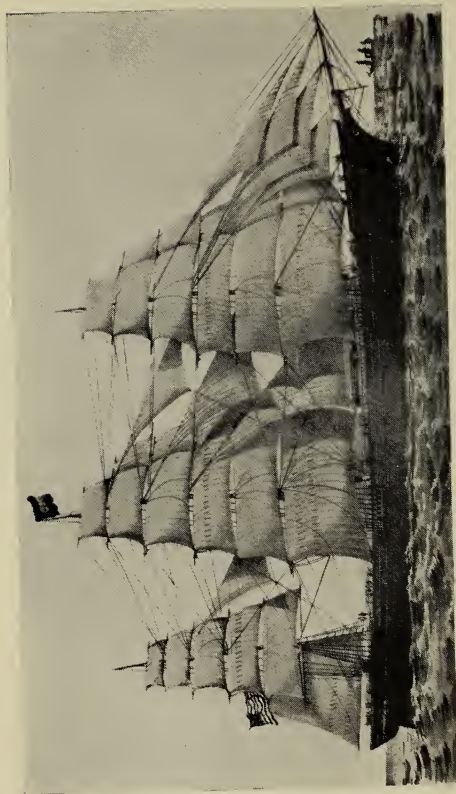
30 bbls. bread
 12 “ beef
 6 “ flour
 4 sacks peas
 1 tierce molasses 29 gallons

Tuesday, 22nd. 20 bbls. bread, 12 bbls. pork, 4 sacks peas, 36½ gals. rum, 1 box mould candles, 162 lbs. peat. Received also 50 lbs. beef, 71 lbs. mutton. Served pork this day for the 23rd.

Wednesday, 23rd. This day watering ship. I gave the Master Mr. Creighton a list of the provisions which I received from the Agent, as also Mr. Lyon the Captain's clerk. William Hebron came on board. At 3 o'clock arrived an English schooner from ———. Served beef and flour.

Thursday, 24th. I served bread for 4 days. Bent the topsails and finished watering.

(To be continued.)



"GREAT REPUBLIC," AS REBUILT AND RE-RIGGED WITH THREE MASTS, ABOUT 1862

From a lithograph in the Bradlee collection

THE SHIP "GREAT REPUBLIC" AND
DONALD McKAY, HER BUILDER.

BY FRANCIS B. C. BRADLEE.

(Continued from Vol. LXIII, page 216.)

"To the west, down the hill, lay the great ship yards, where from the stocks arose and took shape, under his skillful oversight, the magnificent creations of his brain and hand. Donald McKay was not only a great builder, but in addition a great designer, spar maker and rigger.

"Fate led Donald McKay to settle and live for nearly half his life where he could look westward across the heights of Bunker Hill where his grandfather, also Donald, an officer in a Scottish Regiment, a great hater of the Yankee Rebels, fought against the New England farmers in that immortal battle of June 17, 1775.

"The name Donald McKay can be traced to the 15th century. Donald of Tain, Rosshire, Scotland, settled at Shelburne, N. S., after the American Revolution was over, and there five children were born to him. Hugh, his eldest son, married Ann McPherson, a native of Shelburne, and their union was blessed with 16 sons and daughters. Of these, the second child and first son was Donald, born Sept. 6, 1810.

"Lauchlan McKay, one of his brothers, will be remembered as one of the best known captains of clippers, joint in command with Captain Forbes aboard the 'Lightning' when she made her famous passage across the Atlantic from Boston to Liverpool of 13 days, 19½ hours. On this voyage she logged 436 miles in one 24 hours which entitles the 'Lightning' to the proud distinction of being the swiftest ship that ever sailed the seas.

"As a boy Donald McKay lived on a farm, was fond of hunting, and with the sea close at hand spent a good share of his time playing about the local yards and on the water. With his brother Lauchlan he built a small fishing boat while both were in their teens.

"At the age of 22, after trying his powers in a yard at Shelburne, Donald McKay sought New York as a

wider sphere of action. There he obtained employment at the ship yard of Isaac Webb, and in this good school quickly mastered the profession. He turned eastward again at the age of 30, when he was ready to launch out as a master builder.

"At first working under John Currier, Jr., a leading ship builder of Newburyport, he finished in 1840 the ship 'Delia Walker' of 427 tons. This vessel was owned by Dennis Condry who, when visiting his ships from time to time, was impressed by Donald McKay's superior mechanical ability and energetic manner of handling men. In 1841 he became a partner in the firm of Currier and McKay and the bark 'Mary Broughton,' 323 tons, was built by them during this year, followed in 1842 by the ships 'Currier,' 380 tons, and 'Ashburton,' 449 tons.

"The firm then dissolved, the models and molds being equally divided—according to Capt. Arthur Clark, with a saw. The little ship 'Courier' was the first ship designed by Donald McKay. Employed in the Rio coffee trade she proved a wonder for speed.

"The following year Donald McKay was a member of the firm of McKay and Pickett, and the New York packet ships 'St. George,' 845 tons, and 'John R. Skiddy,' 930 tons, were built by them on the banks of the Merrimac.

"In 1844 Enoch Train, a Boston merchant in the South American and Baltic trade, decided that his city must have a line of Liverpool sailing packets. He heard such praise of the young master builder of Newburyport that he gave him a contract for his first packet.

"When he saw the 'Joshua Bates,' this pioneer ship of his new line, glide gracefully into the Merrimac, Enoch Train recognized the genius of the builder. At his persuasion, and backed by his financial influence, McKay established a new ship-yard at East Boston.

"In the eight years from 1845 to 1853, Donald McKay built 49 large vessels, all famous for their beauty and speed. The eighteenth, 'Stag-Hound,' his first real clipper, launched in a bitterly cold December afternoon in 1850, was a ship whose sharp bow, graceful sheer line, and long, narrow body made her the pioneer of her class.

“Before many months passed, the head of the New York firm of Grinnell, Minturn & Co., visited McKay’s yard, and took a fancy to a ship that was on the stocks. He offered double the contract price to the owner, who could not afford to refuse. It was a good bargain for Grinnell and Minturn, for this was the ‘Flying Cloud.’

“Faster clippers and larger clippers were built by McKay, but for perfection and beauty of design, weatherliness and consistent speed under every condition, neither he nor anyone else surpassed the ‘Flying Cloud.’ She was the fastest vessel on long voyages that ever sailed under the American flag.

“Her dimensions were 229 feet in length on deck, 40 feet 8 inches breadth, and 21 feet 6 inches depth; registered tonnage, 1,783. Capt. Josiah Perkins Cressy, of Marblehead, 37 years old but 14 years a shipmaster, was her commander. On her maiden voyage, in the summer of 1851, the ‘Flying Cloud’ made a day’s run of 374 miles, logged 1,256 miles in four consecutive days, and arrived at San Francisco 89 days out of New York. This run was only twice equalled—by herself in 1854 and by the ‘Andrew Jackson,’ in 1860.

“That same year, 1851, Donald McKay built two other clippers, the ‘Flying Fish,’ almost as famous as the ‘Flying Cloud,’ and the ‘Staffordshire,’ and in 1852 the ‘Sovereign of the Seas,’ the ‘Bald Eagle,’ and the ‘Westward Ho.’ In 1853 his yard turned out the clippers, ‘Empress of the Seas,’ the ‘Romance of the Seas,’ and the ‘Great Republic,’ the latter the darling of Donald McKay’s heart.

“This was the last year of the McKay American clipper ships though he built in 1854 and 1855 six clippers for the English firm of James Baines & Co., engaged in the Australian trade.

“The records show conclusively Donald McKay’s supremacy. Only 22 passages from an Atlantic port around Cape Horn to San Francisco in less than 100 days are on record. Of these seven were made by McKay’s ships: ‘Flying Cloud’ and ‘Flying Fish,’ two each; ‘Great Republic,’ ‘Romance of the Seas,’ and ‘Glory of the Seas.’

Only two other builders, Samuel Hall of Boston, with the 'John Gilpin' and the 'Surprise,' and Westervelt of New York, have even two voyages in this honor list.

"In 1855, besides the ship Donald McKay built for the English firm, he launched for American owners the three medium clippers, 'Defender,' 'Amos Lawrence' and 'Abbott Lawrence.' The following year there were built at his yard the four medium clippers, 'Minnehaha,' 'Baltic,' 'Adriatic,' and 'Mastiff,' and the bark 'Henry Hill.'

"Owing to financial depression during the four years prior to the Civil War, McKay built only one ship, 'Alhambra,' in 1857. In the course of the war, McKay constructed for the navy the iron gun-boat 'Ashuelot,' the iron-clad monitor 'Nausett,' and, in 1874, the sloop of war 'Adams.'

"With the majority of the commerce of the world after the Civil War carried in British bottoms, there was very little activity at Donald McKay's East Boston yard, though the 'Helen Morris' and the second 'Sovereign of the Seas' were launched in 1868, and the 'Glory of the Seas' in 1869. In 1877 McKay retired to his farm at Hamilton, where he died September 20, 1880, in the 71st year of his age."

In the spring of 1855 the Massachusetts Legislature incorporated Donald McKay, George B. Upton, Enoch Train, Andrew T. Hall, and James M. Beebe, under the name of the Boston and European S. S. Co., with a capital of \$500,000, "for the purpose of navigating the ocean by steam." The plan was to build "a splendid line of Atlantic steamers, rivaling in every respect the Collins line of New York," and Milford Haven was thought of as the terminal port in Great Britain. It was felt that there should be an American line of steamers at this port, under full control here. A public meeting was held at the Exchange, July 12, in the interest of the proposed line; Mr. George B. Upton presided, and Messrs. Vernon H. Brown and Henry N. Hooper were the secretaries. A model of a paddle-wheel steamer, to be called the "Cradle of Liberty," was shown by Mr. McKay, which



MODEL OF STEAMER TO HAVE BEEN BUILT BY DONALD MCKAY AT BOSTON IN 1855,
FOR A PROPOSED BOSTON-EUROPEAN LINE

She was to have crossed the ocean in six days and to have been called "Cradle of Liberty."

From the Bradlee collection

was to cross the Atlantic in six days. Stirring speeches were made by Messrs. George R. Sampson, E. Hasket Derby, and Enoch Train.

Mr. Train's remarks are interesting now, as showing that as late as 1855, although the Inman line screw steamers had been running to Philadelphia or New York for four or five years, and the Cunard Company had built some iron propellers—cargo and emigrant steamers—which made occasional passages to Boston, the wooden paddle steamship still held its own, and the sailing packets had hardly begun to feel the competition of steam.

"It had been thought," said Mr. Train, who was a public-spirited citizen and a generous-hearted man, "that he would oppose the line, as antagonistic to his own (the 'White Diamond' Boston-Liverpool packets). He should do no such thing. There is a vast difference," he added, "between steam and sailing vessels, and steam would not interfere with his regular business,—the transportation of coarse and weighty commodities, and passengers who could not afford the luxury of a steam passage. He would, instead of opposing the proposed line, lend it the strength of his right arm." Resolutions were adopted, and a large committee was appointed, but the matter went no further.

Donald McKay never fully recovered from the losses sustained when the "Great Republic" was burned. In 1856 he became financially embarrassed. *Ballou's Pictorial Weekly*, in its issue of January 31, 1857, said: "We learn with pleasure that Mr. McKay is likely to recover from his late pecuniary embarrassments, his creditors, having the fullest confidence in his integrity and ability, have generously granted him every facility for resuming his business."

Soon after the famous panic of 1857 came upon the country, bringing ruin to many merchants and ship-owners. Probably no branch of our industry felt the depression more than shipping, which accounts for the very few vessels built by Donald McKay from 1856 until the breaking out of the Civil War.

In 1859 Donald McKay became financially connected with a company that was to operate steamers between

Boston and New Orleans. The only way open to Boston trade below Baltimore at that time was by sailing vessel direct, or through the port of New York for passengers and freight by steamships to all points on the coast. In March, 1860, the Union S. S. Co. was organized, with a capital of \$700,000; the incorporators were: Donald McKay, James W. Converse, Isaac Rich, John B. Alley, Daniel Lewis and Lee Claffin.

Two fine iron steamers, the "Mississippi" and the "Merrimack," each measuring about 2,000 tons, were built for this line by Harrison Loring at South Boston. The "Mississippi" had made but one or two trips when the Civil War put an end to the enterprise. At this time Donald McKay's yard was not equipped to build iron vessels, and the construction of the two before-mentioned steamers, as well as the progress of iron shipbuilding, may have induced him to later enter this branch of the business.

During the war there were built for the government, at the McKay yard, the iron monitors "Nausett" and "Squando" in 1863, and the iron gunboat "Ashuelot" in the same year. The latter contracts were not profitable to Mr. McKay, for payment on them was held up, nor did the builder obtain satisfaction during his lifetime. Nathaniel McKay (Donald McKay's brother and partner), after years of effort obtained a special act of Congress during Mr. Cleveland's first administration, to pay for these men-of-war, but when the bill reached the President he vetoed it. In order to keep up to the times, Donald McKay, during the Civil War, changed his yard over so that he could now build iron ships, marine engines, etc. The business was carried on under the name of McKay and Aldus.

At this yard were built in 1863, as a private venture, several wooden steamers—the "General Hooker," "General N. P. Banks," "Charles W. Thomas," "Edward Everett," etc. Most of them were sold to the government for transports during the war. In 1866, Mr. McKay also constructed the wooden paddle-wheel steamers "La Portena," for the Cuban coastwise traffic, and "La Orientale,"

for Capt. William T. Savory of Salem, who intended to run her in the South American coast trade. On one occasion Mr. McKay told the late Capt. George L. Norton that the building of the latter vessel had caused him nearly as much trouble as all his others put together.

Besides shipbuilding Mr. McKay took up the construction of railroad locomotives; turning out several fine ones for the old Eastern R. R. (of Massachusetts), the Fitchburg R. R., the Little Rock & Fort Smith R. R. of Arkansas, and others. The order from the latter corporation, it is said, turned out badly, for they became bankrupt and paid little, if anything, for their locomotives. The present writer remembers a locomotive, the "George Peabody," built by McKay & Aldus in 1866 for the old Eastern R. R. (now a part of the Boston & Maine system) in active service when nearly forty years old, which bears witness to the excellence of its construction.

In 1869 Donald McKay launched his last, and in some respects one of the best known of his famous sailing ships, the "Glory of the Seas," measuring 2,100 tons, and owned by J. Henry Sears and Co. of Boston. This vessel was in active use until about 1923, when an effort was made by some prominent New Englanders to buy and preserve her in Boston as a floating marine museum and permanent memorial to Donald McKay. When this project fell through, the "Glory of the Seas" was sold to a junk dealer on the Pacific Coast (where she had long been owned) who burned her for her copper bolts and other valuable material.

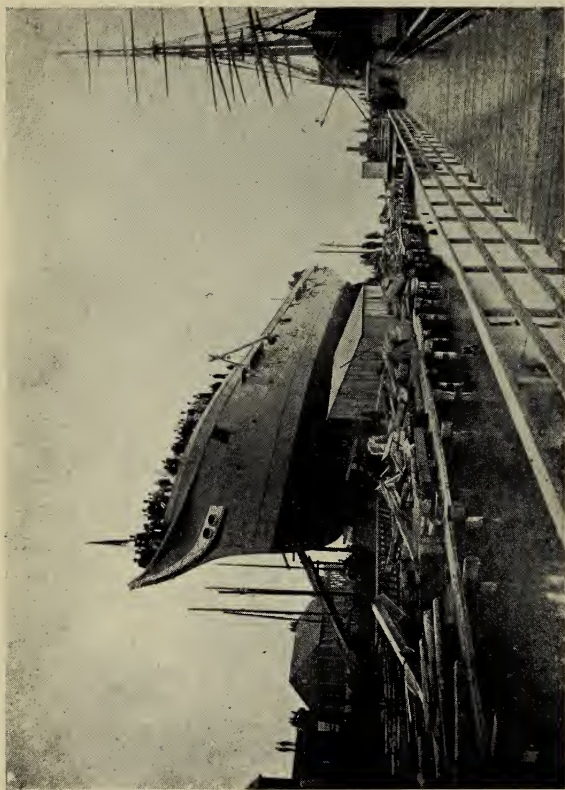
One of the last long voyages made by the "Glory of the Seas" was in 1910, when she arrived at New York from Seattle via Cape Horn. This was her fourteenth trip around Cape Horn; she had rounded the Cape of Good Hope eleven times, and had circumnavigated the globe six times. Although she was, in 1910, forty-one years old, the "Glory of the Seas" timbers were found to be as sound as on the day she was launched (another tribute to her builder's memory), and when she was dry-docked great interest was aroused in maritime circles, many prominent shipbuilders inspecting her throughout.

Her main yard was then a single stick of Oregon pine, 96 feet long and 76 inches in circumference in the centre. The "Glory of the Seas" had then been recently purchased by Captain W. J. McDonnell from the Barnescu-Hibbard Co. of San Francisco.

In 1869 the firm of McKay & Aldus sold out to the Atlantic Works, a corporation still in active business, and the following account of the old firm is reproduced from the *Boston Post* of October 29, 1869:

"McKay & Aldus's immense Iron Works, so long established at East Boston, have now passed into the hands of the proprietors of the Atlantic Works. The senior partner of the firm that has contributed so largely to the prosperity both of Boston and East Boston, Mr. Nathaniel McKay, takes from the first of January next the management and conduct of the great Iron Works in Jersey City, and that locality will henceforth reap the benefits of his untiring energy and the complete and practical knowledge that has made him so eminent in his vocation. To show the prodigious industry of McKay & Aldus, it is sufficient to mention that besides other constant and regular work they have built one hundred locomotives, fourteen large steamships, mostly on New York account, monitors for Government use during the war, hundreds and hundreds of boilers, machinery in part and entire, and executed a vast quantity of contracts for labor in their specialty—all of which drew an aggregate of millions of dollars yearly from every part of the country, to be disbursed here in wages, payments of rents, purchases, investments, taxes, and in the manifold ways in which money filtered through one thousand and more families, circulates to the benefit of the community.

"Mr. McKay's vigilance and energy, as well as his executive capacity, have been so strikingly demonstrated that anything more than a simple reminder is now needless. He has obtained by personal exertions contracts from individuals and corporations throughout the Union, and has justified the judgment in his favor by meritorious fulfilment. He has given an enviable character to the works by skill and excellence in execution, and has



LAUNCH OF THE U. S. SLOOP-OF-WAR "ADAMS," FROM THE YARD OF THE ATLANTIC WORKS, BOSTON, 1874

The last vessel built by Donald McKay
From the Bradlee collection

made East Boston famous on land and water by a thoroughness and fidelity that rendered his manufacture a valued one on nearly every railroad in the United States. In the employment of large bodies of men he has benefited hundreds of families, advanced the prosperity and marvelous thrift of East Boston, and in his successful season dispensed a judicious charity that cannot be too highly praised, and it is also kept in grateful remembrance. In his departure we are deprived of an example of enterprise and of productive and well-organized work that is not so commonly presented as to reconcile us to his loss. To the workingmen his presence was most directly beneficial, until overwhelmed by reverses which no ability could avert. The encouragement to skilled labor the firm was able to offer, and the emulative character infused into the whole establishment, were benefits valuable in other senses than a pecuniary one merely. Massachusetts cannot suffer the transfer of such vast workshops as McKay & Aldus kept in operation to other States. In their unceasing fires is one basis of the wealth and importance of the Commonwealth; when they are quenched our industrial pride is gone, and the 'bone and sinew' which so largely supports our claims to the foremost rank of progressive States, will seek other scenes of activity. The breaking up of a laboratory of such magnitude, and the removal to other cities of its promoters and managers, is a matter of the deepest solicitude. It leads to inquiries as to the causes, and awakens regrets that undue severity may, perhaps, have contributed to the dissolution of a firm upon whose honorable character there is no reproach whatever."

After 1869 Donald McKay practically retired from business, the only vessels he built after this date were the hulls of the steam sloop-of-war "Adams" (second of the name) and the sloop-of-war "Essex" (also second of the name) for the United States Navy. The former was built under contract in the yard of the Atlantic Works at East Boston, and the latter he constructed at the Portsmouth Navy Yard. The "Adams" was launched on the morning of October 24, 1874, and was then towed to the

Charlestown Navy Yard to receive her machinery, which was not completed until 1876. She measured 615 tons (1,375 tons displacement), 185 feet long, 35 feet beam, and carried a battery of six guns. The "Adams" and the "Essex" were among the last, if not the last wooden men-of-war constructed for the Navy.

In 1877 Donald McKay retired to his farm in Hamilton, Massachusetts, where he died September 20, 1880, aged seventy-one years. The *Boston Traveller* published the following obituary of him in its issue of September 21, 1880:

"DEATH OF MR. DONALD MCKAY.

"This eminent shipbuilder was struck down by paralysis about the 17th of July, and since then has suffered much with a variety of other diseases, including consumption. He died at his residence in Hamilton, Mass., on the 20th inst., aged 70 years and 18 days. His grandfather was a Scotch Highlander, who settled in Nova Scotia and raised a numerous family. The father of the deceased settled in Shelburne, N. S., and was engaged in farming. He, too, had a family of eighteen children, and was a man of great physical strength and of commanding presence, being 6 feet 4 inches high and well proportioned. The deceased came to New York at an early age, and worked in Brooklyn Navy Yard, where he attracted the notice of Mr. Bell for his mechanical skill. Subsequently he removed to Newburyport and commenced business on his own account. After building several first-class ships for New York merchants, he attracted the notice of the late Enoch Train, who employed him to build the ship 'Joshua Bates,' the pioneer of his line of Liverpool packets. At Mr. Train's suggestion he removed to East Boston, and here his career as a shipbuilder became famous the world over. He built for Mr. Train, among others, the 'Washington Irving,' 'Daniel Webster,' 'Ocean Monarch,' 'Anglo-Saxon,' 'Star of Empire,' and 'Staffordshire.'

"When gold was discovered in California, he built for that trade the clippers 'Staghound' of 1,550 tons, the

'Flying Cloud' of 1,700 tons, the 'Flying Fish' of 1,600 tons, the 'Sovereign of the Seas' of 2,400 tons, the 'Bald Eagle' of 1,600 tons, the 'Empress of the Sea' of 2,250 tons, the 'Westward Ho' of 1,700 tons, and many others, all remarkable for their beauty, strength and speed. He also built for James Baines & Co., of Liverpool, for the Australian trade, the 'Champion of the Seas,' the 'James Baines,' the 'Lightning,' the 'Donald McKay,' and many others. The 'Flying Cloud' made the passage from New York to San Francisco in 89 days, and the 'Lightning' the passage from Melbourne to Liverpool in 63 days. But his masterpiece was the ship 'Great Republic,' of 4,000 tons register, with four decks and four masts. While laden alongside of the wharf at New York, bound for Liverpool, she was partly burned, and those who purchased her wreck cut off the upper deck. During the Crimean war she was employed as a transport by the French government, and was unequalled for speed, even by steamers, when she had a wholesail leading wind. Mr. McKay built a monitor and several iron vessels for the Government. His last great merchant ship was the 'Glory of the Seas,' which is still running, and is one of the finest vessels in the world. He also built for the Government the sloop-of-war 'Adams,' and superintended the fitting out of several other vessels belonging to the navy. In all, Mr. McKay built over 120 sail, including vessels of all classes, from the 'Great Republic' of 4,000 tons down to clipper oyster schooners of 100 tons and less. He was a natural mechanic, and had the rare art of imparting beauty as well as other qualities to every vessel he designed, no matter whether she was full modeled or clipperly.

"In his season of prosperity he brought all his family around him and helped his brothers liberally. He was twice married, and leaves a widow and many children to cherish his memory. In religion he was a Methodist, and throughout his life was exemplary in all his habits. He was born on the 2d of September, 1810, and died at 2 P. M. on the 20th of September, 1880.

"As a scientific mechanic he was the equal of Eckford,

the builder of the U. S. line-of-battleship 'Ohio,' in genius, and his superior in constructive ability. Like many other great artists, he always seemed deep in thought, and most of his thoughts were of the world of waters and the best way to meet its ever varying dangers.

"His remains will be interred at Newburyport, where his first wife and several children are buried.

"The funeral services will take place on Wednesday at his residence in Hamilton, at 1.45 P. M."

Extract from the remarks of Senator Hoar before the Court of Probate, Boston, Mass., October 2, 1895, in a case by which Nathaniel McKay was contesting his brother's will:

"I can remember very well the time when the names of the great shipbuilders, Donald and Lauchlan McKay and their brothers, were famous all round the world. They were building or commanding the marvelous clipper ships for which the shipyards of New England were unrivaled. It was a contest which enlisted the feeling and the pride of the whole people of the country. There was no boy's play of yacht racing in those days. The strife was between nations and the prize was the commerce of the world.

"It was the time when California, Australia and Oregon were first opening to trade. The merchant who could get the fastest ship had the market for the fruits of the Mediterranean, for the rugs of Smyrna, for the silks of India and the teas of China, and supplied the new States, of which the Anglo-Saxon race was then laying the foundations. It was the time when California and Australia and Oregon were first opening to trade, and it was the ships of this McKay family, of Donald and Lauchlan and their kindred, that carried off the prize in every contest. . . . The flag of the United States was a flower that adorned every port and blossomed on every soil the world over.

"When the solid men of Boston got together in Faneuil Hall, and Webster or Everett wanted to bring down the house, all that was needed was to allude to Donald McKay, or to speak of the 'Defender,' or the 'Daniel Web-

LAUNCH
OF
U. S. Sloop of War.

DONALD MCKAY'S COMPLIMENTS

Launch October 24, at 10.30 A. M.

ATLANTIC WHARF, EAST BOSTON.

Reception at House,
White Street, East Boston.

INVITATION TO THE LAUNCH OF THE "ADAMS," 1874

From the Bradlee collection

ster' or the 'Sovereign of the Seas.' If your honor would like to learn something of what, if Governor Long and Mr. Morse were not here, I should say were two lost arts, oratory and shipbuilding, which were once the glory of Boston, I wish you would read Mr. Everett's speech at the house of Donald McKay when the 'Defender,' which he launched and which I think Lauchlan McKay commanded, was launched in 1855, at East Boston. Mr. Everett said:

"Our host is building eighty-two ships such as we have seen today. No one else has done more to improve the commercial marine of this country. There is no port however distant where a ship built by Donald McKay will not stand A-1. Yes, sir; and if there were any letter coming before A, or any figure standing higher than 1, a vessel of Donald McKay's would be indicated by that letter and by that figure.'

"Mr. Everett states further that one of the distinguished guests present had first heard the name of McKay at Windsor Castle, and alluded to the fitness of things that he should first have heard of the McKays, the sea-kings of the United States, at the residence of the British monarchs.

"They kept up with the age. They had their faults. Donald had his, and Lauchlan his, and Nat has his. But they built the monitors. They built the first locomotive that went over the plains. They inspired the muse of Longfellow, whose most famous single poem was written in their honor, and now is possessed in manuscript, I believe, by one of the family."

"Boston, May 25, 1888.

"PETITION.

"To the Honorable Members of the Senate and House of Representatives of the United States:

"We, the undersigned, citizens of the United States, most respectfully petition herewith your honorable bodies to pass the bill for the relief of Nathaniel McKay and the executors of Donald McKay, which grants them the privilege of having their claims against the United States

Government adjudicated in the United States Court of Claims.

"J. Q. A. Brackett.	John Cummings.
Henry M. Whitney.	Asa Potter.
Eben D. Jordan.	J. N. Balch.
Robt. G. Bradley.	T. E. Moseley & Co.
Geo. S. Merrill.	Mullin & Brown.
Cushing & Bliss.	C. W. Thompson & Co.
Keeler & Gwin.	S. S. Pierce & Co.
A. P. Martin.	W. H. Kennard.
Wm. E. Parmenter.	Martin L. Hall & Co.
Stowe, Bills & Hawley.	Chas. Merritt & Co.
A. L. Coolidge.	Thomas White & Co.
W. Claffin, Coburn & Co.	George D. Colburn.
Colburn, Fuller & Co.	Davis, Cummings & Co.
Potter, White & Bayley.	E. & A. N. Batchelder & Co."

Capt. Arthur H. Clark, in his "Clipper Ship Era," says of Donald McKay:

"Mr. McKay was of a generous nature, and liberally rewarded the men who assisted him, and he was ever ready to lend a helping hand to those less fortunate than himself. Soon after he began to prosper he sent for his parents and made a new home for them at East Boston, and their comfort and happiness were always his care and greatest pleasure. In his later years he endured misfortune and ingratitude with the same sturdy sweetness and equanimity that he had shown in the days when fortune smiled."

A committee has been formed, who are now raising funds to erect a permanent memorial to Donald McKay, to be placed within the limits of the city of Boston. Besides this, the High School in East Boston bears the name of this famous shipbuilder.

NOTE.—The writer of the pamphlet on the "Great Republic" was erroneously given on page 196 as Donald McLean, instead of Duncan McLean. Mr. McLean was for many years marine reporter for the Boston Traveller.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

FROM THE ORIGINAL IN THE CANADIAN ARCHIVES AT OTTAWA.

(Continued from Vol. LXIII, page 232.)

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Josh Southwick private	Plattsburgh 6th Sepr.	Oct ^r 5th	Salem	35	6' 0", stout, visage oval light, hair light, eyes grey.	Discharged Oct ^r . 8th.
Geoe Whitten private	Williamsburg 11th Nov.	do.	Mass.	23	5' 8", thin, visage long dark, hair black, eyes blue.	do.
Elijah Woolworth private	do.	do.	Mass.	23	5' 10", thin, visage long dark, hair black, eyes blue.	do.
Peter Menard private	do. 3rd Augt	do.	Mass.	26	5' 6", stout, visage round dark, hair black, eyes blue.	do.
Ira Smith Sergt.	Fort Erie 4th Augt	Oct ^r 23rd	Mass.	29	5' 11", stout, visage oval dark, hair black, eyes blue.	do.
Saml Taylor private	do. 12th Augt	do.	Mass.	24	5' 10", stout, visage oval fair, hair light, eyes grey, lost his left arm.	do.
H ^y Smith private	Isle of Noine 19th Sepr	do.	Mass.	28	5' 7", stout, visage oval dark, hair black, eyes blue.	do.
Thos Smith private	Sander Lane 25th July	do.	Mass.	41	5' 5", stout, visage oval dark, hair black, eyes blue.	do.
Thos Wiley private	French Mills 20th Feby	do.	Mass.	36	5' 8", stout, visage oval fair, hair light, eyes grey.	do.
Worthy L. Churchill Lt. Col.	Fort Erie 17th Sepr	Oct ^r 28th	Mass.	30	6' 0", thin, visage long D. B., hair D. B. & bald, eyes blue.	do. Nov ^r . 10th.
Oliver Wilcox 2nd. M.	do.	do.	Mass.	42	5' 9", thin, visage long dark, hair black, eyes blue.	do.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Jesse Church Lieut.	Fort Erie 17th Sepr.	Oct ^r 28th	Mass.	32	5' 10", stout, visage long brown, hair brown, eyes blue.	Discharged Nov ^r 10th.
Jas Case Lieut.	do.	do.	Mass.	35	5' 9", thin, visage long fair, hair light, eyes grey, scar on left arm.	do.
Josh Clark Ensign	do.	do.	Mass.	30	5' 11", stout, visage long fair, hair light, eyes grey.	do.
Jno Felton boatswain	Lake Huron 6th Sepr	do.	Mass.	25	5' 7", stout, visage oval fair, hair light, eyes grey.	do. Nov ^r 7th.
Saml Williams seaman	do.	Nov. 1st	Mass.	31	5' 10", stout, visage long dark, hair black, eyes blue, scar on chin.	do.
Thos Reade seaman	do.	do.	Boston	24	5' 8", thin, visage oval D. B., hair D. B., eyes D. B.	do.
Nathl Stanford seaman	do.	Nov. 1st	Mass.	20	5' 6", stout, visage round fresh, hair light, eyes grey.	do.
Rufus Orcutt Sergt.	Fort Erie 17th Sepr	do.	Mass.	22	5' 11", stout, visage oval dark, hair black, eyes blue.	do.
Peter Timson Corpl.	do.	do.	Mass.	27	5' 10", stout, visage long dark, hair black, eyes blue.	do.
Jno T. Coalbath Sergt.	do.	do.	Mass.	29	5' 10", stout, visage long ruddy, hair light, eyes grey.	do.
Jno Baptise private	do.	do.	Mass.	21	5' 5", stout, visage round dark, hair black, eyes blue.	do.
Pearce Bowen Corpl.	do.	do.	Mass.	26	5' 6½", thin, visage long dark B., hair D. B., eyes blue.	do.
Lloyd Baker private	do.	do.	Mass.	19	5' 9", stout, visage oval D. B., hair D. B., eyes blue.	do.

Thos Patterson private	do.	do.	Mass.	21	5' 7", stout, visage long fair, hair light, eyes grey.	do.	Novr. 8th.
Israel Estly private	do.	do.	Mass.	32	6' 0", stout, visage oval D. B., hair D. B., eyes grey.	do.	do.
Thos Northup private	do.	do.	Mass.	22	5' 10", stout, visage long dark, hair black, eyes blue, scar on forehead.	do.	do.
Step ^a Ginning private	do.	do.	Mass.	20	5' 6", thin, visage long brown, hair brown, eyes blue.	do.	do.
Abram Butterfield private	do.	do.	Mass.	22	5' 8", stout, oval fair "visage," hair red, eyes grey.	do.	do.
Chas Edy private	do.	do.	Mass.	22	6' 0", stout, visage long dark, hair black, eyes blue.	do.	do.
Oliver Campbell private	do.	do.	Mass.	28	5' 9", stout, visage oval dark, hair black, eyes blue.	do.	do.
Abel Wallace private	do.	do.	Mass.	40	5' 10", stout, visage long brown, hair brown, eyes blue, toe off left foot.	do.	do.
Saml F. Tubbs private	do.	do.	Mass.	44	5' 8", stout, visage long brown, hair brown, eyes blue, scar on right leg.	do.	do.
Jno Herley private	Lake Erie 17th Sepr	do.	Novr 1st Boston	22	5' 8", stout, visage long dark, hair black, eyes blue.	Discharged Novr. 8th.	
Hiram Higgins private	do.	do.	Mass.	31	5' 9", stout, visage long fair, hair light, eyes grey.	do.	do.
Enoch Wheeler Corpl.	do.	do.	Mass.	23	5' 8", stout, visage long dark, hair black, eyes blue.	do.	do.
Jno Dalrymple private	Fort Erie	do.	Mass.	22	5' 9", thin, visage long fair, hair light, eyes grey.	do.	do.
Hv Rhodes private	do.	do.	Mass.	24	5' 10", stout, visage oval brown, hair brown, eyes blue.	do.	do.
Joel Dunn Sergt.	do.	do.	Mass.	27	5' 10", stout, visage oval dark, hair black, eyes blue.	do.	do.

PRISONERS OF WAR FROM MASSACHUSETTS, 1812-15.

<i>Name & rank</i>	<i>Where & when taken</i>	<i>In custody at Quebec</i>	<i>Where born</i>	<i>Age</i>	<i>Description</i>	<i>Remarks</i>
Christian Young private	Fort Erie 17th Sepr	Novr 1st	Mass.	30	5' 8", stout, visage oval dark, hair dark, eyes grey.	Discharged Nov. 8th.
Jams Liles private	do.	do.	Mass.	21	5' 8", stout, visage oval dark, hair dark, eyes grey.	do.
Isaac Randall private	do.	do.	Mass.	22	5' 7", stout, visage oval dark, hair dark, eyes grey.	do.
Noel Leping private	do.	do.	Mass.	22	5' 6", stout, visage oval dark, hair black, eyes blue.	do.
David Millhanks private	do.	do.	Mass.	22	5' 9", stout, visage oval dark, hair black, eyes blue.	do.
Moses Dodd private	do.	do.	Mass.	23	5' 9", stout, visage oval fair, hair black, eyes blue.	do.
Jno Smith private	do.	do.	Mass.	30	5' 7", stout, visage oval fair, hair black, eyes blue.	do.
Isaac Armstrong private	do.	do.	Mass.	27	5' 9", stout, visage oval fair, hair light, eyes grey.	do.
Park McGowen private	do.	do.	Mass.	27	5' 6", thin, long dark "visage," hair black, eyes blue.	do. Novr. 10th.
Smith Shelder private	do.	do.	Mass.	27	6' 0", thin, visage oval fair, hair light, eyes grey.	do.
Geo ^e Anderson private	do.	do.	Mass.	22	5' 9", thin, visage oval fair, hair light, eyes grey.	Discharged Novr. 10th.
Hy. Pierce private	do.	do.	Mass.	25	5' 9", thin, visage oval fair, hair light, eyes grey.	do.
Josh E. North private	do.	do.	Mass.	19	5' 8", thin, visage long D. B., hair D.B., eyes blue.	do. March 13th.
Calvin Hartwell private	do.	do.	Mass.	18	5' 7", thin, visage long dark, hair black, eyes blue.	do.

Ezra Wilder Sergt.	do.	do.	Mass.	33	5' 11", stout, visage oval dark, hair black, eyes grey, scar on left knee.	do.	do.
Hy. Parks private	do.	do.	Mass.	34	5' 7", stout, visage long brown, hair B., eyes grey, wounded right arm.	do.	do.
P. V. Hollister Sergt.	do.	Decr 11th	Mass.	25	5' 6", stout, visage long fair, hair light, eyes grey, scar over right eye.	do.	do.
Jona Blake private	do.	do.	Mass.	21	5' 8", thin, visage long D. B., hair D. B., eyes blue, scar on chin.	Died 23rd.	Feb'.
Jno Folsom private	Lyons Creek 16th Octr	do.	Boston	33	5' 10", thin, visage long dark, hair dark, eyes blue.	Discharged	Nov' 13th.
Thompson Maxwell Forage master	Fort Erie 23rd Octr	do.	Mass.	73	5' 6", thin, visage long D. B., hair black & bald, eyes blue, sore eyes.	do.	do.
Bennett Joy private	23rd Sepr	do.	Mass.	20	5' 9", stout, visage, oval brown, hair brown, eyes grey, wounded left hip.	do.	do.
Jos ^b Packard private	do.	Deer 30th	Mass.	23	5' 11", thin, visage long dark, hair D. B., eyes blue, left arm off close to shoulder.	do.	do.
Saml Trixhy private	17th Sepr	do.	Mass.	23	5' 11", stout, visage long brown, hair brown, eyes blue, wounded right shoulder.	do.	do.
Brunsey Waite Citizen	Fort Niagara 7th Decr	do.	Mass.	29	5' 8", stout, visage long light, hair light, eyes grey, scar on right foot.	do.	do.
Josh Nye	Gulf of St. Lawrence Merchant vessel	Mar ^h 9th	Mass.	23	5' 7", stout, visage oval dark, hair black, eyes black, scar on right arm.	do.	do.

OLD NORFOLK COUNTY RECORDS.

(Continued from Volume LXIII, page 48.)

Nath^l Ayer of Haverhill upon Merimack, for £20 in currant New England sylver, conveys to John Stockbridg of ye same place about five acres of upland adjoining to my Home or homlott in Haverhill, bounded by ye fence on land formerly of Leift. John Carlton and also by my land, with libertie for passing with a teame, a convenient way lying before my dore to my barne, he being carefull to shut ye gates or put up ye barrs as he shall pass through. to prevent damage. April 22, 1681. Wit: Israel [his I E mark] Ela, Samuel Parson. Ack. by Nathaniel Ayer and Tamesin [her I mark] Ayer his wife consenting thereto, April 22, 1681, before Nath. Saltonstall, assistant.

Richard Currier of Almsbery upon Merrimack for full satisfaction paid unto Theopylus Satchwell formerly of Haverhill conveys by his order to Rob't Clements of Haverhill two higgle piglee lots of salt marsh in Salisbury, at ffox Island, one of which I purchased of Mr Robert Ring and the other of Jno. Steves, both of Salisbury, said lots lying between lots of Sam^l felloes and John Hoyt. And where, by me, by order of sd. Theophilus though the deed was not drawn, delivered by turff and twigg to said Clements in 1662 or thereabouts. Aug. 14, 1682. Wit: Tho. Mudgett, Abraham Morrill. Ack. by Richard Currier, July 3, 1683, before Robert Pike, commissioner.

William Sterling of Haverhill, ship carpenter, a widower, for 44 li., in current sylver money, conveys to Mr. Francis Wainwright of Ipswich, merchant, my homestead of 11 acres in Haverhill, bounded by ye street over against John Johnson's house that now is and land I have sold to John Keizar, and to dividing line between me and John Harthornes land to the saw mill river and a stake by Robert Swans. April 24, 1683. Wit: John Keyser. Ack. by William Starlin, April 24, 1683, before Nath. Saltonstall, assistant.

Daniel Hendricks of Haverhill, husbandman, for 200 li., conveys to his brother Jno. Pike of Nubery, my dwelling house and outhousing with my 12 acre house lott in Haverhill, bounded by Richard Singletary; and also 8 acres land in my playne bounded by Mr. Ward and Robt. Clement. Also 6 acres meadow and my third div. meadow and upland with two oxen, a horse, 6 coves, 8 swine and my commonage in Haverhill. Mch. 23, 1662.

Wit. Robert Pike, Jno Cleyny. Ack. by Dan'll Hendrick at Ipswich Court, Mch. 25, 1662, Robt. Lord, cleric.

I, John Pike have released this bargayn, May 14, 1667. Ack. by Leift. Jno. Pike, June 4, 1669, before Robert Pike, commissioner.

Nathaniel Winsley of Salisbury, for 25s., conveys to John Martyn of Emsbery, one and a quarter acres land in Emsbery bounded by land of Georg Martyn and John Jimsons which was formerly Georg Martyns, and was taken from him by execution and delivered to me. Dated May 22, 1682. Wit: Sam^l ffoot, Thomas Rowell. Ack. May 22, 1682, by Nath^l Winsley before Nath. Saltonstall, assistant.

Mortgage deed. Thomas Davis of Haverhill, for £40, conveys to Francis Wainwright of Ipswich, marchant, my mill or mills, houses, lands, oarchyards and fences and all my rights in ye comons in Haverhill, viz. in ye first division about two acres upland and meadow bounded by ye north highway going to ye bridge, by ye highway going to ye old sawmill dam and by ye river going to ye sawmill bridge. In ye second division, about 20 acres upland, bounded by ye sawmill river, up to Robert fford's bounds from thence to bounds of Onesiphorus Marsh. In ye third division about 3 acres upland, bounded by ye highway going to Peter Ayres house. In ye fourth division about 40 acres upland and meadow bounded by Hauks meadow highway by hog hill highway to a way called ye Strip, thence by land of Nicholas Brown to that of Onesiphorus Marsh and then to Hauks meadow highway. Always provided if sd Davis shall pay to sd Wainwright ye forty pounds in good marchantable wheat, Indian Corne and fat porke in equal portions before Oct.

15, 1683, this instrument shall not stand. May 18, 1682. Wit: Jno. Wainwright, Elizabeth Wainwright. Ack. by Tho. [his ∞ mark] Davis, May 19, 1682, before Daniel Denison.

Thomas Davis of Haverhill and Christian, his wife, for 4 li, 5s. sterling, convey to John Johnson of same place, a parcel of meadow at Spicket river, bounded by meadow of sd. Johnson's and a brooke from John Ward's meadow. June 12, 1666. Wit: Joseph Davis. Ack. Apr. 4, 1682, by Thomas (his ∞ mark) Davis and Christian (her D mark) Davis, before Nath. Saltonstall, assistant.

Thos. Davis of Haverhill, in conscientious performance of what his son Joseph covenanted to do, and also for 5 li., paid to my son Joseph, received by me, conveys to Sargent John Johnson, sen., of same town, a piece of my second division meadow of about 9 acres, in Haverhill, at Spicket river, whereof deed was formerly given, the whole, bounded by Jno. Cheneries stake and Henry Palmers land. April 6, 1682. Wit: Eliz. Saltonstall. Ack. by Thomas (his ∞ mark) Davis, April 6, 1682, before Nath. Saltonstall, assistant.

Robert Swan and Elizabeth, his wife of Haverhill, for 20 li., convey to John Johnson of same town, about 3 acres first division of meadow in flaggy meadow, bounded by land of Robert Eyer, and the comon. Also conveys one and a half acres in East meadow, bounded by land of Richard Littlehale and by little river. July 16, 1662. Wit: Rich^d Littlehale, Mary Littlehale. Wit. to Elizabeth, Joseph Pike, William (his M mark) Norman. Ack. by Robert Swan and Elizabeth (her X mark) his wife, at Hampton Court, 11:8:1664, attest. Tho: Bradbury, rec.

Jno. Williams, sen., of Haverhill, for 18 li., conveys to Nathaniell Smith of same place, about 3 acres upland in Haverhill, bounded by land of Samuel Simmons and the town's land. March 24, 1673. Wit: Robert fforde, Isaac Bradley. Ack. July 14, 1673, by John Williams, sen., and Jane (her I mark) Williams, before Nath. Saltonstall, commissioner.

George Carr of Amsbury, shipwright, for 14 li., 10s., in good New England money, conveys to Thomas Mudgett of Salisbury, shipwright, 4 acres upland from ye lot I formerly purchased of Willi: Worcester, in Amsbery, leading from ye toun to Amsbery ferrie and to Merrimack river, said Carr reserving to himself and heirs forever the liberty of a highway 2 rods wide from bank of river the length of the 4 acres. Dec. 13, 1682. Wit: Thomas Wells, John Barnet. Ack. Aug. 7, 1683, by Mr. George Carr, and Anne Carr, before Nath. Saltonstall, assistant.

John Joyliffe of ——— conveys to Thomas Mudgett of Salisbury a dwelling house, outhouses, barnes, stables, oarchyard and land in Salisbury, 6 acres meadow at Rolfs Island, 8 acres land at ye higle de piglede adjoining Cap^t Thomas Bradburies, 6 acres meadow adjoining ye oarchyard, 15 acres upland on ye north of Capt. Bradburies ferry lott, and 5 acres of swamp on ye west of William Bradburies (Excepting only 3 acres which I consented that ye within named Severns should sell to Eastman and put ye same under my seale.) Aug. 2, 1683. Wit: Nicho. Paige, John Howard, Not. Pub. Ack. by Mr. John Joyliffe, Aug. 2, 1683, before Sam^l Nowell, assistant.

Jno. Allin of Salisbury, planter, for 14 li., 10s., conveys to Thomas Mudgett of same place, shipwright, all my higle de piglede lot of salt marsh in Salisbury, which I lately bought of John Dickinson of Salisbury, being originally Tho. Haukesworths, dec., being about 3 acres bounded with ye original lotts of Edward french, Robert fitts, Mr. Grooms and Mr. John Halls. Aug. 25, 1683. Wit: Richard Kent, Mary Woodbridge. Ack. by John Allin, Aug. 25, 1683, before Jo. Woodbridge, assistant.

Division of land left by will of Mr. Robert Clements dec., to Moses Pingray, John Osgood, Joseph Canny, Job Clements, sen., Mary (her M mark) Osgood. These persons above named being met together in Haverhill, Dec. 9, 1674, agree to divide their land by the help of Andrew Greele and Robert Clements, casting lotts for the same, viz., 11 acres ox comon land, and one ox comon of 5 acres

not laid out, fell to Joseph Canny, he to pay 40 shillings in marchantable pay to Job Clements and John Osgood to equalize their shares; one half of that 24 acres of land near Gilles lake to John Clement, he to return 20 shillings of Joseph Canny to be paid in one year; to Moses Pingry ye 4th division of land belonging to these 5 shares, and also 2 comon rights; to John Osgood, one half of the 24 acres of land near Guiles lake, he to receive 20 shillings of Joseph Canny within one year; to Mary Osgood, one half of that land in East meadow which was Mr. Robert Clements desire, ye other half belongs to ye children of Abraham Morrill, dec. The division of 24 acres to be made cross over ye hill from ye highway at North Meadow, Job Clements to take towards Mr. Ward's land and Jno. Osgood that end towards Jno. Page. Ack. by above mentioned 5 persons to be their final agreement as to the division of what fell to them by the will of their grand father Clements, Dec. 9, 1674, before Nath. Saltonstall, assistant.

William Allin, sen., of Salisbury, house carpenter, for 60 li., and by 200 bushels of salt already paid, conveys to his son Benj. Allin (who is also to pay 2000 marchantable cedar clapboards and 12000 cedar shingles) all my great lot of upland in Amsbery being about eight score acres, bounded by land of Edmond Eliot and a highway, which land was formerly of George Martyn of Amsbery. Dec. 6, 1683. Wit: Tho. Bradbury, Moses Wheeler. Ack. Dec. 11, 1683, by William (his $\frac{1}{2}$ mark) Allin, before Robert Pike, assistant.

Richard Hubert of Salisbury, blacksmith, for 40 acres upland in Salisbury at Mr. Bats Hill, conveys to William Allen of same town, house carpenter, my half of ye eight score acre lot of upland in Amsbery which said Hubard and said Allin jointly purchased of Georg Martyn of Amsbery, blacksmith; Also an island called Ware Island in Salisbury near ye towne creeke. 22:11:1673. Wit: Edward Goue, John Clough. Ack. by Richard Hubbard, Nov. 16, 1676, before Nath. Saltonstall, commissioner.

(To be continued.)

DESCENDANTS OF ROGER PRESTON OF IPSWICH AND SALEM VILLAGE.

BY CHARLES HENRY PRESTON.

(Continued from Vol. LXIII, page 268.)

That he continued in said service in said company and regiment until the fall of said year, when he was taken sick and in the fore part of Dec. was permitted to return home. That the term of his enlistment was for nine months.

In the month of June 1778 he enlisted as a private for 9 months in Capt. Nathan Olney's company in Col. Crary's regt. R. I. mil. His residence was at Suffield in Conn. and immediately went to Tiverton in R. I. where he joined said company and regt. where he remained encamped until the month of Aug. same year when Genl. Sullivan came on with his forces for the purpose (as he was informed) of driving the British from Newport, R. I., and of taking possession of that place. That he was in the front platoon when the American forces landed at Butts hill at north end of Island of Newport. He continued with said company and regt. at or near the town of Newport about 3 weeks or until the month of Sept. same year when orders were given to retreat. He with the army then retreated to Butts hill and from there to Tiverton aforesaid and went into winter quarters. In the month of Dec. after he hired an able-bodied man as a substitute whose name he cannot now recollect who was accepted by the commandant of said company and regt. and gave him all his back pay to serve his time out. That he was then discharged by Lt. Col. James Williams who commanded at the time the said regt. and then returned home. That he was at the battle of R. I. 1778. That he resides 20 miles from city of Albany . . . is old, infirm and poor.

V. 224. DAVID PRESTON (David, John, Samuel, Roger), born in Ashford, Conn., 25 Feb. 1758; baptized there 7 May 1758. Probably the David Preston of Tallmadge Portage Co., Ohio, who made the following declaration when applying for pension:

May 2d 1818 at age of 60 years. Resident at Tallmadge. That he the said David Preston "enlisted at Canaan, Litchfield Co., Conn., in the company commanded by Capt. John Stephens of the Conn. State regt. commanded by Col. Charles Burrell, Feb. 15, 1776. That he continued in the said Corps until Feb. 4, 1777 when he was discharged from the service in Mount Independence near Ticonderoga in State of N. Y. by a general order and that he enlisted again in Canaan aforesaid in the company commanded by Capt. Jesse Kimball of the 8th Conn. regt. commanded by Col. John Chandler May 20, 1777. That he continued to serve in said corps until the 13th April 1780 when he was discharged from the service in Westfield in the State of New Jersey but has lost his discharge. That he was in the battles of Germantown which was fought Oct. 4, 1777, also the Monmouth action which was fought June 28, 1778 and was taken prisoner at the surrender on the St. Lawrence river 45 miles above Montreal May 20, 1776 and set at liberty May 29, 1776 and that he is in reduced circumstances and stands in need of assistance from his country for support and that he has no other evidence now in his power of his said services.

"Declaration accompanied by corroborating statements by men who served with him, viz: Benjamin Stephens and Daniel Jackway of Canaan, Conn. Also one from Nathanl. Stephens of Canaan "late Dep. Com. Genl of Issues for the Main Army" (dated Canaan July 31, 1819) that "David Preston was brought up in the same neighborhood with myself from his infancy, that is to say from the age of four years old" &c.

From Conn. Rev. Records is obtained the following: David Preston enlisted as a private in Capt. John Stephen's Co., Col. Burrell's regt. Was at Quebec and after April 1776 at Ticonderoga in camp. Enlisted Feb. 15. Taken prisoner at the Cedars in Canada May 19, 1776.

Also on roll of Kimball's Co. Eighth regt., at Germantown, wintered at Valley Forge, enlisted May 20, 1777 and served three years till May 20, 1780.

V. 231. ISAAC PRESTON (Col. Isaac, Isaac, Levi, Roger), born in Fairfield, Cumberland Co., New Jersey, 26 April 1765; died in Fairfield, 24 Mar. 1799; married, 9 Nov. 1785, Lovica Daniels. She died between 17 May 1798, and Dec. 1799, when her son Isaac was seven years old, since "he was left an orphan when six years old." Col. Isaac Preston, father of Isaac Preston (231), married Hannah, daughter of Ebenezer and Priscilla (Burrows) Bower.

Children :

508. LYDIA, b. 10 Oct. 1786; d. 9 Oct. 1794.
 509. HANNAH, b. 11 Aug. 1788; d. May 1843; m. 12 Jan. 1809, Robert Jordan, b. 16 Mar. 1770. Ch.: 1. Hannah; 2. Thomas R.; 3. Lydia, m. Francis Brown (who have a dau. living in Bridgeton, N. J., Mrs. Margaret Wallen, and granddau. Virginia Wallen); 4. Isaac P.; 5. Ruth W.; 6. Ely O.; 7. Lovica M., m. Horace Ogden, 15 Feb. 1844; 8. Mary Ann; 9. Robert.
 510. LOVICA MARIA, b. 5 Oct. 1790; d. 1822.
 511. ISAAC, b. 17 Dec. 1792.
 512. JOHN, b. 6 Feb. 1794.
 513. HORACE, b. 17 May 1798; d. 8 Nov. 1805.

Col. Isaac Preston left all his lands to his sons Isaac and John Bower. The part willed to Isaac was sold by him by the deed which follows:

Indenture made the 4th of Dec. 1787 between Isaac Preston of Fairfield, Cumberland County, and Lovica his wife to John Ogden of the same place, for £420 lawful money of New Jersey.

Tracts of land and marsh in Fairfield bounded as follows: First tract begins at a stone planted for a corner in the line of David Wescoat's land thence running Southeast to a small creek (fifteen degrees thirty minutes east, East one hundred and ten perches) called Kill-pig-hole, then down said creek bounding on the several courses to a very small gut, being the bounds of Levi Leak's marsh, thence up small gut to the head, thence north thirty two degrees West bounding on Leak's line eighteen perches to a stake in the marsh, thence North one degree East eighty three perches and five links to a small gum and

a stone planted in the aforesaid line of Westcoat's land, thence north sixty nine degrees, seventy perches to the beginning, containing fifty six and a half acres of land and marsh strict measure.

Second tract begins at a stone planted in the Westernmost line of the aforesaid tract and runs South sixty seven degrees West along a range of stakes through the marsh to a branch of Back Creek called the Shoemaker Creek (the same course continued strikes Philip Westcoat's barn) thence South-east round all the marsh and land which the said Isaac Preston holds on that quarter to the corner first named estimated at sixty acres land and marsh.

Third tract is bounded south by James Howell's land. East by Josiah Woodruff's land. North and West by John Preston's land about twenty acres more or less, which land and marsh was set off to said Isaac Preston by auditors appointed by Judge of Orphan's Court, being the equal half part of that plantation devised to him the said Isaac Preston and his brother John Bower Preston by the last will and testament of their father Isaac Preston deed. (Record of Deeds, Book A, page 125 in Clerk's office of Cumberland County at Bridgeton, N. J.)

Isaac Preston's family Bible is in the possession of Miss Eva B. Preston of Florence, Texas.

V. 232. REV. JOHN BOWER PRESTON (Col. Isaac, Isaac, Levi, Roger), born in Fairfield, Cumberland Co., New Jersey, 23 Oct. 1769; died in Rupert, Vt., 21 Feb. 1813; married 6 Jan. 1799, Polly Haven, daughter of Asa and Eunice (Aldis) Haven of Franklin, Mass.; born 15 Dec. 1776. She married in 1816, Dea. James Fisher of Francestown, N. H.; she died in Gouverneur, N. Y., 23 Mar. 1848; Dea. Fisher died 15 Aug. 1840.

Children born in Rupert, Vt.:

- 514. MARY HAVEN, b. 10 Dec. 1800; m. Harvey D. Smith of Poultney, Vt.
- 515. JOHN BOWER, b. 29 Dec. 1802.
- 516. NATHANIEL OGDEN, b. 2 Dec. 1804. Nothing known.
- 517. JULIA RICHARDS, b. 19 Feb. 1807; m. 26 Aug. 1835, Rev.

George S. Wilson, who d. 1841. Ch.: 1. Julia Ann, and
2. Robert Preston.

518. HANNAH MARIAH, b. 4 Dec. 1808; m. 26 May 1833, Rev. Stephen Johnson, whom she accompanied, a missionary to Siam. Her health failing, they returned and she died at Philadelphia, 8 Jan. 1839.

Child of Dea. James and Polly (Haven) Preston Fisher:

ISAAC PRESTON FISHER, b. 14 Mar. 1820; m. 5 Sept. 1842,
Lydia L. Johnson, sister of Rev. Stephen Johnson.

Rev. John Bower Preston graduated in Philadelphia and was ordained in Rupert, Vt., in 1798; he read divinity with Rev. Dr. Emmons of Franklin, Mass.

The Haven Genealogy says: In 1816 the mother married Dea. James Fisher of Francestown, N. H., and had Israel Preston, b. 14 Mar. 1820, who married Lydia L. Johnson (sister of Rev. Stephen Johnson), 5 Sept. 1842. Dea. Fisher died 15 Aug. 1840 and his widow and son removed in 1841 to Gouverneur, N. Y., where she died 23 Mar. 1848.

VI. 239. DAVID PRESTON (John, John, John, Thomas, Roger), born in Danvers, Mass., 30 Nov. 1777; died in Newburyport, Mass., 23 Feb. 1856; married, 16 Nov. 1802, Rebecca, daughter of Benjamin and Rebecca Upton, of Reading, Mass.; born 22 Sept. 1780; died in Lynnfield, Mass., 14 Jan. 1827.

Children:

519. REBECCA PUTNAM, b. 8 June 1804, in Danvers; died in Reading, 27 June 1881; m. in Lynnfield, 2 June 1831, Herrick Batchelder of Reading; born there 25 Jan. 1804; d. there 24 Nov. 1863. Ch. born in Reading: Rebecca Jane, b. 2 Oct. 1832; m. 7 Dec. 1865, George Grafton Beard, b. Feb. 1827; ch.: Clarence, Perley, res. Harvard; Herrick, b. 22 May 1834; d. 16 May 1885; m. 4 Jan. 1862, Patience Jane Potter, b. 2 Aug. 1837; d. 3 Oct. 1892; Alden, b. 30 Sept. 1836, m. 17 Sept. 1862, Louisa Carter, b. 12 June 1833; ch.: Walter Alden; Ellen, b. 30 Sept. 1836, m. 1 Jan. 1868, John Harlow Cleaves, b. 11 Nov. 1838; ch.: Edgar Preston, Wilmot Batchelder, Arthur, Nellie, Lilla, John Alden, Herbert; John, b. 6 Aug. 1840; m. 27 Nov. 1862, Sarah Elizabeth

- Carter, b. 24 Oct. 1840; ch.: Lois, Freddie, Sidney, Nannie Carter.
520. SOPHRONIA, b. 6 July 1806 in Andover; d. in Lynnfield, 28 Jan. 1877; m. 25 Dec. 1827, in Lynnfield, Andrew Mansfield of Lynnfield, b. there 1 Sept. 1801; d. there 17 Dec. 1869; Ch. b. in Lynnfield: Sophronia Augusta, b. 11 Jan. 1829, d. 30 Jan. 1857; Rebecca Preston, b. 9 July 1831; Mary, b. 20 July 1834; Andrew, b. 17 Aug. 1836, d. 7 Sept. 1836; Andrew, b. 2 May 1838, m. in Saugus, 14 Feb. 1872, Esther A. Schofield; Martha, b. 14 Sept. 1841; Albert, b. 22 July 1845; m. in Plymouth, 4 Feb. 1873, Marietta Downing of Wakefield, who d. 4 Oct. 1876; m. 2d, 15 May 1884, in Lynnfield, Anna P. Gerry.
521. ELIZABETH WHITE, b. 14 Nov. 1808, in Andover; d. in Newburyport, 10 Sept. 1863; m. in Lynnfield, 10 April 1832, Joshua Little Newhall of Lynnfield; b. there 18 May 1808; d. in Newburyport, 9 Jan. 1874. Ch. b. in Newbury. Joshua Little, b. 8 July 1833, d. 5 Sept. 1836; Eunice Little, b. 7 July 1835, m. 27 June 1866, Robert A. Smith; Preston, b. 15 Jan. 1837, m. 26 Sept. 1866, Mary B. Little; Elizabeth Maria, b. 26 Feb. 1839, m. 27 Feb. 1879, Nathaniel Noyes Dummer; Joshua Little, b. 6 Dec. 1841, d. 15 July 1865; Judith Little, b. 30 Oct. 1843, m. 26 Dec. 1867, William Dummer Little; Asa T., b. 13 Aug. 1846; m. 14 Junè 1871, Anna Hoxie; Walter, b. 27 Nov. 1851, in Newburyport, d. 14 Jan. 1872.
522. MARTHA, b. 5 Jan. 1811, in Bradford; d. 9 Aug. 1870.
523. DAVID, b. 25 Sept. 1812, in Bradford.
524. MEHITABLE, b. 27 Apr. 1816, in Bradford; d. in Salem, Mass., 9 Nov. 1889; m. in Lynnfield, 16 May 1837, Daniel Putnam Emerson of Lynnfield; b. there 3 Feb. 1815; d. in Wakefield, 20 Oct. 1875. Ch.: Chastine, b. in Salem, N. H., 24 Feb. 1838, res. Salem, Mass.; Nancy S., b. 10 June 1840, in Lynnfield; m. 2 Nov. 1865, Samuel F. French of New York, N. Y.; Putnam, b. 24 Nov. 1843, in Lynnfield, m. 11 Oct. 1871, Rachel K. Harris of Manchester, d. 5 Nov. 1873; Jasper, b. 15 Aug. 1846; m. in Salem 18 Nov. 1874, Clementine F. Badger, who d. 7 Mar. 1875; m. 2d, in Salem, 20 Oct. 1878, Rebecca Frances Grant, res. Salem; Ida Augusta, b. 3 May 1849, m. in Salem, 3 Mar. 1880, John J. Pratt of Wakefield, res. Revere; Horace, b. 6 May 1852, d. 24 Apr. 1854; Laurette Pratt, b. 17 Sept. 1856, m. in Salem, 14 July

1886, Alonzo B. Cleveland, res. Salem; Howard, b. in Lynnfield 26. Oct. 1861, d. in Salem, 9. Jan. 1887.

525. BENJAMIN UPTON, b. 5 Jan. 1820, in Danvers.

VI. 241. CAPT. JOSHUA PRESTON (John, John, John, Thomas, Roger), born in Danvers 23 Sept. 1781; died there 11 July 1846; married in Boston 14 Sept. 1807, Sarah Augusta, daughter of Abijah and Bette (Stearns) Wyman of Ashby, Mass.; born there 21 Sept. 1781; died in Boston, May, 1839.

Children, born in Boston:

526. JOSHUA PUTNAM, b. 22 June 1808.

527. JOHN AUGUSTUS, b. 3 Mar. 1810.

528. ALONZO FERDINAND, b. 28 Aug. 1811.

529. HORATIO ALEXANDER, b. 1813; d. 25 Dec. 1825.

530. SARAH AUGUSTA, b. 1 July 1815; m. 16 Nov. 1840, in Boston, Nathaniel Harris; b. 24 Mar. 1812; d. in Brookline 14 Sept. 1880. Ch.: Nathaniel Preston, b. Boston, 18 Oct. 1841; went out in the 45th Mass. Regt. in the War of the Rebellion and died of pneumonia at Newbern, N. C., 19 June 1863; Kate Augusta, b. in Boston 14 July 1843; Anna Wyman, b. 5 Jan. 1845; Maria Louise, b. 10 Jan. 1847, d. 28 Mar. 1848; Charles Arthur, b. in Brookline 27 Aug. 1856; Sidney, b. in Boston 9 Mar. 1859.

531. ELIZA LORENCE, b. 23 Sept. 1818; m. at the old Brattle Street Church, Boston, 20 May 1850, Henry Augustus Kendall; born in Ipswich, Mass., 2 Jan. 1808; d. in Brookline, 5 June 1889. Ch.: Lorence, b. in Boston, 18 Apr. 1851, d. 23 July 1851; Henry Preston, b. 20 Apr. 1852; Lizabel, b. 12 Sept. 1853, d. 20 July 1864; Richard Ingersoll, b. 5 July 1855; Blanche, b. 1 Apr. 1857; Edith, b. 13 Dec. 1859.

532. FRANCES MARIA, b. 8 Feb. 1820; unmarried; resided in 1892 with her brother Dr. Alonzo F. Preston at 5 Newbury St., Boston.

Joshua Preston lived in Boston, where his business was wholesale groceries and West India goods.

VI. 243. IRA PRESTON (John, John, John, Thomas, Roger), born in Danvers 3 Nov. 1786; died there 12 Nov. 1817; married there, 28 Nov. 1816, Jane Whitmore.

Children, born in Danvers:

533. NATHANIEL WHITMORE, b. 7 Apr. 1817.
 534. IRA MILLS, b. 21 Apr. 1818.

VI. 246. ABEL NICHOLS PRESTON (Levi, John, John, Thomas, Roger), born in Danvers, Mass., 25 Feb. 1780; died in Peabody, Mass., 25 Apr. 1859; married in Danvers, part now Peabody, 24 Apr. 1810, Sally, daughter of Moses and Sarah (Berry) Preston; born in Danvers 25 Feb. 1787; died there 17 Sept. 1836.

Children, born in Danvers:

535. MOSES NICHOLS, b. 28 Jan. 1811; d. 8 Jan. 1812.
 536. ABEL, b. 5 Nov. 1812.
 537. MOSES WARREN, b. 17 May 1815; d. 3 Apr. 1838.
 538. EDWARD, b. 16 May 1818; d. 21 Apr. 1838.
 539. SARAH BERRY, b. 30 Jan. 1821; d. 7 Apr. 1839.

Abel Nichols Preston lived on a farm adjoining his father's farm in Danvers. After 1839 he moved to that part of Danvers now Peabody.

VI. 248. LEVI PRESTON (Levi, John, John, Thomas, Roger), born in Danvers, Mass., 5 Dec. 1783; died in Peabody, Mass., 25 Mar. 1867; married, first, 8 Jan. 1811, in Danvers, part now Peabody, Rebecca, daughter of Nathaniel and Hannah (Felton) Felton; born there 20 Mar. 1789; died there 18 Nov. 1824; married, second, 29 Dec. 1825, Abigail, daughter of Ebenezer and Sarah (Graves) Abbott of Reading; born, 8 Apr. 1799.

Children of Levi and Rebecca, born in Danvers:

540. LEVI WARREN, b. 11 Dec. 1812; d. 18 Aug. 1814.
 541. REBECCA, b. 17 Jan. 1816; d. 20 Aug. 1816.
 542. LEVI AUGUSTUS, b. 8 July 1818; d. 12 Feb. 1819.

Children of Levi and Abigail, born in Danvers:

543. MARTHA ABIGAIL, b. 8 Nov. 1826; d. 25 Apr. 1830.
 544. REBECCA FELTON, b. 6 Dec. 1829; d. 1 Jan. 1846.
 545. MARTHA ABBOTT, b. 9 Sept. 1832; d. 1 Feb. 1904; m. David Richards Galloupe; b. 25 June 1834; d. 13 Feb. 1899; ch.:
 1. Frederic Richards, b. 16 Feb. 1860; 2. Abbott Burdett, b. 25 Mch. 1862; 3. Helen Nichols, b. 4 Nov. 1864; 4. Sarah Low, b. 8 Nov. 1867.

546. JOHN L., b. 6 May 1837; d. 1 Sept. 1841.
 547. LEVI, b. 12 Oct. 1840.

Levi Preston was a carpenter. He built the First Church edifice in Danvers, which was dedicated Nov. 21, 1839, and was destroyed by fire Jan. 28, 1890. The members of the building committee were Jesse Putnam, Samuel Preston, William Preston, Nathaniel Pope, Peter Cross, Daniel F. Putnam and John Preston.

Levi Preston joined Mount Carmel lodge of Masons 4 Feb. 1807, and became a charter member of Jordan Lodge in 1809. Joined Washington Royal Arch Chapter 1819. Joined Salem Council Royal and Select Masters 1819.

VI. 249. COL. DANIEL PRESTON (Levi, John, John, Thomas, Roger), born in Danvers, Mass., 19 Jan. 1786; died there 12 July 1825; married there 4 June 1816, Lucinda, daughter of Capt. Johnson and Lydia (Waters) Proctor; born in Danvers 30 Jan. 1795; died in Danvers, Mass., 18 Sept. 1854.

Children, born in Danvers:

548. DANIEL JOHNSON, b. 13 Feb. 1817.
 549. LYDIA PROCTOR, b. 8 Oct. 1819; m. 11 Dec. 1844, George A. Putnam of Danvers; b. 23 July 1808. Ch.: Lucinda P., b. 10 May 1847, m. (1) Frank Richardson, ch., Preston and Margery; m. (2) Andrew C. Watts; George W., b. 26 Mar. 1853, d. 16 May 1853; Mary W., b. 4 Oct. 1857, d. ———.
 550. LUCINDA NICHOLS, b. 27 Feb. 1822; m. as 2d wife, Edwin F. Putnam of Danvers.
 551. ELIZA WHITRIDGE, b. 2 Aug. 1824; unm.

Daniel Preston was a Colonel in the Militia, commissioned 5 Aug. 1818. The following is among the old papers on file in Danvers:

Gentlemen:

Having been ordered to parade the Company which I command for the purpose of inspection and review of arms on the 10th. day of the present month it is my

duty to request you Gentlemen and I do hereby request you to provide a quantity of good powder sufficient for 100 men (that being the number born on the company roll), agreeable to the 23d. section of the Massachusetts Militia law.

Yours with respect,

Daniel Preston.

Gentlemen Selectmen of Danvers.

The Salem Register of July 14, 1825, had the following: "In Danvers on Tuesday morning, Col. Daniel Preston, aged 39. Few men have been more generally esteemed than Col. Preston. He was a useful citizen, a valued friend and an honest man. He endured a long and painful sickness with the greatest fortitude, calmly waiting the hour of death and trusting with entire confidence in that hope which religion only gives for a happy immortality." Joined Jordan Lodge of Masons, 12 April, 1809.

VI. 251. JOHN PRESTON (Levi, John, John, Thomas, Roger), born in Danvers 16 Dec. 1790; died there 28 May 1876; married there 2 Dec. 1819, Clarissa, daughter of Joseph and Fanny (Putnam) Putnam; born in Danvers 2 Aug. 1792; died there 26 July 1888.

Children, born in Danvers:

552. CHARLES PUTNAM, b. 24 Sept. 1820.

552a. JOSEPH AUGUSTUS, b. 23 Jan. 1823; d. in Para, Brazil, S. A., of yellow fever, 21 Mar. 1850, where he had gone for his health.

552b. CLARISSA ADELINE, b. 11 July 1826; m. 29 Jan. 1852, Moses Hoyt Hale, b. 25 Jan. 1829; d. 23 Sept. 1879. Ch.: George Augustus, b. 8 Dec. 1853; d. 29 Aug. 1855; Edward Preston, M. D., b. 26 Aug. 1860, m. Annie Walker of Lenox, Mass., and is a practicing physician there; Clara Putnam, b. 18 Oct. 1863. Mr. Hale was a Treasury agent and was stationed at Savannah, Ga., Eastport, Me., New York City, and elsewhere.

553. FRANCES AMELIA, b. 4 Sept. 1829; m. 20 Mar. 1861, Andrew Wallace Mack of Londonderry, N. H.; b. there 4 Sept. 1829; d. in Danvers 7 Feb. 1877. Ch.: Wallace Preston,

b. 7 Nov. 1863, m. 24 Feb. 1892, Harriet L. Pillsbury; Anna Belle, b. 16 Sept. 1867; John Preston, b. 21 July 1872; d. 10 Sept. 1873.

554. JULIA PUTNAM, b. 18 Jan. 1833; d. 18 June 1871, unm.

John Preston lived on the farm of Joseph Putnam, his wife's father, one of the original Putnam farms, and which is now (1927) owned by his grandson, Charles H. Preston.

John Preston was one of the early shoe manufacturers and after that a farmer. He was active in the affairs of the First Church, being Chorister from 1816 to 1831. Clerk of the Church in 1822. On the Chapel building committee in 1834, and the Church building committee in 1839. On the Standing Committee in 1830.

In town affairs he was on the Board of Selectmen in 1831 to 1834, and Representative to the General Court the same years.

He was made a Freemason in Jordan Lodge in 1814, and joined Washington Royal Arch Chapter of Salem in 1819.

VI. 252. SAMUEL PRESTON (Levi, John, John, Thomas, Roger), born in Danvers, Mass., 12 Nov. 1792; died in Warner, N. H., 21 June 1878, while there for the summer; married in Danvers 10 Jan. 1822, Lydia Waters, daughter of Capt. Johnson and Lydia (Waters) Proctor; born there 14 Mar. 1798; died in Danvers 18 Mar. 1868.

Children, born in Danvers:

555. MARY PUTNAM, b. 13 Feb. 1823; d. 14 Sept. 1824.

556. MARY PUTNAM, b. 30 May 1825; m. 10 Jan. 1859, as his second wife Francis Dodge, b. 15 Jan. 1817. Ch.: Louise Preston, b. Aug. 1860. Miss Dodge was an author and teacher. She has written "A Question of Identity," and in collaboration with her aunt, Harriet Waters Preston, "The Guardians."

557. LOUISA PROCTOR, b. 4 Jan. 1828; d. 12 June 1860; m. 10 Jan. 1856, Rev. Alfred P. Putnam, D.D.

558. HARRIET WATERS, b. 6 Aug. 1836. Miss Preston was a well-known author and translator; she had written "Trou-

badours and Trouvères," "Aspendale," "Love in the Nineteenth Century," "A Year in Eden," and with Miss Dodge "The Guardians." She had written for the Century, Atlantic, and other magazines. A few of her translations are, "Life and Letters of Madame Swetchine," "Writings of Madame Swetchine," "Portraits of Celebrated Women," and Mistral's "Mirèio."

Samuel Preston was a shoe manufacturer, and also kept a store at Perley's corner in 1830. He was in the shoe business on Danvers Square at the time of the great fire in 1845. He invented the pegging machine in 1833. Hon. A. P. White, in the "History of Essex County," says: David Wilkins did his teaming, going into Boston four times a week with a pair of horses. He would load up with cases of brogans and start at one or two o'clock in the morning, and deliver the shoes at the various wharves along old Commercial Street. Then with a load of groceries previously ordered, molasses, great boxes of sugar bound with raw-hide, and with a hundred sides of leather on top of all, he drove back.

Samuel Preston was a deacon of the First Church from 1848 to 1861, and one of the most active in the affairs of the church. "In his later years, as he came regularly to the ancient place of worship, there was coupled with a venerable form and appearance a youthful and elastic step. . . . There was no good service which he was not prompt, eager and faithful to render. He was of robust mind, of pure tastes, and he had a firm grasp of spiritual and eternal things. . . . He read much and the best books, and it is not strange that in his family there is to be found a highly developed taste for literature." (Hon. A. P. White in "History of Essex County.")

Samuel Preston was a Selectman of Danvers in 1834, and represented the town in the General Court in 1841 and 1842. He was on a Chapel building committee in 1834, and Church building committee in 1839. He was also the first superintendent of the Sunday School, 1818 to 1821. Joined Jordan Lodge of Masons 27 July 1814.

VI. 254. HIRAM PRESTON (Levi, John, John, Thomas, Roger), born in Danvers 2 Jan. 1798; died there 12 Nov. 1866; married there 16 May 1827, Julia Ann, daughter of Capt. Jeremiah and Mehitable (Pinder) Putnam; born in Danvers 12 July 1801; died 27 Aug. 1851; married, second, Louisa Stebbins of Billerica, 13 June 1854; she died 6 Aug. 1892.

Children:

559. HIRAM STEBBINS, b. Nov. 1855; d. 25 Nov. 1855.

560. HIRAM PORTER, b. 3 July 1857.

Hiram Preston was a shoe manufacturer.

Joined Jordan Lodge of Masons 4 June 1823.

VI. 256. WILLIAM PRESTON (Levi, John, John, Thomas, Roger), born in Danvers 18 June 1803; died there 24 Aug. 1851; married there, 15 Oct. 1829, Syrena Proctor, daughter of Peter and Hannah (Preston) Cross; born in Danvers 11 Sept. 1810; died there 3 Mar. 1877.

Children, born in Danvers:

561. ALMIRA, b. 13 Sept. 1833; d. 1 Sept. 1881; m. 23 Feb. 1858, Edward Hutchinson; b. 14 Sept. 1833; d. 1892. Ch.: Claire, b. 28 Apr. 1866, m. 26 June 1890, Walter A. Tapley, Ch., Gilbert H. Tapley; Edward Preston, b. 25 Mar. 1869, m. 29 Aug. 1894, Marion Chapman Howard, Ch., Edward Howard Hutchinson, Charles Rayner, Ruth, Philip Putnam.

562. WILLIAM ADDISON, b. 13 June 1836; d. 18 Nov. 1836.

563. MARIA AUGUSTA, b. 15 Oct. 1837; living 1927.

564. WILLIAM HENRY, b. 9 Sept. 1840.

565. FIDELIA JANE, b. 2 Aug. 1843; m. 1 Oct. 1891, Thomas Palmer.

566. CATHERINE SEAVER, b. 10 Apr. 1847; d. 29 Apr. 1849.

567. EBENEZER PUTNAM, b. 12 Nov. 1849; m. 23 June 1880, Addie Louise Hodgskins, b. 6 Mar. 1856.

William Preston lived on his father's homestead, which is now the farm of the Essex County Agricultural School. He was Chorister of the First Church from 1856 to 1860, and one of the building committee in 1839.

VI. 258. MOSES PRESTON (Moses, John, John, Thomas, Roger), born in Danvers, 6 July 1789; died in Peabody, 13 Mar. 1878; married 10 June 1817, in Danvers, Betsey, daughter of Timothy and Hannah (Proctor) Felton; born in Danvers 17 Oct. 1789; died 2 Nov. 1854.

Child:

568. ELIZA ANN, b. in Danvers, 6 Dec. 1823; d. 5 June 1851.

Moses Preston was a surveyor. He lived in that part of Danvers, now Peabody, on Mount Pleasant. He was a selectman of Danvers from 1818 to 1826. He was a Captain of the Militia.

John W. Proctor, Esq., in an address at the Danvers Centennial Celebration in June 1852, said of him: "Captain was one of those good men who lived long and well and were content to do so without any proclamation made of it."

Joined Jordan Lodge of Masons 27 Apr. 1815.

He taught school several years, and made a good record as a teacher.

VI. 261. OTHNIEL PRESTON (Othniel, Levi, Samuel, Samuel, Roger), born Feb. 1757; married Roxana (Family Rec.). Probably lived in Fort Ann, Washington Co., N. Y., as he was there in 1791, also 1818 and 1820.

Children:

- 569. OTHNIEL (family rec.)
- 570. BENJAMIN (family rec.)
- 571. JOSEPH (family rec.)
- 572. LYDIA (family rec.)
- 573. JAMES, b. 3 Apr. 1791 at Fort Ann, Washington Co., N. Y.
- 574. DAVID (family rec.). Methodist preacher, had several sons in and around Detroit, preachers and bankers.
- 575. ROCSANNA, b. 1801 (Pension rec.)
- 576. ELIZABETTE, b. 1802 (Pension rec. and family rec.)
- 577. ELIJAH, b. 1805 (Pension rec. and family rec.)
- 578. WILLIAM, b. 1806 (Pension rec.)
- 579. LUCINDA, b. 1808 (Pension rec.)
- 580. CHARLES, b. 1813 (Pension rec. and family rec.)

Declaration of Othniel Preston of Fort Ann, Washington Co., N. Y., dated June 1, 1820, at the age of 64 years. (Prior declaration is dated Fort Ann, Apr. 15, 1818, at age of 61 years and 2 months.)

“That the said Othniel Preston of Fort Ann enlisted first March 12th, 1776 for a campaign until the Nov. following, in Capt. Ab^m Swartout’s comp. for 3 years under the said Capt. Swartout in the Reg. com. by Peter Gansevoort, the 3^d Reg. N. Y. Line, in the Cont. Es. & continued to serve in said corps until June 8 1783, when he was discharged in Col. Van Schaick’s Reg. at New Borough in said state having served 7 yrs. 2 mo^s 26 days. And further that he made application for a pension, in pursuance of an Act of Cong. Mch. 18, 1818, (entitled etc.), Apr. 15 1818 and received a pension certificate dated at the War Office of U. S. Sep. 25 1818 and has drawn \$8. per mo. since. Certificate being numbered 2952.”

Appended was an inventory of his property in 1820 amounting to \$62.25.

Declared also that he was a labourer & by reason of his rheumatism & old age was unable to support his “aged wife” and children viz:

Rocsanna Preston	aged	19	years
Elizabeth	“	18	“
Lucinda	“	12	“
Elijah	“	15	“
William	“	14	“
Charles	“	7	“

Rocsanna being “sickly” and all unable to support themselves. A short memorandum says he was at siege of Fort Stanorix and present at Yorktown and that he received 600 acres of land at Pompey, N. Y.

Declaration in 1818 gave place of his first enlistement as Wine Partners (Dutchess Co.) N. Y.

VI. 264. JOHN PRESTON (Levi, Levi, Samuel, Samuel, Roger), born 15 Sept. 1759; died in Lincklaen, Chenango Co., N. Y., Mar. 1816; married, first, ——,

who died previous to 1788; married, second, Thankful Mallary, who died 14 June 1850, in Otselic, N. Y.

Children, born in Springfield, N. Y.:

- 581. LEVI, b. 12 Oct. 1782.
- 582. JAMES, b. 26 Oct. 1788 (another record, 1789).
- 583. AARON, b. 19 Nov. 1790 (another record, 1791).
- 584. ANNA, b. 24 Apr. 1793; m. Simeon Kingsbury and had ch.:
Rodney, m. Eliza Miles; Joseph; Freeman; Rosetta, m.
Lyman Chamberlain; Ansell and Levi. A granddaughter,
Mrs. Percy Wiseman, lives in Hastings, Mich.
Anna d. in Barry Co., Mich.
- 585. PHILIP, b. 1 Mar. 1795.
- 586. EPHRAIM, b. 11 Apr. 1797.
- 587. JOHN, b. 3 May 1799.
- 588. LYMAN, b. 17 Sept. 1801.
- 589. HIRAM, b. 2 Apr. 1804.
- 590. FREEMAN, b. 28 June 1807.

John Preston lived in Springfield, N. Y., and moved to Lincklaen about 1810, when it was a new country. Some time previous to 1810, Levi, brother of John, came to Linklaen and took up a large tract of land and after a time he sent for his brother John to come and take part of the land.

VI. 267. EPHRAIM PRESTON (Levi, Levi, Samuel, Samuel, Roger), born in Bennington, Vt., 10 Mar. 1764; died in Elbridge, N. Y., 18 Jan. 1848 (G. S.); married, first, Anna Hoag, who died 1803; married, second, Sarah Maxwell; born 1778; died in Elbridge, N. Y., 10 Nov. 1832, aged 54 years (G. S.).

Children:

- 591. DAVID, b. 11 Aug. 1798.
- 592. MURRAY.
- 593. ISAAC MOSHER, b. 25 Apr. 1813.

There were four other children by first wife and four by second, eleven in all.

Ephraim Preston lived in White Creek, N. Y., where his father had lived, and moved to Onondaga Co., N. Y., in 1814. He served for a short time before the treaty of peace, in the Revolution. He was a farmer.

(To be continued.)

EARLY COASTWISE AND FOREIGN SHIPPING OF SALEM.

A RECORD OF THE ENTRANCES AND CLEARANCES OF THE PORT OF SALEM, 1750-1769.

(Continued from Vol. LXIII, page 160.)

ENDEAVOUR, sch., 40 tons, JOSEPH LANE, to Maryland, Dec. 7, 1757; from Maryland, Mar. 14, 1758.

ENDEAVOUR, bgne., 60 tons, JOHN ASHTON, to St. Kitts, May 19, 1758.

ENDEAVOUR, sch., 40 tons, JAMES DAVIS, from Halifax, Oct. 18, 1758; to Louisburg, Sept. 11, 1758.

ENDEAVOUR, sch., 40 tons, WILLIAM THOMAS, to Maryland, Dec. 6, 1758; from Virginia, Mar. 22, 1759; to Maryland, Dec. 2, 1760; from Maryland, Mar. 24, 1761; to Virginia, Dec. 31, 1761; from Maryland, May 10, 1762.

ENDEAVOUR, sloop, 40 tons, JONATHAN ELWELL, from Halifax and to Philadelphia, June 4, 1759; from Philadelphia, July 23, 1759; to Virginia, Dec. 11, 1760.

ENDEAVOUR, sch., 40 tons, GEORGE HALES, to West Indies, Feb. 26, 1760; from West Indies, June 25, 1760.

ENDEAVOUR, sch., 30 tons, MOSES BRAY, to Virginia, Dec. 1, 1760; from Virginia, Mar. 11, 1761.

ENDEAVOUR, sch., 40 tons, NATHANIEL KENT, to West Indies, Mar. 27, 1761.

ENDEAVOUR, sloop, 52 tons, JOHN GRANT, from Salt Tortugas, May 14, 1761; to Portsmouth, May 16, 1761.

ENDEAVOUR, sch., 45 tons, NATHANIEL ARCHER, JR., to Maryland, Dec. 4, 1761; from Maryland, Apr. 13, 1762; to Maryland, Dec. 1, 1762.

ENDEAVOUR, sloop, 45 tons, THOMAS TREADWELL, to North Carolina, July 16, 1762; to Halifax, Dec. 7, 1762.

ENDEAVOUR, sch., 48 tons, WILLIAM THOMAS, to Virginia, Dec. 4, 1762; from Maryland, Apr. 19, 1763.

ENDEAVOUR, sch., 40 tons, JOSHUA BURNHAM, to Virginia, Dec. 15, 1762; from Virginia, Apr. 22, 1763; to Virginia, Dec. 5, 1763; from Virginia, Mar. 20, 1764.

ENDEAVOUR, sloop, 45 tons, JOSEPH WELLS, from Halifax, Jan. 8, 1763.

ENDEAVOUR, sloop, 52 tons, THOMAS TREADWELL, from Halifax, Feb. 22, 1763; from Virginia, May 10, 1763; to Virginia, Feb. 17, 1764; from Virginia, May 21, 1764; to Halifax, Aug. 30, 1764.

ENDEAVOUR, sch., 45 tons, NATHANIEL ARCHER, from Maryland, Apr. 2, 1763.

ENDEAVOUR, sch., 30 tons, SAMUEL ROBINSON, to Martinico, May 17, 1763; from Antigua, Aug. 8, 1763.

ENDEAVOUR, sloop, 65 tons, WILLIAM LANGDELL, to North Carolina, Dec. 9, 1763; from North Carolina, May 8, 1764; to North Carolina, Dec. 27, 1764; from North Carolina, May 14, 1765; to West Indies, Jan. 8, 1767; from Maryland, June 12, 1767.

ENDEAVOUR, sch., 50 tons, JOHN TUCKER, to Virginia, Dec. 10, 1763; from Virginia, Mar. 14, 1764; to St. Kitts, Jan. 17, 1765; from Jamaica, May 25, 1765.

ENDEAVOUR, sch., 50 tons, Samuel Carlton, Dec. 30, 1763.

ENDEAVOUR, sloop, 60 tons, ZACHARIAH GAGE, to Dominico, Mar. 8, 1764.

ENDEAVOUR, sch., 40 tons, SAMUEL CARLTON, from Grenada, July 25, 1764.

ENDEAVOUR, sch., 54 tons, BENJAMIN CHAPMAN, to Virginia, Dec. 8, 1764; from Maryland, Apr. 1, 1765; to West Indies, Dec. 27, 1766; from St. Vincent, Apr. 24, 1767.

ENDEAVOUR, sloop, 50 tons, NATHANIEL FULLER, to Virginia, Dec. 3, 1764.

ENDEAVOUR, sloop, 60 tons, WILLIAM McVICKER, from Virginia, Mar. 16, 1765; MOSES WELLS, to Antigua, June 11, 1765.

ENDEAVOUR, sloop, 50 tons, WILLIAM MORGAN, to Barbadoes, Apr. 23, 1765; from Barbadoes and Turk's Island, July 23, 1765; to North Carolina, Oct. 30, 1765; from North Carolina, Apr. 10, 1766; to West Indies, Dec. 24, 1766; from Tortugas, May 12, 1767; to Barbadoes, Apr. 5, 1768.

ENDEAVOUR, sloop, 55 tons, MOSES WELLS, to Halifax, Oct. 31, 1765; from Halifax, Feb. 5, 1766.

ENDEAVOUR, sloop, 50 tons, MOSES WELLS, from North Carolina, May 6, 1766; to West Indies, July 22, 1766; from St. Cruz, Oct. 23, 1766.

ENDEAVOUR, sch., 48 tons, SAMUEL WITHAM, to Virginia, Dec. 16, 1766; from Virginia, Mar. 30, 1767; to Virginia, Dec. 21, 1767; from Maryland, Apr. 12, 1768.

ENDEAVOUR, sloop, 50 tons, MOSES HARRIS, to Nova Scotia, July 27, 1767; from Canso, Sept. 23, 1767.

ENDEAVOUR, sloop, 54 tons, LIVERMORE WHITTREDGE, to West Indies, Dec. 26, 1767.

ENDEAVOUR, sloop, 54 tons, THOMAS DODGE, to West Indies, Jan. 16, 1768.

ENDICOT, snow, 110 tons, EBENEZER WARD, JR., to Newfoundland, Sept. 25, 1764; from Newfoundland, Dec. 3, 1764; to Alicant, Dec. 19, 1764; from Cadiz, May 1, 1765; to Newfoundland, July 23, 1765; from Newfoundland, June 26, 1766; to Newfoundland, Aug. 12, 1766; from Alicant, Mar. 19, 1767; to Newfoundland, Apr. 24, 1767; from Barbadoes, Sept. 15, 1767; to Virginia, Nov. 6, 1767.

ENTERPRISE, snow, WILLIAM FINNEY, from Limerick, May 11, 1757.

EPES, bgtne., 96 tons, JAMES BABSON, to West Indies, Oct. 22, 1765; from Turk's Island, Apr. 15, 1766.

ESSEX, bgtne., 72 tons, JOHN HODGES, from St. Martin's, Mar. 28, 1751; to Barbadoes, May 4, 1751; from Barbadoes, July 22, 1751.

ESSEX, ship, 150 tons, THOMAS POINTON, to Bilbao, Apr. 25, 1753; from Cadiz, Sept. 27, 1753; to Lisbon, Dec. 22, 1753; JOHN FOSTER, from Lisbon, May 4, 1754; THOMAS POINTON, to Bilbao, Oct. 15, 1754; from Cadiz, May 5, 1755; to Lisbon, Aug. 16, 1755; from Cadiz, May 22, 1756; to Ireland, May 10, 1757; 120 tons, from Bristol, May 18, 1758; to West Indies, Sept. 6, 1758; from Anguilla, May 26, 1759; JOHN FRAZIER, to West Indies, Aug. 27, 1759; from Tortugas, Apr. 16, 1760; to Barbadoes, June 25, 1760.

ESSEX, bgtne., 80 tons, ISRAEL LOVET, to Lisbon, Feb. 17, 1763; from Cadiz, Aug. 15, 1763; JOHN BATTEN, to Bilbao, Nov. 17, 1763; from Lisbon, Apr. 19, 1764; to

Bilbao, June 5, 1764; from Lisbon, Nov. 19, 1764; to Lisbon, Jan. 24, 1765; from Lemat, July 31, 1765; to Bilbao, Oct. 1, 1765; from Lisbon, Apr. 11, 1766.

ESSEX, ship, 120 tons, DANIEL HATHORNE, to Barbadoes, Sept. 28, 1764.

ESSEX, sch., 80 tons, THOMAS LEE, to Bilbao, Oct. 16, 1765; from Cadiz, Apr. 16, 1766; 70 tons, to Bilbao, June 7, 1766; from Cadiz, Sept. 29, 1766.

ESSEX, bgtne., 70 tons, THOMAS LEE, to Bilbao, Dec. 4, 1766; from Bilbao, May 15, 1767; 84 tons, to Bilbao, Sept. 5, 1767; from Cadiz, Mar. 11, 1768.

ESTHER, sch., DAVID WALLIS, to Virginia, Dec. 24, 1756.

ESTHER, sch., 40 tons, DAVID INGERSOLL, to West Indies, Dec. 6, 1757; from St. Martins, Nov. 27, 1758; to West Indies, July 31, 1758.

ESTHER, sch., 34 tons, ABEL GARDNER, to Maryland, Dec. 7, 1759; from Maryland, Feb. 25, 1760; to South Carolina, Dec. 12, 1760; from South Carolina, Mar. 9, 1761.

ESTHER, sch., 50 tons, SAMUEL ALLEN, to Maryland, Dec. 11, 1759.

ESTHER, sch., 48 tons, TOBIAS DAVIS, JR., to South Carolina, Dec. 27, 1759; from South Carolina, Mar. 3, 1760; BENJAMIN HENDERSON, to Virginia, Dec. 12, 1760; from Maryland, Mar. 30, 1761.

ESTHER, sch., 40 tons, BENJAMIN HENDERSON, to Virginia, Nov. 26, 1761; from Maryland, Mar. 17, 1762; to South Carolina, Dec. 13, 1762; from South Carolina, Mar. 21, 1763; to Maryland, Dec. 16, 1764; from Virginia, Mar. 11, 1765.

ESTHER, sch., 40 tons, WILLIAM FORD, to Maryland, Dec. 19, 1761; from Virginia, Mar. 24, 1762.

ESTHER, sch., 40 tons, JOSEPH SAYWARD, to Virginia, Nov. 25, 1762; from Virginia, Mar. 4, 1763; to Lisbon, Dec. 23, 1763; 60 tons, from Lisbon, Apr. 4, 1764; to Lisbon, Dec. 31, 1764; from Figura, Apr. 29, 1765.

EUNICE, snow, 100 tons, JOHN DIAMOND, to Europe, Mar. 6, 1756; to Europe, Oct. 6, 1756; from Cadiz and to West Indies, Sept. 4, 1757.

EUNICE, ship, 100 tons, JOHN DIAMOND, from Lisbon, July 19, 1756.

EUNICE, sch., 26 tons, GEORGE BICKFORD, JR., to North Carolina, Nov. 21, 1757; from North Carolina, Mar. 27, 1758.

EUNICE, sch., 56 tons, DAVID FELT, to Maryland, Nov. 30, 1761; from Maryland, Mar. 30, 1762; to Maryland, Nov. 22, 1762; from Maryland, Mar. 31, 1763; to Maryland, Dec. 9, 1763; from Maryland, Apr. 9, 1764; to Maryland, Nov. 30, 1764; from Maryland, Mar. 18, 1765; to Maryland, Dec. 11, 1766; from Virginia, Mar. 20, 1767.

EUNICE, sch., 30 tons, ABEL GARDNER, to South Carolina, Dec. 13, 1762; from South Carolina, Mar. 10, 1763.

EUNICE, sch., 32 tons, SAMUEL PUNCHARD, to North Carolina, Nov. 25, 1763; from North Carolina, Apr. 7, 1764.

EUNICE, sch., 48 tons, GABRIEL HOLMAN, to West Indies, Mar. 30, 1768.

EXPEDITION, snow, 130 tons, THOMAS WARREN, to St. Kitts, Feb. 14, 1757.

EXPERIMENT, sloop, 60 tons, DANIEL DOLE, to Halifax, Aug. 29, 1751; to Newfoundland, July 23, 1754.

EXPERIMENT, sch., 48 tons, JAMES BABSON, from Maryland, Apr. 12, 1754; to Fayal, Apr. 26, 1754.

EXPERIMENT, sch., JOHN HASKELL, from Maryland, Mar. 24, 1755.

EXPERIMENT, sch., 42 tons, JOSEPH SAYWARD, to South Carolina, Dec. 8, 1755; from South Carolina, Feb. 3, 1756.

EXPERIMENT, sloop, DANIEL EMERY, from Halifax, Aug. 16, 1756; to Halifax, Sept. 2, 1756.

EXPERIMENT, sch., 40 tons, JAMES DAVIS, to Cadiz, Sept. 6, 1757.

EXPERIMENT, sch., 60 tons, JOSEPH SAYWARD, to Fayal, Dec. 14, 1758; from Cadiz, Apr. 11, 1759; to Cadiz, May 28, 1759; from Gibraltar, Nov. 22, 1759; to West Indies, Dec. 21, 1759; from Gibraltar, Aug. 9, 1760.

EXPERIMENT, sch., 50 tons, JAMES BLAKE, to Gibraltar, Oct. 22, 1760; from Gibraltar, Apr. 14, 1761; to Cadiz, June 3, 1761.

FAIR LADY, sch., 42 tons, WILLIAM INGERSOL, to West Indies, Dec. 18, 1754; from West Indies, Mar. 1, 1755.

FAIR LADY, sch., 50 tons, BENJAMIN LOVIT, to South Carolina, Dec. 6, 1755; from South Carolina, Mar. 10, 1756; to Lisbon, Dec. 28, 1756; from Lisbon, Apr. 4, 1757; to Gibraltar, Jan. 28, 1758; from Gibraltar, July 20, 1758; to West Indies, Nov. 9, 1758; from St. Thomas, Jan. 20, 1759; to West Indies, Feb. 15, 1759.

FAIR LADY, sch., 42 tons, ROBERT ELWELL, to West Indies, Oct. 22, 1756; to Barbadoes, Jan. 18, 1757; from Barbadoes, Mar. 30, 1757; to West Indies, May 12, 1757; from St. Martin's, July 20, 1757; to West Indies, Aug. 3, 1757; from St. Martin's, Dec. 26, 1757; to West Indies, Mar. 14, 1758; from St. Martin's, July 7, 1758; to West Indies, Aug. 31, 1758.

FAIR LADY, sch., 40 tons, ROBERT ELWELL, from St. Martin's, July 7, 1758.

FAIR LADY, sch., 40 tons, ANDREW HARRENDON, to Maryland, Nov. 25, 1760; from Maryland, Mar. 11, 1761; to Virginia, Dec. 10, 1761; from and to Maryland, Dec. 16, 1762.

FAIR LADY, sch., 58 tons, IGNATIUS WEBBER, to Lisbon, Jan. 11, 1762; from Lisbon, May 20, 1762.

FAIR LADY, sch., 54 tons, JOHN EDWARDS, to Virginia or Maryland, Nov. 26, 1762; JOHN COLLINS, from Maryland, May 10, 1763.

FAIR LADY, sch., 60 tons, ANDREW HARREDON, to Virginia, Dec. 12, 1763; from Maryland, Mar. 14, 1764; to Virginia, Dec. 18, 1764; from Virginia, Mar. 8, 1765.

FAIR LADY, sch., 40 tons, OLIVER GRIFFIN, to Virginia, Dec. 20, 1763; from Maryland, Mar. 29, 1764.

FAIR LADY, sch., 55 tons, SAMUEL ROBINSON, to St. Kitts, Dec. 27, 1763.

FAIR LADY, sch., 60 tons, WILLIAM ATKINSON, from St. Martin's, Mar. 28, 1764.

FAIR LADY, sch., 50 tons, ISAAC SOMES, to Maryland, Dec. 18, 1764; from Virginia, Apr. 1, 1765.

FAIR LADY, sch., 60 tons, SOLOMON ALLEN, from Virginia, May 5, 1766; to West Indies, Dec. 29, 1766; from Antigua, Apr. 22, 1767.

FAIR LADY, sch., 45 tons, JOSEPH DAVIS, to Maryland, Dec. 16, 1766; from Virginia, Apr. 4, 1767.

FAIR LADY, sch., 50 tons, JOSEPH LANE, to Virginia, Dec. 17, 1766; from Virginia, Mar. 25, 1767.

FALMOUTH, sloop, 52 tons, ABRAM HAMMAT, from St. Martin's, May 17, 1751.

FALMOUTH, bgtn., 60 tons, JOSEPH AUSTIN, from St. Martin's, July 5, 1751.

FALMOUTH, sloop, 68 tons, ABRAM HAMAT, from St. Martin's, Jan. 9, 1752.

FALMOUTH, sloop, 60 tons, PETER NOGUES, from St. Martin's, Oct. 2, 1752.

FALMOUTH, bgtn., 75 tons, JOHN ROBINSON, from Cadiz, Aug. 4, 1754.

FALMOUTH, sloop, 40 tons, ICHABOD JONES, from Halifax, Aug. 16, 1754.

FALMOUTH, bgtn., 76 tons, EDWARD SOHIER, to Lisbon, Jan. 13, 1755.

FALMOUTH, sloop, 50 tons, JOHN ROBINSON, from Philadelphia, Nov. 14, 1760.

FALMOUTH, sloop, 40 tons, JOSEPH GOODING, from Louisburg, July 30, 1760.

FALMOUTH, sloop, 50 tons, DANIEL GOODHUE, to Halifax, July 14, 1761; from Halifax, Aug. 17, 1761; to Maryland, Aug. 31, 1761; from Maryland, Nov. 26, 1761; to Virginia, Dec. 14, 1761; from Maryland, Apr. 28, 1762; to Jamaica, July 9, 1762; 60 tons, from Guadeloupe, May 21, 1763; to West Indies, Aug. 18, 1763; from Dominico, Dec. 15, 1763; to Dominico, Mar. 27, 1764; to Virginia, Nov. 27, 1764; from Virginia, Apr. 13, 1765; *Daniel Goodhue*, to West Indies, Oct. 18, 1765; from Martinico, May 29, 1766; to West Indies, Aug. 5, 1766; from Martinico, Dec. 17, 1766; to West Indies, May 4, 1767; 66 tons, from St. Martin's, Aug. 14, 1767; to West Indies, Dec. 23, 1767; from Martinico, Apr. 28, 1768.

FALMOUTH, sloop, 50 tons, NEHEMIAH INGERSOLL, for West Indies, May 27, 1765.

FALMOUTH, sloop, 70 tons, LARKIN THORNDIKE, to Virginia, Oct. 30, 1765; from Virginia, Mar. 29, 1766.

FAME, sch., 40 tons, JACOB CLARKE, to Virginia, Dec. 12, 1760; from Maryland, Apr. 2, 1761.

FAME, sloop, 70 tons, JAMES ORDWAY MORSE, to Quebec, May 1, 1761.

FAME, sch., 40 tons, JAMES FABENS, to Virginia, Dec. 6, 1762; from Maryland, Mar. 31, 1763; to South Carolina, Nov. 28, 1763; from South Carolina, Mar. 5, 1764.

FAME, sloop, 28 tons, JOSEPH WADLEIGH, to Virginia, Dec. 17, 1763; from Virginia, May 14, 1764.

FAME, sch., 60 tons, JAMES FABENS, from Maryland, Apr. 13, 1765; to Maryland, Dec. 14, 1764; to Maryland, Dec. 11, 1766; from Maryland, Apr. 13, 1767.

FAME, sloop, 45 tons, ISRAEL OBEAR, to Quebec, May 27, 1766; from Quebec, Aug. 15, 1766.

FAME, sch., 48 tons, WILLIAM WILLIAMS, to Virginia, Dec. 10, 1767; from Virginia, Mar. 21, 1768.

FANNY, sch., 50 tons, AMOS HILTON, to Virginia, Nov. 17, 1763; from Virginia, Feb. 15, 1764; JOHN PERRY, to Virginia, Dec. 21, 1764; from Virginia, Mar. 9, 1765.

FAVORITE, ship, 90 tons, GEORGE ROSS, from Gibraltar, May 23, 1760.

FAVORITE, snow, 96 tons, MICHAEL DRIVER, to Guadeloupe, Nov. 14, 1760.

FEILD, sloop, 50 tons, JOHN LOVEIT, to South Carolina, Mar. 15, 1754; from South Carolina, June 3, 1754.

FISHER, sch., JOHN CLOUTMAN, from Maryland, Mar. 23, 1753.

FISHER, sch., JOHN CLOUTMAN, to Maryland, Dec. 3, 1754.

FISHER, sch., 42 tons, JOHN CLOUTMAN, to Maryland, Nov. 27, 1756; from Maryland, Mar. 14, 1757; JOHN WHITFORD, to Maryland, Nov. 21, 1757; from Maryland, Feb. 28, 1758.

FLYING FISH, sch., 54 tons, ISAAC OSGOOD, to West Indies, Sept. 22, 1753; DANIEL EMERY, from St. Martin's, Feb. 9, 1754; to West Indies, Mar. 29, 1754.

FLYING FISH, sch., 60 tons, EDWARD HOLLAND, to Halifax, July 29, 1755; THOMAS BECK, to Halifax, May 22, 1756; from Halifax, July 15, 1756; AMASA ROCKWELL, to Halifax, Oct. 5, 1756.

FORTUNATUS, sloop, 60 tons, BARNABAS BINNEY, from St. Martin's, Apr. 20, 1752.

FORTUNATUS, sloop, 40 tons, DAVID FORD, from St. Martin's, Dec. 14, 1753.

FORTUNATUS, sloop, 40 tons, JOSEPH NEWELL, from St. Martin's, July 1, 1754.

FORTUNE, sch., 36 tons, WILLIAM BAYLEY, to Newfoundland, May 25, 1753; from Newfoundland, Aug. 20, 1753; EDMUND HARRIMAN, to Newfoundland, Apr. 8, 1754.

FORTUNE, sch., 40 tons, JOSHUA HASKOL, to Maryland, Dec. 2, 1758; from Maryland, Feb. 27, 1759; JOHN MCKEAN, to West Indies, Dec. 26, 1759.

FORTUNE, sloop, 35 tons, NATHANIEL DENIN, from Newfoundland, Oct. 1, 1759.

FORTUNE, sloop, 38 tons, JOHN REED, JR., to Philadelphia, May 27, 1760; from Philadelphia, July 17, 1760; to Newfoundland, Aug. 1, 1760; from Newfoundland, Oct. 21, 1760; to South Carolina, Nov. 24, 1760; from South Carolina, May 4, 1761; to Newfoundland, June 9, 1761; from Newfoundland, Aug. 18, 1761; ZACHARIAH GAGE, to South Carolina, Sept. 10, 1761; from South Carolina, Nov. 23, 1761; to South Carolina, Jan. 21, 1762.

FORTUNE, ship, 125 tons, GEORGE CROWNINSHIELD, to Fayal, Oct. 26, 1765; to Fayal, Oct. 4, 1766; from Fayal and Cape, Apr. 7, 1766; from Lisbon, June 15, 1767; 130 tons, GEORGE SOUTHWARD, to Georgia, Oct. 26, 1767.

FOUR BROTHERS, sch., 46 tons, WILLIAM GOODRIDGE, to Virginia, June 22, 1757; from Virginia, Sept. 16, 1757.

FOUR BROTHERS, sloop, 45 tons, NICHOLAS POWER, from Rhode Island, Oct. 4, 1764.

FOX, sloop, 40 tons, JOHN PHILLIPS, to West Indies, Oct. 21, 1760.

FRANCIS, sloop, 60 tons, NATHANIEL CATLING, from Bermuda, Apr. 27, 1752.

FRANCIS, sch., 55 tons, JOSEPH HOWARD, to West Indies, Dec. 20, 1760; from Guadaloupe, June 9, 1761.

FRANCIS, sch., 54 tons, RICHARD DOLBEAR, to Virginia, Dec. 4, 1762; from Maryland, Apr. 19, 1763; 60 tons, to Virginia, Jan. 6, 1764; from Maryland, Apr. 28, 1764.

FREE AMERICAN, bgtne., 70 tons, JOHN BATTEN, to Cape de Verde, Oct. 6, 1766; 85 tons, from Dominico, June 22, 1767; JOHN DERBY, to Spain, Sept. 11, 1767.

FREE MASON, sch., 60 tons, JEREMIAH POPE, to Barbadoes, Oct. 14, 1762; from Maryland, Mar. 4, 1763; OLIVER THOMAS, to West Indies, Mar. 24, 1763; from Newfoundland, Dec. 29, 1763.

FREE MASON, sch., 80 tons, JOHN LEE, to Barbadoes, Feb. 1, 1765; from Barbadoes, Apr. 19, 1765; from Anguilla, Aug. 14, 1765.

FRIENDS, sloop, 60 tons, WILLIAM DEADMAN, JR., to Philadelphia, Aug. 25, 1761; from Philadelphia, Dec. 4, 1761; to Georgia, Feb. 22, 1762; from Martinico, Dec. 20, 1762.

FRIEND'S ADVENTURE, sch., 80 tons, BENJAMIN LUFKIN, from Isle of May, May 14, 1752; WILLIAM INGERSON, to Barbadoes, Sept. 21, 1752; from St. Kitts, Dec. 28, 1752; to Barbadoes, July 25, 1753; 75 tons, to West Indies, Mar. 2, 1754; from St. Kitts, July 17, 1754.

FRIEND'S ADVENTURE, sloop, 60 tons, RICHARD REED, to West Indies, Sept. 26, 1761.

FRIEND'S ADVENTURE, sch., 60 tons, BENJAMIN LUFKIN, from Lisbon, May 6, 1751.

FRIEND'S GOODWILL, ship 120 tons, CHRISTOPHER WILLIAMSON, from Whitehaven in Great Britain, Apr. 28, 1767.

FRIENDSHIP, bgtne., 60 tons, WILLIAM NICHOLS, to Italy, Aug. 3, 1751.

FRIENDSHIP, sch., 40 tons, GEORGE MAUGER, from St. Martin's and to Halifax, June 27, 1752.

FRIENDSHIP, sch., 48 tons, ZEBULON LUFKIN, to Virginia or Maryland, Dec. 20, 1752; from Virginia, Mar.

28, 1753; to West Indies, July 18, 1753; from Barbadoes, Oct. 9, 1753.

FRIENDSHIP, bgtne., 80 tons, ROBERT ROBERTS, to Newfoundland, Apr. 6, 1753; from Newfoundland, June 19, 1753; to Halifax, Aug. 20, 1753.

FRIENDSHIP, bgtne., 76 tons, GEORGE WILSON, from St. Martin's, July 31, 1753.

FRIENDSHIP, sloop, 42 tons, PHILIP WHITE, from St. Martin's, Oct. 9, 1753.

FRIENDSHIP, sch., ANTHONY GWYNN, from Newfoundland, Nov. 15, 1753.

FRIENDSHIP, sch., 50 tons, SAMUEL ELWELL, to South Carolina, Dec. 3, 1753; from South Carolina, Jan. 31, 1754; to South Carolina, Dec. 7, 1754; from South Carolina, Feb. 1, 1755.

FRIENDSHIP, sloop, 48 tons, WILLIAM MEANY, from Anguilla, May 19, 1754.

FRIENDSHIP, sch., 25 tons, THOMAS DAVIS, from St. Martin's, June 18, 1754.

FRIENDSHIP, bgtne., 80 tons, JOHN JONES, to Virginia, Nov. 23, 1754; from Maryland, May 30, 1755.

FRIENDSHIP, brig, 100 tons, JOSEPH PEIRCE, to St. Martin's, Aug. 21, 1755.

FRIENDSHIP, sch., 42 tons, SAMUEL ELWELL, to Cadiz, Dec. 29, 1755; from Cadiz, May 12, 1756; to Cadiz, Dec. 7, 1757.

FRIENDSHIP, sch., 66 tons, JOSEPH MASCOL, JR., to West Indies, June 16, 1756; from St. Martin's, Nov. 12, 1756.

FRIENDSHIP, sloop, 32 tons, JACOB CROWNINSHIELD, from St. Martin's, Apr. 9, 1759.

FRIENDSHIP, snow, 84 tons, NICHOLAS HUSSEY, from Halifax, May 21, 1759; to Lisbon, July 14, 1759.

FRIENDSHIP, sch., 30 tons, JAMES CURTIS, from Barbadoes, May 25, 1759.

FRIENDSHIP, bgtne., 60 tons, JAMES ROBINSON, from Anguilla, Sept. 18, 1760.

FRIENDSHIP, sch., 40 tons, CHARLES GLOVER, from St. Martin's, Oct. 22, 1760.

FRIENDSHIP, sch., 40 tons, RICHARD REED, to West Indies, Dec. 11, 1760.

FRIENDSHIP, sch., 24 tons, THOMAS SAVELL, JR., to Connecticut, Nov. 4, 1761; from Newfoundland, Jan. 5, 1762.

FRIENDSHIP, sch., 24 tons, LARKIN THORNDIKE, to Virginia, Nov. 25, 1763; from Maryland, Apr. 27, 1764.

FRIENDSHIP, sch., 42 tons, PETER WOODBERRY, to Virginia, Dec. 26, 1764; from Maryland, Apr. 15, 1765; to Virginia, Dec. 17, 1766.

FRIENDSHIP, sch., 75 tons, ZEBULON PARSONS, to West Indies, Sept. 18, 1765; from West Indies, Jan. 15, 1766; to West Indies, Mar. 10, 1766; from St. Eustatia, June 10, 1766; to West Indies, Aug. 13, 1766.

FRIENDSHIP, sch., 75 tons, WILLIAM PEARSON, from St. Eustatia, Jan. 14, 1767; to West Indies, Mar. 11, 1767.

FRIENDSHIP, sch., 50 tons, STEPHEN WOODBURY, from Maryland, Mar. 25, 1767.

FRIENDSHIP, sch., 84 tons, WILLIAM PEARSON, to West Indies, Jan. 1, 1768.

GENERAL WOLFE, sch., 80 tons, JOHN HODGES, JR., to West Indies, June 22, 1767; from Monte Christo, Nov. 5, 1767.

GEORGE, sch., 50 tons, NEHEMIAH INGERSOLL, from Virginia, Feb. 25, 1757.

GEORGE, sch., 40 tons, JACOB CLARKE, to Virginia, Nov. 22, 1757; from Maryland, Mar. 11, 1758; to Maryland, Nov. 29, 1758; from Maryland, Feb. 26, 1759.

GEORGE, sch., 40 tons, JOSEPH ALLEN, to Virginia, Dec. 10, 1757; from Virginia, Mar. 13, 1758; to Virginia, Nov. 28, 1758; to Virginia, Dec. 3, 1759.

GEORGE, sch., 40 tons, JOHN TUCKER, to Maryland, Nov. 24, 1760; from Piscataqua, Mar. 24, 1761; to Virginia, Dec. 1, 1762; from Virginia, Mar. 15, 1763.

GEORGE, SNOW, 90 tons, JOHN LEE, to Bilbao, Dec. 24, 1760.

GEORGE, sch., 40 tons, DAVID PEIRCE, to Virginia and Maryland, Dec. 8, 1761; from Virginia, Mar. 17, 1762.

GEORGE, sch., 45 tons, ZEBULON PARSONS, to Antigua, Oct. 1, 1763; from St. Martin's, Jan. 21, 1764.

GEORGE, sch., 45 tons, WILLIAM PARSONS, to St. Kitts, May 25, 1765.

GEORGE, sch., 45 tons, GEORGE GLOVER, to North Carolina, Dec. 10, 1766; from North Carolina, Apr. 8, 1767.

GEORGE, sch., 42 tons, GEORGE CHAPMAN, to Virginia, Dec. 24, 1767; from Maryland, Apr. 5, 1768.

GLASGOW, sch., 20 tons, EBEN FULLER, from North Carolina, May 12, 1761.

GLORIOSA, sch., 50 tons, CALEB LINCOLN, to Virginia, Nov. 24, 1762; from Virginia, Feb. 22, 1763; to Virginia, Dec. 16, 1763; from Virginia, Mar. 19, 1764; ZEBULON DAVIS, to Virginia, Dec. 14, 1764; from Virginia, Mar. 23, 1765; WILLIAM ELWELL, from Cadiz, May 15, 1767.

GLOUCESTER, snow, 90 tons, JABEZ BAKER, from Lisbon, Nov. 24, 1750; from Oporto, Aug. 26, 1751; to Spain, May 11, 1751.

GLOUCESTER, snow, 108 tons, JONATHAN BENNET, to Spain, Nov. 18, 1751; from Cadiz, May 4, 1752; ABRAM SOMES, to Bilbao, July 13, 1752; 110 tons, from Lisbon, Apr. 27, 1753; to Bilbao, Oct. 20, 1753; from Cadiz, July 3, 1754; to Bilbao, Oct. 1754; from Lisbon, May 3, 1755; to Lisbon, Oct. 13, 1755; from Lisbon, Apr. 30, 1756; 112 tons to Europe, Oct. 21, 1756; from Lisbon, Apr. 20, 1757.

GLOUCESTER, snow, 86 tons, ABRAHAM SOMES, from New York, Sept. 29, 1757.

GLOUCESTER, sloop, 30 tons, SAMUEL ELWELL, to West Indies, Feb. 26, 1760.

GLOUCESTER, sloop 55 tons, "DAVID GLOVER, to Grenada, Dec. 15, 1763; from Guadaloupe, May 22, 1764; JOHN LAWSON, 60 tons, to Dominico, Oct. 19, 1765; from St. Eustatia, Jan. 11, 1766; to West Indies, May 1, 1766; from St. Eustatia, Aug. 2, 1766.

GOOD FORTUNE, sch., 72 tons, JONATHAN BAGLY, to West Indies, Dec. 16, 1751; from Barbadoes, May 22, 1752.

GOOD FORTUNE, sch., 36 tons, JAMES SCOLLAY, to Newfoundland, Apr. 30, 1753.

GOOD FORTUNE, sch., 24 tons, THEOPHILUS MORRILL, from Newfoundland, Dec. 3, 1754; to Maryland, Dec. 17, 1754.

GOOD FORTUNE, sloop, 50 tons, THEOPHILUS MORRILL, for Virginia, May 17, 1755.

GOOD FORTUNE, sch., 22 tons, THEOPHILUS MORRILL, from Halifax, Oct. 4, 1755; to Virginia, Dec. 3, 1757; from Virginia, Mar. 16, 1758; to Virginia, July 19, 1758; to Philadelphia, Oct. 15, 1758; from Maryland, Oct. 2, 1758; from Philadelphia, Nov. 24, 1758; to Maryland, Dec. 12, 1758.

GOOD INTENT, sch., 40 tons, EBENEZER BOWDITCH, JR., to Philadelphia, May 30, 1752; from Philadelphia, July 20, 1752; to Philadelphia, Oct. 14, 1752; from Philadelphia, Dec. 2, 1752.

GOOD INTENT, sch., 72 tons, HENRY FLORANCE, to Cadiz, Oct. 8, 1756.

GOOD INTENT, sch., 54 tons, HENRY FLORANCE, from Cadiz, Feb. 24, 1757; to Europe, May 10, 1757; from Figura, Sept. 7, 1757; to Philadelphia, Sept. 26, 1757; from Philadelphia, Oct. 28, 1757; to West Indies, Dec. 22, 1757.

GOOD INTENT, sch., 30 tons, JONATHAN MASON, to West Indies, Nov. 9, 1757.

GOOD INTENT, sch., 26 tons, JAMES PUNCHARD, to Virginia, Dec. 13, 1758; from Virginia, Feb. 26, 1759; JOHN GROVES, to West Indies, Dec. 14, 1759.

GOOD INTENT, sch., 70 tons, JOHN BERRY, from St. Crux, June 9, 1761.

GOOD INTENT, sch., 70 tons, ANDREW THORNDIKE, to Philadelphia, Oct. 16, 1761.

GOOD INTENT, sch., 50 tons, EDWARD BOWEN, to Lisbon, Nov. 11, 1761, from Lisbon, Mar. 24, 1762, to Europe, Mar. 25, 1763, from Cadiz, Sept. 13, 1763; to Bilbao, Jan. 31, 1764.

GOOD INTENT, sch., 60 tons, BENJAMIN OBER, to Maryland, Dec. 21, 1763; from Maryland, Apr. 9, 1764.

GOOD INTENT, sch., 54 tons, EDWARD BOWEN, from Falmouth, Aug. 10, 1764; to Bilbao, Nov. 17, 1764; from Cadiz, May 3, 1765; to Lisbon, Oct. 24, 1765; from Lisbon, Aug. 15, 1766; to Barbadoes, May 7, 1767; from Barbadoes, July 25, 1767.

GOOD INTENT, sch., 48 tons, HENRY FLORANCE, to Lisbon, Feb. 18, 1765; from Lisbon, Oct. 25, 1765.

GOOD INTENT, sch., 50 tons, HENRY FLORANCE, from Plymouth, Great Britain, May 24, 1766.

GOOD INTENT, sch., 50 tons, THOMAS RENEW, to West Indies, Aug. 23, 1766.

GOOD INTENT, sch., 50 tons, THOMAS RENEW, from Monte Christo, May 6, 1767.

GOODSPEED, sch., 36 tons, JOHN HASKALL, to West Indies, Dec. 14, 1756.

GORHAM, sloop, 40 tons, WILLIAM BAYLEY, to Newfoundland, Aug. 29, 1752; from Newfoundland, Nov. 8, 1752; EDMUND HARRIMAN, to Halifax, Sept. 24, 1753; from Newfoundland, Dec. 27, 1753.

GORHAM, sloop, 48 tons, MAYO GREENLEAF, to West Indies, June 11, 1754; from Newfoundland, July 30, 1754; EDMUND HARRIMAN, from Newfoundland, Oct. 7, 1754.

GREYHOUND, sloop, 60 tons, WILLIAM PEAKES, from St. Martin's, July 4, 1752.

GREYHOUND, sloop, 54 tons, JOSEPH RICHARDSON, from St. Martin's, Aug. 24, 1752.

GREYHOUND, snow, 80 tons, JAMES SEMPLE, from St. Martin's, Dec. 5, 1752; from St. Martin's, July 9, 1753.

GREYHOUND, sch., 50 tons, BENJAMIN CLIFFORD, to West Indies, Dec. 2, 1755.

GREYHOUND, sloop, JOHN MORRILL, from Virginia, Sept. 25, 1756.

GREYHOUND, sloop, 60 tons, PETER DOLLIVER, to West Indies, May 26, 1758; from Portsmouth, Nov. 7, 1758; to West Indies, Jan. 11, 1759; CHARLES GLOVER, to West Indies, July 13, 1759; from Guadaloupe, Nov. 9, 1759; PETER DOLLIVER, to West Indies, Jan. 25, 1760; from St. Martin's, May 29, 1760; to West Indies, July 9, 1760; MOSES BARTON, from Newport, Aug. 27, 1764.

GREYHOUND, bgtne., 120 tons, GEORGE WILLIAMS, to West Indies, Jan. 11, 1759; from Jamaica, July 13, 1759; to West Indies, Sept. 4, 1759; from Guadaloupe, Feb. 26, 1760.

GREYHOUND, bgtne., 120 tons, JOHN BATTEN, from Guadaloupe, Mar. 28, 1761; BENJAMIN LOVETT, to West Indies, June 22, 1761.

GREYHOUND, bgtne., 75 tons, EBENEZER HOBBS, from Salt Tortugas, June 28, 1762.

GREYHOUND, bgtne., 90 tons, EBENEZER HOBBS, from Salt Tortugas, May 18, 1764.

GREYHOUND, sloop, 50 tons, MOSES BARTON, from Rhode Island, July 12, 1764.

GREYHOUND, sch., 40 tons, BENJAMIN KIMBALL, from North Carolina, Aug. 5, 1764.

GREYHOUND, bgtne., 100 tons, DAVID MASURY, to Antigua, Sept. 28, 1764; 110 tons, from Turk's Island, Feb. 2, 1765; 108 tons, to Virginia, Mar. 19, 1765; 100 tons, from Virginia, June 10, 1765; to West Indies, Oct. 22, 1765; from Guadaloupe, June 27, 1766; to Cape de Verde, Oct. 28, 1766; from Alicant, Sept. 15, 1767.

GRIFFIN, bgtne., 90 tons, HENRY GARDNER, to Halifax, Oct. 5, 1751.

GUARDOQUI, ship, 120 tons, ISRAEL FOSTER, from Cadiz and to Bilbao, June 8, 1754.

GUARDOQUI, ship, 120 tons, ISRAEL FOSTER, to Spain, Oct. 29, 1754; from Lisbon, Mar. 17, 1755; to Lisbon, Aug. 6, 1755; from Cadiz, Feb. 9, 1756; JOHN CALLEY, to Europe, Aug. 9, 1756; 100 tons, from Cadiz, June 27, 1757; to Coruna, Aug. 19, 1757; from Lisbon, Jan. 25, 1758; to Lisbon, May 24, 1758; from Lisbon, Sept. 18, 1758; to Lisbon, Nov. 8, 1758; from Cadiz, Mar. 19, 1759; to Lisbon, Aug. 13, 1759; from Lisbon, Nov. 17, 1759; to Europe, Apr. 28, 1760; from Lisbon, Aug. 27, 1760; to Europe, Dec. 12, 1760; from Cadiz, Apr. 15, 1761; PETER GREEN, to West Indies, Aug. 18, 1761; from Turk's Island and Jamaica, Mar. 18, 1762; to West Indies, June 5, 1762; 110 tons, from Guadaloupe, Sept. 20, 1762; to Martinico, Nov. 9, 1762.

(To be continued.)

IMMIGRANTS TO NEW ENGLAND, 1700-1775.

By ETHEL STANWOOD BOLTON.

(Continued from Vol. LXIII, page 284.)

- CLAGGETT, Wyseman, of Dunstable, Mass., and Portsmouth, N. H.; from Bristol, England, cir. 1758; b. 1721; in 1748 of Antigua; m. Lettice Mitchel, 1759; Children: Martha, Clifton, Wentworth, Edward, Ritta, John, William, John K.; d. Litchfield Dec. 4, 1784.—*Secomb's Amherst*, p. 533; *Fox's Dunstable*, p. 221.
- CLARIDGE, Ambrose, Boston, Mass.; from Great Britain before 1718; int. m. Tabitha Mitchell, Aug. 13, 1718.—*Boston Rec. Com.*, Vol. 28, p. 97.
- CLARK, Archibald, of Londonderry, N. H.; from Ireland before 1730.—*Documentary History of Maine*, Vol. 11, p. 24.
- CLARK, James, of Londonderry and Windham, N. H.; from Ireland before 1730; m. ———; Children: John, Matthew, Eleanor, Samuel, George.—*Morrison's Windham*, p. 377; *Documentary History of Maine*, Vol. 11, p. 24.
- CLARK, James, of Rutland, Mass.; from Ireland in 1718; m. Mary ———; Children: George, John and five more; killed Aug. 3, 1724, "an oldish man."—*Lincoln's Worcester*, p. 49; *Worcester Soc. Ant.*, Vol. 7, p. 77; *Worcester Vital Records*.
- CLARK, John, of Worcester and Colrain, Mass.; from Ireland 1718 or 1719; m. Agnes Adams; Children: Jane, Matthew, Thomas, John, James, William, Samuel, Elizabeth, George; will probated 1750; d. in South Hadley, Mass.—*McClellan's Colrain*, p. 66; *Wall's Reminiscences of Worcester*, p. 128.
- CLARK, John, of Rutland, Mass.; from Ireland before 1726; John Clark "a North Brittain" of Rutland warned from Boston July 15, 1726; m. Mary Mclein Feb. 26, 1730; Children: Elizabeth, Isabell, James.—*Perry's Scotch-Irish*, p. 14; *Rutland V. R.*, pp. 26, 125; *Boston Record Com.*, Vol. 13, p. 154.

- CLARK, Joseph, of Worcester, Mass.; from Ireland before 1733; m. Sarah —; Children: Joseph, Sarah (m. Jerathneel Wilder), Mary (m. William Stone), Easter (m. Solomon Bixby), Priscilla (m. Aaron Wilder); d. betw. Dec. 1767 and June 11, 1772.—*Perry's Scotch-Irish, Worcester Probate, Series A, 12160.*
- CLARK, Matthew, of Worcester, Mass., and Londonderry, N. H.; from Ireland before 1733; m. Jennette —; Children: Jane, John, Alexander, Agnes.—*Perry's Scotch-Irish, p. 14; Documentary History of Maine, Vol. 11, p. 24; Worcester Vital Records.*
- CLARK, Matthew, of Lancaster, Mass.; from Ireland, before 1740: "Matthew Clark and wife in communion with the Irish Church in Worcester. Probably son of John of Worcester; m. Elizabeth —; Children: James, Mary, Elizabeth, Matthew, William, Mary, John, Daniel, Sarah; d. July 9, 1761.—*Lancaster Vital Records, pp. 285, 289, 290, 293-298, 323, 324; Worcester Probate, Series A., 12223.*
- CLARK, Rev. Matthew, of Londonderry, N. H.; from Ireland cir. 1729; second minister in Londonderry; m. Mrs. James McGregor, Jan. 9, 1733, in Boston; d. Jan. 25, 1735, aged 76.—*Parker's Londonderry, p. 137.*
- CLARK, Moses, from England to New England, 1720.—*Emigrant Ministers to America, p. 20.*
- CLARK, Robert, of Londonderry, N. H.; from Ireland cir. 1725; m. Letitia Cockran; Children: William, John, Samuel, Ninian, Jane, Letitia, Agnes, Elizabeth; d. 1775.—*Parker's Londonderry, p. 265.*
- CLARK, Samuel, of Brunswick, Me.; from Ireland before 1739; m. probably in Boston Martha — also from Ireland.—*Wheeler's Brunswick, p. 830.*
- CLARK, Thomas, of Boston, Mass.; from London, before 1764; shop at the south side of the Court House, 1764.—*Boston Gazette, Nov. 12, 1764.*
- CLARK, William, Boston, Mass.; from New York, with wife and three children; warned August 12, 1724.—*Boston Rec. Com., Vol. 13, p. 134.*

- CLARK, William, of Boston, Mass.; from London, before 1729; brush maker; admitted an inhabitant, and liberty to open a shop &c. March 5, 1729.—*Boston Record Com.*, Vol. 13, p. 180.
- CLARK, William, from England to New England, 1769.—*Emigrant Ministers to America*, p. 20.
- CLARKE, Edward, Portsmouth, N. H.; from London before 1725; m. Christian Buskby, of Boston, widow, Oct. 18, 1725.—*N. E. Hist. Gen. Reg.*, Vol. 24, p. 359.
- CLARRICK, William, of Deerfield, Mass.; from Bordeaux France, 1745; captured off Louisburg 1745 and sent to Boston; d. Dec. 24, 1808, aet 75.—*Sheldon's Deerfield*, Vol. 2, p. 125.
- CLAYLAND, Mrs. Elizabeth, Peterboro, N. H.; "Thomas Little m. Susanna Wallace, daughter of William and Elizabeth"; Elizabeth Clayland was Susanna's grandmother; she came from Ireland with the Wallaces and was buried at Peterborough, N. H.—*Smith's Peterborough*, p. 133.
- CLAYTON, William, Boston, Mass.; from Great Britain before 1714; int. m. Margaret Clap, Oct. 13, 1714.—*Boston Rec. Com.*, Vol. 28, p. 94.
- CLENDENIN, Archibald, of Londonderry, N. H.; from County Antrim, Ireland, 1718, one of the sixteen original settlers.—*Parker's Londonderry*, p. 44; *Williamson's Belfast*, p. 92.
- CLINTON, Francis, of Boston, Mass.; from Ireland 1730; joyner.—*Cullen's Irish in Boston*, p. 54.
- CLOUSE, George, of Broad Bay, Maine; from Germany before 1760; Ann Elizabeth; d. Waldoboro, Maine, 1805, aged 88 years.—*Miller's Waldoboro*, p. 52.
- CLYDE, Daniel, of Windham, N. H.; from Ireland, 1730; joyner; admitted inhabitant of Boston, September 9, 1730; b. 1683, Clydesdale, Scotland; m. Esther Rankin; Children: Joseph, Hugh, John, Daniel, Ann, Samuel, Mary, Nancy, Agnes; d. June, 1753.—*Morrison's Windham*, p. 380; *Boston Record Com.*, Vol. 13, p. 200.
- CLYDE, Hugh, of Windham, N. H.; b. Ireland 1724,

- son of Daniel; m. Sarah ———; Children: Joseph et als.; d. 1800, in Windham.—*Hayward's Gilsum*, p. 288.
- COAD, Stephen, Boston, Mass.; from Great Britain before 1714; "now Reserd. [resident.] in Boston"; int. m. Mary Woodcock of Dedham, Dec. 3, 1714.—*Boston Rec. Com.*, Vol. 28, p. 94.
- COAN, John, Boston, Mass.; butcher, with wife and one child from Philadelphia by land, abt. Nov., 1717; warned out Dec. 24, 1717.—*Boston Rec. Com.*, Vol. 13, p. 32.
- COBBIT, Phillip, from the Island of Jersey; laborer; b. cir. 1707; volunteer against the West Indies, 1740.—*Colonial Wars*, 1899.
- COCHRAN, James, of Topsham, Maine; from Londonderry, Ireland, 1720; m. Letitia Patten; Children: Thomas, Peter, Molly, and one other; d. soon after arrival.—*Cogswell's New Boston*, p. 356.
- COCHRAN, James, of Amherst, N. H.; from Belfast, Ireland, before 1744; Children: Jonathan(?), Robert(?), John.—*Secomb's Amherst*, p. 539.
- COCHRAN, John, of Brunswick, Maine; from Ireland, 1717; m. Lily Kilgore; Children: James, Joseph, Thomas, Nathaniel, Samuel, Elizabeth, Susannah.—*Cogswell's New Boston*, p. 363.
- COCHRAN, John, of Windham, N. H.; from Londonderry, Ireland, cir. 1719; b. 1704; m. Jennie McKeen, 1734; Children: John, Isaac, James, Elizabeth, Mary; d. 1788.—*Morrison's Windham*, p. 393; *Deed of Belfast, Maine*, 1769; *Cochran's Antrim*, p. 421.
- COCHRAN, John, Portsmouth, N. H.; from Dunbo, Londonderry, Ireland, before 1731; m. Issabella Smith, also of Dunbo, in Portsmouth, Feb. 20, 1731.—*N. E. Hist. Gen. Reg.*, Vol. 25, p. 118.
- COCHRAN, John Ninian, of Francestown, N. H.; from Ireland, cir. 1775; Children: James, William and others.—*Cochran's Francestown*, p. 588.
- COCHRAN, Thomas, of New Boston, N. H.; from Londonderry, Ireland, cir. 1720; b. Londonderry, cir

- 1703; son of James, q. v.; m. Jennet Adams; d. June 7, 1784, aet 76; Children: James, John, Robert, Peter, Thomas, Letitia, Elizabeth; d. November 20, 1791 aet 89.—*Cogswell's New Boston*, pp. 356, 357.
- COCHRAN, William, Londonderry, N. H.; from Ireland, before March 17, 1730; m. Elizabeth MacKertney, Nov. 26, 1730.—*Documentary History of Maine*, Vol 11, p. 20, *Vital Records of Londonderry, N. H.*, p. 197.
- COCKLE, John, British soldier and deserter, 1775; impressed; Child: Polly.—*Merrill's Ackworth*, p. 280.
- COCKS, Philip, Portsmouth, N. H.; from "Dratwitch," Worcestershire, before 1722; m. Jane Carter, Sept. 13, 1722.—*N. E. Hist. Gen. Reg.*, Vol. 24, p. 15.
- COD, Henry, of Amherst, N. H.; from Ireland, cir. 1744; m. Sarah Wilkins of Middletown, Mass.; Children: Henry, Sarah.—*Secomb's Amherst*, p. 540.
- COFFEEN, Michael, of Topsfield, Lunenburg, and Winchendon, Mass.; from Ireland; b. before 1718; m. Lydia; Children: John, Eliezer, Lydia, Amone, Henry, Daniel, Abigail, Priscilla; d. Winchendon.—*Stearns' Rindge, N. H.*, p. 478, *Lunenburg Vital Rec.*, p. 280.
- COFFIRAM, William, Boston, Mass.; from Ireland on the ship "Elizabeth"; warned out Nov. 3, 1719.—*Boston Rec. Com.*, Vol. 13, p. 63.
- COJAN, "Mr. Laughlin," Boston, Mass.; "an Irish seaman, being sickly, a slender man of about 26 years old, with his own Brown Hair"; came on the ship "Globe," from Dublin, 1717.—*News Letter*, Sept. 30-Oct. 7, 1717.
- COLE, Phebe, at Boston, Mass.; with her four children "Imported into this Town in November last [1735] from New York by Capt. Griffeth."—*Boston Record Com.*, Vol. 13, p. 298.
- COLE, Robert, Boston, Mass.; from Great Britain, before 1714; int. m. Abigail Tenny April 9, 1715.—*Boston Rec. Com.*, Vol. 28, p. 94.

- COLE, Thomas, of Boston, Mass.; from London; victualer; admitted an inhabitant with liberty to open a shop, December 13, 1727.—*Boston Record Com.*, Vol. 13, p. 171.
- COLLINGS, George, of Kittery, Me.; from England, before 1737; m. ———; Child: Mary; sister, Elizabeth Heard of Clindleigh, Devon; d. 1737—will.—*Maine Wills*, pp. 562-3.
- COLTEN, Rev. Jonathan, from England to New England, 1752.—*Emigrant Ministers to America*, p. 21.
- COLTER, James, Boston, Mass.; from London with his wife and one child and Mary Newberry, single woman; 1722, admitted inhabitant on bond of Capt. James Starling, August 27, 1722.—*Boston Rec. Com.*, Vol. 13, pp. 1, 103.
- COMB, John, Boston, Mass.; from Great Britain before 1711; int. m. Dorothy Davis, Mar. 4, 1712.—*Boston Rec. Com.*, Vol. 28, p. 91.
- CONN, George, of Harvard, Mass.; from Ulster about 1720; b. cir. 1716; son of John; m. Mary ———; d. May 19, 1783 aet 70 yrs.; Children: Anne, John, George, Andrew, Rosanna, Elizabeth, Mary, Margaret, Thomas; d. Feb. 21, 1796 aet 80.—*N. E. Hist. Gen. Reg.*, Jan., 1927, pp. 27, 28, *Stearns' Ashburnham*, p. 644, *Nourse's Harvard*, pp. 483, 535, *Cochran's Antrim*, p. 435, *Harvard Vital Records*.
- CONNAN, Phillip, from Ireland, before 1746; husbandman; b. cir. 1716; volunteer against the West Indies, 1740.—*Colonial Wars*, 1899.
- CONNOR, Charles, Boston, Mass.; with wife and child, from Philadelphia, 1732; warned out Sept. 18, "bin in Boston Six weekes."—*Boston Record Com.*, Vol. 13, p. 64.
- COOK, Mark, Portsmouth, N. H.; from Virginia, before 1740; b. York, Va.; m. Sarah Maddin from Limerick, Ireland, in Portsmouth, Dec. 22, 1740.—*N. E. Hist. Gen. Reg.*, Vol. 27, p. 9.
- COOPER, Boice, of Warren, Maine; from Ireland, cir. 1740; m. 1. Katherine Kellyhorn; m. 2. Lydia

- North; Children: Boice, Elizabeth, Catherine; d. 1795 aet 75.—*Eaton's Warren*, p. 384.
- COOPER, James, from London, before 1740; rope maker; b. cir. 1707; volunteer against the West Indies, 1740.—*Colonial Wars*, 1899.
- COOPER, Samuel, Boston, Mass.; from Great Britain before 1719; int. m. Elizabeth Bowen of Roxbury, Sept. 3, 1719.—*Boston Rec. Com.*, Vol. 28, p. 98.
- COPLEY, Richard, of Boston, Mass.; from County Clare, Ireland, 1737; m. Mary Singleton; Child: John Singleton, the portrait painter, father of Lord Lyndhurst; d. 1737.—*Cullen's Irish in Boston*, p. 190.
- CORDINER, William, from England, 1706; "clerk."—*Emigrant Ministers to America*, p. 21.
- CORLEW, Edward, of Scituate, Mass.; from England, cir. 1730; m. Abigail Russell, 1732; Children: John, Edward, Thomas, William, Daniel.—*Deane's Scituate*, p. 243.
- CORNISH, Walter, Boston, Mass.; from Great Britain before 1720; int. m. Elizabeth Mason June 2, 1720.—*Boston Rec. Com.*, Vol. 28, p. 98.
- CORSER, John, Boscawen, N. H.; from Scotland, before 1716; b. 1678; m. Tabitha Kenney of Newbury, 1716 or 17; Children: John, Nathan, Tabitha, Polly, Sarah, William, Hannah; d. 1776.—*Coffin's Boscawen, N. H.*, p. 497.
- COSSIT, Rev. Ranna, from England to New Hampshire, 1773.—*Emigrant Ministers to America*, p. 21.
- COTTER, Darby, from Ireland, before 1740; laborer; b. cir. 1702; volunteer against the West Indies, 1740.—*Colonial Wars*, 1899.
- COTTON, Robert, Boston, Mass.; from Great Britain, before 1717; int. m. Anna Man, Aug. 23, 1717.—*Boston Rec. Com.*, Vol. 28, p. 96.
- COUCH, Joseph, of Newburyport, Mass., and Boscawen, N. H.; from Wales, cir. 1740; m. 1. Elsie Rowell; m. 2. Mrs. Mary Webster; m. 3. Mrs. Muzzey; Children: (1) John, Elsie, Benjamin, Joseph; (2) Mary.—*Coffin's Boscawen, N. H.*, p. 510.
- Cow, Peter, Portsmouth, N. H.; from Jersey, before

1735; m. Mary Long, Nov. 4, 1735.—*N. E. Hist. Gen. Reg.*, Vol. 25, p. 122.

COWAN, Ephraim, of Worcester and Pelham, Mass.; from Ireland, before 1738.—*Parmenter's Pelham*, pp. 17, 442.

COWDIN, James, of Lunenburg and Holden, Mass.; from Ireland, 1728; a barrister of Dublin; m. 1. "Lady Polly Connor"; m. 2. Janet Craig, she m. 2. Captain James Craig, d. 1776; Children: David, Thomas, Margaret, William, Samuel, Elizabeth, Robert, John, James; d. 1748 [will].—*Fitchburg Hist. Soc.*, 1897-9, pp. 19-24; *Worcester Probate, Series A*, 13830.

COWDIN, Thomas, Lunenburg and North Worcester, Mass.; from Ireland, 1728; b. 1720, son of James; m. 1. Experience Gray of Worcester, 1748; d. 1760; m. 2. Hannah Craig of Rutland, 1761, d. 1822; Children: Thomas, Experience, Hannah, Joseph, Angier, Daniel, James; d. 1792.—*Fitchburg Hist. Soc.*, 1897-8, p. 14-38, *Old Records of Fitchburg, Vol. 2, Worcester Probate, Series A*, 13856.

COWEE, James, of Westminister, Mass.; from Great Britain, cir. 1745; b. cir. 1726; m. Mary, dau. John Pearson of Rowley, Mass., March 3, 1757; d. March 11, 1813, aet 83; Children: John, Sarah, Mehitable, David, James, Mary, Rebecca, Nathan, Rhoda, Joel, Pearson; d. Apr. 29, 1801, aet 74 [will].—*Heywood's Westminister*, p. 590, *Worcester Probate, Series A*, 13883.

COWES, James, Boston, Mass.; from Virginia; warned out July 7, 1726.—*Boston Record Com.*, Vol. 13, p. 153.

COWLING, Thomas, of Wells, Me.; from England. and Annapolis Royal, N. S.; brother, William, in Great Britain; cousin, Martha Davis of Annapolis Royal; cousin, John Harris, brick layer of Annapolis Royal; d. 1751, will.—*Maine Wills*, pp. 649-650.

Cox, Edward, of Boston, Mass.; from London, cir. 1766; removed to New York.—*Thomas's History of Printing, Vol. 2*, p. 230.

- COX, T., of Boston, Mass.; from England, cir. 1733.—
Thomas's History of Printing, Vol. 2, p. 225.
- CRAFTS, Lydia, Roxbury, Mass.; "Thomas Bedonah, a negro man belonging to Roxbury and Lydia his wife, formerly Lydia Crafts, an Englishwoman," presented for fornication before marriage, 1704.—
Court of Sessions of the Peace, 1702-12, p. 32.
- CRAIG, Alexander, of Chester, N. H.; from Ireland, 1724 or 5; Children: Alexander, Andrew, Agnes; d. in 1750.—*Chase's Chester, p. 496.*
- CRAIG, Hugh, of Gorham and Windham, Maine; from Ireland, 1729 or 1730; son of ——— and Mary Craig, q. v.; b. cir. 1723; m. Elizabeth Warren in Falmouth, Nov. 11, 1749, d. 1810 aet 83; Children: Betty, Mary, Thomas, Rebecca, John, Jane, Hugh, Martha; d. March 19, 1777 aet 54.—*Lewis's Gorham, pp. 404, 405, Springvale, Me., Advocate, Oct. 2, 1903.*
- CRAIG, John, of Boston, Mass.; from Ireland, cir. 1730; m. (?) Rachel Clark, April 8, 1740, at Boston.—
McLellan's Gorham, p. 404, Boston Record Com., Vol. 28, p. 214.
- CRAIG, Mary (McLellan), of Gorham and Windham, Me.; from Ireland, 1729-30; sister of Hugh McLellan of Gorham, Me., and James McLellan of Saco, Me.; m. 1. ——— Craig; Children: Jane, Hugh, (stepson John of Boston); m. 2. Thomas Bolton in Boston, d. cir. 1788; Children: William, Martha, Mary, she d. cir. 1788 aet 89.—*Lewis's Gorham, pp. 404, 406.*
- CRAIGE, Robert, of Chester, N. H.; from Ireland, cir. 1736; m. Margaret Crossett; Child: Thomas; d. 1790.—*Chase's Chester, p. 497.*
- CRAIGHEAD, Rev. Thomas, of Freetown, Mass.; came from Donegal, Ireland, in 1715; son of the Rev. Robert Craighead of Londonderry, Ireland; m. Margaret ———; Children: Thomas, Andrew, Alexander, John, Jane; d. April, 1739, Newville, Pa.—
Craighead Family, Craighead, pp. 35-40 et seq.

- CRAIGUE, William, of Ashby and Chelmsford, Mass.; from County Cumberland, England, cir. 1775; b. cir. 1759; m. Esther Adams, cir. 1787; Child: Samuel A.—*Contributed by Ellery L. Perkins.*
- CRAMY, Dennis, of Boston, Mass.; a wigmaker from Ireland, before 1730; admitted an inhabitant and to open a shop, Dec. 11, 1730.—*Boston Record Com., Vol. 13, p. 64.*
- CRANCH, Richard, of Braintree, Mass.; from England, 1746; b. in Knightsbridge, Devon, 1712; son of John Cranch; m. Mary, daughter of the Rev. William Smith of Weymouth, 1762, d. 1818; d. Oct. 16, 1811.—*Pattee's Braintree, pp. 490-492.*
- CRAWFORD, Aaron, of Rutland, Mass.; from Ireland, before 1721; b. about 1677; m. Agnes ———, d. Dec. 10, 1760 aet. 82; Children: Alexander, Samuel, Martha, Mary, Moses; Brother-in-law, Samuel Orr of Pennsylvania; d. Aug. 6, 1754 aet 77 [will].—*Reed's Rutland, p. 82; Monumental Descriptions, Rutland, Mass., pp. 8, 9; Worcester Probate, Series A, 13980.*
- CRAWFORD, John, of Rutland, Mass.; from Ireland with Captain Dennis, Nov., 1719; warned out of Boston, Jan., 1720; m. Isabell ———; Children: Margaret, John; tythingman, 1722.—*Reed's Rutland, p. 82, Boston Record Com., Vol. 13, p. 64.*
- CRAWFORD, John, of Stirling, Me.; from Scotland, 1753; b. 1717; Children: John, Anne, James, Archibald, Alexander; d. 1809, aged 88.—*Eaton's Warren, pp. 85, 122, 387.*
- CRAWFORD, Robert, of Worcester and Royalston, Mass.; from Ireland in 1718; m. Elizabeth Leitch of Lunenburg, Jan. 13, 1763; warned from Boston, 1724; Children: Elizabeth, William, James, Reuben, John Green, Joseph Warren, Manasses, Robert; d. betw. June and Oct., 1785; [will].—*Lincoln's Worcester, p. 49, Wall's Reminiscences of Worcester, p. 128, Worcester Probate, Series A, 14025.*
- CRAWFORD, William, of Chester, N. H.; from Ireland, cir. 1730; m. 1. Mary Graham; m. 2. Jean ———;

- Children: Robert, William, John.—*Chase's Chester*, p. 498.
- CRAWFORD, Dr. William, of Worcester, Mass.; m. Martha ———; Children: Robert, John, William, Joseph, Elizabeth, Mary, Margaret, Sarah; grandson, William Crawford; brother, John Crawford; will probated June 6, 1761.—*Worcester Probate Records, Series A*, 14036.
- CREAMER, Jacob, of Broad Bay, Maine; from Germany, before 1760.—*Miller's Waldoboro*, p. 51.
- CREIGHTON, David, of Waldoboro, Me.; see also *Criton*; from Ireland; m. ———; Children: Abraham, Samuel, David; d. 1744, killed by Indians.—*Eaton's Thomaston*, p. 190, *Eaton's Warren*, p. 529.
- CRELLIUS, Joseph, of Boston, Mass.; from Franconia, Germany, cir. 1749; removed to Philadelphia.—*Pattee's Braintree*, p. 473 et seq.
- CRESTE, John, Boston, Mass.; from Ireland with Captain Dennis, Nov., 1719; warned out 1720.—*Boston Record Com.*, Vol. 13, p. 64.
- CRIE, John, of Martinicus, Me.; from Scotland; Children: Eben, John, Reuben.—*Eaton's Thomaston*, p. 190.
- CRISTY, John, Boston, Mass.; from Great Britain, before 1717; int. m. Elizabeth Bishop, Nov. 7, 1717.—*Boston Rec. Com.*, Vol. 28, p. 96.
- CRISTY, Captain John, of Windham, N. H.; from Scotland or Ireland, cir. 1746; m. 1. Elizabeth ———; m. 2. Jane ———; m. 3. Mary ———; Children: Elizabeth, Moses; d. 1766.—*Morrison's Windham*, p. 409.
- CRITON, John, of Boston; see also Creighton; from Ireland, 1719.—*Cullen's Irish in Boston*, p. 51.
- CROLLEY, Anne, Boston, Mass.; from Great Britain, before 1718; int. m. Philip Alman, Feb. 21, 1719.—*Boston Rec. Com.*, Vol. 28, p. 97.
- CROMBEY, Andrew, convict assigned to Aphthorp and Hancock, July 18, 1747, from Wm. Cookson of Hull.

- CROMBIE, Benjamin, of Rowley, Mass., and Chester, N. H.; from Ballymore, Ireland; half-brother of John; m. Rebecca Davis of Ipswich, May 6, 1741; Children: Moses, Amos, and nine others.—*Chase's Chester*, p. 500, *Ipswich Vital Records*, Vol. 2, p. 117.
- CROMBIE, John, of Londonderry, N. H.; from Ireland, cir. 1720; m. Joan Rankin, Nov. 17, 1721; Children: Hugh, William, James, John, Elizabeth, Mary, Jane, Nancy, Ann.—*Parker's Londonderry*, pp. 90, 266, *Chase's Chester*, p. 500.
- CRONER, Rev. Frederic, of Waldoboro, Me.; from Germany; m. Mary Ulmer; Children: Catherine, Frederic, Hannah; left the country.—*Eaton's Thomaston*, p. 195.
- CROOK, Thomas, of Falmouth, Maine; from Ireland, 1719.—*Mass. Resolves*, 1719-20.
- CROSBY, John, Boston, Mass.; from Great Britain, before 1711; int. m. Esther Palmer, Jan. 1, 1712.—*Boston Rec. Com.*, Vol. 28, p. 91.
- CROSS, John, Boston, Mass.; from Great Britain, before 1717; int. m. Martha Morris, July 12, 1717.—*Boston Rec. Com.*, Vol. 28, p. 96.
- CROSS, William, Portsmouth, N. H.; from Bideford, in Great Britain, before 1715; m. Abigail Briard, Jan. 2, 1716.—*N. E. Hist. Gen. Reg.*, Vol. 23, p. 392.
- CROSSETT, James, of Chester, N. H.; from Ireland, cir. 1736; m. ——— Young, "sister of Aiken's wife"; Children: James, John.—*Chase's Chester*, pp. 500, 501.
- CROSSETT, Mrs. Martha (Hamilton), from Ireland in 1716; Children: John, Archibald, William, all of Pelham, Robert of Rutland.—*Rutland Vital Records*, p. 127.
- CROU, William, of ———, R. I.; from County Waterford, Ireland; b. cir. 1755.—*Murray's Irish Rhode Islanders*, p. 29.
- CROUSE, Jacob, of Warren Me.; [Kraus]; from Germany (Hessian soldier), 1775; m. ——— in Waldoboro, d. December 27, 1845; Children: Jacob, Sarah,

- Elizabeth, Theresa; d. March 4, 1832.—*Eaton's Warren*, pp. 389, 531.
- CUCKERSON, Thomas, from London to Boston in the ship "London," 1774, aged 17, "gentleman" for pleasure.—*N. E. Hist. Gen. Reg.*, Vol. 63, p. 21.
- CUMMING, Thomas, of Portland, Me.; from Scotland, in 1773; Children: Robert, Margaret, Eleanor.—*Smith's and Deane's Journal*, p. 375.
- CUMMINS, Mr. Thomas, of Lancaster, Mass.; from Ireland; died March 24, 1784.—*Lancaster Vital Records*, p. 329.
- CUNNINGHAM, James, of Rutland, Me.; from Ireland, in 1737; b. in County Derry, Ireland, in 1713; m. Mary —, d. Dec. 29, 1821 aet 91; d. Feb. 20, 1786, aged 73.—*Rutland Vital Records*, p. 221, *Monumental Inscriptions, Rutland*, p. 9.
- CURRIL, John, Boston, Mass.; from Great Britain, before 1719; int. m. Sarah Wye, March 31, 1719; forbid by Sarah Wye.—*Boston Rec. Com.*, Vol. 28, p. 97.
- CURTICE, William, baker, Boston, Mass.; from England, with Captain Pitts, 1706; warned out Oct. 8, 1706.—*Boston Rec. Com.*, Vol. 11, p. 54.
- CUSCADIN, Alexander, of Boston, from Londonderry, Ireland; d. April 16, 1811, aged 26 years.—*Copps Hill Burying Ground, Gravestone*.
- CUTLOVE, William, Boston distiller; from London, before 1715; warned out May 10, 1715.—*Boston Rec. Com.*, Vol. 11, p. 227.
- CUTTEN, John, Boston, Mass.; from Barbadoes, before 1712; int. m. Mary Needham, Oct. 9, 1712.—*Boston Rec. Com.*, Vol. 28, p. 92.
- DALBEE, Richard, Boston, Mass.; fisherman, with wife and two children from Newfoundland, with John Webber, Nov., 1717; warned out Dec. 9, 1717.—*Boston Rec. Com.*, Vol. 13, p. 32.
- DALTON, Edward, from London to New England in the "Venus," 1774, taylor, aged 28, "to settle."—*N. E. Hist. Gen. Reg.*, Vol. 63, p. 234.

- DANFORTH, Jeddediah, from Scotland; laborer; volunteer against the West Indies, 1740. — *Colonial Wars*, 1899.
- DANIELSON, John, of Brimfield, Mass.; perhaps from Scotland; m. Margaret Mighill, 1727; Children: John, Nathaniel, Margaret, Timothy, Mary, Sarah. *Hyde's Brimfield*, pp. 393-396.
- DARRAH, Robert, of Litchfield, N. H.; from Ireland, 1738; m. 1. J—— McKean; m. 2. —— Blood; Children: Elizabeth, Robert, John, James, Polly, Peggy, Jane, Naomi, David, Samuel.—*100th Anniversary of Bedford*, p. 297.
- DARRANCE, Samuel, of Johnstowne, Conn.; believed to have sailed to America from Belfast, 1719; entered Glasgow, 1709; licensed Dunbarton, Scotland, 1719. *Ulster Journal of Archael.*, Vol. 3, p. 208.
- DASCOMB, ——, Watertown, Mass.; from England cir. 1725; Children: Thomas, James, one daughter.— *Livermore and Putnam's Wilton*, p. 359.
- DASSETT, John, Boston, Mass.; from London, 1716; shoe maker.—*Boston Rec. Com.*, Vol. 29, p. 234.
- DAVENPORT, Francis, of Boston, Mass.; from "West Jersey," before 1708; int. m. Martha Newbery, June 2, 1708.—*Boston Rec. Com.*, Vol. 28, p. 31.
- DAVIDSON, John, of Boston, Mass.; from Ireland, before 1769; a weaver.—*Deed of Belfast, Maine*.
- DAVIDSON, William, of Woburn and Tewksbury, Mass.; from Menemore, Ireland, 1728; b. Menemore, Ireland; m. 1. Mary Alexander, d. 1738 in Woburn; m. 2. Margaret McCartney; Children: Robert, Nathaniel, William, John, George, Elizabeth, Jane; Alexander, Francis, Mary, Peggy; d. 1757, in Tewksbury.—*Morrison's Windham*, p. 423, *Hadley's Goffstown*, p. 111, *Merrill's Ackworth*, p. 206.
- DAVIDSON, Rev. William, of Londonderry, N. H.; from Ireland; University graduate of Scotland; m. Frances (Cummings) Thompson in 1733; Children: two sons and two daughters; d. 1791, aged 77. — *Parker's Londonderry*, p. 159, *Morrison's Windham*, p. 608.

- DAVIES, Rev. Thomas, from England, 1761; b. 1736, Kington, Herefordshire; d. May 12, 1766.—*Emigrant Ministers to America*, p. 23.
- DAVIS, Ephraim, from England, 1730; Child: Jonathan.—*Merrill's Ackworth*, p. 207.
- DAVIS, Jane, widow, Boston, Mass.; from Ireland in the ship "Elizabeth"; warned from Boston, Nov. 3, 1719.—*Boston Rec. Com.*, Vol. 13, p. 63.
- DAVIS, John, Portsmouth, N. H.; from Bristol, England, before 1718; m. Mary Gooding of Nechowannuck, in Portsmouth, Oct. 23, 1718.—*N. E. Hist. Gen. Reg.*, Vol. 23, p. 395.
- DAVISON, John, of Peterborough, N. H.; from Ireland.—*Smith's Peterborough*, pt. 2, p. 50.
- DAVISON, Thomas, of Peterborough, N. H.; from Ireland; b. 1722; m. Anna Wright, 1757, daughter of Matthew, d. 1823; Children: Thomas, Charles, Mary, Sarah, William, Betsy, John, Robert, Anna, Hannah; d. 1823, aged 88.—*Smith's Peterborough*, pt. 2, pp. 50, 51, 52.
- DAWLEY, James, Boston, Mass.; "an Irishman from Lisbon," May 3, 1727; warned out July 11 (return), 1727.—*Suffolk Court Files* 20510, *Boston Rec. Com.*, Vol. 13, p. 167.
- DEAN, Rev. Barzillai, from England to New England, 1745.—*Emigrant Ministers to America*, p. 24.
- DECAMP, David, of Charlestown, N. H.; a Hessian soldier, who deserted in New Jersey and m. in New Jersey; he and his wife came on foot to Charlestown, N. H., bringing with them the first "wine apple" tree to Charlestown; Children: Mary, Deborah, John, David.—*Sanderson's Charlestown, N. H.*, p. 324.
- DE LANGLOISERIE, Louis Hector Piot, Boston, Mass.; from Montreal, before 1740; int. m. Esther Bridge, Aug. 14, 1740.—*Boston Rec. Com.*, Vol. 28, p. 234.
- DEMARY, ———, of Boston, Mass.; from France, before 1728; Children: John, Ezekiel, (there were Demarys born in Boston as early as 1700, so perhaps

this is a guess, or they came earlier).—*Stearns' Rindge, N. H.*, p. 507.

- DEMPSEY, Thomas, of Kennebunk Port, Me.; from Ireland; m. 1. ———; m. 2. ——— Wildes, widow of Nathaniel Wildes; Children: Margaret, Hephzibah; d. before 1775.—*Bradbury's Kennebunk Port*, p. 238.
- DEMUTH, Martin, of Broad Bay, Maine; from Germany, before 1760.—*Miller's Waldoboro*, p. 51.
- DENIO, Aaron (Réné De Noyon), of Deerfield, Mass.; from Canada; b. Dec. 26, 1704, at Boucherville, P. Q.; m. Anna Combs, dau. John and Elizabeth Coombs of Northampton, July 8, 1730, living in 1759, "very old"; Children: Aaron, Anna, Joseph, Seth, Abigail, Eli, Baptist, Sarah, Elizabeth, Dorothy, Sebarah, Solomon; d. Apr. 5, 1774, at Deerfield, Mass.—*Denio Genealogy*, 1926, pp. 40-53.
- DENMAN, Peter, Boston, Mass.; from England with Capt. Wentworth, May, 1710; silversmith; warned out.—*Boston Rec. Com.*, Vol. 11, p. 122.
- DENNY, Major ———, of Georgetown, Me.; from England about 1728.—*Sullivan's District of Maine*, p. 175.
- DENSMORE, Samuel, from Ireland, before 1740; husbandman; b. cir. 1721; volunteer against the West Indies, 1740.—*Colonial Wars*, 1899.
- DESENNE, Boston, Mass.; from Great Britain, before 1713; int. m. Anu Chardon, April 29, 1714.—*Boston Rec. Com.*, Vol. 28, p. 93.
- DEW, Jacob, of Broad Bay, Waldoboro, Maine; from Germany, before 1752.—*Mass. Archives*, Vol. 15a, pp. 240-2.
- DEWIND, Francis, Boston, Mass.; from Great Britain, before 1719; int. m. Katherin Hart, Dec. 8, 1719.—*Boston Rec. Com.*, Vol. 28, p. 98.
- DICK, Thomas, of Pelham, Mass.; from Ireland? before 1738.—*Parmenter's Pelham*, p. 17.
- DICKEY, David, of Chester, N. H.; from (prob.) Ireland; m. Isabella ———; Children: John, David. *Chase's Chester*, p. 503.

(To be continued.)

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