Jan 7

1934

THE ESSEX INSTITUTE HISTORICAL COLLECTIONS

VOL. LXX, 1934

ISSUED QUARTERLY

SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

SALEM, MASS.
NEWCOMB & GAUSS CO., PRINTERS
1934

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The Historical Collections are published quarterly with illustrations, each volume containing a complete index. Subscription $3.00 per annum.

Entered at the Post Office in Salem, Massachusetts, as second class matter under the Act of March 3, 1879.

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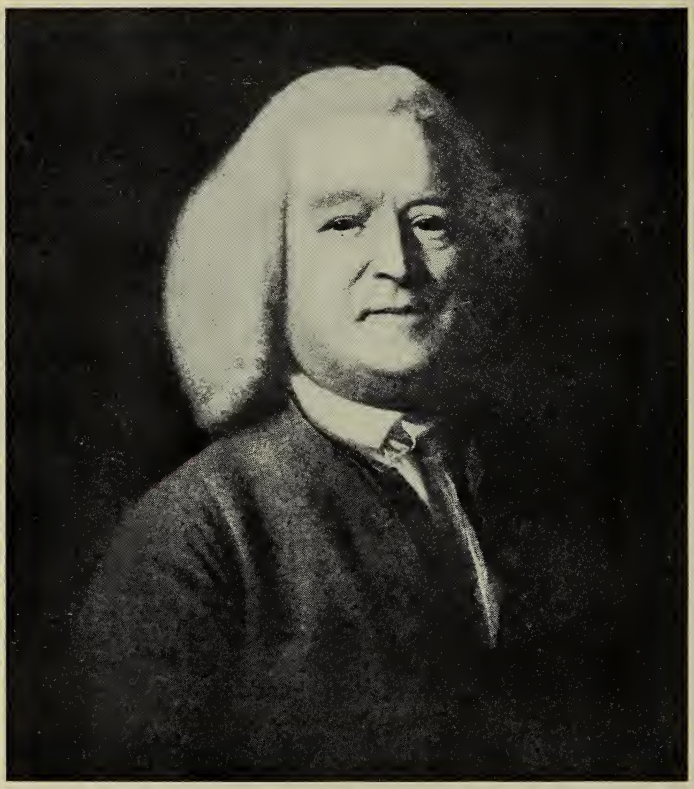

DANIEL HENCHMAN

1689-1761

From Frank W. Bayley's "Five Colonial Artists of New England".

ESSEX INSTITUTE

HISTORICAL COLLECTIONS

VOL. LXX JANUARY, 1934 No. 1

DANIEL HENCHMAN, A COLONIAL BOOKSELLER.

BY WILLIAM T. BAXTER.

Daniel Henchman was a Boston merchant of the eighteenth century, and a citizen of some standing. He became a justice of the peace, a deacon in his church, an overseer of the poor, and the lieutenant-colonel of the Boston regiment of militia; he gave Harvard University 100 ounces of silver and £250 towards the endowment of a Chair in Divinity;[1] and he has been described as "the most eminent & enterprising bookseller that appeared in Boston, or indeed in all British North America, before 1775."[2] His grandfather was also an outstanding citizen; after a brief career as a schoolmaster had been ended by his dismissal, he took to soldiering and won a high reputation as a fighter of redskins. Later he helped to found Worcester, and he is said to have married a daughter of none other than the famous Vicar of Bray.[3]

Despite these mild claims to distinction, Henchman is now forgotten by all save the antiquarians. But it so happens that some of the records of his business have been preserved,[4] and from these it is possible to get an

[1] H. A. Hill, *History of the Old South Church* (Boston, 1890), Vol. II, p. 70.

[2] Isaiah Thomas, *History of Printing* (Worcester, 1810), Vol. II, p. 422.

[3] *Collections*, Worcester Historical Society, April, 1932.

[4] Possibly because of Henchman's connection with Thomas and John Hancock, the former of whom married Henchman's daughter Lydia. The records consist of three ledgers, seven journals, and some papers; they are divided between the New England Historic Genealogical Society, the Massachusetts Historical Society, and the Boston Public Library; in addition,

idea as to how a fairly typical merchant of the colonial period contrived to become prosperous despite the handicaps of a small market, bad communications, inexperienced workmen, slovenly business habits, the British government's mercantilist restrictions, official warfare and unofficial piracy, and sheer chaos in everything connected with prices, credit, currency, and exchanges.

Bookselling.

Daniel Henchman was born in Boston in 1689. Nothing is known about his early life, but on the assumption that he served the normal seven-year apprenticeship, we may conclude that he would set up as an independent bookseller about 1710. The oldest of his surviving ledgers[5] is dated 1712 and contains references to an earlier volume. The accounts in this 1712 ledger show that for the first year or two Henchman dealt only in a simple range of books and stationery, that all the transactions were of a very petty character, and that his trade was confined almost entirely to the immediate neighborhood of Boston. He supplemented his income by helping other merchants; for example, the account of Samuel Phillips,[6] a well-established bookseller, contains the debit entry: "To working with him for 1 mo. and 12 days—£5.17.0." The work took the form of ruling and binding, and in return for such services Henchman was given books to sell on his own account.

The business seems to have grown with satisfactory speed. We know that in 1713 Henchman opened a shop at the south corner of State and Washington Streets, "over against the Brick Meeting House,"[7] and that in

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two cases of letters and bills are to be found among the Hancock Manuscripts at the Baker Library, Harvard University. The ledgers are here referred to as "A," "B," and "C" (Henchman's own nomenclature).

[5] Ledger "A."

[6] Ledger "A," pp. 6, 219.

[7] He usually describes his shop as being in Cornhill. His house was on the south side of Court Street, a little below Tremont Street. He also had a farm at Worcester. G. E. Littlefield, *Early Boston Publishers* (Boston, 1900), p. 225; *Proceedings of the Lexington Historical Society*, Vol. III, p. 9.

the same year he married Elizabeth, daughter of John Gerrish, a general trader of good standing.[8] This step was helpful, not only because his father-in-law gave him direct financial assistance, but also because it strengthened Henchman's connection with the closely interrelated group of merchants who carried on the colony's Big Business. The young couple evidently had social pretentions, and next year an account was opened for "Jean Whippo, our maid," who was credited with a yearly salary of £5, eventually raised to £7; as these sums were usually more than cancelled by clothing sold to her by her master, there was little risk of Jean's being corrupted by great riches.[9] At least two apprentices were instructed in the art of bookselling, namely John Phillips, who later set up a prosperous business of his own,[10] and Henry Knox, who became Washington's secretary of war.[11]

The trade in books and paper expanded rapidly, and throughout the whole of Henchman's life formed an important part of his activities. He dealt wholesale and retail with equal readiness; he handled both new and second-hand books; he sold all kinds of stationery; his customers ranged from the Governor of the Province to small artisans; he welcomed with fair smiles the schoolboy come to buy a Virgil, and then treacherously armed the "scholar" with a new cane. Judging from the titles of the books that were sold, the New Englanders fully deserved their reputation for joyless living. The Henchman records mention none of the English classics, although this need not surprise us, since at that time even the library of Harvard University did not possess a single copy of Locke or Dryden, and had only just acquired Milton and Shakespeare.[12] But, on the other hand, the Bostonians could not resist theology, and Henchman's trade in sermons, catechisms, psalters, and tomes on di-

[8] *New Eng. Hist. Gen. Soc. Reg.*, Vol. LXVII, p. 109.
[9] "A," pp. 28, 54.
[10] G. E. Littlefield, *op. cit.*
[11] *New Eng. Hist. Gen. Soc. Reg.*, Vol. XXIX, p. 158.
[12] W. B. Weeden, *Economic and Social History of New England* (Boston, 1890), p. 545.

vinity was usually brisk, while Bibles always sold like hot cakes.[13]

Publishing.

Before long Henchman embraced a number of activities allied to bookselling. He bought skins, had them tanned, and did binding. He sold a wide range of stationery. He turned his attention to publishing, and provided the public with copies of popular sermons; one of these, on an earthquake that made Boston rock, proved a best seller and went into a second edition.[14] Another sermon was on the execution of two criminals. Henchman seems to have had a flair for getting out books with a high degree of topical appeal; for instance, when New England was much exercised over the question of growing flax, he reprinted an Irish work on that subject.[15] One would like to believe a story there exists to the effect that he was the first man in America to publish the Bible.[16] Only the holders of royal patents were allowed to print this book, so to avoid prosecution Henchman and his confederates imported special paper and type from London and then, in 1749, prepared an exact copy of a legitimate English edition. Even the imprints were identical: "London, Printed by Mark Baskett, Printer to the King's Most Excellent Majesty." If this story be true, the alleged printers, Messrs. Kneeland & Green, did an

[13] In justice to the Puritans, it must be recorded that Henchman engaged Increase Gretchell to give his daughter dancing lessons at a cost of £6 (Gretchell's bill to Henchman, March 16, 1727, Hancock Papers).

[14] In one town at least the earthquake was explained as a divine punishment on the community because the women wore hoops. Dire results from this practice had already been prophesied from the pulpits, but the ministers had guessed the penalty wrongly:

"Therefore I must advertise to divine
If reformation can't among you shine
Quickly in wigs and hoops: the mistake's mine
If on frontier's food savages shan't dine
Before one year's expired."

See Weeden, *op. cit.*, pp. 537-8.

[15] S. G. Drake, *History and Antiquities of Boston* (Boston, 1856), p. 599.

[16] Thomas, *op. cit.*, p. 305; George Bancroft, *History of United States* (Boston, 1886), Vol. V, p. 266.

extraordinarily good job; in fact, it was so excellent that no bibliophile has had the courage to distinguish between the pirate copies and the originals, and so it is impossible to tell whether the whole tale is a myth or not. Henchman had an account with Kneeland & Green, but it throws no light on the matter.

For less intellectual customers Henchman published almanacs, of which he sold vast quantities. A fragment of one of them has survived;[17] it is a badly printed booklet in the form of a calendar interspersed with information concerning the tides, the dates of royal birthdays, prophecies as to the weather ("Now expect a storm next week"), and sound advice:

"If thou a Surfeit now
Should take
When others Sleep
Then thou must Wake."

Usually Henchman's printing was done in Boston, but occasionally he gave orders to Londoners and had the books sent over in sheets. Many of the Bibles were imported from Scotland.[18]

Country Trade.

Before long, the area from which Henchman drew his customers widened appreciably, until he had dealings not only with the rural districts of Massachusetts but also with the other colonies. There was such a large number of booksellers in Boston—thirteen by the close of the seventeenth century[19]—that it is safe to say that they could not all subsist on the meager demand of the city itself (a place of only some 15,000 souls, many of whom were illiterate[20]). There was every incentive to go and look for business outside of the metropolis, and the accounts suggest that Henchman went in search of orders

[17] Mass. Hist. Soc. Mss.

[18] "B," pp. 58, 59; "C," pp. 57, 58.

[19] See J. Dunton, *Life and Errors* (London, 1705), pp. 112 f., for a description of Boston booksellers in 1686.

[20] The records reveal a surprisingly high standard of education on the part of artisans, etc., however. Thus a blacksmith bought account books and sermons, while a glazier purchased singing books and a Greek testament. "A," pp. 100, 105.

as early as 1713, when he travelled on behalf of his brother-in-law as well as himself.[21] By this or other means he steadily built up a bigger and bigger connection with the small towns near Boston, and even with those on Long Island Sound; receipts from carriers and from skippers in the coasting trade appear frequently among the records. The following letter,[22] from Norwalk, on Long Island Sound, will serve to illustrate the trade:

Norwalk Nov. 1, 1752

Co^{n} Henchman.
Sir

I have occasion of some Books in your way and should be very glad of them if it will sute you to Credit me till some time next Sumer and which I am Sensible you will be willing to do if you can be satisfied that you will get your money then and for your Farther satisfaction as to my Character I Refer you to Messrs Green & Walker Merch^{ts} in Boston & the Bearer hereof Capt Daniel Ketchum — The Books that I have Occasion of are as follows 2 Doz^{n} Bibles with N. E. Psalms 1 Doz^{n} Testaments 4 Doz^{n} Psalters 6 Doz^{n} Primers 4 Doz^{n} Watts's Psalms & 12 Doz^{n} Ames's Almanacks Sir If you think it proper to send me the above mentioned Books Please to send me them by Capt Ketchum with a Bill of Parcels of the same and If I give Satisfaction in paying you for these Books I shall be glad to be a Large Customer to you — In the meen time I am

Sir your most hum^{l} Serv^{n}

Thos. Benedict.

Henchman was very liberal as to the credit that he allowed, though this may have been due to necessity rather than choice. His country customers included not only small retailers but also private individuals; ministers naturally bulked very large among the latter, and be it said in their favor, paid more regularly than most of the debtors. In some cases, they seem to have retailed books to their flocks.

At first Henchman bought his stock exclusively from other Bostonians, but by 1724 he was employing a London agent, and in later years he also made purchases from

[21] "A," p. 67.
[22] Hancock Manuscripts.

Philadelphia. A couple of letters[23] from his correspondent in that city will serve to show something of the period's selling methods:

Sir

I sent you by a Vessel from hence the 7th Instant three Dozen Pamphlets lately published here, relating to the Affairs of this Province: You will please to Advertise them in one of your Papers, which with Commissions, and all other Charges you will please to charge to my Account. They are printed and sold at the Risque of the Author: If you want any Kind of Paper now, can supply you on Notice, having a large Stock by me: I am

Sir

Your very hbly

Philad) W Dunlap
May 31. 1759)

Sir

I received yours of the 14th Instant and observe its Contents: I am oblig'd to you for the Copies of Almanacks you sent me: You will please to charge them to my Acco^t If you have any more Lotteries on Foot, besides those I am already an adventurer in, send a Ticket of each:—I doubt not but what you say relating to my Almanack Advertisements is strictly true: If I had thought my Brethren in your City would have taken the Method you observe with them, I should have sent such Numbers of Advertisements as would have kept them busy for a While:—I think the Pocket Almanacks should be 6/– p Doz. We sell them to our Customers here at 8/– and never under.[24] But I would have you fully satisfied:—I have lately begun an Impression of Erskines Gospel Sonnets, and shall have them finish'd in about 3 Months Time; pray would a few of them do with you: I am

Sir

Your very h^ble Servt

Philad.) W. Dunlap
Jany 28th 1760)

Please to let the inclos^d be deliver'd Carefully, it is from a Friend of mine:—W. D.

[23] *Ibid.*

[24] The currencies of the different provinces were more or less independent, and fluctuated in proportion to the degree of inflation in each. Usually the Pennsylvania shilling was less valuable than that of Massachusetts.

Trade with the country and the other colonies soon involved Henchman in acute exchange difficulties, and forced him almost to revolutionize his business. The difficulties were the result of New England's peculiar monetary system, and it may be helpful if a brief description of this be given before we proceed further.

The Effects of Massachusetts' Monetary System on Trade.[25]

It will be remembered that the early settlers brought over but little of the precious metals, and their commerce was largely a matter of barter. An early steward of Harvard University entered among his items of income, "Received a goat, 30s....which died," and the government gathered its taxes in kind, each year intimating the value at which it would accept different forms of produce. Barter, supplemented by dealings in wampum, beaver, and other stop-gaps, survived in the backward parts of the country till about the middle of the eighteenth century.

Recognizing the desirability of having some kind of money, the colony manufactured coins of its own for a short time. The British units of pounds, shillings and pence were of course retained, but as the settlers argued that if the British currency (sterling) were given a premium over the local issues, it would be attracted to the colony, they made the Massachusetts coins less valuable than the corresponding British ones. Thus the local "pine tree shilling" was the equivalent of only ninepence sterling. As might be expected, this device was not successful. The colonies, always thirsty for the luxuries of the Mother Country, yet never able to send back much in return, were soon in a state of chronic indebtedness and had to export almost all their specie in a hopeless effort to settle the adverse balance. Ere long sterling and Massachusetts coins had alike disappeared, despite drastic restrictions against their export. So, although the Massa-

[25] The information upon which this section is based was principally obtained from Weeden, *op. cit.*, and J. M. Davis, *Currency and Banking in the Province of Massachusetts Bay* (New York, 1901), and his articles published in the *Proceedings of the American Antiquarian Society* (Feb., 1898), and the *New Eng. Hist. Gen. Soc. Reg.*, Vol. LVII, p. 280.

chusetts currency remained as the theoretical, if non-existent, standard of value, it was replaced as the standard of exchange by Spanish pieces of eight obtained from the West India trade. Even this makeshift form of money disappeared from circulation in the early part of the eighteenth century; and thus by Henchman's time the theoretical standard of exchange had become as non-existent as the theoretical standard of value.

In 1690 the Massachusetts government issued some paper money, being practically the first state in the Christian world to do so. Moderate emissions would probably have been very helpful to the coinless community, but unfortunately the allurements of inflation proved irresistible. Issue followed issue in headlong succession. The British authorities tried repeatedly to stem the flow, but all in vain. Other provinces imitated Massachusetts, and as their bills percolated into Boston the situation there became aggravated; in this connection, Rhode Island consistently played the rôle of *l'enfant terrible,* since an old charter enabled it to flout the British government with impunity. A further complication was provided when merchants combined to form "Land" and "Silver" banks, which circulated large quantities of private notes until their careers were brought to an abrupt close by a special act of Parliament.

The result of these wholesale issues of notes was, of course, a rapid depreciation in their value; sterling was quoted at 1300 per cent by 1757, and barter regained something of its old position. It is an interesting question how far a man like Henchman suffered under these circumstances. He complained to his English correspondent about the impossibility of making payments,[26] and he was probably a subscriber to the rather conservative Silver Banks,[27] which marks him as no friend of unlimited inflation. On the other hand, as a debtor during

[26] Horrocks to Henchman, September 19, 1751, Hancock Mss.

[27] *New Eng. Hist. Gen. Soc. Reg.*, Vol. LVII, p. 280; "B," p. 72. As the name suggests, the Silver Banks issued notes that were redeemable in specie. The Land Bank's bills were only secured on real estate, and thus could be emitted on a much more generous scale.

his early years, he probably benefited from the depreciation. His business increased by leaps and bounds in the period from 1720 to 1730, when notes were being issued freely, while the accounts show suggestive traces of a sudden stagnation after about 1733,[28] when an efficient governor was forcing deflation upon an unwilling province. He benefited in a very direct fashion from at least one issue, since it was he who supplied the paper for making the notes.[29]

Henchman's Business as Revealed by His Account Books.

So far as one can judge from the account books that have survived, Henchman's bookkeeping system was very primitive, and he probably only kept records of a transaction if payment did not take place immediately. As each credit transaction occurred, it was noted in the "Waste" book. From this it was transcribed, rather uselessly, to a Journal, and finally the ledger account of the person affected was written up. The ledgers seem to have contained only personal accounts, but fortunately ships were regarded as persons, so we have some information concerning Henchman's shipping ventures. A profit and loss account is mentioned once or twice, for instance, when a bad debt is written off; but as such references are rare, and as there are no traces of a cash book being used, or of records of income and expenditure being kept, or of the accounts being balanced annually, one may be excused for doubting whether these entries are any more than wistful acknowledgements of what ought to have been done. So long as Henchman knew how he stood with regard to any given debtor or creditor, he was satisfied with his bookkeeping system. Under these circumstances his accounts are incomplete and uninformative. They suggest an age leisurely to the point of slovenliness. In particular, debtors were extraordinarily tardy about making payment. Henchman thought nothing of waiting

[28] Compare, for example, the entries in the Journal of 1735-38 with those of earlier periods. See also the drop in adventures shown after 1733 in Gerrish's account, "A," pp. 192 ff.

[29] Journal 1735-1738, loose pages at end.

a year or two before satisfying his creditors, and, if possible, he would then repay them in a long series of trifling instalments. In 1737 he sold "a neagro boy named Pompy" to James Casey for £100, and half of this sum was paid immediately. But it was not till 1775, fourteen years after Henchman's death, that his executors managed to get the remaining £50 from Casey's executors;[30] by this time, the £50 (Old Tenor) was worth only £6.13.4 in current money.

A striking contrast to modern accounts is provided by the fact that in Henchman's ledgers there was no sharp distinction between debtors and creditors. Nowadays we expect a ledger to contain a definite group of creditors' accounts, showing on the one side goods supplied, and on the other side cash paid in return. Similarly, there is usually a distinct group of debtors, whose accounts record a simple, one-way flow of goods. But Henchman bought and sold with equal zest from the very same people, so that almost identical types of goods flowed both ways, and a man who was at one time a creditor might ere long be a debtor.

Moreover — and this is the biggest contrast between Henchman's accounts and those of a modern bookseller — the range of commodities dealt in was enormous. We have already mentioned books and stationery. In addition, before he had been long in business Henchman was trading in all kinds of agricultural produce—there are innumerable references to wheat, corn, timber, butter, cheese, beef, pork, and so forth. This becomes especially noticeable from 1719 onwards. A little later, tropical merchandise also appears in the accounts, and while it never assumes such proportions as the agricultural produce, still there are frequent entries concerning logwood, cotton, molasses, rum, and indigo. Yet a third type of commodity was obtained from the fisheries, and took the form not only of cured fish, but also of whale oil.

On top of all these, Henchman dealt in many kinds of manufactured articles; in particular, he disposed of big consignments of "cutler-ware." Knives and forks only

[30] Bills, May 14, 1737, Jan. 14, 1775, Hancock Mss.

began to come into common use in America about 1718,[31] and it would seem that Henchman was quick to appreciate how lucrative it might be for him to satisfy the demand for these new and rather decadent luxuries. Clocks, combs, shears, and buckles also feature conspicuously on the list of metal objects that he handled, and he did a big trade in a wide assortment of textiles.

At first sight the various accounts give one the impression that commodities went back and forth between Henchman and his customers without rhyme or reason. Further study, however, indicates that the different articles did flow in fairly definite directions, although the course that they followed was tortuous and involved. Here are selected items from three different accounts, showing Henchman's dealings with, respectively, one of his country customers, a fellow merchant of Boston, and a correspondent in London.

Samuel Bradley of Fairfield[32]

	Dr			
1736				
June 11	To Sundries as p wast[e]			
	[To 1 acco^t book	£2	5	
	6 Books 1 qr		16	
	6 Raisors	1	4	
	3 dz Buck Knives	2	8	
	1 m needles	1	15	
	100 darn^g		6	6
	1 dz Buckles	1		
	1 dz Jews Harps		4	6
	2 dz Catechisms		6	
	1 dz watts Songs		6	
	6 Earl on Sacrem^t		9	
	6 Spectacles		12]	
1740				
Aug 13	To wants on 5 Barr. Pork	4	3	4
	. . .	.	.	.
		Cr		
1736				
June 11	By Cash	£6		

[31] Weeden, *op. cit.*, p. 541.

[32] Selected items from "B," p. 103 and Journal 1735-37. Samuel Bradley was presumably a merchant of Fairfield, Connecticut.

1737					
June	28	Note on Thorp	50		
		By 6 m Quills	3		
1738					
June	9	By Rye, Pork, Quills, & Cash	74		
1739					
June	12	By Cash & Provisions	45		
July		By 4 B[b] Pork of Osborne	39	14	8
1740					
May	23	By Sundrys	117	10	
1741					
May	29	By Provisions	50		
		. . .	.	.	.

Cap[t] John Gerrish & Compa[33]

		D[r]			
1730					
May	28	To Wheat, Corn & Bacon as p wast[e]	£22	15	10
June	4	To Cash paid	50		
	5	To 1 Pen knife		2	6
	10	To 1 Rea Paper	2	2	
	25	To 100 Quills		14	
July	20	To Cash	20		
	24	To 2 bb[s] Pork	19	15	10
Feb[y]	6	To 3 acc[t] books	3	3	
	13	To 1/5 of 6 Baggs Cotton [i. e. part of proceeds of a joint adventure]	29	14	½
		. . .	.	.	.
			C[r]		
1730					
		By So much due on Gunns	£	8	4
		By Russia Linnen	2	0	9
		By 1 Barrel Oyl	3	15	
		By 6½ yds Whitney	3	5	
		By my Part fitt[g] out Sl[oop] Raven	23	17	9
May	4	By 1 Barrel Bread	2	0	1
1733		. . .			
Apl	28	By ¼ Pipe of wine	9	10	
		. . .			
Jan[y]	21	By Truck[y] of Logwood by Hunt	2	8	
		. . .	.	.	.

[33] Selected items from "B," pp. 45, 120. Gerrish was a general merchant of Boston. In 1730, Henchman was heavily in his debt, on account of earlier adventures.

Benj[a] Horrocks of London. Sterl Acco[tt] [34]

		D[r]			
1730					
Apl	22	To M[r] Clarks Bill of Exch[a] on M[r] Wilks	£19	15	
Feb		To M[r] Caners Bill on Tryon	20		
		To Gold & Silver Sent p Carey	33	18	
		To 53 oz[e] Silver Sent p Cp Homans	14	7	
1731					
Feb	28	To 91½ oz Silv. 16 Moid: 1 Guin Sent p Alden[35]			
1734					
Mar.	7	To 48 Barrels Oyl Sent p Scott			
May	15	To 5 Tunn Logewood p Homans			
		. . .	.	.	.

		C[r]			
1730					
Mar.	12	By Ballance due	£83	14	1¼
		By Interest to Feb. 10th	4	10	3
Feb.	20	By freight of Mo[ney] p Carey		13	10
1731					
May	6	By a Parcell of Goods p Bayley	70	9	1
June	26	By Goods p Cap[t] Foster	19	13	
		. . .	.	.	.

The above accounts suggest the following sequence of transactions. Henchman first of all sells books or English manufactures to a country customer. The latter, having little money with which to make payment, stipulates that produce is to be taken in return, and eventually sends to Boston some of the foodstuffs raised on his own farm; the citizens of Boston may then enjoy the sight of a couple of hogs being driven into their principal bookseller's shop. In his turn, Henchman tends only to buy from merchants willing to accept non-money payment, and such portions of the farmers' remittances as are not consumed at the Henchman dinner table are transferred

[34] Selected items from "B," p. 70. Horrocks was a general agent in London.

[35] One Moidore was equal to 6 Spanish dollars; 1 Guinea to 4⅔ dollars. This account was kept in sterling, and the fact that many of the figures are not entered suggests the difficulties of keeping accounts when exchanges were uncertain.

to other Bostonians; alternatively, however, some of the country produce may be exported to Newfoundland or the West Indies. The fish obtained from the former is sent to the West Indies or to Mediterranean countries, and the oil is shipped to London. From the West Indies are brought logwood and bills on Europe, which in their turn are used to buy manufactures from London. Unfortunately it is necessary to supplement such forms of payment with specie and any Spanish coins that may find their way into the till. Very occasionally, books are also exported to Britain.[36]

It will be seen, therefore, that Henchman was far from dealing only in books; on the contrary, he was omnivorous. The presumption is that the wretched currency system must have been a powerful incentive to undertake dealings in a wide variety of articles. The accounts do not suggest that money at any time disappeared from circulation, for there are always frequent references to cash (probably bills of the government or the "banks"). But we may safely say that Henchman could not expect payment to be made in ready money with the matter-of-fact inevitability that the present-day merchant takes for granted.

To overcome the lack of cash, all kinds of devices were adopted by the New Englanders. As might be expected, very full use was made of bills of exchange and promissory notes; this applied not only to merchants but also to types of craftsmen who nowadays would probably not recognize a bill if they saw one. It was a simple step to make the bills payable in kind. A creditor would send a note to Henchman, requesting him, "Please to let — or Order have £— in goods." In another instance a note was made out "For ½ mo[ney] & ½ goods."[37] Sometimes the commodity to be used in settlement was specified, as when an account-current credits Henchman with a "Note to pay — in pork — £70."[38] Pork proved better as money than beef, because of its superior keeping powers.

[36] "C," p. 19; Journal 1741, Oct. 17.
[37] Journal 1729-31, Jan. 21, 1730.
[38] Erving's account current, Feb. 12, 1748, Hancock Mss.

Workmen of the period complained bitterly anent their employers' habit of making wages payable in bills on a shopkeeper, who might abuse his position by overcharging. In some places this practice lingered on into the twentieth century; it was especially vicious where the shopkeepers gave a commission to the employers.

It would appear that transfers of goods were often regarded in the light of cash payments rather than as ordinary sales. This is shown by the fact that complicated transfers of goods were made by Henchman without any increase in prices, and without any commission being charged. Consider the following entries in his journal:[39]

Messrs Jacob & Jno. Wendell, Dr	
To 2 Barrells of Pork at £9	£18.00
Capt Isaac Hubbard Cr	
By 2 Barrells of Pork sold to Mr Wendell	18.00

The ledger accounts for both Wendell and Hubbard are extant,[40] and neither shows any commission to have been charged by Daniel Henchman for managing this transfer; the accounts do show, however, that he had long been deep in the Wendells' debt, and that he was a creditor of Hubbard.

In certain cases, the narrative suggests that transactions were engaged in solely with the aim of settling for earlier transactions: e. g., Thomas Noble, of New York, is credited with, "By so much ordered by Mr. Hazzard to balance—£44.11.9," while Hazzard, likewise of New York, is debited with, "To so much ordered to balance Mr Nobles account—£44.11.9." [41] Again there is no evidence that Henchman made a penny out of the deal. The unexpected nature of the goods involved strengthens the suggestion that transfers were often made simply to achieve a settlement. Thus, after supplying a tailor with miscellaneous articles from 1725 onwards, in 1729 Henchman at length succeeds in getting something in return: payment takes the form of a quarter-cask of madeira.[42]

[39] Journal 1729-31, Jan. 11, 1731.
[40] "B," p. 9; "A," p. 212.
[41] "B," pp. 152, 159.
[42] "A," p. 232.

There must have been a marked tendency to buy from a man simply because he was one's debtor, and possibly the best way to get orders from an unfriendly merchant was to run hopelessly into his debt.

The situation can be well illustrated by the procedure followed when Henchman had extensive carpenter work done at his house.[43] For a period of two years before or during the execution of this work, William Moore, the carpenter, bought steadily from the heterogeneous selection of wares that Henchman stocked, and although there is no sign that Moore had been a regular customer before this time, he now bought candles, hogs, pencils, "cyder," "garlex," a gun, cordwood, and so on. In addition, he drew bills on Henchman to pay for purchases made from other merchants. When Moore's claims were finally satisfied, he abruptly broke off his relations with Henchman and did not buy another penny's worth of goods for seven years.[44]

Henchman's Activities Other Than Bookselling.

Varied though Henchman's operations as a bookseller were, he added to that trade several other kinds of activity. He owned a good deal of real estate and derived some revenue from letting it. There is one account which suggests that occasionally he also rendered services analogous to those of a banker. For six months he collected large sums of money for a country customer called Dennie, who then withdrew "1 wedge of gold & 25 doub. doubloons —£952.16.9."[45] Possibly Henchman was here acting as Dennie's Boston agent for the collection of debts. The same account provides an indication as to the rather intimate services that a merchant was called upon to perform in those days, for Henchman seems to have boarded Dennie's children, presumably while they were attending a Boston school.[46]

[43] "B," p. 139; "B," p. 110.
[44] Unless cash transactions took place that are not shown in the ledger.
[45] "B," p. 153.
[46] "B," p. 34.

Certain specific references to banks may be of interest:

Wm Cooper's account.[47]
18 March 1712: "To 1 Bank Book 6d."
Timothy Green's account.[48]
1713: "By printing the Bank Bk: 2 sheets £2."

Green was a printer. At that time the air was full of controversy as to "bank" schemes, and specimens of several different pamphlets published by Henchman have survived. It is, therefore, probable that these entries do not concern "bank-books" as we understand them, but topical pamphlets sold by Henchman.

John Gerrish's account.[49]
(a) June 1743. "To Cash to Josh. Winslow on account of the Bk £195.1.6"
(b) Feb 1744. "By Cash of J. Winslow, Esq. the dividend for Bank Profits £70."

It was in 1740 that the second "Silver Bank" was created, Winslow being one of its leading spirits. Henchman and Gerrish are known to have supported the first Silver Bank,[50] and it is reasonable to suppose that these entries record a connection with the second. Entry (a) may show the recall of notes issued by the bank, and (b) the final distribution of its assets.

Foreign Trade.

Throughout his career, Henchman supplemented his American business with foreign adventures. He made a very modest beginning; in 1712 he credits a relative, Nathaniel Henchman, with "half an ad. of Bacon & Candles to Antoga—£3.5.6," [51] and also John Gerrish, Jr., with "half part of tobacco at Jamaica—£1.8.4." [52] In the decade from 1720 to 1730 the importance of the ventures increased enormously, and Henchman's later correspondence is richly spiced with references to London, Madeira, Surinam, the Barbados, and the southern colo-

[47] "A," p. 37.
[48] "A," p. 13.
[49] "B," p. 72.
[50] *New Eng. Hist. Gen. Soc. Reg.*, Vol. LVII, p. 280; "B," p. 72.
[51] "A," p. 21.
[52] "A," p. 67.

nies. Thanks to this foreign trade it was possible for him to get rid of the country produce that he was compelled to receive, and also to obtain merchandise and bills acceptable in London.

While Henchman would appear never to have had a partner in his bookselling, he usually worked with several others where foreign ventures were concerned. Frequently these others were booksellers too. Most of the men engaged in that profession had shops near the Town House or Exchange, which served as a common meeting-ground,[53] and in this way they had especially good facilities for united action whenever any hazardous undertaking was afoot. The partnerships were loose and informal, and lasted only as long as the adventure; sometimes a share was given to the captain of the ship concerned or the agent in the foreign port, but usually all the partners were drawn from a small clique of prosperous Bostonians. It is reasonable to suppose that even if Henchman had sometimes no desire to take part in a particular undertaking, he would nevertheless feel impelled to buy a share in it in order to keep on good terms with his fellow merchants, and so himself make sure of getting partners when it suited him to embark on an adventure. Doubtless, also, these adventures were regarded as an agreeable relief from the tedium of everyday life; it is suggestive in this connection that lottery tickets were popular at the time, if one is to judge from the many references to them in Henchman's correspondence.

Presumably the reason for entering into partnerships was to spread the risk of voyages to dangerous seas, and also to make up full cargoes. When it was a question of importing manufactures from London, Henchman usually acted alone, the purchasing being done with the aid of an English agent. There are, however, a number of instances in which he went into partnership with other Bostonians in order to import very large consignments of Bibles.[54]

There is no evidence that Henchman engaged in the

[53] D. Neal, *History of New England* (London, 1774), p. 225.
[54] Journal 1741, end pages.

slave trade, although such entries as, "By an Indian girl named Flora—£28," [55] show that he was not too squeamish in the matter. Be it said in his defence that he also gave £10 and free Latin and Greek grammars to one of his customers who was educating some Indian boys.[56]

Ship-owning.

Thanks to an abundant lumber supply, shipbuilding was at that time one of New England's staple industries. Small craft were built so cheaply that it was possible to sell large numbers of them abroad, and it became a well-established custom for the Yankee skipper to try and get rid of his vessel as well as his cargo on arriving in Europe. When the distinction between boat and contents was so slender, it was an easy step for a merchant to pass from owning part of a ship's cargo to owning part of the ship herself, and Henchman was still a young man when he first made this kind of investment. Beginning with a quarter-part of the sloop "Dolphin" in 1724,[57] he bought shares in a large number of different vessels, until by 1730, when he slackened off his purchasing, he held substantial interests in divers sloops, schooners, brigantines and brigs. Altogether he was at one time or another part-owner of at least eighteen different boats, but he never by any chance held more than a one-half share, and more usually contented himself with an eighth, a fifth, or a fourth. Sometimes these ships carried their owners' goods on adventures to the West Indies, the Carolinas, or London; at other times they were let out on hire, and occasionally they would go a-whaling. The ownership of boats was possibly not unconnected with a desire to swindle the British customs officers. It will be remembered that Parliament was then firmly in the grip of mercantilist theories and had forbidden the colonists to engage in many kinds of foreign commerce, with the result that a considerable bootleg trade had grown up;

[55] "A," p. 19.
[56] E. Wheelock's letters, Jan. 22 and Dec. 30, 1756, Hancock Mss.
[57] "A," p. 110.

clearly, the smuggling of goods would be much easier if the vessel that carried them was under one's own control. Again, the fact that a merchant was a ship-owner made the movements of his goods much more certain.

Paper Mill.[58]

Perhaps Henchman showed his greatest enterprise when he established a mill for making paper. In the eighteenth century Boston was an admirable market for such a product, as it was the chief publishing center in North America, and yet was dependent upon other places for all of the paper it used. Most of this came from Britain and Holland, but a little was brought from Philadelphia, which had set up its third mill in 1728.

In that same year, Henchman and four partners determined to make an effort to supply paper locally. His associates, all Boston merchants, were Benjamin Faneuil, father of the more famous Peter Faneuil who gave the Hall to the city; Gillam Phillips, a bookseller and the son-in-law of Benjamin Faneuil; Thomas Hancock, who married Henchman's only daughter, Lydia, in 1730; and Henry Dering.

Such an undertaking was a serious business, for apart from the obvious difficulties of starting a factory in an age when they were almost unknown and when skilled labor was scarce, there was always the risk of hostility from the British government, should the latter be roused to action by the plaints of the home-country's producers. The company succeeded, however, in securing the consent of the provincial legislature, and won a ten-year monopoly into the bargain. Its charter ran as follows:

[58] References to the mill are contained in L. H. Weeks, *History of Paper Manufacturing in United States* (New York, 1916); *New Eng. Hist. Gen. Soc. Reg.*, Vol. XXIX, p. 158; E. B. Crane, "Early Paper Mills in Massachusetts," *Worcester Hist. Soc. Proc.*, Vol. VII (1887), p. 115; A. K. Teele, *History of Milton* (Boston, 1887). The ledger accounts that mention the mill are: "A," p. 189; "B," pp. 68, 73, 97, 131, 341; "C," pp. 14, 64. See also the end pages in Journals 1732-34, 1735-37; and B. and P. Faneuils' account, Dec. 26, 1743, and Adams' receipt, Dec. 24, 1735, Hancock Mss.

An Act for the Encouragement of Making Paper.[59]

Whereas the Making Paper within this Province will be of Public Benefit and Service; But inasmuch as the Erecting Mills for that purpose and providing Workmen and Materials for the Effecting that Undertaking will necessarily demand a considerable Disburse of Money for some time before any profit, or gain can arise there-from; And whereas Daniel Henchman, Gillam Phillips, Benjamin Faneuil *and* Thomas Hancock, *together with* Henry Dering, *are willing & desirous to Undertake the Manufacturing Paper;* Wherefore, for the Promoting so beneficial a Design;

Be it Enacted . . . That the sole Privilege and Benefit of making Paper within this Province shall be to the said *Daniel Henchman* . . . for and during the Term of Ten Years from and after the Tenth Day of *December* next ensuing: provided the aforesaid *Daniel Henchman* . . . shall make or cause to be made within this Province, in the space of Twelve Months next after the Tenth Day of *December,* next, Two hundred Rheam of good Merchantable Brown Paper, and Printing Paper, Sixty Rheam thereof at least to be Printing Paper, and within the space of Twelve Months then next coming, shall cause to be made within this Province Fifty Rheam of good Merchantable Writing Paper, of equal goodness with the Paper commonly stampt with the *London* arms, over and above the aforesaid Two hundred Rheam of Brown Paper, and Printing Paper.

AND *further,* That the aforesaid *Daniel Henchman* . . . proceed and make Twenty-five Rheam of finer & better Writing Paper in this Province, as aforesaid, at or before the Tenth Day of *December,* which will be in the Year of Our Lord One thousand seven hundred & thirty-one and continue to make the Quantities and Species of paper before Enumerated in the aforesaid Two Years, and that they make or cause to be made within the space of Twelve Months, from and after the said Tenth of *December* 1731, Five hundred Rheam of good Merchantable Writing and Printing Paper, One hundred and fifty Rheam thereof at least to be Writing Paper, and continue to make the like Quantity of Five hundred Rheam, as aforesaid, every Year, for and during the remaining part of the said Ten Years; and if any person or persons shall make any Paper within this Province, with-

[59] Chapter XV of the *Acts and Laws passed by the Great and General Court in 1728. Acts and Resolves of the Province of the Massachusetts Bay* (Boston, 1874), Vol. II, p. 518.

out leave first had and obtained from the said *Daniel Henchman* . . . he or they so making the same shall pay *Twenty Shillings* for every Rheam of Paper Manufactured in this Province, as aforesaid; One half of the said Twenty Shillings to be to and for the Undertakers *Daniel Henchman* . . . the other half to the use of the Poor of the Town where the Paper shall be exposed to Sale. . . .

Henchman and his associates discovered premises suitable for the new undertaking eight miles from Boston, at a place now included within the town of Milton. Here, on the bank of the Neponset river, stood a mill that had formerly been used for fulling. The company leased this building and beside it erected a house that was intended to supply both living-quarters for the workmen and drying space for the paper. The ebb and flow of the tides provided an intermittent source of power.

Very little is know about the mill's history. For the first year or two at least, its progress seems to have been slow and painful, although in 1731 Henchman appeared before the provincial legislature at Boston and proudly exhibited a sample sheet of home-made paper. Certain accounts in his ledgers contain meager references to the mill, and these shed some light on the conduct of the undertaking. The partners held equal shares, but entrusted most of the financial arrangements to Henchman; the manager of the mill (an Englishman called Henry Woodman) paid a large part of the running expenses and was later reimbursed by Henchman in corn as well as cash.

The accounts are not sufficiently full to show clearly whether the mill ever became a success or not, but such figures as can be gleaned (see the appendix to this article) suggest that it was, at best, only prosperous for a short period. This conclusion is supported by the fact that about 1733 Phillips sold his share to Peter Faneuil, while Woodman, the manager, was replaced in March, 1737, after which date his account contains no entries connected with the mill. In his stead an Irishman called Jeremiah Smith was installed as manager, and the latter's account

informs us that the factory staff consisted of Smith himself and three boys.

The theory that the undertaking's progress was insignificant is confirmed in a 1732 report[60] by the governor of Massachusetts to the British Board of Trade, which runs:

> . . . about Three Years ago a Paper Mill was set up, which makes to the value of about Two hundred pounds Sterling *per annum*. . . . there is another Paper Mill set up at *Falmouth* in *Casco Bay,* but the undertakers have not yet [1732] begun on that manufacture for want of material.

The second mill mentioned was owned by another Boston merchant (Samuel Waldo), who presumably acquired permission to operate it from the Henchman group, since the latter had a monopoly.

A rather curious reason for the non-success of the mill may have been the extreme difficulty with which rags could be obtained. A New Englander's clothes were either spun laboriously in the colony, or bought at great expense in Britain, and therefore he did not part with them till the bitter end. Also, but little linen was produced in America, and this provided the best kind of rags for making paper. It followed that raw materials could scarcely be obtained for love or money; the Henchman company had to import some of its rags from Britain. To overcome this difficulty, later proprietors of the mill advertised in the *Boston News-Letter* as follows:[61]

> *Advertisement.*—The Bell Cart will go through Boston, before the end of next month, to collect Rags for the Paper Mills at Milton, when all people that will encourage the Paper Manufacture may dispose of them. They are taken in at Mr Caleb Davis's Shop at the Fortification . . . and the Paper-Mill at Milton.

[60] *The Belcher Papers* in *Collections of the Massachusetts Historical Society*, Sixth Series, Vol. VI, pp. 70 and 489; David Macpherson, *Annals of Commerce* (London, 1805), Vol. III, p. 187.

[61] *The Boston News-Letter*, March 6 and 23, 1769, quoted by Weeks, *op. cit.*

Rags are as beauties that concealed lie,
But when as paper, how they charm the eye;
Pray save your rags, new beauties to discover,
For paper truly every one's a lover.
By Pen and Press such knowledge is displayed
As wouldn't exist, if Paper was not made.
Wisdom of things, mysterious, divine,
Illustriously doth on Paper shine.

Possibly the rival mill had something to do with the scarcity. To act as its manager it imported an Englishman called Richard Fry. This gentleman seems to have been an ingenious but misguided type of person, and during the long years he was kept waiting for his mill to be built (1731-35) he may have been improving his leisure by cornering all the rags, as the following advertisement suggests:[62]

This is to give notice, That Richard Fry, Stationer, Bookseller, Paper-Maker & Rag Merchant from the City of London, keeps at Mr. Tho. Fleets', *Printer, at the Heart & Crown in* Cornhill, Boston; *where said* Fry *is ready to accommodate all Gentlemen, Merchants* and *Tradesmen, . . . I return the Publick Thanks for following the Direction of my former Advertisement for gathering Rags, and hope they will still continue the like method, having received upwards of Seven Thousand Weight already.*

This was followed by a more plaintive notice:[63]

It is now almost Three Years, since I Published an Advertisement, to shew you the excellent Economy of the Dutch, in the Paper Manufactory, in order to induce you to follow so laudable an Example; but I am sorry to say, I have had but small Effects of as yet: When Gentlemen have been at great Expense to serve the Public, as well as their own private Interest, it is the Duty of every Person, as much as in them lies, to help forward so useful a Manufactory; *Therefore I intreat all those that are Lovers of their Country, to be very careful of their Linnen Rags, and send them to* Joseph Stocker *in* Spring Lane, *Boston, and they shall receive* ready Money for the same.

Fry did not find America to be a land of plenty. He

[62] *The New England Weekly Journal*, April 24, 1732.
[63] *The Boston News-Letter*, October 17, and November 8, 1734.

fell out with his employers, and was cast into jail by them for debt. While there, he prepared a scheme for a new kind of paper currency and sent it to the provincial legislature; that body however dismissed alike the scheme and requests for liberation.

Smith, the second manager of the Henchman mill, knew little about paper-making, but he struggled valiantly to make the experiment prosper. So firmly did he believe in its future that he bought the building and land for himself in 1741, and the two shares owned by the Faneuils in 1746. Apparently Dering had also given up his interest by that time, and in 1748 Henchman sold Smith the remaining share for the trifling sum of £77 Old Tenor.

In estimating the degree of success achieved by the mill, it must be remembered that substantial quantities of paper were produced until at least 1743; and furthermore, that the manufacture of paper in Massachusetts meant not only the elimination of months of delay between order and delivery, but also enabled payment to be made in commodities and local bills, and so relieved Henchman and his associates from the disagreeable necessity of scraping together odd Spanish coins and shipping them to Europe.

After the original partners had all severed their connection, the mill seems to have worked only by fits and starts. Probably Smith could not keep it running by himself, and had to close down when no skilled labor was to be had. Finding that a soldier stationed at Boston understood the art of paper-making, Smith induced the military authorities to grant this man a furlough and made him foreman of the mill, but before long the new foreman was recalled in order that he might join the expedition against Quebec, and was killed on the Plains of Abraham. Smith was thereupon filled with despair, and applied for a permit to keep a tavern. The mill sank into a ruinous state. Soon after, however, Smith's son-in-law happened to meet a paper-maker among a band of immigrants, and this man was induced to work at Milton. With his help a fresh start was made. A subsidy was wrung out of the legislature in 1763, and from that time

on the situation improved rapidly, other mills were built alongside, and ultimately Smith retired with a comfortable fortune.

The mill may be regarded as an early attempt on the part of unspecialized merchants—the men who had managed the world's commerce for centuries—to switch over from their diversified wholesale trade into specialized industry. As in the case of the more famous Boston Manufacturing Company of the next century, the undertaking could not be coaxed into success until its management had passed from the hands of the general merchants and capitalists who had started the new venture, into those of an individual who was prepared to specialize wholeheartedly.

Henchman's Later Life.

Information concerning Henchman's later life is very scanty. A ledger covering the period from 1745 onwards suggests that his business was on the decline, but letters and bills show that this was far from being the case. In particular, he bought large quantities of paper and books from Philadelphia.

He died in 1761. By his will[64] he left to his wife an annuity of £200 Lawful Money, the furniture and negroes in his house, and the use of the house; to his brother Samuel,[65] free "Diet Washing Lodging and Living"; to John Wharton and Nicholas Bowes (who took over his business[66]), £50 Lawful Money apiece; and to Thomas and Lydia Hancock, practically everything else. No inventory was prepared.

Thomas Hancock died shortly after Henchman, and in this way most of the latter's estate passed into the hands of Governor John Hancock, and may ultimately have been spent in furthering the American cause during the Revolution.

[64] Suffolk County Court, Probate Records, Vol. LVIII, p. 207.

[65] An eccentric who ran up big tailor's bills, and seems to have passed his later life making his own coffin. (*Worcester Hist. Soc. Proc.*, April, 1932; the Hancock Mss.)

[66] *New England Hist. Gen. Soc.*, Vol. XV, p. 185.

Appendix.

The Finances of the Paper Mill.

The Henchman ledgers contain no account for the mill itself, but some rather scrappy information can be gleaned from the accounts of Henchman's four partners and from that of Woodman. In January, 1732, Phillips is charged with £140 for mill expenses, and a year later with £70. Faneuil's account is also debited with the latter amount. It is not unreasonable to suppose that the initial outlays were about five times the shares charged to each of the partners, and therefore were approximately £700 and £350 for 1731 and 1732, respectively.

Woodman's account at first suggests that he was paid for whatever quantities of paper he made for the individual partners. From 1733 onwards, however, he rendered a quarterly bill to Henchman, who paid him with cash, commodities, and bills on the other partners, and charged his partners with their proportions of the total expenses; that is, with their one-fifth shares of Woodman's outlays plus disbursements presumably made by the partners themselves, all of whom seem to have taken a hand in the active management of the mill.[67] Probably each partner automatically received one-fifth of the paper as it was made.

In the unfortunate absence of any Profit and Loss Account, there can be no certainty as to whether the mill was a financial success or not. However, by combining various figures from the several partners' accounts, it is possible to draw up a tentative statement as to the mill's working; needless to say, too much faith ought not to be placed in this. The materials from which it is constructed are:

(1) The amounts, presumed to be one-fifth of the total quarterly expenses, debited to Benjamin Faneuil as "his 1/5 part of the Qr. Bill."

(2) A series of credits in the same account, for paper

[67] Henchman paid the Milton rates; John Adams' receipt, 24 Dec., 1735, Hancock Mss. B. Faneuil bought rags; "B," p. 73. Thomas Hancock bought felting for the machines; Hancock Letter Book, 1735-1740, Hancock to F. Wilks, 17 Dec., 1739.

supplied by Benjamin Faneuil to Henchman, and said quite definitely to be from the mill. This suggests that Faneuil, not being a bookseller, was unable to use his share of the output and sold it to Henchman at less than market prices. Peter Faneuil is credited in exactly the same way, with exactly the same amounts, which supports the argument.

By multiplying these figures by five we can evolve a statement that possibly shows what the mill's expenses and output were for a series of years:

	Estimated Total Expenses	Estimated Total Output, Priced at less than Market Figures
1730		N. E. £ 315.15. 0
1731	N. E. £ 700. 0. 0	244. 0. 0
1732	350. 0. 0	289. 0. 0
1733	415. 0. 0	418. 0. 0
1734	456. 5. 0	661.15. 0
1735	403.17. 6*	663.10. 0
1736	969.10. 0	1030. 5. 0
1737	914. 5.10	1073.10. 0
1738	945. 7. 6	896.10. 0
1739	965. 7. 6	895. 0. 0
1740	798.19. 7	808.10. 0
1741	938. 7. 1	913.10. 0
1742	1849.13. 9	683.12. 6
1743		718.10. 0

It must be remembered that prices approximately doubled during the decade 1730-40, and so the slight decline from 1738 onwards was really a grave matter.

It will be remembered that in the 1732 Report to the Board of Trade, the mill's annual output was stated as being about £200 stg. during the period 1728-32. The above statement shows an estimated average annual production of about £300 New England. This figure, however, probably represents much less than the market value of the paper, since it is based on transfers between the partners. On the other hand, Belcher's estimate was

* Half year only.

made in sterling, which in that year was perhaps worth three-and-a-half times the corresponding amounts of New England money. The two estimates are therefore not irreconcilable.

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DIARY KEPT AT LOUISBURG, 1759-1760, BY JONATHAN PROCTER OF DANVERS.

From the Original in the Possession of the Peabody Museum of Salem.

This calf-skin covered volume, measuring 6½ x 8 inches, is inscribed, "Jonathan Procter His Book Bought at Louisburg May 15th 1760. Price £0–2s–6d." It is owned by the Peabody Museum, having been presented by Thorndike Procter Earle of Peabody.

Procter sailed from Point Shirley on May 9, 1759, and the first important event recorded by him was news of the taking of Quebec in the following October. The account of the activities at Louisburg is the day by day story of a youth of nineteen.

The diarist also recorded in this book, under date of June 15, 1760, some genealogical data which does not appear on the town records and for that reason seems of sufficient value to preserve. He wrote, "I Jonathan Procter was Borne In Salem In the year 1739. . . . I arrived at the age of twenty one March 2th 1760: my Fathers Name was Jonathan Procter who died In the Year 1752 and In the Month of Febry aged 45. my Mother Died the same year, In the fall aged 35, her Name was Desire. My sister Desire Died In the same Year also aged 15 years. My sister Sarah Died also aged 7 years and my Brother Ebenezer aged 5 years. My Mother and her three Children according To the Best of my Remembrance Died all in one Month. My Grandfather Thorndike Procter Died In the year 1758 aged 86." In addition, he recorded the births of his own family, all born in Danvers, as follows: Jonathan Procter, Jr., born March 19, 1770; Judith, born Sept. 12, 1773; Mary, born November 1, 1775; Betty, born January 6, 1778; Hannah, born June 1, 1780; Amos, born July 5, 1782; Thorndike, born July 21, 1786; George, born December 23, 1789.

Jonathan Procter afterwards served as Captain in the 8th Essex County Regiment, Col. Henry Herrick, in the Revolutionary War. After his war service he settled down to the life of a farmer in that part of Danvers which is now Peabody. Captain Procter died on November 3, 1821. The diary follows:

Poynt Shearly May 9th 1759

Coll Baglys Regt Imbarked Sailed the 15 arrived the 24th I Rote my first Leter to Uncel Thorndike Procter June 7th Second 29th of June 3 and 4 I Canot (remember) the time when 5 augost 18th 6th September 16 I Recived one Leter from my Uncle Thorndike Procter Dated July 24th

October 1th the News Came to Louisburg that Quebeck Was Tacon and Gn Wolfe Slayne and 1500 of his men and that 1500 French ware Slayne In the Sege October 14th 1759 the News was Confermed At Louisbourg that Quebeck was tacon 13th of September and that they Capetlated on honourable termes and ware alowd All the honours of war and that Genl Wolfe Was wounded and Died of his wounds —

October 19th the Canon ware fired and The Regts Drawd Up and fired 6 Voles For the Joyfull News that Quebeck Was tacon Octbr 21 I Rote a Leter to My Uncle Thorndike Procter Dated Octobr 21th and one to my Uncle Ebenezer Jacobs Dated Octbr 21th — 22 of Octbr 15 men of a Compny of Coll Baglys Regt Inbarked for Newengland 25th of Octbr their was a Genarel thanks Givin at Louisburg on a Count of the Suksess That his magistys armes had met With at Quebeck Octbr 27th Granidears Belonging to the 3 Regts Witmores 22th Hopsons 40th Warbritons 45th Returned from Quebeck to Louisburg — November 2th 1759 a Great part of Coll Baglys Regt ware Confind for Deniing their Duty their Times now Being out that they Inlisted for November 3th the men that ware Confined are Released the Genrl Promises To Send them home as Quick as he Possable Can or Recives orders from Gen Amhurs for It — November 3th one hundred anf forty of Coll Baglys Regt Inbarke For New england Novmbr 10th the Reguler Regts ware Drawd Up In their New Clothes and the Canon fired It being the King Barth Day November the 29 Lt Shambrey In from Pigto and has Come to a Cap— With the french and the Ingens and som of them have Com Down with him To Conferme their Peace that they May have Liberty to Trade November The 30 I Rote

to my Uncle Thorndike Procter — December 5th I Rote a Leter to My Uncle Ebenezer Jacobs — Janeuary 1th 1760 this Day Died Capt Haners of Coll Baglys Regt Janeuary 22th 2 men Belonging to the 45 Regt wich were Condemned to Be Excuited ware Brought to the Place Excution ware the one was for Given and the other Shot Before a Buudance of Spectaters the Crimes that They ware Gilty of was theft —

February 13th 1760 Died David Allen of Capt Davises Company Belonging to weston wich Is 2th man that has Died out of the Company Sence we Came from hom the other Was Jonathan Williams who Died about 3 months a Go Belonging to Lyn:

February 23th I Rote my Ninth Leter to my Uncle Thornd Procter March 7th 1760 this Day Died Nathaniel Wadsworth of Capt Davis Company who Belonged to Deadham

Louisburg April 14th 1760 this Day arived hear the Unun man of war from Halifax of 20 Guns wch Is the first man of war That has Been hear Sence Last fall April 15 the Snow falls ancel Deep — April 16th arives In Harbour This Day 2 vessels one from Boston and the other from Pheledelphia April 17th arives In harbour this Day a Vessel From Halafax But we hear Litel or no News from any Vessel that hath Been hear This year this Is the most Pleasent and Spring Like Day we have had this Year April 18th this Morning Sails the men of war which arived the 14 Two of her men have Desarted wich thay make Strickt Sarch for But find Not this Day arives hear 5 men from Spanish River wich have Been their this winter With Capt Davis who went from hear about 14th of December Last Employd to Cut wood for the Youse of The Garison Spanish River Lieth a Bout 40 miles By Land Northward from the City April 19: this aughter noon Is Very Stormy and the Snow falls almost over Shoues The winter Doth Not Set In So soon hear as in New Eng But holds on In the Spring Tell the Midel of April 21—arives In the harbour this Day a Vessel from New York and this aughter Noon It Snows and Stormes Winter Like:

Aprl 22th: It Is Very Cold and The Snow Bein on the Ground It Seemes Winter Like Aprl 23th 1760 this Day Is Called hear St. Georges Day and the English Draw Up and walk Round the walls of the Garison and Cary St Gorges flage and St Gorges Crooze In their hats this Is a Day for the English to Ecknoledge their Countery as St. Patracks Day Is for the Irish These Days are obsarved In Garissons and Camps Whare Soldars are keept this is a Clowdy Lowry Day and the Snow melts a Pase this aughter noon arives hear a Sloop But first from Boston But we hear no news Louisburg Aprl 24 1760 the wather Is fair and their Is Vessels Scen off But the wind Being Conterary thay arive Not to Day 25 Last Night arived In Harbour 2 Vessels the one from Caskobay and the other from New York wich has brought a Pacot from Gen amhurs But we hear no News Yet thare are other Vessels Seen off But the wind Being Conterary thay arive Not to Day It Is Lowry foggy wather today Aprl 26th arives In the harbour to Day 4 Vessels 2 from Yorke 1 from Halafax and one from Boston wich Is loded with kings Stores and Straw for the Soldirs Beads has had 14 Days Pasage By wich we Larne that thay had Not Don Listen men wen She Saild the Wether to Day Is fair and Pleasant Aprl 29th This Is a Clowdy Day and the wind Noth East wich Brings In the Ise In Such a Boddy that you Can Scarcely See the End of It this Day Is the Sabath wich Is Very Litel Regarded In this Place Both By the Solders and the Enhabetance wich Both worke and Cary on all other Sorts of Recaration as much as In other Days Save only In the time of Devine Sarvice Aprll 28th 1760 This Day I Recive a Leter from my Uncle Thorndike Procter Dated April 9th 1760 and this Day Is Cloudy Foggy wather 29 this Is a Rany foggy Day 30 this Is a foggy Clowdy Day But It Clears up May 1th 1760 This is a Rany foggy Day and this Day I am Taken Into the Kings Works and Draw Tools In order to go to worke and this Evening It Snows 2 The wather Continews Still Foggy and This Day arives In the harbour a Sconer wich Saild from hear a Fue Days a go for Quebeck and Brings News that a Vessel

that Saild from hear when She Did Is Takon By the Franch and that She Naraly ascaped these are Babars Men they have Served on a Vessel that was Bound Up to St Johns But was froze Up In the Ise and a Bloigd To Tarry In Cancer this winter the french have maid a Dri of her! 3: this Is a foggy morning But the Son Braks out at noon and this Day I Sent a Leter to My Uncle Thorndike Procter Dated May 1th Being my 10 Leter to him and this Day arives hear fore Vessels: 2 from Boston the other 2 I Canot Tell ware they are from and Many of owr Pepol have Leters In them

May 4th 1760 This Day Is a Pleasant Day and Capt Haners and Capt Wiples and Capt Davises and Capt Blake Companys are Musterd Before Major Goldthwait May 5th This Is a Pleasant Day and this Day arives In the harbour a Vessel from Pheladelfa and Lt Broadstreet From Pigto and Informs that the French have Tacon the Vessel that we heard of and that It Is Bobars Party that have Don the mscheof wich have Come Down from Shepardee: 5th this Day Is Clowdy and Cold Som Snow falls last Night and this Day arives In the harbour 2 Vessels one of them Run a Shore Down By the Lithowse as She was a Coming In the Harbour The wind Being a Gainst them and Blooing Very Stronge. 7 this is a Cold windy Day and Some Squales of Snow and the Vessel that Run a Shore has Got off 8 This Day arives In the harbour 4 Vessels and their Is more Seend off This Is a Clowdy Day and Very windy May 9th this Is Very windy and Cold 10 this Day arived Hear Capt Davis from Spanish River with Some Sick men and hath Lost 4 men Sence the 19th of april namely John Pitcher of Danvers Benj Foster of Trapelo Richd Newhall of Lyn James France I Can Not Tell ware he belonged and one Simeon Bery who formely Belonged to Capt Gideons Company 11. This Day Is the Sabath and the wind hath Bloone Very Stronge for this weeke Past Som Vessels have Gon In To Capiruse Bay and the Piquet are Sent out Yesterday to See what Vessels They Bee and 6 men and a Sargant are Sent out To Day to Discover what Vessels thay Bee who Returne But Can Not tell

what Vessels thay Bee: 12 this Day Is warme and Pleasan and The wind Sesis arives hear This Day a Vessel from New Yorke 13 This Is a warme and Pleasant Day and the Vessels that Lay In Caperuse arrive In the harbour and this Day the men that have Not Inlisted Becuse their fore Pound Bounty Voted By the Province for their Past Service: 14 This Day Is warme and Pleasant and this Day arives hear a vessel from Halafex and Brings News that the french have Laid Seage to Quebeck and that It Is In Danger of Being tacon: 15: this Day is Foggy and Rany and this Day arives hear a Vessel from Boston a Party of 30 men of Colls Baglys Regt and orderd on a Scout to St. Peters But the weather Puts them By It Is a Year to Day Sence we Sailed from Nantucut Rod: 16: this Is a Rany Foggy Day: 17. this a rany foggy Day: 18: this Day Is the Sabath and the weother continues Still Lowry and foggy

14th This Day Is Clowdy and Foggy: 20: the wather Is Still foggy and Rany: 22: The Wather Still Continews foggy and Rany 23 this Morning Is Foggy But It Clears Up a Bout Noon And one hundred and fifty men Belonging To the three Regt Witmors 22 Regt Hopsons 40 Regt Warbritons 45 Regt are Inbarked and Reedy to Sail for to Relive the fort at St. Johns their Guns heard off at Sea this Day and thay answer them at the Garison: 24: This Is a fair and Pleasant Day arrives In the harbour this Day a Man of war from England Called the Fame 74 Guns this Day Is a Year Sence we arived In Louisburg harbour 25: This Day Is the Sabath day and This Day Sails a Sloop Capt. Felos Commander with an express for Boston and 2 other Vessels with a Relife for the Island of St. Johns Yesterday was a year that I have Been In Louisburg and Inlisted But for 7 months we have Been held to Continew In the Sarvice a Long Year and Know See Very Litle Liklawoods of Geting home Although we have had 2 Proklymations Nither off wich have Been Fullfeld From the Province arives In harbour this Day a Brig Wich I hear Is from London Lodded with Beeding this Day Is fair and Prity

windy arives In the harbour this afternoon 2 men of war of 74 Guns the Name of the one Is the Orfen I have not heard the name of the other thay are from England with one Store Ship and one Snow wather She Bee a Store Vessel or no I Cannot tell arives this Evening In the harb^r^. We hear But Litle News from any of these Ships But the Comon Talke Is that this Garson of Louisburg Is to Be Demolished: 26th This Is a fair and Pleasant Day arives In the harbour this Day one Ship from London wich Is a Transport with Miners wich Dig In Mins or Blow Up Rox and the Like a Snow also arives from London with Beads For the Use of the Solgers another Snow Arives This Day But I have Not heard From wence or what her Loding Is But I Sepose her to Be from London: also this Day Comes Seven men from Spanish River In a Wale Boot with one of Capt Davises Comand and Informe that Their Provisions Is Spent 27 This Is a fair and Pleasent Day arives In harbour This Day a Vessel from Halafax and a Command for Spanish River we hear that Quebeck Is Like to Be Tacon a Gain By the French and that the Garison Is Redused from ten thousand men to But three thousand arives In harbour This Day a Sloop from Corke In Ierland: 28: this Day Is foggy and Rany The Snow Is Now almost Gon off the Grownd their Is Not hafe So much on the Grownd Now as there was Last Yere this time: the 26: and 27 and 28 Days of May Last Yeare 1759 I was on a Scout Up to mire Wich Is a Litle french Village wich Lieth a Bout twenty Miles to the Nor west or more to the Norad of the City the Way their Is Very Bad Being Rocky and Very full of Wods and Bushis their Is a Very Pleasant River their and the Land Is Very Good But the french maid But Very Little Improvement of It Except for Gardins and Lived In Litle Loge houses I Belive their Employment was Chafly to Cut wood for the use of the Garison theire ware Some Hundred Cord of wood theire then Cut and corded Up the River theire Is Cheafly fresh water and abounds Plenty of fresh water fish theay cane Go Up theire with Vessels and a fue miles Below thay Can Cotch Codfish

29 this Morning Is foggy But It Clears Up about ten oCloke and Is Pleasant Sails out of this harbour This Day thirteene Vessels Som Large and Som Small Loded with Stores Cheafly for Quebecke arives In the harbour this Day a Ship from Corke In Ierland and a Slope from Pheledelpha Lt Crafters of 45th Regt Lost one hundred and Sixty Pounds Starling a fue Days ago and Strickt Search was Maid to find out the theefe home thay found In a fue Days and Recovred all the money to a trifel the theefe Layeth Now Confind In Iorns to Be tried

May 30th 1760 This Is a fair and Pleasant Day this Day arives In the Garison Ensign Bery from St Peters with his Party Who went out about a fortnight a Go on a Scout 31: this Day Is fair and Pleasant arives In the harbour This Day a Vessel from Boston Wich has Brought a Pacot from Gen^{rl} amhurs It Is Now the Comon talke That She hath Got orders from him to Damolish The wals of this City This Day May Ends the Snow Is Now Gon off the Grownd and the Graase Looks Greene

Louisburg June The First 1760

This Is a fair and Pleasant Day and this Day Is the Sabath and I am obliged this Day to Labour wich Is the third Sabath I have Laboured Sence I have Been In the Garison Orders are Given out this Day that the wals of this City are to be Demoleshed and the Gards are to Be Relived at five To morow morning wich Did not Use to Be Relived tel ten That the men may Go to worke Every man In owr Regt Excpt the Piquet are orderd to Go to worke and to Perade at five ocloke wich they Did not Use To Before Six arives In harbour this Day a Vessel From Boston In Eight Days By wich we Larnes That their Is No Relife a Coming to Relive Us

June 2th This Is a fair and Pleasant Day and this Day Eight hundred men Besids artefisers are Employd To Damolish the wals of Louisburg and they Begin at South Gate to Demolish the Glosease first arives In the harbour this Day a Vessel from Boston: June 3th This Is a fair and Pleasant Day arives in harbour this Day a Vessel from

New Yorke and five more Part If Not all from Boston June 4th This Is a fair Day 2 Vessels arives In harbour this Evening But I have Not heard from wence thay Came their Is Eight hundred Solgars and I Belive Near three hundred Sailers Employd a Damolishing the Garison wich Belonge a Board the man of war June 5th this Is a Clowdy Rany Day arives In Louisburg this Day a Bout a hundred french from Pigto wich Com In a Sloop and In Shallops June 6th This Is a Rany foggy day June 7th the wather Still Continews Rany and foggy this Evening It Litens and thunders But Not hard wich Is the Second time It has thundred this year and I Remember But once that It thundred Last yeare So that their Is But a Very Little thunder In this Place this Evening I Recived Twenty five Shillings for My worke In the Month of May June 8th this Day Is Lowry and foggy this Day Is the Sabath and I worke and all works are Caried on In the Garison this Day as much as other Day the miners are Now a Diging mins In the walls to Blow them Up and I worke a Making frames for the miners To Put Into the mines wich are Covred with Bords To Keepe the Earth from Kaving In as thay Dig in These frames are Maid fore feete and a halfe high and three feete and a halfe Wide and as thy Dige In Thay are Maid to three feete Eight Inches wide and the Same hith as Before June 9th this Is a foggy Day and Some thonder this aughter Noone Sails out of this harbour to Day a Snow But I have Not heard for what Port arives In the harbour this after Noone a Snow But I have Not heard from wence She Came this Day I Sent 3 Leters home one to my Uncle Thorndike Procter one to my Uncle Ebenezer Jacobs one to my Sister hannah Procter all Dated the 1 of June 1760 June 10th this Day Is Fair and Pleasant arives In harbour this Day a man of war from Ierland and a Nother man of war wich I Sepose to Be from New Yorke with Some Transports from thence June 11th this Is a fair Day and this Day arives In the harbour Several Vessels from New Yorke and Some from Boston the Regler Rigements In this Garison have orders to Be Reddy to Inbarke at an Owers worning But owr

Regt have No Liklewood of Getting home at Prisant as I Can Larne June 12th this Is a fair and Pleasant Day this Day the three Regelar Regts are musterd on The Grand Perade June 13th this Is a Lowry Day and this Day arives In harbour one man of war and three Topsails Vessels Eight small Vessels this fleet I heare Is Com to Cary off The Cannon and other Kings Stores and Coll Baggly Is also Com and Some other ofesers That formerly Belonged to the Regt But thay Have Brought no Relife for Us that have Not Enlisted June 14th this Is a Lowry Rany Day and This Day Sails the man of war that arived hear Yesterday with Eight Sail of Vessels Under Convoy wich I sepose to Be Bound for Quebeck the Small Pox Is now at Rockshard Poynt and hath Been their Som Days and no Parson Is alowed to Go thether on any a Count the East Gat Is Keept Shut on the Same a Count June 15th This Day Is the Sabath and It Is a Rany Stormy Day For wich Reason the People Do Not worke Last Night a man of 45th Regt that was Confined In the Prewoss on a Count of Being Consarned In Steeling Money from an ofeser of that Regt and was Sentensed one thousand Lashes on that a Count and Recived two or three hundred of them hanged him Selfe this Morning In the Prewos

June 16th this Is a Lowry Day and this Day a Party of Men are Detached out of owr Regt to Go on Board a Privetare arives In harbour a Vessel from Epswech June 17th this Is a fair Day arives in harbour this Day Sevarel Vessels Som From Boston and Som from Quebecke and I heard that the Englesh have Beet off the french and killd a Good many of them and that the Garison Is But Eighteen hundred Stronge June the 18 This a foggy Rany Day and this Day Sails out of Harbour the three men of war two 74: one 64 and Two more I Belive ware 20 Guns I hear that thay are Bound To Canser or Bay of arts In Parsute after Som French men of war that are Reported to Be their arives this after Noone Som Vessels wich I Heare are from Boston June 19th This is a Rany foggy Day and It Thunderd this Morning more and harder Than Never I heard It In

this Place Before this Day the 22 Regt are orderd to Enbarke 21th Day of June and owr Regt are orderd to Mount Gard the Regt hve Not mounted Gard Before Sence the first Day of November 1759 Coms a Shore this Day 18 Solgers wich have Com To Joyne owr Regt Wich a Rived In harbour Yester Day June 20th This Is a fair and Pleasant Day June 12 (sic) this is a Rany Foggy Day June 21 this Day the 22 Regt Six Companys of them Enbarke thay are Seposed to Be Bound to Quebeck arives In harbour this Day one Ship and 2 Small Vessels But I have Not heard from wence Thay Came June 22th this Day Is the Sabath and the weather Continews Rany and foggy the workes are Caired on as much Sabath Days as any Days this Day I Rote a Leter to Uncle Malichi Felton Dated June the 22 1760 June 23th the wather Clears Up this after Noons this Day a man of Capt Blaks Comp In Coll Baglys Regt Named Mikel Colens Confined For making Disturbance In his Barok was sente[d] Fifty Lashes the Coll for gave him thirty and he recived thirty

June 24th The Wather Is Clowdy and foggy

June 25th this Is a Rany foggy Day arives In Harbour this Day a Ship wich I hear Is from Boston and two Small Vessels wich Is from St. Johns wich went to Cary Relife their and hath Brought Back Those that have Been their a Yeare June 26th The wather Still Continews Rany and foggy June 27th This Day the wather Clears Up and Is fair arives In Harbour this Day a man of war from Ierland of fifty Guns and Several Vessels from Newangland and Som Recruts for to Joyne owr Regt June 28th this Is a Rany foggy Day and the Solgers that Came Down To Joyne the Regt Com a Shore this Morning and this after Noone :4: Comp[s] of the 40 Regt Enbarke on Bord the Transports

June 29th This Is a Lowry foggy Day and Is the Sabath

June 30th the wather Still Continews foggy and Rany

Louisburg July 1th 1760 The wather Clears Up and Is fair and Pleasant and this Day Sails the 22 and 40 Regts Seposed To Be Bound to Quebecke July 2th this

Is a fair and Pleasant Day arives In harbour this day 2 Vessels from Quebecke and Bring News that The Garison Is well and the french are holy Beat off this Day I Rote a Letter to my Uncle Thorndike Procter Dated July 2th 1760

July 3th this Morning Is fair But It Coms Up foggy towards Night arives In harbour this Day a Vessel from Carolina

July 4th this is a foggy Lowry Day Mikel Lynch of the Late Capt haners Compt Confined for quareling and Saying that He would Run the first ofeser throw that Should Melest him war Sentansed two hundred Lashes Recived one hundred of them and the Rest of them ware forgiven July 5th this Is a fair Day arives In harbour this Day the Province Ship Belonging to the Marcht^s and has Brought Som Solgars July 6th this Day Is the Sabath and the wather Is fair and Pleasant and this Morning Coms a Shore the Solgars that Came Down In Capt Holleways Ship July 7th this Is a fair and Pleasent Day and I heare that the Pilat Schooner Is Sent In Persute after a Vessel that went out a Sabath day Morning In wich went Sevarel Men Belonging to owr Regt that had Not Enlisted the 5 of this Month I Recived one Pound Nine Shillings for My Worke In The Month of June July 8th the Wather Is fair Sails this Day the Province Ship July 9th the Wather Is fair arives In the harb^r This Day a man of war and the Pilot Schoo^nr But has Not Brought Bak the men that went a way and I Belive She went not after them July 10th the wather Is Clowdy arives In harbour this Day a man of war wich I Sepose to Be one of the five that Saild from hear Som time a Go for the Bay of arts July 11th the wather Is fair and Pleasant the wather Now is fair and Very hot

July 12th the wather Is fair and Very warme this Day Sails two Vessels with the french Prisoners that Came from Pigto for France July 13th The wather Is fair This Day Is the Sabath wich In this Place Is Not Regarded more than other Days The Solgars are all Keept to worke and are Not alowed The Privelege of

Going to Church July 14th the Wather Is fair July 15th the wather Is Cowdy this Day I Rote a Leter to my Uncle Ebenezer Jacobs Dated 15th July.

July 16th the wather Is fair the Merens Belonging To the man of war that Caim In a few Days a Go are Sent a Shore to worke July 17th the wather is fair and Pleasant arives In harbour This Day a Brig July 18th the wather Is fair This Day one Hoit of Capt Mors Compny Recived one hundred Lashes for Selling Liquor Without Lisance July 19, 1760 The Wather Is fair Last Night Joseph Larraby of Capt Davises Comp. who was on Gard at the South Gate was Planted Sentery at Eight OCloke at night Absented himselfe from his Post his Cartrage Box was found In the Streete his Coat was found a Mile from The City towards Caberuse and he has Not Ben heard of Nither Can they tell what has Become of him July 20th the wather Is fair this Day Is the Sabath the man that Absented himselfe from his Post was found This Day Som Miles from the City By what I Can Larne he Is In Som mesure Deprived of his Reason July 21th the wather Is Clowdy July 22th this afternoone It thundrs and Rains this Day the Miners Spring a mind that they Dug for to try their Skyle

July 23th the wather Is fair

July 24th the wather Is fair arives In harbour this Day two men of war and two more high at the Mouth of the harbour I Sepose them to Be The Same that Saild from hear Som Time a Go for the Bay of arts on a Cruse after Som french men of war that were Reported to Be their But I have Not heard what News three men that had Not Enlisted Belonging to owr Regt went away Yesterday July 25th this Is a Clowdy Rany Day the men of war that Came In yesterday are the Same That went to the Bay of arts and I heare that they met with Som french Vessels and Thay have Brought In one Privetare and Destroyd a friget and Som transports

July 26th the wather Is foggy and Rany

July 27th the wather Is fair and this Day after Six oCloke I Go to Church wich Is the first Sabath I have Ben to Church I Belive this Six months the Precher was

a Solger Belongin To the 45th Regt who had obtained Liberty to Preach we have a minestar hear Belongen To owr Regt But are Not alowed the Priveleg of Going to meten on account of the worke wich we are obliged to atend on the Sabath as much as any Day

July 28th the Wather Is Stormy yesterday Two men of Capt Georges Comp^{y} that had Not Enlisted a New Left the Place and Went off In a Vessel Bound to Boston

July 29th the wather Is Rany and foggy

July 30th the wether Is fair July 31 The wather Is Clowdy and foggy and Their Is firing heard off at Sea and Thay answer them at the Island Baterry

Augost 1th 1760 Louisburg The wather Is Clowddy arives In harbour This Day a Schoner and a Brig But I Have Not heard from wence thay Came Sails this Day one of the men of war Wich Lie In the harbour wich I hear Is bound to New Yorke Augost 2th The Wather Is foggy Augost 3th this Day Is the Sabath and the wather Is fair Sails out of the Harbour this Day a Schooner Capt Ripply Bound for Boston In wich has Gon Sevarel men Belongen to owr Regt That had Not Enlisted one out of owr Comp. Named Peris Ripply and a nother Named Thomas Knolton was on Board on drive To Go was Brought a Shore

This Evening I was on the Goveners warfe whare their was a Number of men of wars Men who went to take a Bote from a Sailer who Resisted them and Struck Som of Them to the Ground with a Cuchel and Som Erested the Sailor and the Contention Encresed Betweene them and thay ware obliged to Send for the Gards to Stell the Quaril betwene them

Augost 4th the wather Is faire I heare that a Midshipman and ten men of warsman have Dsarted from one of the man of war In the harbour who went a way In their Long Boot and a L^{t} and a Command of men are Put aboard a Privateere to Persue after them

Augost 5th The Wather Is foggy It Is Now the Pleasant time In the yeare heare The Grase and flowers are In their prime The Straberys are Ripe Wich are plenty In this Place Augost 6th The wather Is fair Augt 7th

The wather Is fair Augost 8th This Is a Rany foggy day Augost 9th The wather Is fair arives in Harbour This Day the Privetare that went To Seake after Som Men that had Desarted from her and has found three of them on board of fisherman at maledow Augost the 10th The wather Is fair arives In harbour This Day a Twenty gun ship from Glasco In Scotlon Loded with Proviscons Bound to Quebeck This Day Is the Sabath and I Recive one Pound Sixteene Shillings for my worke In The Month of July Augost 11th the wather Is fair Sails this Day the Ship that arived Heare Yesterday In Company with a Sloop For Quebecke. [The next Two Leaves Torn Out.]

For tel Now no Solger has Been alowed to Go out of the Garison with a firlok But Now the wals are Part Bloone Up and you may Go over anyware and I am Employd to worke at Night To help Lod the Mine wich Is Called number twenty By wich Reason I Do not worke In the Day time for wen they Begen to Lode the Mins thay worke in the nite as much as Days I worke this Night In the Mine Augost 31th This Day Is The Sabath and the wather Is fair and This Day thay Spring a Mine By the Citydel

Louisburg Sep^{t} 1th 1760

September 1th This is a fair day and This Day Thay Spring two Mines In a fore Gun Botery at the South End of the City These Wawls are about Thirty feete high and the Enside Is Bilt Up With Earth But So as You Can walke Up them Upon a Cosion and their Is Rods Maid at The Parteng That a Tame may Go up their and the Lines are about Brest high So That When You are at the Top You may Loke over them and These Mines Blow all the wall Down But the inside Is not all Bloud away So that It Is Like a hill to Walke over arives In harbour This Day Fore Vessels But I have Not heard from Wence Thay Come

Sep^{t} 2th This is a fair Morning But It Rains In the after Noone

Sep^{t} 3th This Is a Clowdy Day arives In Harbour this Day 3 Vessels one of wich Is Loded with Catle

Sep^{t} 4th The Wather Is fair arives Som Vessels In harbour to But I Canot tell from wense they Caim Runs a Way to Day a man of Capt Whippls Comp^{t} that had Not Enlisted a New Is Bured to Day a man of owr Regt and of Capt Bassets Comp^{t} Wich I Sepose Died Yesterday Capt Basset Is one of the Cap^{ts} that Caim Down this Spring to Joyne the Regt

Sep^{t} 5th The Wather Is fair arives In harbour This Day Som Small Vessels and one man of War from Halafax It Now Begens To Be Cold Mornings and Evenings In this Place

Sep^{t} 6th The Wather Is fair and to Day Sails The Man of War That arived heare Yesterday

Sep^{t} 7th This Is The Sabath and the wather Is Fair and I this Day Recived one Pound Nine Shillings for My worke In the Month of August The man of war That I Said Saild Yesterday Did not for She Is now In the harbour

Sep^{t} 8th The wather Is fair arives In harbour This Day two Small Vessells one from Epsuch the other I have Not heard from wence She Caim

Sep^{t} 9th The Wather Is fair arives In Harbour to Day a Priveteare Schooner From Halifax and This Day thay Spring a mine In The Bumprofes at The Citydel

Sep^{t} 10th This Day is foggy and they Spring a mine In the Citydell

Sep^{t} 11 This Is a foggy Day and this Day Thay Spring a mine at the East Eand of the Citydell

Sep^{t} 12th The Wather Is fair and The wind Blows fresh Wich maks It Cold

Sep^{t} 13th The wather Is fair arives In Harbour this Day 2 Vessels one from Newbery the other I canot tell from Wense She Came Sails to Day three of the men of war I Canot tell Ware thay are Bound

Sep^{t} 14th This Day Is the Sabath and the Wather Is fair

Sep^{t} 15th The Wather Is foggy arived Last Night a man of war of Thenty Guns Wich I heare Is from New yorke and Brings News That the English have Beseged

Mount Royl and that a Good many of owr Men are kild By their Salling out Upon Them

Sep^{t} 16th 1760 The Wather Is fair and this Day thay Spring five Mine from the East Gate to the Corner Whare the Thin Wall Begun to the Canileare and two Men one of Warbritons and one Belonging to the Merens had their Legs Brock By the Stones that flew from The Walls These Merans Belong to the men of war Ly In the harbour and Because of The Scarsety of Men In the Garison thay Com a Shore and Dow Duty In the Garison

Sep^{t} 17th The Wather Is fair arives In harbour a Man of War wich has Been a Crusing In the River St Larince this afternoone thay Spring Three Mines from the South Gate to The westward Wich Braks Down one of The Gardhouses and all the Roofe of a Large Barok that was neare by and the Stones flew So that thay Brock Holes throw the Roofs of Severall houses That Ware Neare By

Sep^{t} 18th 1760 Louisburg The wather Is Clowddy Sails to Day the Friget That arived heare 15 of Sep^{t} Wich I heare Is Bound to Quebecke This Evening thay Spring a Mine In the Earth over the South Gate Wich Blows It Entirely Up and Sends the Stones as fur as the Grandhospitle

Sep^{t} 19th The Wather Is Clowddy Sails this Day Three Vessels With Kings Stores for Halefax This Day I Met With a man that I Youst to Be Quanted With When we Ware Boys he Lived with L^{t} waters his name Is Thomas Mucklroy he Saild From Boston fore Years a Go to Ireland Whare he was Prest on Bord a man of War he Now Belongs to the Ship that arived hear 17th of Sep^{t} Which Is a Sixty fore Gun Ship he has Been tacon once Prisoner By the french and Ly In Jale three Months In Brest and from thence He was Sent to England and their put on Bord of the Ship that he Now Belongs to

Sep^{t} 20th The Wather Is fair I this Day met With a Young Man Belonging on Board the Pembrock Man of War of Sixty fore Guns whose Name Was John Procter wich Is the first of the Name I have heard of Sence I

Come from home he Was Borne In England and Has Relations In Halefax and Some In Boston But no nearer then Cosens he was Prest on Board a Boat a Yeare and a halfe a Go I was Very Glad to Sea him Becase he was my Name Sake and So was he me though we Could Not as we ware anyway Related

Sep^{t} 21th This Day Is the Sabath and the Wather Is fair arives this Day harbour two Vessels from Quebecke But I heare no News to Be Dapended on

Sep^{t} 22th This Is a foggy Day

Sep^{t} 23th The wather Is fair and Pleasent Arives In harbour This Day a Snow But I have Not heard from Wence She Com

Sep^{t} 24th The Wather Is fair The Snow That arived heare yesterday Is from Ierland and we heare That The Englesh have Met With Very Good Sucess In the East Enges and that the King of Prusha has Defeted the french Army arives In harbour This Day the Amhurs Privetere from Quebecke and Brings News that Montrall Is Tacon That It Serandred The Eight of Sep^{t} 8th 1760

Sep^{t} 25th The Wather Is Clowddy This Day thire Is no work Carred on In the Garison and the 45 Regt and Collnells Bagley and the Merens Belonging to the man of war that are Now In harbour Are ordred to Perade and To fire three Voleys the 45 on the Grand Perad Collnells Baglys at The Perade at the Burnt Barroks The Merens Perade In the Streete Before The Goveners house The Island Batery Fires twenty one Canon at three Severall Times Betwene wich the Regts fire the 45 first Baglys Next and then the Merens after Wich thay Give Three Chers for their Is Not one Canon Mounded In the Garison Colnel Bagly Maks a Presant to his Reg^{t} of a Baril of Rum for to Drinke his helth The Men of War the Devenshere the Archelaus and the Pembroke Each fire twenty one Guns and Give three Cheers For the Joyfull New of the Tacon of Mount Royle This afternoone I have My Liberty and Go out Into the Ege of the Woods a Blubarying Wich are Very Plenty heare

a Brig Run a Shore Last Night Not Being aquented With The harbour and this Morning The Man of Wars

Bots Go To hlpe her off Thay Get her off But She Sufered So much Damage that She Like to a Sunk Before Thay Could Get her to the Worfe her Loding Is Wine and Salte She Is from Jebaraltor

Sep^{t} 26th The Wather Is faire Died Last Night a Man of Capt Parkers Comp^{t} Named Oliver Baley

Sep^{t} 27th The wather Is Cloudy Died Last Night a Negrow felow Belonging to Capt Parkers Comp^{t}

Sep^{t} 28th This Day Is the Sabath and The Wather Is fair

Sep^{t} 29th The wather Is Faire

Sep^{t} 30th The Wather Is fair and windy The Wind has Been at the Eastward This Severall Days Wich has hendred The Archelaus and Pembrocke from Sailing

Louisburg October 1th 1760 The Wather Is Fair and The wind Still Continews at the Eastward this Day thay Spring a Mine By the Burnt Barocks

Oc^{t} 2th The Wather Is faire and this Day one Chiles of Capt Blaks Comp^{t} Was a Going a Board of a Vessel fell out of the Bote and Was Drownded

Octr 3th The Wather Is Fair and The Wind Blows Still at The Eastward

Oct^{br} 4th The Wather Is Clowddy and Very Winddy The Wind Still Continews at The East ward

Octr 5th The Wather Is fair This Day the Sabath

Octr 6th The Wather Is faire and Pleasant Sails this Day the Amhurs Privetere

Oct 7th The Wather Is Faire

Oct 8th The Wather Is fare and thay Spring a Mine at the North Eand of the Citydell

Oct^{br} 9th The Wather Is Faire Severall Marchant Vessells Saile To Day For New England

Octr 10th The Wather Is Faire and To Day Thay Springe Seven Mines From The East Gate to the Bridge That Run Over the Pond to the Seluting Batery a Shipe and a Slope Coms from Spanish River With wood to Day and Capt Daviss Coms from Spanish

October 11th 1760 The Wather Is Faire The Wind Has Bloone at the Eastward all this Month and the Men of War have Not Had a wind that thay Could Get out

of The Harboure thay find this Day The Man that Was Drownded the 2 of this Month as a Bote Was a Going a Longue Thay See him Rise and Brought him A Shore It Ware as awfull a Site as Ever I saw the Flewch Was almost All Eat off his Legs and his Scull all Bare and his Rists and all his Fingers Bone Was Bare One of the Miners a Nite or two a go A Pitching of a Quote Struck a Granidere of The 45 Reg^{t} In the Heade and Brocke his Scull and he Is Like to Die the Miner Is Confined to Be tried for the same This Evening Thay Spring Fore Mines at The Burnt Barocks

Oct 12th This Day Is the Sabath and It Is a Very Stormy Day and the wind Blows Very Fresh

Louisbourg October 13th 1760 The Wather Is Faire and the Wind Blows Fresh at the Northward and the two men of war the Archelaus and the Pembrucks Saile

Octr 14th The Wather Is Faire and Pleasant to Day I Recive one Pound Twelve Shillings for my Worke In the Kings Works of Sept^{r}

Octr 15th The Wather Is Stormy and Rany arives In harbour this Day a Brig from Pheladelfa Wich Is Bownd to Quebecke Has had Nine Weeks Pasage heare

Octr 16th the Wather Clears Up Arives In harbour to Day two Ships and a Schoner from Halefax It Now Begens To Be Frosty Mornings In This Place The Granidere that was Wounded By the Miner 11th Enstant was Bured to Day

Octr 17th The Wather Is Faire arived In harbour Last night a Snow But I have Not heard From Wence She Caime

Octr 18th The Wather Is Fair to Day Thay Spring Fore Mins In the Line From The North End of the City Dell To the Flanking Batery at Neare the West gate arives In harbour this Day a Slope from Quebecke By Wich we Heare that all the Contery of Canida Have Capelated and are all at Peace With the Englesh and trade With them and that all The Provenshells That Were With Genarell amhurs are Discharged and that he Is a Coming to This Place

Louisburg October 19th 1760 This Day Is the Sabath

and the Wather Is Clowddy arives In harbour to Day a Slope from Caskobay Loded With Masts

Octr 20th The Wather Is Foggy arives In harbour to Day a Brig from Boston

Octr 21th the Wather Is faire and Pleasant To Day Thay Spring three Mines two In the Flanking Batery at the west gate and one In the Line That Leds to the CityDall

Octr 22th The Wather Is Foggy

Octr 23th the wather Is Faire arives In harbour to Day a Brig from Quebeeke and I heare has Brought Orders for the Man of War for that Lieth In the harbour to Saile

Octr 24th The Wather Is Faire But So Cold That Maks Us Begen to thinke of winter arives In harbour to Day a Man of war from England has had a Bout Six weaks Pasage and I heare has Brought orders for all the Men of war that are In Emerick to Tary tell Further orders arives to Day allso a Schooner From Quebeeke and Two Vessels from Halefax and a Schooner from New yorke has had Twenty Days Pasage

This Man of war Is a Twenty Gun Ship and Sails about three O Cloke this afternoone Seposed to Be Bownd for Halefax This Day the Merans Belonging on Board the Devonshere Enbarke on Board theire Ship

Octr 25th The Wather Is Winddy and Clowddy arives In harbour To Day Two Ships and a Snow From England

Octr 26th This Day Is the Sabath and the Wather Is Very Stormy

Octr 27th The Wather Is Faire arives In harbour to Day the Amhurs Privetere and also Capt Felers In a Privetere Slope Thay have Been a Cruse Up the Gut of Canser and as Fur as St Johns

Oc^{t} 28th The Wather Is faire Saild To Day a Schoner for Quebeeke arived Last night a Schoner from Boston Loded With Catle To Day Serg^{t} James Witeser of Capt Gidens Comp^{t} Was Brock for Leving his Gard Was Brak to Day I Rote a Leter to my Uncle Ebenezer Jacobs Dated the 28 of October and Rote to Him to Pay Isral Andras one Doler and a halfe Wich I had Given him a note for

Dated the 25 of Octobr for I Lent him two Dolers A few Days Before I Came from home Besids I Left a Prouince Note of Six Pound and a Note of fore Pound Wich was Rote In his Name on Demand In his Caire When I Came From home Robard Stone of Capt Davises Comp^{t} has Been Misen Ever Sence Yesterday In the fore noone and Is Seposed to Be Gon homm for he had not Listed

Octr 29th Louisburg 1760 The Wather Is faire arives In harbour To Day a Schoner from Boston This Day I Rote a Leter to my Sister Hannah Procter Dated the Thirteth of Oct^{r}

Octr 30th The Wather Is Clowddy Arives In harbour to Day the Grayhown Man of War Wich Sails a Bout fore O Cloke to Day Sails to Day also the Devenshear Man of War the Grayhown man of war Saild from this Place the 29th of Octr and has Been to Halefax Sence But whare She or the Devenshear bee Bownd now I Canot tell theire Is now no Kings Ship In the harbour and only two or three Priveters arived Last Nite a Brig I have not heard From Wence She Came Sails to Day a Schooner For Boston In Wich Israel Andrews Went Pasenger

Octr 31th This Is a Stormy Day arives In harbour to Day a Slope

Louisburg November 1th 1760 The Wather Is Faire and Pleasant arives In harbour to Day a Slope and thay Spring Ten Mines Part In the flanking batery And the Rest In the frunt that Blows Up the Gate and these finish from the Cytydel To the Northward So that theire Is Now But three Mines to Blow Excpt What are In the Cytydell

Nov^{br} 2th This Is a Clowdy Day and It Is the Sabath and To Day thay Spring Six Mins In the Cytydell But one of the Boxes Did not Go off arives In harbour to Day two Slops from Quebeeke and a man of war Wich I heare Is the Grayhown also a brig arived from Quebeeke Last Nite

Nov^{br} The Wather Is Fair and Pleasant Sails to Day Capt Kimbell In a Slope For New England

Novem^{br} 4th The wather Is Faire Sails to Day the

Man of war That arived heare 2th Ens^{tnt} Sails to Day Severall other Vessels for New England

Nov^{mb} 5th The Wather Is faire The Miners are now a Blowing the Towers at the Grand Batery One of Wich Thay Blowd Yesterday and the other thay Expect to Blow to Day These Towrs Ware Built a Bout five and twenty or thirty feet high and Six Canon Mounted In the Tope of them This Batery Is Well fortified But Lyeth Under a hill So that It may be Easely tacon by Land It Lyeth facing the Mouth of the harbour and I Belive was Built only for to Keepe Shiping from Coming Into the harbour For theire ware many Canon mounted facing The harbour and none on the Backside Except Those that Ware In the Towres It hath Been Repared by the English only for a Navey Hospitle It Lyeth a Bout two miles and a halfe from the Cyty by Land and a Bout a mile and a halfe By water

Thay are also a Mining the Saliport at the Island Bat ery to Blow It Up Wich thay Expect to Blow to Day

It Is now a yeare and five Days Sence my time Has Been Expired that I Enlisted for and now I Sea no more Liklewoods of Geting home then I Did the first moment I Came heare We have all a Longe Pleasd ow Selves with a noshen that We Should Be Sent home as Sone as the Garison was Demoleshed But now that Is Done theire no more Liklewoods of going than when It first Begun I Belive Never ware men uused So Ill In the world hardly

Louisbourg November 6th 1760 This Is a Windy Blusteren Day Arives In harbour To Day a Slope from Caskobay and a Schoner From Perschteway This Evening I Recive one Pound Seven Shillings for my Worke In the month of October

Nov^{mb} 7th The Wather Is faire and Pleasant arives In harbour to Day a Schoner from Boston And a man of owr Regt Received fifty Lashes For Steeling a Paire of Shoues

Nov^{br} 8th The Wather Is faire and to Day Thay Spring three Mines Betwene the Cytydell and the flanking Batery at the Burnt Barocks These are the Last mines and

now all the Walls of this City are Demolished to Gather With the Island Batery and the Grand Batery and the Baterys on Rockshard Poynt These Mines ware Blown about twelve oCloke after Wich all the men Enployd In the worke Drawd Up and marched Round the Cyty Both Miners and the Capanters and all the men that atended Upon them for In all the mines Every miner Is alowed a man to atend him To wele out the Dirt and the Capenders are alowed men to Bring theire Stufe to them The Capenders make frames and fix Lafts For them to Seport their mine as they Dig and also Boxes to But the Powder In wich are Maid Very tite and allso Boxes to Lay the trane Wich Comes out whare thay Lite It thay very often Tuch three or fore mines with one fuse But thay Lay the Boxes So as to have Every Box at an Equel Distance From the fuse that thay may all Go off at once Thay Gave three Chears Before thay Set off and the Miners Caired Theire Pick axes and other tooles and The Capanders Caryd theire Saws axes and other tools the Tenders Caried Weelbarows and Such things as they maid Use off and had Musek all the wilce with Them So It was a Comicall Site a noufe Thay Begun to Demolish the Cyty the Second Day of June and Ended the Eight of November So thay Ware five months and Seven Days Aboutet

Nov^{m} 9th Sabath Day The Wather Is faire arives In harbour to Day Several Vessels one from Spanish River thes Rest I have Not heard from Wence thay Came Was Bured this Evening High Barry Sant Larivee a Sar^{t} In Capt haners Company who Died yesterday morning

Louisbourg November 10th 1760 This Is a Clowdy Morning But It Clears Up a Bout Noone this Is the Kings Bathday and to Day the 45 Reg^{t} and the Company of miners and owr Reg^{t} are Drawd up and the Trane of Artilery fire twenty one Canon at three Several times Betwene Wich the Reg^{ts} fire a Voley These Canon are only a Bout Six Pownders That thay have tacon out of Som Privetars That have Been Enployd In the Government Sarvice for theire Is Not a Canon mounted In the Cyty Exept fore that they have Mounted at the Cytydel Sence the Walls Have Been Destroyed

Nov^{m} 11th The Wather Is Lowery to Day Owr Reg^{t} Draw fore Days Lowance of fresh Beefe we have Not had any fresh Provision Before Sence the fore Part of Last Winter

Nov^{m} 12th The Wather Is faire this Day I Go To worke at the Cytydell the Mines Being Now finished the most Part of the Capenters are Discharged from the Works the Rest are a Building a Blokhouse at the Cytydell

Nov^{m} 13th this Is a Rany Day But Clars Up towards nite

Nov^{m} 14th The Wather Is Clowdy and winddy arives a Vessel to Day from the Colmines In Wich Come a Comand of men of owr Reg^{t} wich have Been theire this Somer This afternoone Capt Davis Sent for me and Got Liberty for me to Go home With Capt Lufkins how Is Bound to Boston Wich fafor I am Gratly obliged to Capt^{t} Davis for and have Reason to be for I Never asked the fafor of him

Novm^{br} 15th This Morning I Get my things On Board of Capt Lufkin But the wind at The westward we Dow Not Saile to Day The Capt Lost his Boot Last nite and Gos to Seake after her to Day But Canot find her Theire was Som Squalls of Snow Last nite wich Is the first that has been heare this yeare

Nov^{mb} 16th The wind Still Continews at the west Westward and I Go a Shore and Recive ten Shillings wich was Dew to me for worke this month owr Capt this Evening Bys a Boot

On Board The Endever Schoner In Louisburg Harbour November 17th 1760 This Is Monday The Wind Last nite Got to the Northward and this morning a Bout nine o Cloke We way owr ankers and Saile The wind Blows a Cleaver Gall all Day theire Sails forteene Saile of Vessels with Us The wather Is Clowddy and It Ranes and halls all Day theire Is nine men of owr Reg^{t} that Saile With us wich had Conseald themselves In the hole Unbenone to the Capt two of wich had Listed a New

Nov^{mb} 18th The wather Continews Stormy and Rany we Lay Two Under owr Double Reaft foresaile

Nov^{mb} 19th The wind Gets a Bout to the westward and

Blows Very heard we Reacon now we are a Brest of Halefax we take Double Reafs In owr Sails and Lay as ny the wind as we Can

Nov^{mb} 20th The wind Still Continews to the westward and Blows fresh we Ly owr Corse Sowest Wich Is as nigh the wind as we Can we are now abrest of Cape Sables

Nov^{mb} 21th The Wind Still Continews westward and we Find Sowndens on Georges Banks and Put a Bout and Lay owr Corce Notheast We have Not had a faire Day Sence we Came to Sea

Novmber 22th The wather Clears Up this nite and to Day Is Pleaant Wather and to Day the Capt Takes a Observation and Finds owr Selves Drove to the Southward and we Put aBout and Stan to the Northward

Novemb 23th Sabathday This Is a faire Day and But a Small mater of wind Wich Is to the westward Last nite we Sounded Several Times on Georges In a Bout thirty fathem of water

Novem^{br} 24th Last nite we Lay almost Becamed This Morning The wind Breases Up notheast and Blows a Ceaver Gale and we Lay owr Corce Westnorwest the wather Is Clowddy But no Rane

Novem^{b} 25th The wind Last nite a Bout two o Cloke Shifted and Came to the westward and Blows fresh and the Wather Clears Up This Morning we Spoke with a Slope that had Been Eight Days from Halefax

Novem^{b} 26th The wind Shifted and Came to the Northward and we Lay owr Corce Nornorwest the wather Is Clowddy But no Rane the wind Breases Up at the Eastward and Gradeley Encreases and the Clowds Thiken a Pace

Novem^{b} 27th This Morning a Bout Six o Cloke the wind Blows Excesive heard and we Reafe owr Sails and a Bout Eight o Coke we are o Bliged to Down all owr Saile and Cary only a three Reeft forsaile and a Bout ten Down owr forsaile and hove two Under owr Bare Pooles the Storme Encreses and It Very heard and the wind Blows almost a haricane and towards nite By Sounden We find the water Sholen a Pace and thinke owr Selves neare the Land and Expect to Go a Shore and we Get

Ready to Cut a way owr Boot Expecting In a howr or two to Be Drove a Shore Somware a Bout Cape ann and Excp[r] Som Remarkable Providance Should faver us to Be not lost Wich are Seventeene Soles on Board the Storme We Can Scarsly Stand on the Deake

But throw Good Providence a Bout Six o Cloke the Wind Begens to a Bate and Continews to abate and Shifts to the westward and the Sea begens to Seace Ragen and about ten o'Clock the Clouds Begen To Brake

Novm[b] 28th This Morning as It Grows Lite we Make The Land and had not the wind a Shifted as It Did In a Bout a howr or two we Should have Been Drove a Shore on Cape ann we Endever this Day to Get Into Cape ann But the wind Being aganst us and owr Vessel Not Good to Go to windward we Do not get In to Day

Novem[b] 29th we Beete to windward all nite and this morning we are a Brest the harbour and Go In and Com to anker about Eight o Cloke I Go a Shore and Set out for Home and travile a Bout a Leven miles and Loge In Beverly

November 30th This Is Sabath Day and this Morning I Set out on my Jurny and a Bout twelve O Cloke Get home I have Been Gon from home a Yeare and Eight Months

Louisburg, July 12, 1760

These articles are what I have bought exclusive of what I have had of the Comasary

	£	s	d
12 of July a Pair of Stokins		6	
13 of July a Pair of Shoues		3	6
28 of July I sold my Red Coat that I Bought January 12 for	1	4	—
12 of August I Bought me a grate Coat wich Cost me	1	1	3
14 October To two yeards and halfe of Cloath at sixteene Shillings pr yeard	2	0	0
To Lynen Mohare and Butons Buckrom and thread	—	10	—
1 of November to Making		8	6
6 of November 1760 I Bought me two Shirts at six Shillings Each	—	12	—

THE HUSSEY ANCESTRY OF THE POET WHITTIER

By Roland H. Woodwell.
Genealogical Data Compiled by Martha F. Duren.

For many years there was a tradition, believed probably by Mr. Whittier himself, that he was descended on his mother's side from Rev. Stephen Bachiler, an early minister of Dover, New Hampshire, and there was an amusing theory that some of the poet's physical characteristics came from this remote ancestor. Bachiler's daughter married Christopher Hussey of Hampton, New Hampshire, and it was long supposed that the poet's mother, Abigail Hussey, was descended from him. The story has been so often repeated and its truth both affirmed and denied that it seems worthwhile to present such evidence as there is.

Mrs. Whittier's ancestry can be traced to Richard Hussey, a weaver of Dover, New Hampshire. It seems clear from the evidence here presented that Mrs. Whittier was not a descendant of Christopher, and that Mr. Whittier could not therefore have been descended from Rev. Stephen Bachiler.

The statement in Albert Mordell's recently published *Quaker Militant,* that the Rev. Stephen Bachiler was an ancestor of the poet Whittier is an entertaining demonstration of the indestructibility of error.

Until the publication of an article by Alonzo H. Quint in the *Congregationalist,* December 27, 1894, no one seems to have questioned Whittier's descent from the Rev. Mr. Bachiler, who has been accused of conduct quite the opposite of the repression which Mr. Mordell believes had such serious effect upon the poet's life and work. Whittier himself always believed that he was of Bachiler descent. In 1873 he wrote to D. B. Whittier, who was compiling a Whittier genealogy: "My mother was a descendant of Christopher Hussey of Hampton, N. H., who married a daughter of Rev. Stephen Bachelor, the

first minister of that town." Apparently Whittier never made any attempt to trace the Hussey line; his interest in his own ancestry seems to have been poetic rather than historical, since he refers in *The Bay of Seven Islands* to his well known ancestor, Thomas Whittier, as "half mythic."

It is likely that Whittier's mother supposed that she was descended from Christopher Hussey. Savage[1] writes, "He (Christopher Hussey) is thought, but not justly, to be the ancestor of all the thousands in our land bearing this name." Joshua Coffin, in his time highly regarded as an antiquarian, accepted the tradition of Whittier's Bachiler ancestry, since he told it to Col. W. B. Greene about 1838 or 1839.[2]

The first published biographies of Whittier mentioned Stephen Bachiler as the poet's ancestor. W. Sloane Kennedy, who wrote without the poet's knowledge or consent, published the letters by Whittier and Col. Greene to D. B. Whittier referred to above and also a note by Whittier to the New England Historic-Genealogical Society stating that his grandfather was Joseph Hussey of Somersworth, the author adding that "some of the genealogical links connecting the Husseys of Somersworth with those of Hampton have not yet been recovered." The authorized biography by Francis H. Underwood in 1884 also contained Col. Greene's letter. Samuel T. Pickard continued the error in his *Life and Letters of John Greenleaf Whittier,* 1894, and his statements were followed by Thomas Wentworth Higginson in the biography published in 1902.

By this time Alonzo H. Quint had published his article in the *Congregationalist* and another in the New England Historical and Genealogical Register in 1896. The latter article was referred to in a footnote in George Rice Carpenter's biography of Whittier in 1903, and its conclusions apparently accepted, while the poet's "brilliant eyes," which previous biographers had described as an inherit-

[1] A Genealogical Dictionary of the First Settlers of New England, Boston, 1860.

[2] Letter of W. B. Greene to D. B. Whittier, quoted in several books, including Underwood's *John Greenleaf Whittier.*

ance from Stephen Bachiler, were attributed here to no more remote ancestor than Whittier's mother.

In 1915 John Osborne Austin's *American Authors' Ancestry* traced the Hussey line to Richard Hussey, and in 1917 Victor C. Sanborn, in an article entitled *Grantees and Settlement of Hampton, N. H.,* published in the *Essex Institute Historical Collections,* stated: "It may be well here to drive another nail in the misstatement (which Whittier himself accepted, perhaps on the authority of Joshua Coffin) that our New England poet, John Greenleaf Whittier, was descended from Christopher Hussey. Whittier's mother, Abigail Hussey, was a descendant of Richard Hussey of Dover. No connection existed between this Richard Hussey and our Capt. Christopher."

One would suppose that Whittier's next biographer would follow one of two courses: accept the now general belief that the poet was not descended from Christopher Hussey and Stephen Bachiler but from Robert or (according to later opinion) Richard Hussey of Dover, or do some genealogical research himself. In preparing his volume, published recently, Mr. Mordell did neither. He accepts the old tradition of Whittier's Bachiler ancestry and dismisses the later conclusions as a "further attempt by a relative . . . to relieve him even from any blood relationship to Stephen Bachiler." Thus an error supposed dead for thirty years arises to visit the glimpses of Freudian interpretation.

Whittier was descended from Richard Hussey of Dover. Proof of that fact is as follows:

Richard Hussey, the poet's great-great-grandfather, appears first as of Dover, N. H., and was, by occupation, a weaver. He was born about 1670, or possibly earlier. The editor's note concerning the records of the Friends' Monthly Meetings of Dover places him as the emigrant of this line. His name was on the tax list of Dover in 1690. Several deeds exist showing his ownership of various parcels of land in Dover, one being at a "Garrison called Sligo" in this town. Richard's wife was Jane, but her ancestry has never been proved.

Children of Richard and Jane Hussey, as taken from the Dover records:

1. Richard, b. 26 Oct. 1691.
2. Job, b. 25 Dec. 1693.
3. Robert, b. 28 Nov. 1695.
4. Mary, b. 1 June, 1697.
5. Joseph, b. 23 June, 1699.
6. Elizabeth, b. 28 Oct. 1701.
7. Eleanor, b. 23 April, 1705.
8. Abigail, b. 25 April, 1707.
9. Jane, b. 27 June, 1708.
10. William, b. 24 March, 1711.
11. Margaret, b. 28 Feb. 1712.
12. Benjamin, b. 1 April, 1718.

5. Joseph, son of Richard and Jane Hussey, was born 23 June, 1699. "He was a Friend, but not during the period of his first marriage." Joseph Hussey's first wife was Sarah Jane Canney, daughter of Samuel and Sarah Canney of Dover. She died before 1735 and Joseph married (2nd), after 1736, Elizabeth (Robinson) Tibbetts, widow of Henry Tibbetts. Elizabeth died 3 May, 1773, at Somersworth, N. H. Joseph Hussey died 8 Feb. 1762.

Children of Joseph Hussey (probably by his first wife):

13. Joseph, b. ——
14. Jane, b. ——
15. Sarah, b. ——
16. Lydia, b. ——
17. Samuel, b. ——, died "young."

Children of Joseph and his 2nd wife Elizabeth:

18. Daniel, b. 4 : 9 mo : 1738.
19. Elizabeth, b. 20 : 10 mo : 1740.
20. Samuel, b. 12 : 10 mo : 1742.
21. Phebe, b. 12 : 11 mo : 1744.
22. Anna, b. 5 : 3 mo : 1747.
23. Susanna, b. 28 : 1 mo : 1750.
24. Hannah, b. 1 : 3 mo : 1753.

20. Samuel Hussey, son of Joseph and Elizabeth (Robinson) Hussey, was born 12 : 10mo : 1742, and married at Dover, N. H., 3 May, 1769, Mercy Evans, daughter of Joseph and Elizabeth (Hanson) Evans. She was

baptized in 1742 and died in Somersworth, N. H., 25 Jan. 1828. She was a Quaker. Samuel Hussey died 17 April, 1814.

Children of Samuel and Marcy (Evans) Hussey:

25. PETER, b. 29 Oct. 1769.
26. ELIZABETH, b. 1 March, 1771; married 3 Feb. 1808, Timothy Hussey, a relative. She died 25 Jan. 1828.
27. SUSANNAH, b. 3 June, 1774.
28. SAMUEL, b. 17 Feb. 1776.
29. ABIGAIL, b. 3 Sept. 1779.
30. MERCY, b. 19 Oct. 1783, and died 1846.
31. RUTH, b. ——; m. Ezekiel Jones.
32. ANNA, b. ——; m. at Dover, Paul Hussey, a relative.

29. ABIGAIL HUSSEY, daughter of Samuel and Mercy (Evans) Hussey, was born 3 Sept. 1779, married John Whittier, 3 Oct. 1804, and became the mother of the poet, John G. Whittier.

The maternal lines of Abigail Hussey are carried down as follows, and show no clue to any connection with Christopher Hussey:

EVANS FAMILY.

ROBERT EVANS was said to be from Wales, and appeared early on the Cocheco, N. H., tax list. He took the oath of fidelity in 1669. He died in the massacre of June 28, 1689, leaving no will. His son Edward returned an inventory of his estate. His wife's name was Elizabeth ——.

Children of Robert and Elizabeth Evans:

1. ROBERT, b. 30 Sept. 1665.
2. EDWARD, b. 28 June, 1667.
3. JONATHAN, b. 10 April, 1669.
4. ELIZABETH, b. 25 Jan. 1671.

1. CAPT. ROBERT EVANS, eldest child of Robert, Sen., and Elizabeth Evans, was born 30 Sept. 1665. He married Ann ——. It is possible that he lived for a time in Mendon, Massachusetts, as one Robert Evans appears there in 1714, and he is then called Lieutenant. Afterwards he was named as Captain and was chosen moderator of the town meeting in 1719. His last recorded

appearance in Mendon was in 1728, but the town records do not mention the residence of his family in that place. He died in Dover, so must have returned there.

Children of Capt. Robert and Ann Evans:

5. JOSEPH, b. June, 1682 [1683?].
6. SARAH, b. 9 Nov. 1685.
7. BENJAMIN, b. 2 Feb. 1687.
8. HANNAH, b. 21 June, 1690.
9. PATIENCE, b. 5 Sept. 1693.

5. JOSEPH EVANS, son of Capt. Robert and Ann Evans, was born June, 1682(?) He married Marcy Horn, 6 April, 1704. [1703/4?]

Children of Joseph and Marcy (Horn) Evans:

10. ROBERT, b. 11 Jan. 1704. He lived in Madbury and Strafford.
11. JOHN, b. 3 Feb. 1705.
12. JOSEPH, b. 28 March, 1708.
13. WILLIAM, b. 9 Feb. 1711.
14. DANIEL, b. 28 June, 1715.
15. MARCY, b. 6 Dec. 1717.
16. MARY, b. 6 March, 1720.

12. JOSEPH EVANS, son of Joseph and Marcy (Horn) Evans, was born 28 March, 1708. He lived in Madbury and married Elizabeth Hanson. He died in 1786 and his wife died 24 Sept. 1796.

Children of Joseph and Elizabeth (Hanson) Evans:

17. BENJAMIN, b. ——
18. JOSEPH, b. ——
19. SOLOMON, b. 8 mo: 1743.
20. MERCY, b. ——; married Samuel Hussey (see ante).
21. ELIZABETH, b. ——; died unmarried.

ROBINSON FAMILY.

TIMOTHY ROBINSON has always been supposed to be the son of Stephen of Dover, N. H., but S. B. Shackford, the author of a manuscript genealogy of the Robinson family, thinks that is an error. He feels that Timothy may have been grandson of William Robinson of Salem, but lacks full proof. However, the line from Timothy has been verified, although the date of his birth is still uncertain. He was of the Quaker faith, and by occupation

a cordwainer. His wife was Mary Roberts, daughter of John and Abigail (Nutter) Roberts. Timothy Robinson died in 1736/7, and his will, dated 2 Feb., was probated 9 May of that year. In this will (N. H. Probate Rec.) he mentions his wife Mary; son Timothy, who also was his executor; daughters Abigail Varney, Mary Estes, Sarah Varney, Hannah Hussey and Elizabeth Tibbetts. His estate amounted to 659 li. 2s. 6d.

Children of Timothy and Mary (Roberts) Robinson, all born at Dover:

1. Abigail, b. 23 May, 1693.
2. Mary, b. 10 April, 1695.
3. Elizabeth, b. April, 1700, and died young.
4. Sarah, b. 3 Oct. 1702.
5. Hannah, b. 21 Nov. 1707, and m. a relative (Hussey).
6. Timothy, b. 1 Aug. 1710.
7. Elizabeth, b. 30 July, 1712; m. Tibbetts and Hussey.

7. Elizabeth Robinson, daughter of Timothy and Mary (Roberts) Robinson, was born 30 July, 1712, and married Henry Tibbetts on 13 March, 1730. They had two children, Peter, b. 1734, and Hiphzibah, b. 1736. Shortly after her husband's death Elizabeth married Joseph Hussey. She died at Somersworth, N. H., 3 May, 1773.

Children of Joseph and Elizabeth (Robinson) Hussey:

8. Daniel, b. 4: 9 mo: 1738.
9. Elizabeth, b. 20: 10 mo: 1740.
10. Samuel, b. 12: 10 mo: 1742.
11. Phebe, b. 12: 11 mo: 1744.
12. Anna, b. 5: 3 mo: 1747.
13. Susanna, b. 28: 1 mo: 1750.
14. Hannah, b. 1: 3 mo: 1753.

10. Samuel Hussey, born 12: 10mo: 1742, was son of Joseph and Elizabeth (Robinson) Hussey. He married Mercy Evans. They were the grandparents of the poet Whittier.

Roberts Family.

Sergeant John Roberts was born, as stated by deposition, in 1629. He was constable at Dover in early

life and in 1679 marshal of New Hampshire. He died 21 Jan. 1694/5. His wife was Abigail Nutter, daughter of Elder Hatevil Nutter. She was born after 1630.

Children of John and Abigail (Nutter) Roberts, as given in Rev. Dr. E. S. Stackpole's story of the Sligo Garrison in Rollinsford, and referred to in History of Dover, N. H., p. 308:

1. JOSEPH, b. ——; m. Elizabeth Jones.
2. JOHN, b. ——; d. before 1691.
3. HATEVIL, b. ——.
4. SARAH, b. ——; m. Zach. Field.
5. ABIGAIL, b. ——; m. John Hall.
6. MARY, b. ——; m. Timothy Robinson.

6. MARY ROBERTS, daughter of John and Abigail (Nutter) Roberts married Timothy Robinson, and their daughter, Elizabeth, was the wife of Joseph Hussey (see ante).

NUTTER FAMILY.

From a deposition made by Elder Hatevil Nutter it appears that he was born in England in 1603. The date of his emigration to America is uncertain, but he was probably one of the "Company of persons of good estate and of religion" who came in the ship *James* in 1633. He bought a lot of land in 1637, and as lately as 1923 an old pear tree might still be seen standing in the cellar hole marking the site of his house on High Street, Dover. He owned a shipyard on Fore River and was also in the lumber business. An Elder of the First Church, he was always a supporter of it, vigorously opposing the Quaker missionaries in 1662. Sewell, the Quaker historian, says: "All this whipping of the Quaker women by the constables in front of the Meeting House was in the presence of one Hatevil Nutter, a Ruling Elder, who stirred up the constables (John and Thomas Roberts) to this wicked action, and proved that he bore a wrong name (Hatevil)." His property ownership was considerable for that day, as evinced by his inventory, which amounted to 398 li. 7s. 4d., and included various marshes, a house and land on Dover Neck, a mill grant at Lamprey River, and a large wood

lot. His will was made 28 Dec. 1674, "being about 71 years of age," and proved June 29, 1675. He married Anne Ayers, to whom he gave the use of his house and considerable other property.

Children of Hatevil and Anne (Ayers) Nutter:

1. ANTONY, b. 1630.
2. MARY, b. ——; m. John Wingate.
3. A daughter, b. ——; m. Thomas Leighton, and died 1674.
4. ABIGAIL, b. ——; m. John Roberts. (She was living in 1674.)

4. ABIGAIL NUTTER, daughter of Hatevil and Anne (Ayers) Nutter, married John Roberts, and their daughter Mary was the wife of Timothy Robinson, from whom John G. Whittier was descended (see ante).

The next matter to be investigated is Quint's statement that Whittier's ancestor was Robert Hussey. This seems to be disproved by the lines presented above, which information is derived from dependable historical and genealogical sources. Furthermore, the possibility of Whittier's descent from Richard's son Robert is eliminated by a statement in Henry S. Webster's *Richard Hussey and His Descendants,* in New Hampshire Genealogical Records, Vols. 6 and 7, that Robert's wife, Elizabeth, "signed a deed in 1761 as the only heir of Robert, indicating the early extinction of this Hussey line." However, Quint may have been referring to a Robert Hussey whom he had mentioned in 1853 in *Genealogical Items Relating to Dover N. H.* (New England Register, Vol. 7, p. 157) as having been taxed at Dover in 1659 and at O(yster) R(iver) in 1661. Quint made no connection between this Robert and Whittier's ancestor Richard, and no other record of Robert can be found.

There finally remains the possibility that Richard was the son or grandson of Christopher Hussey.

"Christopher Hussey," according to Savage's *Genealogical Dictionary,* Vol. 2, p. 507, "was first of Lynn, to which he perhaps came in 1632 with Rev. Stephen Bachiler whose daughter Theodate he had married in England. She died 20 Oct. 1649. Christopher was, said Coffin, of Dorking, in County Surrey, and was probably a pas-

senger in the *William and Francis,* arriving at Boston 5 June, 1632. He removed to Hampton, was representative in 1658-9-60, and Counsellor of the Province, engaged in settling of Haverhill and died 6 March, 1686, 'by shipwreck on the Florida Coast,'[3] says Lewis, 'aged 87.' 'Nearly 90,' says Coffin. His wife died Oct. 1646."

His 2nd wife was Ann Mingay.

Children of Christopher and Theodate (Bachiler) Hussey:

1. STEPHEN, b. England, perhaps 1630.
2. JOHN, bapt. at Lynn, 28 Feb. 1636.
3. JOSEPH, b. ——, order and date of birth uncertain (Dow's Hampton).
4. HULDAH, b. ——; m. John Smith.
5. MARY, bapt. at Newbury, 2 April, 1637.
6. THEODATA, bapt. 23 Aug. 1640.

1. STEPHEN, son of Christopher and Theodate (Bachiler) Hussey, married Martha Bunker, 8 Oct. 1676, and they made their home in Nantucket.

Children of Stephen and Martha (Bunker) Hussey:

7. PUELLA, b. 10 Oct. 1677.
8. ABIGAIL, b. 22 Dec. 1679; m. Thomas Howse.
9. SILVANUS, b. 13 May, 1682.
10. BACHILOR, b. 18 Feb. 1685; m. 11 Oct. 1704, Abigail Holle.
11. DANIEL, b. Oct. 20, 1687.
12. MARY, b. 24 March, 1690.
13. GEORGE, b. 21 June, 1694.
14. THEODATE, b. 15 Sept. 1700.

2. JOHN, son of Christopher and Theodate (Bachiler) Hussey, married 1 Sept. 1659, Rebecca, daughter of Isaac Perkins. They lived in that part of Hampton now called Seabrook. Removed to Newcastle, Delaware, in 1692.

Children of John and Rebecca (Perkins) Hussey:

15. THEODATE, b. 12 June, 1660; m. Benj. Swett.
16. REBECCA, b. 10 March, 1662.
17. MARY, b. 8 Nov. 1665; m. Moses Swett.

[3] The place of death has been disproved by the statement in Dow's History of Hampton, N. H., Vol. I, pp. 760-761, wherein is stated: "Capt. Henry Dow wrote in cipher in his diary for March 8, 1686, that he was at Capt. Hussey's burial. It is therefore certain that he died at Hampton."

18. SUSANNA, b. 7 Sept. 1667.
19. ANN, b. May, 1669.
20. HULDAH, b. 16 July, 1670; m. Nathaniel Weare.
21. BATHSHUAH, b. 21 Sept. 1671.
22. CHRISTOPHER, b. 17 Oct. 1672.
23. HOPE, b. 19 March, d. 28 March, 1674.
24. JOHN, b. 18 Jan. 1676.
25. HOPE, b. 22 Feb. 1677.
26. JEDEDIAH, b. 6 March, 1678.
27. PATIENCE, b. 4 April, 1679.
28. CHARITY, b. 4 Aug. 1681.
29. Daughter, b. 23 Sept. 1682; d. 25 June, 1683.
30. JOHN, b. 30 May, d. 25 June, 1684.
31. CONTENT, b. 29 Oct. 1685.

Thus two of the sons of Christopher Hussey and their descendants are shown to have no connection with Richard of Dover. His remaining son, Joseph, or his heirs, if any, had no mention in Christopher's will in 1685/6, the inference being that Joseph had died previously. In fact, no authority has been found who mentions him at all, except that "Joseph Hussey was representative from Hampton in 1672." Pope, in his *Pioneers of Maine and New Hampshire,* mentions only sons Stephen and John. I am inclined to accept the conclusion reached by Victor C. Sanborn, in the article quoted above, when he questions Christopher's "having had a son Joseph, Deputy to the General Court in 1672," and adds, "Captain Christopher Hussey filled nearly every office which the town or province could grant, and I believe the Deputy of 1672 was the Captain himself." A considerable search has been made among available English records to ascertain if there existed any possible connection between the families of Christopher and Richard Hussey before the emigration of either branch. Such research has so far proved negative.

It seems to me that all this evidence proves one simple fact. Whittier was not a descendant of the Rev. Stephen Bachiler.

BRIGANTINE "ALERT," OF NEWBURYPORT, 139 TONS, BUILT AT AMESBURY IN 1806, CAPT. S. HERRICK, MASTER, ENTERING MARSEILLES, DEC. 13, 1806.

Courtesy of the Peabody Museum, Salem.

SHIP REGISTERS OF THE DISTRICT OF NEWBURYPORT.
1789–1870.

Compiled from the Newburyport Custom House Records, now in Possession of the Essex Institute.

The work of assembling in alphabetical order the names of all vessels registered at the Port of Newburyport from 1789 to 1870, together with date of registry, type of vessel, tonnage, measurements, owners and masters, is presented in form similar to the Ship Registers of Salem and Beverly, published by the Essex Institute in 1900.

The District of Newburyport comprised not only the port of Newburyport, but all the waters and shores from the New Hampshire line to the north line of Ipswich, including Newbury, Amesbury, Salisbury, Merrimac, Haverhill, Rowley, Bradford, Groveland and West Newbury. The Custom House at Newburyport was abolished in 1915, at which time all business at that port was transferred to the Gloucester Custom House. Two years before this order went into effect, the old records of the Newburyport Custom House were turned over to the Historical Society of Old Newbury, which society later deposited them for preservation with the Essex Institute.

In addition to the registers received from the Newburyport Custom House, this compilation includes also the early registers which were sent to Washington many years ago in connection with the French spoliation claims, and are now on deposit in the Treasury Department. The information contained in these has been obtained in order to make the work complete. It is believed that the list will be found to be fairly accurate and comprehensive as pertaining to foreign bound vessels belonging to this district. It must be remembered that, in the names of masters of vessels, those only are given who happened to be in command of a vessel when it changed ownership.

There were other masters of the same vessel, in many cases, whose names it is not possible to obtain from the registers. The hailing port of each vessel is not given, if belonging to Newburyport.

The Essex Institute is indebted to Col. Lawrence Waters Jenkins, Director of the Marine Department of the Peabody Museum, Salem, for valuable suggestions in the compilation of this work.

A. W. Stevens, barque, 474 tons; built Newburyport, 1863; length, 132 ft. 6 in.; breadth, 27 ft. 11 in.; depth, 13 ft. 11½ in.; billet head. Reg. May 30, 1863. George L. Rogers of Newburyport, A. W. Stevens, Jacob B. Brown, N. B. Mansfield, C. B. Stevens of Salem, owners; Jacob B. Brown, master.

A. Sawyer, sch., 128 tons; built Calais, Me., 1864; length, 79 ft. 5 in.; breadth, 22 ft. 1 in.; depth, 8 ft. 4 in.; plain figure head. Reg. Oct. 15, 1864. Franklin G. Bean of Wells, Me., William Moody of Boston, Thomas Livermore of Belmont, Joseph Dane and Bradford Oakes, both of Kennebunk, Me., owners; Franklin G. Bean, master.

Abby, bgtne., 135 tons; built Newbury, 1811; length 70 ft. 2 in.; breadth, 21 ft. 2¼ in.; depth, 10 ft. 7 in. Reg. March 7, 1816. Ebenezer Dodge and Jesse Potter, both of Salem, owners; Jesse Potter, master.

Abby M., brig, 181 tons; built Amesbury, 1821; length, 81 ft. 7½ in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in.; billet head. Reg. July 19, 1821. James Meyers of Newbury, William Nichols, owners; William Nichols, master. Reg. Oct. 27, 1826. William Nichols, owner; William Nichols, master.

Abeona, ship, 293 tons; built Salisbury, 1806; length, 91 ft. 10 in.; breadth, 27 ft. 2¼ in.; depth, 13 ft. 7⅛ in.; figure head, woman. Reg. Dec. 1, 1806. Leonard Smith, owner; William Smith, master. Reg. Dec. 5, 1808. Leonard Smith, Stephen Holland, William Smith, owners; William Smith, master.

Abigail, sch., 73 tons; built Newburyport, 1786; length, 61 ft.; breadth, 17 ft. 10 in.; depth, 7 ft. 10 in. Reg. May 29, 1820. Nathaniel Knap, owner; Daniel Ladd, master.

Abigail, sch., 73 tons; built Haverhill, 1805; length; 61 ft. 2 in.; breadth, 18 ft. 1½ in.; depth, 7 ft. 8½ in. Reg. April 6, 1805. John Dike, jr., Amos Lefavour, both of Beverly, owners; Amos Lefavour, master.

ABIGAIL, sch., 87 tons; built Newburyport, 1809; length, 66 ft.; breadth, 20 ft.; depth, 7 ft. 8 in.; figure head, woman. Reg. June 19, 1810. Leonard Smith, Amos Smith, owners; Amos Smith, master. Reg. Mar. 14, 1811. Thomas Carter, owner; Samuel Lord 3d, master.

ABIGAIL, ship, 309 tons; built Amesbury, 1810; length, 97 ft.; breadth, 27 ft.; depth, 13 ft. 6 in.; billet head. Reg. Mar. 21, 1821. Benjamin Rodman, Andrew Robinson, David Coffin, all of New Bedford, Ebenezer Wheelwright of Newbury, owners; Allen Bourne, master. Reg. July 27, 1810. Paul Simpson, owner; Green Johnson, master.

ABIGAIL, bgtne., 255 tons; built Newbury, 1810; length, 90 ft. 6 in.; breadth, 25 ft. 4½ in.; depth, 12 ft. 8¼ in.; figure head, woman. Reg. Dec. 28, 1810. Francis Todd, owner; William Graves, master. Reg. Jan. 13, 1817. Francis Todd, owner; William Graves, master.

ACTIVE, ship, 180 85/95 tons; built Kennebunk, 1795; length, 72 ft. 10 in.; breadth, 24 ft. 3½ in.; depth, 12 ft. 1¾ in. Reg. Mar. 14, 1796. Samuel Coffin, owner; Harry Parsons, master.

ACTIVE, brig, 98 tons; built Haverhill, 1797; length, 72 ft. 10 in.; breadth, 21 ft. 2½ in.; depth, 7 ft. 4 in. Reg. June 22, 1799. David Coffin, owner; Micajah Lunt, master. Reg. Aug. 25 1800. David Coffin, Samuel Rolfe, owners; Thomas Bastin, master. Reg. June 1, 1803. Elias Hunt of Newbury, Samuel Rolfe, owners; Ephraim H. Toppan, master. Reg. May 18, 1804. Elias Hunt of Newbury, Samuel Rolfe, owners; William Willcomb, master. Reg. Oct. 17, 1805. Micajah Lunt, Anthony Knap, owners; Joseph Rutherford, master.

ACTIVE, sch., 72 tons; built Haverhill, 1816; length, 60 ft. 6½ in.; breadth, 18 ft. 7 in.; depth, 7 ft. 6½ in. Reg. Apr. 18, 1816. Israel O. Stone, John Stone, James Haskell, all of Beverly, owners; James Haskell, master.

ACTIVE, pink stern sch.; 34 tons; built Rowley, 1816; length, 46 ft. 9 in.; breadth, 13 ft. 3½ in.; depth, 6 ft. 3¾ in. Reg. June 6, 1837. Isaac Pope, Dominicus Pope, jr., Edward A. Pope, Ezra Pope, all of Wells, Me., owners; Edward A. Pope, master.

ACTOR, sch., 102 tons; built Amesbury, 1824; length, 65 ft. 11½ in.; breadth, 19 ft. 5 in.; depth, 9 ft. 3 in. Reg. Oct. 20, 1824. John Willis, jr., owner; Joseph Stanwood, jr., master.

ADAMS, sch., 50 31/95 tons; built Newbury, 1783; length,

62 ft. 6 in.; breadth, 15 ft. 1 in.; depth, 7 ft. 3 in. Reg. Feb. 17, 1801. Edmund Bartlet, jr., Jeremiah Nelson, David Coffin, Benjamin Wyatt, Richard Pike and Philip Coombs of Newbury, owners; Aaron Deall, master.

ADAMS, sch., 94 tons; built Salisbury, 1825; length, 67 ft. 10 in.; breadth, 19 ft. 2¼ in.; depth, 8 ft. 4 in.; billet head. Reg. May 21, 1825. Joseph Guest of Salisbury, Benjamin Edmands and —— Southerin of Portsmouth, owners; Joseph Guest, master. Reg. Sept. 17, 1831. Joseph Guest of Salisbury, owner; Joseph Guest, master. Reg. Jan. 7, 1833. Joseph Guest of Salisbury, owner; Joseph Guest, master. Reg. 19 Sept. 1833. George Melcher, George Melcher, jr., both of Portsmouth, N. H., owners; George Melcher, master.

ADELAIDE, brig, 178 tons; built Nobleboro, Me., 1832; length, 87 ft.; breadth, 23 ft. 1¾ in.; depth, 10 ft.; billet head. Reg. Dec. 11, 1849. Dana Dodge, owner; Francis R. Welch, master. Reg. May 7, 1845. Charles H. Coffin, owner; Thomas Katon, master.

ADELINE, brig, 132 tons; built Newburyport, 1807; length, 74 ft. 4 in.; breadth, 22 ft. 2½ in.; depth, 9 ft. 3½ in. Reg. Oct. 27, 1807. Allen Dodge, Francis Dodge, George Town of District of Columbia, owners; Salem Woodard, master. Reg. May 4, 1820. John Wood, owner; Christopher J. Bayley, master.

ADELINE, ship, 329 tons; built Newcastle, Me., 1825; length, 106 ft. 10 in.; breadth, 26 ft. 2 in.; depth, 13 ft. 1 in.; billet head. Reg. Nov. 11, 1833. Thomas Buntin, Stephen Tilton, Amos Noyes, John Wood, John H. Wood, Albert Wood, Nath'l Noyes, Jr., Ebenezer Bartlet, Michael Titcomb, Ezra Lunt, Samuel Lunt, Joseph B. Hervey, John Andrews, Jr., Charles Butler, Henry Frothingham, C. J. Brockway, John Stone, Samuel Bragdon, James G. Frothingham, John Porter, Edmund Swett, Edmund L. LeBreton, Moses Davenport, Jr., William Ashby, Jr., Nicholas Johnson, Amos Tappan, George Emery, Nathaniel Foster, Thomas Foster, John Balch, Jr., John Halliday, Richard Stone, James Butler, Charles H. Coffin, David Emery, Gyles P. Stone, Enoch Moody, Robert Jenkins, J. J. Knapp, Joseph Stover, Sr., Philip Coombs, John Merrill, Moses Merrill, Samuel Boardman, William Stone, Philip Johnson, Jr.; William M. Noyes of Wilmington, Del., owners; William Buckley, master. Reg. Sept. 19, 1837. Thomas Buntin and John Porter, owners; Thomas Brown, master. Reg. Nov. 13, 1837. Joseph Stover, jr., William Ashby, jr., Philip Coombs, Isaac H. Boardman,

Samuel Bragdon, Joseph J. Knapp, Michael Titcomb, Ezra Lunt, John Osgood, Amos Tappan, Amos Pettingell, George Donnel, Philip Johnson, Nathaniel Noyes, jr., John Holiday, Nathaniel Foster, Charles Butler, Thomas Brown, William Stone, Chas. H. Coffin, Thomas Foster, Thomas Buntin, John Porter, owners; Thomas Brown, master.

ADVENTURE, sch., 86 tons; built Amesbury, 1796; length, 63 ft. 11 in.; breadth 19 ft. 10½ in.; depth, 7 ft. 11½ in. Reg. June 2, 1796. James Bayley, Willoughby Hoyt, David Lowell, Benjamin Swett, all of Amesbury, owners; David Lowell, master.

ADVENTURER, sch., 69 tons; built Boothbay, Me., 1829; length, 60 ft. 9 in.; breadth, 18 ft. 2 in.; depth, 7 ft. 5 in; billet head. Reg. Aug. 16, 1850. Elias Haskell, owner; Elias Haskell, master.

ADZE, brig, 114 tons; built Newbury, 1807; length, 71 ft.; breadth, 21 ft. 3¾ in.; depth, 8 ft. 9 in. Reg. Aug. 10, 1808. Humphery Woodbury of Salisbury, owner; Daniel Swett, matser.

AERONAUT, ship, 265 tons; built Amesbury, 1822; length, 94 ft. 3 in.; breadth, 25 ft. 3 in.; depth, 12 ft. 7½ in; billet head. Reg. Mar. 10, 1823. Horace Gray of Boston, owner; Henry Oxnard, master.

AGATE, bark, 626 tons; built Newburyport, 1868. Reg. 1868. J. B. Brown and others, owners.

AGAWAM, ship, 328 tons; built Newbury, 1811; length, 99 ft. 8 in.; breadth, 27 ft. 4½ in.; depth, 13 ft. 8¼ in.; figure head, a man. Reg. May 11, 1811. James Kimball, owner; Ammi Smith, master.

AGENORA, brig, 151 tons; built Chatham, Conn., 1805; length, 74 ft.; breadth, 22 ft. 5½ in.; depth, 10 ft. 6 in.; figure head, a woman. Reg. Sept. 11, 1807. Cornelius Driscall, Stuart Brown, and Moor Falls of Baltimore, owners; Cornelius Driscoll, master.

AGENORIA, sloop, 61 tons; built Newbury, 1812; length, 62 ft. 4 in.; breadth, 18 ft. 11 in.; depth, 6 ft. 1 in. Reg. May 14, 1812. Winthrop Sargeant, agent for FitzWilliam Sargeant of Gloucester, and FitzWilliam Sargeant of Gloucester, owners; James S. Sayward, master.

AGENORIA, sch., 91 tons; built Amesbury, 1817; length, 66 ft. 10 in.; breadth, 19 ft. 4 in.; depth, 8 ft. 1½ in. Reg. May 10, 1817. David Currier of Amesbury, John Lecraw, William Gilley and Ebenezer Lacraw, of Marblehead, owners; John Lecraw, master.

AGNES, sch., 59 tons; built Salisbury, 1800; length, 59 ft. 8 in.; breadth, 17 ft. 4½ in.; depth, 6 ft. 7 in. Reg. Nov. 14, 1804. John Dole of Salisbury, John O'Brien and Enoch Hale of Newbury, owners; Benjamin Rogers, jr., master.

AGNES, sch., 59 tons; built Salisbury, 1800; length, 59 ft. 8 in.; breadth, 17 ft. 7 in.; depth, 6 ft. 7 in. Reg. Jan. 22, 1807. Epes Griffin and Ambrose Jones, jr., both of Gloucester, owners; Epes Griffin, master.

AGNES, sch., 128 tons; built Ellsworth, Me., 1849; length, 82 ft.; breadth, 22 ft. 2 in.; depth, 8 ft.; billet head. Reg. May 13, 1853. Charles E. Lord and George N. Block, both of Ellsworth, Me.; owners; Charles E. Lord, master.

AIDAR, brig, 156 tons; built Amesbury, 1798; length, 74 ft.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in.. Reg. Aug. 13, 1798. Edmund Bartlet, jr., owner; Stephen Nolland, master. Reg. May 11, 1799. William Bartlet, owner; Stephen Nolland, master. Reg. July 12, 1804. William Bartlett, owner; Caleb Lufkin, master. Reg. Mar. 26, 1807. Samuel Tenney and John M. Noyes, owners; Benjamin Harrod, master. Reg. Sept. 21, 1809. William Hoyt, John M. Noyes, John Boardman, owners; Ephraim H. Toppan, master.

ALABAMA, sch., 92 tons; built Salisbury, 1840; length, 67 ft. 5 in.; breadth, 21 ft. 5 in.; depth, 7 ft. 6 in.; billet head. Reg. Oct. 14, 1843. Henry Kingsbury, James Fowler, Jonathan Kingston, Hiram Lowell, all of Salisbury, owners; Henry Kingsbury, master. Reg. Mar. 6, 1846. Charles A. Ropes, Rueben W. Ropes, both of Salem, owners; Hezekiah Wilkins, master.

ALADDIN, brig, 138 tons; built Nobleboro, Me., 1832; length, 80 ft. 4 in.; breadth, 23 ft. 1 in.; depth, 8 ft. 6¼ in; billet head. Reg. Dec. 10, 1832. John Wills, owner; William Welch, master. Reg. July 11, 1834. John Wills, owner; Benjamin Perkins, master.

ALBERT, sch., 59 tons; built Newbury, 1821; length, 55 ft. 4½ in.; breadth, 16 ft. 4 in.; depth, 7 ft. 7½ in. Reg. Feb. 17, 1829. Samuel Obear, Ezekiel Smith, both of Beverly, owners; Ezekiel Smith, master.

ALBERT CURRIER, ship, 999 tons; built Newburyport, 1860; length, 176 ft.; breadth, 35 ft.; depth, 17 ft. 6 in.; billet head. Reg. Jan. 16, 1860. Albert Currier, John Currier, jr., Edmund S. Raynes, owners; Edmund S. Raynes, master.

ALBION, ship, 326 tons; built Haverhill, 1815; length, 102 ft. 8 in.; breadth, 26 ft. 9 in.; depth, 13 ft. 4½ in.; billet head. Reg. Jan. 11, 1816. Henry Gray of Boston, owner; John Conway, master.

ALBION, ship, 342 tons; built Haverhill, 1832; length, 120 ft. 4 in.; breadth, 24 ft. 10 in.; depth, 12 ft. 5 in.; billet head. Reg. Dec. 29, 1832. William Stickney, Ebenezer Dodge, of Salem, Nathaniel Putnam, jr., Nathaniel Putnam, of New York, N. Y., Francis Dodge of Georgetown, D. C., Thomas Cheever of Danvers, owners; Nathaniel Putnam, jr., master.

ALCIOPE, ship, 178 tons; built Amesbury, 1806; length, 79 ft. 6 in.; breadth, 22 ft. 8½ in.; depth, 11 ft. 4¼ in.; figure head, woman. Reg. Aug. 12, 1806. John Colby and William Bayley of Amesbury, David Coffin, owners; Charles Grover, master.

ALCIOPE, ship, 377 tons; built Salisbury, 1827; length, 114 ft. 8 in.; breadth, 27 ft.; depth, 13 ft. 6 in.; billet head. Reg. Sept. 25, 1827. William Balch, Edmund Swett, Henry Titcomb, jr., all of Newburyport, Benjamin Peirce, jr., of Newbury, owners; Benjamin Peirce, jr., master. Reg. Apr. 17, 1829. William Balch, Edmund Swett, Henry Titcomb, jr., owners; Ambrose H. White, master.

ALBERT EDWARDS, ship, 839 tons; built Newburyport, 1860; length, 163 ft. 6 in.; breadth, 33 ft. 4 in.; depth, 16 ft. 8 in.; a figure head. Reg. Dec. 24, 1860. Albert Currier, Thomas Makinney, Noyes & Brown, Somerby O. Noyes, Hayden Brown, owners; Thomas Makinney, master.

ALERT, sch., 110 tons; built Amesbury, 1803; length, 73 ft. 6 in.; breadth, 21 ft. 7 in.; depth, 8 ft. Reg. Oct. 29. 1803. Benjamin Peirce, owner; Joseph Bragdon, master. Reg. May 8, 1804. Benjamin Peirce, owner; Enoch Haskell, master. Altered to a brig; reg. Oct. 31, 1806. Benjamin Pierce, owner; Samuel Herrick, master.

ALERT, ship, 204 tons; built Amesbury, 1803; length, 78 ft. 7 in.; breadth, 24 ft. 8 in.; depth, 12 ft. 4 in. Reg. July 5, 1803. Thomas Carter, William Stover, owners; William Stover, master. Reg. Dec. 12, 1804. Thomas Carter, owner; Ammi Smith, master

ALERT, sloop, 58 tons; built Scituate, 1803; length, 60 ft. 11 in.; breadth, 17 ft. 4 in.; depth, 6 ft. 4 in. Reg. April 4, 1812. Joseph L. Colby, Tristram Lunt, both of Newbury, owners; John T. Ross, master. Reg. May 11, 1811. David Coffin, owner; Nathaniel Swasey, master. Reg. Dec. 8, 1814. Samuel Spring, jr., Lewis Spring, owners; James Meyer, master. Reg. June 10, 1815. John Boardman, John Chickering, William Stone and Abner Caldwell, owners; John Taylor, master. Reg. Oct. 20, 1818. John Pearson, owner; Edward Kelly, master.

ALERT, bgtne., 262 tons; built Newbury, 1815; length, 91 ft. 6 in.; breadth, 25 ft. 7 in.; depth, 12 ft. 9½ in. Reg. May 20, 1815. Benjamin Peirce, owner; William Nichols of Newbury, master.

ALEXANDER, sch., 84 tons; built Newburyport, 1799; length, 64 ft. 2 in.; breadth, 20 ft. 3 in.; depth, 7 ft. 7 in.. Reg. Jan. 18, 1800. Daniel Richards, owner; Barzilla Lombard, master. Reg. Nov. 29, 1800. Daniel Richards, owner; William Hunt, master. Reg. June 12, 1801. Daniel Richards, owner; Christopher Bassett, master. Reg. Oct. 6, 1801. Daniel Richards, owner; Jeremiah Blanchard, master. Reg. July 26, 1802. Daniel Richards, owner; Florance Dawsett, master. Reg. Jan. 18, 1804. Daniel Richards, owner; William Hunt, master. Reg. April 18, 1805. Daniel Richards, owner; Enoch Titcomb, master. Reg. Dec. 27, 1805. Daniel Richards, owner; Samuel Darling, master. Reg. Jan. 8, 1807. Daniel Richards, owner; Samuel Darling, master. Reg. Nov. 24, 1807. Daniel Richards, owner; Samuel Darling, master.

ALEXANDER, sch., 131 tons; built Newburyport, 1799; length, 72 ft. 5 in.; breadth, 20 ft. 5 in.; depth, 10 ft. 2½ in. Reg. Apr. 10, 1809. Daniel Richards, owner; William S. Picket, master. Reg. Aug. 2, 1809. Benjamin Merrill, Alexander Richards, owners; Jeremiah Blanchard, master. Reg. Oct. 31, 1810. Benjamin Merrill, Alex[ande]r Richards, owners; William S. Picket, master.

ALEXANDER, brig, 155 tons; built Salisbury, 1808; length, 72 ft. 9 in.; breadth, 22 ft. 4 in.; depth, 11 ft. 2 in.; figure head, woman. Reg. May 10, 1809. Jonathan Barnard of Amesbury, Nathaniel Ring of Salisbury, William Alexander, Solomon H. Currier, owners; Michael Hodge, jr., master.

ALEXANDER, sch., 103 tons; built Newbury, 1817; length, 68 ft. 10 in.; breadth, 21 ft. 10 in.; depth, 8 ft. ½ in. Reg. May 3, 1817. Thomas Frye of Salem, William E. Hacker, Thomas Hacker, George Smith, owners; Andrew Smith, master.

ALEXANDER AND SALLY, brig, 106 tons; built Newbury, 1797; length, 69 ft. 5 in.; breadth, 20 ft. ½ in.; depth, 8 ft. 2 in. Reg. Jan. 15, 1799. Daniel Richards, John Goodwin, owners; William Milbery, master. Reg. Jan. 25, 1799. John Goodwin, David Richards, owners; John Goodwin, master. Reg. July 6, 1799. John Goodwin, owner; Edmund Wingate, master. Reg. Oct. 13, 1800. John Pearson, jr., owner; Thomas Morrison, master. Reg. Sept. 4, 1801.

John Pearson, owner; Thomas Buntin, master. Reg. Aug. 10, 1802. James Prince, owner; Thomas Morrison, master. Reg. April 6, 1804. John Goodwin, owner; Joseph Bragdon, master. Reg. Jan. 3, 1805. John Goodwin, owner; John Lurvey, master.

ALFRED, ship, 339 tons; built Amesbury, 1804; length, 101 ft.; breadth, 27 ft. 8 in.; depth, 13 ft. 10 in. Reg. July 31, 1804. Jacob Little of Newbury, Joseph Patch, owners; Joseph Patch, master.

ALFRED, sch., 57 tons; built Gloucester, 1825; length, 53 ft. 2 in.; breadth, 16 ft. 5 in.; depth, 7 ft. 8¾ in. Reg. Dec. 9, 1844. Thomas Decker of Ilesborough, Me., owner; Thomas Decker, master.

ALGOL, ship, 186 tons; built Bridgewater, 1804; length, 68 ft. 3 in.; breadth, 23 ft. 6 in.; depth, 11 ft. 9 in. Reg. Jan. 6, 1809. John Boardman, William Eaton, William Hoyt, owners; Caleb L. Bradley, master.

ALGONQUIN, barque, 649 tons; built Newburyport, 1856; length, 147 ft.; breadth, 31 ft.; depth, 15 ft. 6 in.; billet head. Reg. Apr. 17, 1856. John H. Harbak, William H. Harbak, both of New York, owners; David Lecraw, master.

ALICE, brig, 163 tons; built Frankfort, 1805; length, 74 ft.; breadth, 21 ft. 4 in.; depth, 11 ft. 10½ in. Reg. Dec. 18, 1805. Jonathan Morrill of Frankfort, John Burrill, Ebenezer Gunnison, owners; Samuel Parcher, master. Reg. Mar. 20, 1807. John Burrill, Clement Starr and Ebenezer Gunnison, Jonathan Merrill of Frankfort, owners; Moses Chase, master.

ALICE, ship, 353 tons; built Amesbury, 1811; length, 102 ft. 2 in.; breadth, 28 ft. ½ in.; depth, 14 ft. ¼ in.; figure head, a woman. Reg. Sept. 25, 1811. Thomas Hale, Ebenezer Hale, of Newbury, owners; Charles Hodge, master.

ALICE, brig, 281 tons; built Newbury, 1830; length, 106 ft. 6 in.; breadth, 24 ft. 1 in.; depth, 12 ft. ½ in.; billet head. Reg. Oct. 9, 1834. Ebenezer Hale and Thomas Hale, jr., of Newbury, Josiah L. Hale of New York, owners; Joshua Hale, master. Reg. Nov. 25, 1830. Josiah L. Hale of New York, N. Y., Ebenezer Hale and Thomas Hale, jr., both of Newbury, owners; Thomas Hale, jr., master.

ALICE, sch., 21 tons; built Newburyport, 1849; length, 44 ft.; breadth, 13 ft. 6½ in.; depth, 4 ft. 2 in.; billet head. Reg. June 14, 1849. John C. Howard, Oliver P. Ricker, both of Salem, owners; John Bracey, master.

ALINE, sch., 47 tons; built Essex, 1839; length, 51 ft.;

breadth, 15 ft. 4 in.; depth, 7 ft.; billet head. Reg. Apr. 19, 1852. Knight and Lunt, owners; Jacob B. Chase, master.

ALLBREE, ship, 378 tons; built Haverhill, 1826; length, 111 ft. 5 in.; breadth, 27 ft. 6½ in.; depth, 13 ft. 9¼ in.; billet head. Reg. Oct. 30, 1826. John Pratt, George Pratt, both of Boston, owners; Joseph Bradshaw, master.

ALLIGATOR, ship, 239 tons; built Salisbury, 1796; length, 88 ft. 10 in.; breadth, 24 ft. 10 in.; depth, 12 ft. 5 in. Reg. June 25, 1796. Abel Harris, Edward John Pierce, both of Portsmouth, N. H., owners; William Parker, master.

ALLIGATOR, ship, 196 tons; built Newbury, 1799; length, 79 ft. 2 in.; breadth, 24 ft.; depth, 12 ft.; figure head, lion. Reg. Nov. 26, 1799. Jacob Brown, Moses Goodrich, Jacob Little of Newbury, owners; Moses Goodrich, master. Reg. Oct. 24, 1800. Jacob Brown, Jacob Little of Newbury, owners; Moses Goodrich, master.

ALLIOTH, barque, 329 tons; built Newbury, 1836; length, 115 ft. 10 in.; breadth, 24 ft. 11 in.; depth, 12 ft. 5½ in.; billet head. Reg. Oct. 28, 1836. Francis Todd, owner; George Chase, master.

ALMIRA, sch., 73 tons; built Salisbury, 1839; length, 67 ft. 2 in.; breadth, 19 ft. 9 in.; depth, 6 ft. 5 in.; billet head. Reg. June 30, 1842. Robert Bayley, Robert Bayley, jr., Rufus Smith, owners; William Davol, master.

ALMIRA, brig, 176 tons; built Newbury, 1846; length, 90 ft. 2 in.; breadth, 23 ft. 10 in.; depth, 9 ft. 3 in.; billet head. Reg. June 6, 1846. Robert Bayley, Robert Bayley, jr., Charles M. Bayley, Rufus Smith, Charles Tyler, all of Newburyport, owners; Charles Tyler, master.

ALPINE, brig, 227 tons; built Bath, Me., 1831; length, 87 ft. 8 in.; breadth, 24 ft. 3½ in.; depth, 12 ft. 2 in.; billet head. Reg. July 8, 1834. Robert Bayley, Robert Bayley, jr., owners; Frederick Moore, master.

AMANDA, sch., 114 tons; built Warren, Me., 1836; length, 78 ft. 2 in.; breadth, 23 ft. 1 in.; depth, 7 ft. 4 in. Reg. Sept. 8, 1857. Andrew J. Davis, Reuben Lamson, both of Jonesport, Me., John Hoppen of Boston, owners; A. J. Davis, master.

AMANDA, sch., 100 tons; built, Somerset County, Md., 1855; length, 76 ft. 1 in.; breadth, 22 ft. 6 in.; depth, 6 ft. 9 in.; billet head. Reg. June 8, 1858. William K. Elzey, Benjamin P. Gravener, Clement J. Gravener, Robert Elzey, all of Somerset County, Md., owners; W. K. Elzey, master.

AMARANTH, of Boston, ship, 666 tons; built Newbury,

1847-48; length, 146 ft. 6 in.; breadth, 31 ft. 6 in.; depth, 15 ft. 9 in.; billet head. Reg. Jan. 28, 1848. Benjamin K. Hough, jr., of Gloucester, William Parsons of Boston, owners; Eli C. Bliss, master.

Amazon, sch., 109 tons; built Newbury, 1800; length, 71 ft.; breadth, 22 ft.; depth, 8 ft. 2½ in. Reg. Dec. 24, 1800. William Noyes, owner; Abel Stanwood, master. Reg. Oct. 20, 1804; altered to a brig. William Noyes, owner; William Wilcomb, master. Reg. July 22, 1805. John Lurvey of Amesbury, John Burrill, Ebenezer Gunnison, Ebenezer Noyes, jr., owners; John Lurvey, master. Reg. Sept. 26, 1806. John Noyes, jr., Ebenezer Gunnison, John Burrill, Clement Starr, Ebenezer Noyes, jr., owners; John Stone, jr., master. Reg. May 27, 1807. Ebenezer Gunnison, John Burrill, Clement Starr, Edwin Noyes, jr., John Noyes, jr., owners; John Stone, jr., master.

Amazon, sch., 102 tons; built Sedgwick, 1802; length, 69 ft. 8 in.; breadth, 22 ft. 8 in.; depth, 7 ft. 8 in. Reg. June 7, 1804. William Smith, Leonard Smith, Nathaniel Smith, owners; Nicholas Peirce, master.

Amazon, brig, 153 tons; built Sedgwick, 1802; length, 69 ft. 10 in.; breadth, 22 ft. 9 in.; depth, 11 ft. 4½ in. Reg. Jan. 30, 1805. Leonard Smith, Nathan[ie]l Smith, William Smith, owners; John A. Putnam, master. Reg. May 27, 1805. John Smith, Nathaniel Smith, William Smith, owners; John A. Putnam, master. Reg. Feb. 2, 1807. Nathaniel Smith of Newbury, William Smith of Newburyport, owners; Francis Lane, master.

Amazon, sch., 59 tons; built Salisbury, 1837; length, 61 ft. 1 in.; breadth, 16 ft. 5 in.; depth, 6 ft. 9 in.; billet head. Reg. Apr. 7, 1838. Francis Kelley, Asa Kelley, Elihu Kelley, Elihu Kelley, jr., Wilbur Kelley, Hiram Kelley, Virma Kelley, all of Dennis, owners; Asa Kelley, master.

Amelia, sch., 129 tons; built Newburyport, 1852; length, 80 ft.; breadth, 22 ft. 4½ in.; depth, 8 ft. 3 in.; billet head. Reg. Dec. 20, 1853. Robert Bayley and Son, Robert Bayley, owners; A. S. Lunt, master. Reg. Oct. 28, 1856. Robert Bayley, jr., "Robert Bayley & Son," co-partners, owners; Henry Leman, master. Reg. Dec. 28, 1857. Robert Bayley, jr., "Robert Bayley & Son," owners; Thomas J. Pierce, master. Reg. Nov. 18, 1859. Robert Bayley, jr., Robert Bayley & Son, owners; Joseph Small, master. Reg. Jan. 20, 1863. Robert Bayley of Newburyport, Robert Bayley & Sons, owners; William H. Bayley, master.

AMERICA, ship, 164 tons; built Salisbury, 1798; length, 79 ft. 3 in.; breadth, 22 ft. 9 in.; depth, 10 ft. 6 in.; figure head, Indian. Reg. Aug. 2, 1798. William Faris, Ebenezer Stocker, owners; Robert Jenkins, master.

AMERICA, ship, 285 tons; built Amesbury, 1800; length, 91 ft. 7 in.; breadth, 26 ft. 9½ in.; depth, 13 ft. 4¾ in.; figure head, man. Reg. Aug. 20, 1800. Abner Wood, owner; Isaac Stone, master. Reg. Jan. 3, 1806. Abner Wood, Isaac Stone, owners; Isaac Stone, master. Reg. Sept. 5, 1811. Abner Wood and Isaac Stone, owners; Richard Hoyt, master.

AMERICA, snow, 157 tons; built Newbury, 1801; length, 71 ft. 9 in.; breadth, 22 ft. 9½ in.; depth, 11 ft. 4¾ in. Reg. May 25, 1801. Woodbridge Greenleaf Hunt, Zebedee Hunt, owners; Ephraim Hunt Toppan, master.

AMERICA, bgtne., 271 tons; built Newbury, 1811; length, 89 ft. 3 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in.; figure head, a woman. Reg. Apr. 6, 1811. Stephen Frothingham, Thomas Buntin, owners; Thomas Buntin, master.

AMERICA, brig, 270 tons; built Amesbury, 1822; length, 94 ft. 3 in.; breadth, 25 ft. 6 in.; depth, 12 ft. 9 in.; billet head. Reg. Oct. 16, 1822. William Graves of Salisbury, Joseph Edwards, owners; William Graves, master. Reg. Dec. 20, 1823. Samuel March, Samuel Walton, William Graves, all of Salisbury, Lowell Brown of Hampton Falls, N. H., Joseph Edwards, owners; William Graves, master. Reg. Oct. 26, 1824. Ebenezer Hale of Newbury, Samuel March, Samuel Walton, of Salisbury, David Nudd of Hampton, Lowell Brown of Hampton Falls, owners; Ebenezer Hale, master. Reg. Nov. 17, 1826. Ebenezer Hale of Newbury, Samuel March of Salisbury, David Nudd of Hampton, Lowell Brown of Hampton Falls, owners; Richard Picket, master.

AMERICA, brig, 171 tons; built Medford, 1824; length, 83 ft. 9 in.; breadth, 23 ft. 2 in.; depth, 10 ft. 1 in.; billet head. Reg. June 25, 1832. John Stone, owner; Samuel Butman, master.

AMERICA, pink stern sch., 43 tons; built Newburyport, 1829; length, 51 ft. 2 in.; breadth, 14 ft. 9½ in.; depth, 6 ft. 6¾ in. Reg. Mar. 15, 1844. William Littlejohn, jr., of Harpswell, Simon Littlejohn of Portland, owners; William Littlejohn, master.

AMERICA, brig, 191 tons; originally British built, but rebuilt Newburyport, 1852; length, 84 ft. 9 in.; breadth, 21 ft. 2 in.; depth, 11 ft. 11 in.; billet head. Reg. May 25, 1852. Nathaniel Noyes, owner; G. W. Dennis, master.

AMERICAN EAGLE, ship, 225 tons; built Haverhill, 1795; length, 83 ft. 7 in.; breadth, 25 ft.; depth, 12 ft. 6 in.; figure head, eagle. Reg. June 16, 1795. Joshua Carter, owner; William Little, master.

AMERICAN HERO, ship, 315 tons; built Salisbury, 1809; length, 97 ft. 5 in.; breadth, 27 ft. 2 in.; depth, 13 ft. 7 in. Reg. July 28, 1809. Zebadee Cook, William Cook, owners; Hector Coffin, master.

AMES, sch., 111 tons; "Decreed fortified for a breach of the laws of the U. S. by the District Court held at Boston in the month of June, 1814, as appears by a Temporary Certificate of Registry No. 78 issued at Passamaquady on the 30 June 1815, now surrendered"; length, 71 ft. 10 in.; breadth, 22 ft. 8 in.; depth, 8 ft. Reg. Sept 7, 1815. Ebenezer Wheelwright of Newbury and George Rogers of Newburyport, owners; John Rogers, master. Reg. Sept. 26, 1816. Ebenezer Wheelwright of Newbury, George Rogers of Newburyport, owners; Thomas Cross, master. Reg. Apr. 7, 1818. Ebenezer Wheelwright of Newbury, owner; William Wheelwright, master.

AMITY, ship, 499 tons; built Newbury, 1843; length, 134 ft.; breadth, 28 ft. 5 in.; depth, 14 ft. 2½ in.; billet head. Reg. Jan. 23, 1844. Micajah Lunt, John Currier, jr., Edmund Pike, True Choate, Ezekiel Choate, owners; Edmund Pike, master.

AMSTEL, brig, 115 tons; built Haverhill, 1814; length, 73 ft. 9 in.; breadth, 21 ft. 10 in.; depth, 8 ft. 3 in. Reg. May 26, 1815. Benjamin W. Lamb of Boston, owner; David Low, master.

AMY, sch., 93 tons; built Haverhill, 1795; length, 54 ft. 5 in.; breadth, 20 ft. 2 in.; depth, 8 ft. 5 in. Reg. Aug. 27, 1795. Moses Brown, William Wyer, jr., Nicholas Tracy, owners; Joseph Hills Woodman, master.

ANACREON, ship, 290 tons; built Amesbury, 1804; length, 96 ft. 3 in.; breadth, 26 ft. 3¾ in.; depth, 13 ft. 1⅞ in.; figure head, man. Reg. July 7, 1804. Thomas Thomas, owner; Jabes Fletcher, master.

ANDREW JACKSON, of Prospect, pink stern sch., 31 tons; built Vinal Haven, Me., 1817; length 42 ft. 9 in.; breadth, 13 ft. 5 in.; depth, 6 ft. 5½ in. Reg. Dec. 7, 1821. John Crockett, Seybray Crooks, of Prospect, Me., owners; John Crockett, master.

ANDREW JACKSON, pink stern sch., 31 tons; built Vinal Haven, 1815; length, 42 ft. 9 in.; breadth, 13 ft. 5 in.;

depth, 6 ft. 5½ in. Reg. May 15, 1827. John Dean of Newbury, Joseph J. Knapp of Newburyport, owners; Henry Brown, master.

ANDROSCOGGIN, brig, 133 tons; built Topsham, 1799; length, 75 ft. 10 in.; breadth, 22 ft. 7 in.; depth, 9 ft. Reg. May 29, 1804. John Boardman, Andrew Frothingham, jr., owners; Edward E. Powers, master.

ANGELIA, sch., 96 tons; built Salisbury, 1851; length, 74 ft.; breadth, 20 ft.; depth, 7 ft. 5 in.; billet head. Reg. Oct. 2, 1854. William H. Morgan of Seabrook, N. H, Richard Dodge of Hampton Falls, N. H., Frederick Chever, owners; William H. Morgan, master. Reg. Nov. 14, 1861. Charles H. Ireland, owner; Edward Lee, master. Reg. Nov. 19, 1863. James F. Newman of New York, owner; George Janvrin, master.

ANGELINA, ship, 238 tons; built Newburyport, 1800; length, 87 ft. 11 in.; breadth, 24 ft. 11 in.; depth, 12 ft. 5½ in.; figure head, woman. Reg. July 10, 1800. Leonard Smith, owner; Nathaniel Smith, master.

ANGELO, ship, 416 tons; built Newbury, 1836; length, 126 ft. 1 in.; breadth, 26 ft. 10 in.; depth, 13 ft. 5 in.; billet head. Reg. Dec. 9, 1836. Ezra Lunt, Micajah Lunt, jr., Stephen Frothingham, Micajah Lunt, sen., William Davis, Michael Titcomb, owners; William Graves, master. Reg. July 13, 1841. Micajah Lunt, David P. Page, both of Newbury, Michael Titcomb, Stephen Frothingham, Ezra Lunt, owners; James A. Clarkson, master.

ANGLER, sch., 96 tons; built Salisbury, 1803; length, 61 ft. 4 in.; breadth, 19 ft. 3¾ in.; depth, 9 ft. 6½ in. Reg. May 3, 1803. Thomas Stevens of Beverly, owner; David Fornis, jr., master.

ANGLER, sch., 69 tons; built Newburyport, 1817; length, 57 ft.; breadth, 15 ft. 11 in.; depth, 8 ft. 8 in. Reg. Oct. 13, 1821. Benjamin W. Hale, Enoch Hale, Enoch Hale, jr., all of Newbury, Michael Titcomb, Ezra Lunt, owners; Benjamin Barber, master. Reg. July 24, 1822. Benjamin W. Hale, Enoch Hale, Enoch Hale, jr., all of Newbury, owners; Amos Dennis, master. Reg. Sept. 1, 1829. John Wills of Newbury, Mark Symonds, owners; Mark Symonds, master. Reg. Mar. 28, 1826. Benjamin W. Hale, Enoch Hale, both of Newbury, the Heirs of Enoch Hale, owners; Samuel Kilborn, master. Reg. Feb. 4, 1820. Benjamin W. Hale, Enoch Hale, Enoch Hale, jr., all of Newbury, Michael Titcomb 3d, Ezra Lunt, owners; Henry C. Jaques, master. Reg. Dec.

15, 1818. John Brown of Seabrook, N. H., Benjamin W. Hale of Newbury, Michael Titcomb 3d, Ezra Lunt, owners; Robert Bayley, jr., master. Reg. Apr. 4, 1827. Benjamin W. Hale, Enoch Hale, both of Newbury, with the heirs of Enoch Hale, owners; Stephen M. Towle, master. Reg. Jan. 10, 1825. Benjamin W. Hale, Enoch Hale, Enoch Hale, jr., all of Newbury, owners; Joseph Hutchins, master. Reg. Jan. 18, 1828. Benjamin W. Hale, Enoch Hale, heirs of Enoch Hale, all of Newbury, owners; Stephen M. Towle, master.

Angler, sch., 86 tons; built Duxbury, 1844; length, 65 ft. 6½ in.; breadth, 18 ft. 7½ in.; depth, 8 ft. 1½ in.; billet head. Reg. Jan. 4, 1859. Thomas H. Phillips of Salisbury, Warren Currier, Eben Sumner, William H. Swasey, owners; Thomas H. Phillips, master. Reg. Mar. 15, 1860. Warren Currier, Eben Sumner, William H. Swasey of Newburyport, and Thomas H. Phillips of Salisbury, owners; T. H. Phillips, master. Reg. Jan. 16, 1861. Warren Currier, Eben Sumner, William H. Swasey, Thomas H. Phillips, Salisbury, owners; Thomas H. Phillips, master.

Angola, brig, 137 tons; built Newbury, 1831; length, 87 ft. 10 in.; breadth, 18 ft. 5 in.; depth, 9 ft. 2½ in; billet head. Reg. Sept. 21, 1831. Johns Wills, owner; Richard Picket, master.

Angola, sch., 29 tons; built Newbury, 1838; length, 42 ft. 9 in.; breadth, 13 ft. 6 in.; depth, 6 ft. 1 in. Reg. Apr. 9, 1846. Asa Kelley, 2d., of Dennis, owner; Asa Kelley, master.

Anie, ship, 572 tons; built Newbury, 1846; length, 136 ft.; breadth, 30 ft. 4 in.; depth, 15 ft. 2 in.; billet head. Reg. Nov. 12, 1846. George R. Minot and Nathan Hooper, J. B. Bradlee, F. H. Bradlee, all of Boston, F. A. Hooper of Marblehead, and F. W. Manconday of Dorchester, owners; James B. King, master.

Ann, brig, 154 tons; built Danvers, 1783; length, 75 ft.; breadth, 21 ft. 9 in.; depth, 10 ft. 10½ in. Reg. Nov. 14, 1797. Ebenezer Wheelwright, Abraham Wheelwright, Joseph Knight, owners; William Huse, master. Reg. Sept. 26, 1798. Charles Cornelius Rabateau, John Pearson, jr., owners; Thomas Morrison, master.

Ann, brig, 135 tons; built City of New York, 1792; length, 71 ft.; breadth, 21 ft. 3 in.; depth, 10 ft. 5 in.; figure head, woman. Reg. Oct. 31, 1799. Bayley Chase, Ebenezer Perley, both of Salisbury, owners; Ezra Merrill, master.

Ann, ship, 224 74/95 tons; built Salisbury, 1793; length, 83 ft. 4 in.; breadth, 25 ft.; depth, 12 ft. 6 in. Reg. Mar. 4, 1794. Moses Brown, owner; Joseph Perkins, master.

ANN, brig, 172 tons; built Newbury, 1800; length, 75 ft. 8 in.; breadth, 23 ft.; depth, 11 ft. 6 in. Reg. Aug. 5, 1805. Ebenezer Stocker of Newbury, Sewall Toppan, Nathaniel Knapp, jr., owners; Alexander McCully, master.

ANN, brig, 187 tons; built Newbury, 1805; length, 78 ft. 7 in.; breadth, 23 ft. 6 in.; depth, 11 ft. 9 in. Reg. Aug. 20, 1805. William Parsons, Henry Sigourney, both of Boston, owners; Hezekiah Goodhue, master.

ANN, sch., 123 tons; built Haverhill, 1805; length, 69 ft. 2 in.; breadth, 22 ft. 3 in.; depth, 9 ft. 5½ in. Reg. Nov. 22, 1805. Robert Obears of Georgetown, Isaac Tenney, owners; Nathaniel Stanwood, master. Reg. June 17, 1809. Robert Obear of Georgetown, D. C., Isaac Tenney, owners; Alexander Rutherford, master.

ANN, brig, 172 tons; built Haverhill, 1805; length, 74 ft. 4 in.; breadth, 23 ft. 3½ in.; depth, 11 ft. 7¾ in. Reg. Oct. 30, 1805. William Leach, Israel Thorndike, both of Beverly, owners; John Somerby, master.

ANN, sch., 108 tons; built Haverhill, 1806; length, 71 ft. 8 in.; breadth, 21 ft. 11 in.; depth, 8 ft. ¼ in. Reg. Oct. 31, 1806. John Coombs, Philip Coombs, owners; David Haskell, master. Reg. Nov. 17, 1807. John Coombs, Philip Coombs, owners; David Haskel, master.

ANN, brig, 134 tons; built Newburyport, 1815; length, 71 ft. 7 in.; breadth, 21 ft. 7 in.; depth, 10 ft. 1 in. Reg. June 27, 1816. John Pearson, Moody Pearson, John S. Pearson, all of Newburyport, owners; John S. Pearson, master. Reg. June 16, 1817. Moody Pearson, John Pearson, John S. Pearson, owners; Thomas B. Stone, master. Reg. June 11, 1819. John Pearson, Moody Pearson, John S. Pearson, owners; Thomas B. Stone, master. Reg. July 19, 1822. John Wood, Phillip Coombs, George Campbell, owners; George Campbell, master. Reg. June 5, 1823. John Wood, George Campbell, owners; George Campbell, master. Reg. 27 Sept. 1827; a billet added. George Campbell, Willis Barnabee, owners; John C. Hardy, master. Reg. May 26, 1828. George Campbell, owner; George Campbell, master. Reg. Aug. 26, 1828. Robert Bayley, John C. Hardy, George Campbell, owners; John C. Hardy, master. Reg. Dec. 26, 1828. John C. Hardy of Newbury, Robert Bayley, owners; John C. Hardy, master. Reg. Jan. 28, 1831. Robert Bayley, Robert Bayley, jr., owners; Robert Bayley, jr., master.

ANN, sch., 61 tons; built Newbury, 1821; length, 57 ft. 8 in.; breadth, 16 ft. 2½ in.; depth, 7 ft. 6 in. Reg. July

21, 1821. Daniel Stevens, Joseph Stanwood, jr., owners; Nathaniel Coffin, master. Reg. Jan. 22, 1822. Daniel Stevens, Joseph Stanwood, owners; Noah D. Haskell, master.

Ann, brig, 161 tons; built Bradford, 1802; length, 73 ft. 1 in.; breadth, 22 ft. 8¾ in.; depth, 11 ft. 4⅜ in. Reg. Dec. 21, 1802. William Pierce Johnson, Thomas Thomas, owners; John Lake, master. Reg. Dec. 20, 1803. William Peirce Johnson, owner; Moses Brown, 3d, master. Reg. Sept. 10, 1804. Sarah Johnson, owner; Moses Brown, 3d, master. Reg. Mar. 11, 1806. John Boardman, John Buck, owners; John Buck, master.

Ann, sch., 75 tons; built Newburyport, 1804; length, 61 ft. 5 in.; breadth, 18 ft. 7½ in.; depth, 7 ft. 8 in. Reg. May 3, 1804. Richard Prince, owner; Thomas Dupuy, master.

Ann Elizabeth, sch., 101 tons; "Adjudged forfeited for a breach of the laws of the U. S. at a District Court held at Boston 29 Sept.. 1813"; length, 66 ft. 2 in.; breadth, 22 ft. 4 in.; depth, 8 ft. 2 in.; billet head. Reg. Oct. 28, 1813. Edward Toppan, jr., David Peabody, Charles B. Course of Georgetown, owners; David Lufkin, master.

Ann Maria, brig, 182 tons; built Salisbury, 1808; length, 78 ft. 4 in.; breadth, 23 ft. 2 in.; depth, 11 ft. 7 in. Reg. June 30, 1809. Isaac Adams, owner; Benjamin Perkins, master. Reg. Feb. 18, 1811; altered to bgtne. Isaac Adams, John Buck, John Boardman, owners; John Buck, master. Reg. May 18, 1815. Isaac Adams, John Buck, John Boardman, owners; John Buck, master. Reg. Nov. 18, 1820. John Buck, Isaac Adams, owners; John Buck, master. Reg. Oct. 10, 1825. Isaac Adams, owner; Jeremiah P. Wood, master.

Anna, sch., 42 tons; built Scarborough, 1793; length, 54 ft. 6 in.; breadth, 18 ft. 6 in.; depth, 5 ft. Reg. Aug. 21, 1799. Ebenezer Seavey, Solomon Harford, both of Frankfort, owners; Ebenezer Seavey, master.

Anna, brig, 109 tons; built Amesbury, 1799; length, 70 ft. 8 in.; breadth, 21 ft. 4 in.; depth, 8 ft. 5 in. Reg. Oct. 16, 1799. Thomas Carter, Joshua Carter, owners; Benjamin Chase, master.

Annah, brig, 170 tons; built Salisbury, 1846; length, 88 ft.; breadth, 23 ft.; depth, 9 ft. 6 in.; billet head. Reg. Nov. 27, 1849. Charles I. Kimball of Bradford, Moses Sweetser, George B. Swasey, Norman C. Greenough, Eben S. Noyes, William R. Ellis, owners; George B. Swasey, master.

ANNIE BUCKNAM, barque, 530 tons; built Newbury, 1850; length, 137 ft. 10 in.; breadth, 28 ft. 11 in.; depth, 14 ft. 5½ in.; billet head. Reg. Feb. 8, 1850. Charles B. Fessenden of Boston, Enoch S. Williams, owners; Jacob K. Lunt, master.

ANSON, sch., 106 tons; built Castine, 1800; length, 71 ft. 4 in.; breadth, 20 ft. 4 in.; depth, 8 ft. 3 in. Reg. Dec. 1, 1810. David Coffin, owner; George Disney, master. Reg. June 2, 1815; altered to bgtne. Jeremiah L. Page, Abel Lawrence, Philip Chase, Abner Chase, all of Salem, owners; Benjamin Toppan, master.

ANSONIA, brig, 199 tons; built Newburyport, 1846; length, 97 ft.; breadth, 23 ft. 9½ in.; depth, 9 ft. 7½ in.; billet head. Reg. Mar. 20, 1846. John Huse, Caleb Woodbury of Newbury, owners; Caleb Woodbury, master.

ANT, bgtne., 158 tons; built Haverhill, 1812; length, 77 ft. 11 in.; breadth, 21 ft. 6½ in.; depth, 10 ft. 9¼ in. Reg. May 1, 1815. John Holland of Boston, owner; Charles May, master.

ANTELOPE, of Warren, sch., 112 tons; built Freetown, 1802; length, 69 ft. 2 in.; breadth, 22 ft. 9 in.; depth, 8 ft. 6 in. Reg. June 25, 1810. James Crawford, James W. Head, both of Warren, owners; James Crawford, master.

ANTELOPE, bgtne., 181 tons; built Amesbury, 1814; length, 87 ft. 9 in.; breadth, 23 ft. 9 in.; depth, 9 ft. 10½ in. Reg. Dec. 15, 1814. Joshua Carter, Thomas Carter, Abner Wood, Alexander Caldwell, jr., Samuel Rolf, all of Newburyport, Jacob Stone, Anthony Knap, Samuel Walton of Salisbury, owners; Salem Woodward, master. Reg. Nov. 8, 1815. Benjamin Batchelor of Salisbury, John Wood, David Currier, jr., of Amesbury, owners; Benjamin Batchelor, master.

ANTI, sch., 85 tons; built Salisbury, 1830; length, 70 ft. 6 in.; breadth, 18 ft. 1 in.; depth, 7 ft. 6½ in.; billet head. Reg. Dec. 29, 1834. Edward Burrill, Edward Dearborn, Samuel Walton, William Stanwood, owners; William H. Brown, master. Reg. Mar. 1, 1843. William Sanborn, James Sanborn, both of Seabrook, N. H., Thomas Knapp, owners; Jonathan Tarr, master. Reg. Oct. 1, 1844. John Hoppin of Boston, owner; Charles H. Sanborn, master.

APHIA, sch., 77 tons; built Rowley, 1796; length, 63 ft. 4 in.; breadth, 18 ft. 9 in.; depth, 7 ft. 6 in. Reg. Mar. 15, 1797. Robert Farley, Ephraim Kendall, Jonathan Kendall, all of Ipswich, owners; Thomas Hodgkins, master.

APOLLO, brig, 146 tons; built Salisbury, 1800; length, 76

ft. 7 in.; breadth, 23 ft. 6 in.; depth, 9 ft. 5 in. Reg. July 12, 1800. Benjamin Follansbee of Salisbury, William Sawyer, John Odlin, both of Hallowell, owners; John Ring, master.

Apollo, barque, 319 tons; built Newbury, 1840; length, 110 ft. 11 in.; breadth, 25 ft. 2 in.; depth, 12 ft. 7 in.; billet head. Reg. Jan. 28, 1841. Philip Johnson, Robert Jenkins, William H. Hunt, owners; William H. Hunt, master.

Aquila, brig, 287 tons; built Newbury, 1831; length, 107 ft. 7 in.; breadth, 24 ft. 3 in.; depth, 12 ft. 1½ in.; billet head. Reg. June 7, 1831. Langly Boardman, Henry C. Salter, Stephen H. Simes, Jonathan M. Tredick, all of Portsmouth, N. H., owners; George Adams, master.

Arab, ship, 286 tons; built Salisbury, 1800; length, 92 ft. 8 in.; breadth, 26 ft. 8 in.; depth, 13 ft. 4 in.; figure head, woman. Reg. Dec. 3, 1800. Israel Thorndike of Beverly, David Sears of Boston, owners; Timothy Bryant, master.

Arethusa, sch., 119 tons; built Topsham, 1794; length, 61 ft.; breadth, 22 ft. 9 in.; depth, 8 ft. 8 in. Reg. Dec. 28, 1802. Philip Coombs of Newbury, owner; Richard Lakeman, 3d, master. Reg. Nov. 22, 1803. Philip Coombs of Newbury, owner; Richard Lakeman, 3d, master.

Arannah, pink stern sch., 48 tons; built Salisbury, 1834; length, 54 ft. 7 in.; breadth, 15 ft. 4 in.; depth, 6 ft. 7½ in. Reg. Mar. 10, 1837. Joseph Averill, George Fletcher, Israel Stone, John C. Hutchins, William H. Hutchins, Eli Hutchins, Stephen Hutchins, Joseph Huff, all of Kennebunkport, Me., owners; George Fletcher, master.

Arcturus, brig, 190 tons; built Addison, Me., 1841; length, 85 ft. 9 in.; breadth, 23 ft. 9½ in.; depth, 10 ft. 7¾ in.; billet head. Reg. Mar. 16, 1849. Stephen Coker, Thomas Katon, Joseph B. Morss, William H. Brewster, Josiah Bradlee, George W. Knight, owners; Thomas Katon, master. Reg. Nov. 26, 1850. George W. Knight, Stephen Coker, Joseph B. Morss, William H. Brewster, Josiah Bradlee, owners; Thomas Katon, master.

Arethusa, sch., 119 tons; built Topsham, 1794; length, 71 ft.; breadth, 22 ft. 9 in.; depth, 8 ft. 8 in. Reg. June 23, 1800. Philip Coombs of Newbury, owner; Richard Lakeman, master. Reg. Dec. 4, 1800. Philip Coombs of Newbury, owner; Richard Lakeman, master. Reg. Mar. 16, 1804. Philip Coombs of Newbury, owner; Richard Lakeman, 3d, master. Reg. July 22, 1806. Joseph Cutler, Nathaniel Knap, jr., Seth Sweetser, Joseph Hooper, owners;

George Nowell, master. Reg. March 25, 1809. Nathaniel Knap, jr., owner; William Couch, master.

ARGO, ship, 270 tons; built Newburyport, 1804; length, 91 ft. 7 in.; breadth, 26 ft.; depth, 13 ft. Reg. Oct. 30, 1804. Daniel Richards, John Berry Titcomb, owners; George Warner, master.

ARGO, bark, 275 tons; "Condemned in the District Court of U. S. at Boston as Prize to the Private Armed Brig Decatur of Newburyport, William Nicholas, Commander"; length, 101 ft. 6 in.; breadth, 24 ft. 6½ in.; depth, 12 ft. 3¼ in. Reg. Mar. 11, 1813. Henry Furlong, Benjamin Hale, Moses Emery of Newbury, owners; Henry Furlong, master.

ARGO, sch., 36 tons; built Salisbury, 1815; length, 45 ft. 6 in.; breadth, 13 ft. 11 in.; depth, 6 ft. 8 in. Reg. Oct. 4, 1815. Richard Morrill of Amesbury, David Plumer of Salisbury, owners; Joseph Grush, master.

ARGO, sch., 89 tons; built Salisbury, 1840; length, 68 ft.; breadth, 18 ft. 3 in.; depth, 8 ft. 2 in. Reg. Apr. 1, 1840. Edward Kilham, Austin D. Kilham, both of Beverly, owners; Larkin West, master.

ARGOSY, barque, 346 tons; built Haverhill, 1835; length, 118 ft. 6 in.; breadth, 25 ft. 3 in.; depth, 12 ft. 7½ in.; billet head. Reg. Feb. 11, 1836. William Caldwell of Haverhill, Charles Hill, Edward Cabot, both of Boston, owners; Mayo Gerrish, master.

ARGUS, bgtne., 274 tons; built Salisbury, 1812; length, 96 ft. 7 in.; breadth, 26 ft. 4 in.; depth, 12 ft. 3 in.; billet head. Reg. Feb. 10, 1813. Benjamin Pierce of Newbury, Micajah Lunt, Daniel Farley, John Brazer and Joseph N. Howe, both of Boston, owners; Daniel Farley, master.

ARGUS, brig, 155 tons; built Newbury, 1822; length, 75 ft. 5 in.; breadth, 21 ft. 9½ in.; depth, 10 ft. 10¾ in.; billet head. Reg. June 27, 1822. Benjamin Pierce of Newbury, owner; Benjamin Pierce 3d, master.

ARIADNE, ship, 297 tons; built Amesbury, 1809; length, 97 ft. 5 in.; breadth, 26 ft. 4 in.; depth, 13 ft. 2 in.; figure head, woman. Reg. May 6, 1809. Joseph Hoyt of Amesbury, owner; Richard Hoyt, master.

ARIADNE, bgtne., 289 tons; built Amesbury, 1811; length, 98 ft. 3 in.; breadth, 25 ft. 9¼ in.; depth, 12 ft. 10⅝ in.; figure head, bust of woman. Reg. Feb. 21, 1812. Joshua Ellis, Robert Thompson, John Smith, all of Boston, owners; John Smith, master.

ARIADNE, bgtne., 232 tons; built Deer Isle, 1811; length, 84 ft. 10 in.; breadth, 25 ft. 2 in.; depth, 12 ft. 7 in. Reg. May 15, 1815. William Bartlet, owner; Amos Dennis, master.

ARIADNE, ship, 799 tons; built Newburyport, 1852; length, 155 ft. 5 in.; breadth, 33 ft. 6 in.; depth, 16 ft. 9 in.; billet head. Reg. Dec. 9, 1852. B. A. Gould of Boston, Daniel Knight, Edward S. Moseley, owners; Daniel Knight, master.

ARISTIDES, ship, 278 tons; built Newbury, 1815; length, 92 ft.; breadth, 26 ft. 4 in.; depth, 13 ft. 2 in.; billet head. Reg. Mar. 25, 1815. Joshua Carter, owner; Joseph Coffin, master.

ARK, brig, 297 tons; built Newbury, 1833; length, 115 ft. 11 in.; breadth, 23 ft. 7 in.; depth, 11 ft. 9½ in.; billet head. Reg. Feb. 13, 1834. John N. Cushing, owner; David Stickney, master. Reg. Jan. 17, 1844. Nathaniel Hills, Philip I. Cushing, John N. Cushing, owners; I. G. Johnson, master. Reg. Oct. 29, 1849. Charles H. Coffin, Charles Marsh, Dana Dodge, owners; Charles Marsh, master.

ARRAGON, ship, 740 tons; built Newbury, 1844; length, 154 ft. 8 in.; breadth, 32 ft. 3 in.; depth, 16 ft. 1½ in.; billet head. Reg. Feb. 19, 1844. Edmund S. Moseley, Daniel Knight, Moses E. Hale, all of Newbury, Charles Hill of Roxbury, owners; Daniel Knight, master.

ARROW, ship, 275 tons; built Newbury, 1806; length, 94 ft. 2 in.; breadth, 25 ft. 9¼ in.; depth, 12 ft. 10⅝ in.; figure head, woman. Reg. Oct. 24, 1806. Jacob Little of Newbury, Thomas Thomas, owners; Jabez Fletcher, master.

ARCTIC, sch., 115 tons; built Newburyport, 1852; length, 79 ft. 3 in.; breadth, 21 ft. 2 in.; depth, 7 ft. 9 in.; billet head. Reg. Dec. 9, 1864. Nicholas Varina, Henry Cook, John Balch, Eben F. Stone, and N. A. Moulton, owners; Robert Gove, master.

ASHBURTON, ship, 449 tons; built Newbury, 1842; length, 130 ft.; breadth, 27 ft. 5 in.; depth, 13 ft. 8½ in.; billet head. Reg. Sept. 12, 1842. Charles Hill of Boston, William Plummer, owners; William Plummer, master.

ASTRAEA, ship, 749 tons; built Amesbury, 1851; length, 158 ft. 2 in.; breadth, 32 ft.; depth, 16 ft.; billet head. Reg. Aug. 19, 1851. Theodore Chase of Boston, Christopher S. Toppan of Portsmouth, N. H., owners; L. M. Moses, master.

ATLANTA, sch., 136 tons; built Berkeley, 1836; length, 77 ft. 7 in.; breadth, 20 ft.; depth, 8 ft. 10 in.; billet head.

Reg. June 28, 1845. Benjamin Wing, Joshua B. Toby, both of Wareham, George Howland, George Howland, jr., both of New Bedford, owners; Benjamin Wing, master.

ATLANTA, ship, 699 tons; built Amesbury, 1850; length, 152 ft. 10 4/5 in.; breadth, 31 ft. 6 in.; depth, 15 ft. 9 in.; billet head. Reg. Sept. 5, 1850. Elbridge G. Colby of Amesbury, Theodore Chase of Boston, C. S. Toppan, Sarah Chase, both of Portsmouth, N. H., owners; Elbridge G. Colby, master

ATHENS, brig, 299 tons; built Newbury, 1840; length, 114 ft. 2 in.; breadth, 23 ft. 10½ in.; depth, 11 ft. 11¼ in.; billet head. Reg. Jan 18, 1841. John N. Cushing, Henry Johnson, owners; Oliver O. Jones, master. Reg. Oct. 3, 1850. Caleb Cushing of Newbury, John N. Cushing, William Cushing, owners; Oliver D. Pillsbury, master. Reg. Nov. 8, 1856. John N. Cushing, William Cushing, Caleb Cushing, owners; William H. Swazey, master.

ATLANTIC, sch., 99 tons; built Amesbury, 1796; length, 71 ft. 10 in.; breadth, 20 ft. 9½ in.; depth, 8 ft. 8 in. Reg. Jan. 12, 1797. John Pearson, jr., Samuel Corning, owners; Anthony Knap, master. Reg. Feb. 26, 1798; altered to a bgtne. Abner Wood, Benjamin Pierce, Enoch Wood of Loudon, N. H., owners; Benjamin Pierce, master. Reg. Aug. 18, 1798. Abner Wood, owner; Jonathan Dalton, master. Reg. Aug. 5, 1799; altered to a brig, 136 tons. Abner Wood, owner; Jonathan Walton, master.

ATLANTIC, snow, 151 tons; built Kennebunk, 1797; length, 77 ft. 4 in.; breadth, 24 ft.; depth, 9 ft. 6 in. Reg. Oct. 3, 1801. Tobias Lord, Nathaniel Lord, Jonathan Stone, jr., Samuel Lord, all of Wells, owners; Tobias Lord, jr., master.

ATLANTIC, barque, 194 tons; built Kennebunk, 1797; length, 78 ft.; breadth, 24 ft. 1 in.; depth, 12 ft. ½ in. Reg. Apr. 26, 1802. Leonard Smith, owner; Joseph Brown, master.

ATLANTIC, sch., 134 tons; built Harpswell, 1805; length, 79 ft. 9 in.; breadth, 23 ft. 2 in.; depth, 8 ft. 4½ in. Reg. May 26, 1807. John Wood, jr., Joseph Cutler, owners; George Nowell, master. Reg. Sept. 28, 1808. Samuel Swett, Josiah Bartlett, owners; Joseph Bartlett, master.

ATLANTIC, ship, 323 tons; built Newbury, 1817; length, 100 ft. 8 in.; breadth, 26 ft. 11½ in.; depth, 13 ft. 5¾ in.; billet head. Reg. Nov. 7, 1817. White Matlack, jr., of New York, New York, owners; White Matlack, jr., master.

ATLANTIC, brig., 109 tons; built Westbrook, Me., 1822;

length, 87 ft. 4 in.; breadth, 24 ft. 5½ in.; depth, 10 ft. 4 in. Reg. Feb. 20, 1830. Daniel Knight, Daniel Knight, jr., owners; Daniel Knight, jr., master.

ATLANTIC, sch., 128 tons; built Nobleboro, Me., 1844; length, 84 ft. 11 in.; breadth, 25 ft. 7 in.; depth, 7 ft. 5 in.; billet head. Reg. Jan. 8, 1849. George F. Granger, owner; Charles F. Smith, master. Reg. May 12, 1851. George T. Granger, owner; James Nichols, master. Reg. Feb. 20, 1852. David S. Poor, owner; John Devereux, master.

ATTIC, sch., 67 tons; built Salisbury, 1827; length, 61 ft. 3 in.; breadth, 17 ft. 3½ in.; depth, 7 ft. 3½ in.; billet head. Reg. March 11, 1841. James Cary of Newbury, Enoch Tilton, owners; Bailey Chase, master.

AUGUSTA, ship, 196 tons; built Amesbury, 1821; length, 86 ft. 7 in.; breadth, 22 ft. 7½ in.; depth, 11 ft. 3¾ in.; billet head. Reg. Dec. 17, 1821. Winthrop Sargeant of Gloucester, owner; Elias Davison, master.

AUGUSTA, ship, 1326 tons; built Newburyport, 1868. Reg. 1868. E. S. Moseley and others, owners.

AUGUSTINE HEARD, ship, 491 tons; built Newbury, 1843; length, 163 ft. 10 in.; breadth, 28 ft. 3 in.; depth, 14 ft. 1½ in.; billet head. Reg. May 8, 1843. Robert Farley of Boston, Joseph K. Farley of Ipswich, owners; Joseph K. Farley, master.

AURORA, ship, 234 tons; built Salisbury, 1803; length, 85 ft. 1 in.; breadth, 25 ft. 3 in.; depth, 12 ft. 7½ in.; figure head, a woman. Reg. Dec. 12, 1803. Ebenezer Perley of Salisbury, owner; Robert Follansbee, master. Reg. Aug. 9, 1804. Ebenezer Perley of Salisbury, owner; John H. Harris, master. Reg. June 9, 1806. Edmand Kimball, John Pearson, Jonathan Titcomb, jr., owners; Jonathan Titcomb, jr., master. Reg. Nov. 16, 1808. Isaac Rand and Paul Titcomb, John Pearson and Mary Titcomb, as administratrix to estate of Jonathan Titcomb, owners; Isaac Rand, master.

AURORA, ship, 257 tons; built Freeport, 1805; length, 92 ft. 4 in.; breadth, 25 ft. 2 in.; depth, 12 ft. 7 in.; figure head, a woman. Reg. Oct. 5, 1812. Ebenezer Wheelwright of Newbury, Thomas March Clark, owners; William A. Pike, master.

AURORA, of Boston, sch., 68 tons; built Essex, 1826; length, 58 ft.; breadth, 17 ft.; depth, 8 ft.; billet head. Reg. Apr. 6, 1849. Christopher H. Place of Boston, owner. Reg. May 3, 1849. John Grant of Boston, owner; John Grant, master.

BALTIC, of Salisbury, sch., 85 tons; built Newbury, 1828;

length, 65 ft. 8 in.; breadth, 18 ft. 2 in.; depth, 8 ft. 2½ in.; billet head. Reg. Mar. 23, 1846. Moses Pike, jr., Moses Pike, 3d, both of Salisbury, owners; Moses Pike, jr., master.

BANGOR PACKET, sch., 148 tons; built Bangor, Me., 1815; length, 75 ft. 7½ in.; breadth, 23 ft. 7 in.; depth, 9 ft. 9 in. Reg. June 8, 1822. John Pearson, owner; Paul Thurlo, master.

BARCLAY, brig, 166 tons; built Hanover, 1828; length, 83 ft. 4 in.; breadth, 21 ft. 10 in.; depth, 10 ft. 4 in.; billet head. Reg. Nov. 23, 1832. Robert Bayley, Robert Bayley, jr., owners; Robert Bayley, jr., master. Reg. Dec. 7, 1837. Robert Bayley, Robert Bayley, jr., owners; Edward D. Thomas, master.

BAY QUEEN, sch., 68 tons; built Duxbury, 1857; length, 68 ft.; breadth, 22 ft. 2 in.; depth, 5 ft. 5 in.; billet head. Reg. July 18, 1861. Harding R. Cobb, S. & J. H. Bangs, Jesse Collins, Roland D. Cobb, Thomas Cobb, William Myrick, Amos Higgins, Richard Smith, Edward Clark, Henry Doane, J. M. Cole, L. F. Cobb, Samuel Doane, Scott Cobb, E. E. Knowles, all of Eastham; A. W. & B. Fernell, Joel W. Lewis, Crowell & Lewis, E. F. Southard, Webber & Copeland, H. Chadbourn & Co., Whitton & Bartlett, Foukem Snow, Peter McIntire & Co., J. H. Noble, Simeon Snow, all of Boston, owners; J. W. Dodge, master.

BEAVER, sloop, 87 tons; built Amesbury, 1786; length, 65 ft. 9 in.; breadth, 21 ft. 4 in.; depth, 7 ft. 4 in. Reg. Dec. 8, 1789. David Coats, owner; Nicholas Pearce, master.

BEAVER, bgtne., 87 tons; built Amesbury, 1786; length, 65 ft. 9 in.; breadth, 21 ft. 4 in., depth, 7 ft. 4 in. Reg. June 1, 1791. David Coats, owner; Nicholas Pearce, master. Reg. June 9, 1792. John Greenleaf, owner; Nicholas Pierce, master. Reg. Jan. 21, 1793; 134 tons. John Greenleaf, owner; Nicholas Pierce, master.

BEAVER, sch., 88 tons; built North Yarmouth, 1799; length, 78 ft. 7 in.; breadth, 20 ft. 9 in.; depth, 7 ft. 3 in. Reg. Jan. 26, 1801. Nathan Hoyt, Jonathan Coolidge, Edward Toppan, owners; Ebenezer Hoyt, master. Reg. Feb. 11, 1804. Nathan Hoyt, Edward Toppan, Jonathan Coolidge, owners; Nathaniel Nowell, master. Reg. July 9, 1805. Joseph Williams, Edmund Wingate, owners; Edmund Wingate, master. Reg. Oct. 27, 1806. Edmund Wingate, owner; George Disney, master. Reg. Mar. 10, 1807. Ephraim Titcomb, George A. Rogers, owners; Seth Kettle, master. Reg. Jan. 16, 1808. George A. Rogers, owner; Green Sanborn, master.

(To be continued)

BOOK REVIEWS.

SALEM IN THE SEVENTEENTH CENTURY. By James Duncan Phillips. 1933. 426 pp., octavo, cloth, illus. Boston and New York: Houghton Mifflin Company. Price, $3.00.

At last we have a narrative history of the old town of Salem in the first century of its settlement. Mr. Phillips, while giving generous credit to the work of previous historians —Felt, Osgood, Batchelder, and Perley,—is the first to bring out in readable form the story of the part Salem played in the early development of the Massachusetts Bay Colony. It is an accurate picture of the life of the colonists, and historical facts are presented so entertainingly, interspersed as they are with the author's dry humor, that one may read with pleasure as well as profit. Especially in the chapters on Roger Williams, and the Quakers' and witchcraft persecutions, the author's comments are well worth reading, as he is not always in accord with the views of some previous writers on these subjects. Valuable information is given also in the Appendices, including a list of first settlers down to 1651; members of the First Church, 1636-1651; ministers of the Colonial Government from Salem; and a list of the selectmen of Salem down to 1700. One of the author's most important contributions to the history is the folding "Map of Salem in 1700," which is enclosed in a pocket on the inside cover. With the aid of Sidney Perley's title work on "Salem in 1700," Mr. Phillips has assembled this material in such a painstaking manner as to produce a complete plan of the centre of the town of Salem, which is unique. It shows the location of every house in Salem in the year 1700. An adequate index enables one to discover the exact spot occupied by a seventeenth century ancestor. The volume is well illustrated and indexed. The advance sales of this work and the continuing orders received since its publication are convincing proofs that local history, well written, is appreciated.

THE INTRODUCTION OF THE IRONCLAD WARSHIP. By James Phinney Baxter, 3rd. 1933. 398 pp., octavo, cloth, illus. Cambridge: Harvard University Press. Price, $5.00.

Professor Baxter is the first to use the large amount of material available on the introduction of the ironclad war-

ship, based on the archives of the British Admiralty and of the Navy Department at Washington. He has had access also, for research, to the French archives, and to the papers of Gideon Welles at the Library of Congress, as well as the Ericsson and Fox manuscripts at the New York Historical Society. By 1860, the death-knell of the old wooden battleship had sounded, and with the combat between the *Monitor* and the *Merrimac,* a demand for armored vessels developed, which immediately transformed European navies, sending a war scare through Europe. The material which Professor Baxter has brought together throws fresh light on diplomatic as well as naval history. It will be also of great interest to students of naval architecture.

How Chinese Families Live in Peiping. By Sidney D. Gamble. 1933. 348 pp., ovtavo, cloth, illus. New York and London: Funk & Wagnalls Company.

This is a study of social and home economics in Peiping. Mr. Gamble and his Chinese associates persuaded nearly 300 families in that city, with incomes ranging from $8 to $550 silver per month, to keep itemized accounts of their expenditures for one year. The result is an illuminating record of a people who are expert at getting along on a minimum. The descriptions of Chinese weddings and funerals are full of human interest. With its itemized budgets and carefully compiled tables, the book will be of interest to sociologists in this country and abroad.

The Finished Scoundrel, General James Wilkinson, Sometime Commander-in-Chief of the Army of the United States, who made intrigue a trade and treason a profession. By Royal Ornan Shreve. 1933. 319 pp., octavo, cloth, illus. Indianapolis: The Bobbs-Merrill Company. Price, $3.00.

This is the first biography of a dashing adventurer who flourished from the beginning of the Revolution to the War of 1812, a character hard to explain, even when considering the conditions existing in the early frontier days. He was Commander-in-Chief of the Army before he was forty; a confidant of Washington, Adams and Jefferson; with Washington at the siege of Boston, at Valley Forge and Morristown; a leader in the settlement of Kentucky; the betrayer of Aaron Burr; a patron of Jefferson, and as such a target for the Federalist opposition; the exponent of the Spanish Conspiracy on the Mississippi; associated with Gen. Moses

Porter, of Danvers, the army engineer, at Natchiloches, Louisiana. To understand this self-seeking and intriguing man and obtain a fair estimate of his life one must consider always the times in which he lived. The author has used sources which emphasizes Wilkinson's rascality, as, for example, the testimony of John Randolph of Virginia, his sworn enemy, and a history of Kentucky written by another bitter opponent. He has not delved, to any considerable extent, among contemporary manuscripts. However, General Wilkinson's actions throughout life were reprehensible enough, and the author reveals him as lacking character and as altogether an able scoundrel. It is an interesting biography.

Captain Gideon Olmsted, Connecticut Privateersman, Revolutionary War. By Louis F. Middlebrook. 1933. 172 pp., octavo, cloth, illus. Salem: Newcomb and Gauss Company. Price, $3.50.

Mr. Middlebrook, who is a retired Naval officer, has contributed much to the maritime history of his native state, some of his work having been published by the Essex Institute. In this biography, he relates the experiences of one of Connecticut's daring commanders, as disclosed by records in this country and in the Public Record Office in London. The result is a picture of the struggles of a tenacious and commanding Yankee privateersman, who not only met the enemy on the sea, but, as in the famous case of the sloop *Active,* fought in the Admiralty Courts for over thirty years, until he won a legal battle. His exploits on the water were not always successful, but his determination was undaunted, and he emerged from the Revolution with a record of bravery surpassed by few. Mr. Middlebrook's artistic ability has been engaged in the illustrations for this volume, and include a picture of the brig *Polly,* 1778, made from description. The jacket also has a most attractive sketch of a commander on board a privateer, done in pen and ink by the author. An index would have added to the usefulness of the book. The book is beautifully bound in brown board covers, with blue back, and is a product of the press of Newcomb and Gauss of Salem.

Early Songs of Uncle Sam. By George Stuyvesant Jackson, with Introduction by Kenneth B. Murdock. 1933. 298 pp., octavo, cloth, illus. Boston: Bruce Humphries, Inc. Price, $5.00.

Mr. Jackson has assembled a noteworthy collection of songs of the early nineteenth century, which are of much human

interest and give a good idea of the national life of that period. With infinite patience the author has searched through old song books, broadsides, and sheet music, and has brought forth examples of patriotism and politics, as well as the joys and sorrows of the people as seen through the songs they sang. Dean Murdock, in the introduction, writes: "The glimpses he gives of songs once shouted on street corners or tearfully rendered in pale drawing-rooms are precious to anyone who wants to complete the mosaic of our national life in the last century." The bibliography, as well as the index of song titles, will be of assistance.

SIBLEY'S HARVARD GRADUATES. Volume IV, 1690-1700. With Bibliographical and Other Notes. By Clifford K. Shipton. 1933. 574 pp., large octavo, cloth, illus. Cambridge: Harvard University Press. Price, $7.50.

After nearly fifty years this publication has been resumed by the Massachusetts Historical Society. It contains biographies of the 155 members of the classes of 1690-1700, and is an invaluable reference work, both from a biographical and bibliographical standpoint. Each sketch includes genealogical data and is followed by a complete bibliography of the subject's published works, with library locations. Incidentally it is gratifying to note that thirty or more of the 155 graduates of those ten years had Essex County connections, Newbury and Ipswich claiming the largest number. The admirable introduction by Professor Samuel Eliot Morrison is interesting and informative. There are twenty illustrations.

THE MIND OF CHINA. By Edwin D. Harvey. 1933. 321 pp., large octavo, cloth. New Haven: Yale University Press. Price, $3.50.

Professor Harvey's long sojourn in China in contact with all classes of Chinese, enabled him to obtain material at first hand. Conversations with peasants, soldiers and craftsmen, all of which classes have shared in the achievement of Chinese civilization, together with opinions and reflections of Western scholars, have given him the material to produce an interesting volume filled with facts relating to the devices used by these Orientals for gaining security in this world and the next. The extensive private collection of books and manuscripts on China, belonging to the late Professor F. Waldo Williams, and those of the latter's father, Rev. S.

Waldo Williams, well-known missionary in China, all of which material is in the Yale Library, have been used in the preparation of this volume. Nothing has more influence on the Chinese way of living than the belief in a spirit world, and Professor Harvey has set forth in this book in a powerful way the religion or cult, with its magic and devices of fetishism, which control this people.

TWO ELIZABETHAN PURITAN DIARIES, BY RICHARD ROGERS AND SAMUEL WARD. Edited by Dr. M. M. Knappen. 1933. 140 pp., octavo, cloth, illus. Chicago: American Society of Church History, 5757 University Avenue, Chicago. Price, $3.00.

There is considerable interest for Essex County in these two early diaries of East Anglian Puritan divines, which are so well reproduced and annotated by Dr. Knappen, assistant professor of English History in the University of Chicago. The diary of Richard Rogers is to be found among the Baxter manuscripts in Dr. Williams' Library in London, and is fragmentary; that of Samuel Ward is in the Sidney Sussex College Library. The latter was written in the author's youth, when he was under the influence of Puritanism, before he became connected with the Established Church. Richard Rogers was the father of the Rev. Ezekiel Rogers, the first minister of Rowley, Massachusetts, and Samuel Ward may have been of the Ipswich family, although Dr. Knappen gives no information. Both were trained in Christ's College, Cambridge, the leading Puritan seminary of the day. The author prefaces the transcription with an excellent portrayal of the Puritan character, as exhibited in the Diaries, and also gives sketches of the lives of both divines. This is a book which those interested in the Puritan movement in England should not fail to read.

THE LURE OF THE CLOCK. Account of the James Arthur Collection of Clocks and Watches at New York University. By D. W. Hewing. 1932. 114 pp., octavo, cloth, illus. New York: New York University Press. Price, $4.00.

The character and size of this collection and the wide attention it has received seemed to warrant the publication of this volume. The collection had been gathered over a period of forty years and contains examples from the United States and from foreign countries. The illustrations have been se-

lected from the more important originals, and give an idea of the value of the exhibits. A book the connoisseur will enjoy.

Letters of Susan Hale. Edited by Caroline P. Atkinson, with an Introduction by her nephew, Edward E. Hale. 1933. 472 pp., octavo, cloth, illus. Boston and New York: Houghton, Mifflin Company. Price, $4.00.

This new edition of Susan Hale's letters was made necessary by the demand. Born in Boston, the youngest of eight children, she grew up among literary and artistic people. Her brother, Edward Everett Hale, and her sister, Lucretia, are perhaps the most widely known of the family. Her letters teem with glimpses of distinguished nineteenth century people and are vivacious and witty, decidedly worth reading.

Our Earliest Colonial Settlements. Their diversities of origin and later characteristics. By Charles M. Andrews. 1933. 167 pp., octavo, cloth. New York: New York University Press. Price, $2.50.

This volume is a series of lectures by Professor Andrews of Yale University, in which he treats of the earliest settlements in this country,—Virginia, Massachusetts, Rhode Island, Connecticut and Maryland. The world of the colonies in the seventeenth century was an English world, and to understand the character of the ideas and purposes of the founders, the student must obtain an idea of contemporary thought in England. Professor Andrews has sought to eliminate some patriotic and nationalistic obsessions which have obtained among writers, which he claims have often led to an interpretation of the American past other than in a truly historical manner. While giving high praise to the founders of Massachusetts, he dissents from their principles of government.

History of the Town of Brookline, Massachusetts. By John Gould Curtis. 1933. 337 pp., octavo, cloth, illus. Boston and New York: Houghton, Mifflin Company.

The Brookline Historical Society is sponsor for this excellent new history of the largest town in Massachusetts and one, which for three centuries, has maintained the town meeting form of government, although, rated according to

population, it might have adopted the city form of government many years ago. From a rich store of material the author has written a readable story of this well-ordered town from its beginning soon after the settlement of Boston down to the present day. Strongly recommended to all historical and genealogical libraries.

THE PILGRIM FATHERS, FROM A DUTCH POINT OF VIEW. By D. Plooij, D.D., Professor in Amsterdam University. 1932. 142 pp., octavo, cloth, illus. New York: New York University Press. Price, $3.50.

This volume throws much new light on the Pilgrims' life in Holland before the emigration, which is made possible from the author's discovery of the papers of Hugh Goodyear, minister of the English Reformed Church at Leyden. There were letters of Governor Bradford, John Cotton, Ralf Smith, Peter Wood, Thomas Prence, Thomas Dudley, Nathaniel Masterson, Hugh Peter, and others—a notable collection. A letter of Hugh Peter was written from Salem, in 1639, to Rev. Hugh Goodyear in Leyden, introducing Francis Higginson, son of the Salem minister, who was sent to college in Holland, because Harvard had "need of tutors y^t are academicall." It is interesting to learn that young Higginson of Salem was the first to go from America to Leyden for study at this college. This book contains much material of great importance to those interested in the Pilgrim movement, to which Dr. Plooij has made a distinct contribution.

THE BARNBURNERS. A Study of Internal Movements in the Political History of New York State and of the Resulting Changes in Political Affiliations, 1830-1852. By Herbert D. A. Donovan. 134 pp., octavo, cloth. New York: New York University. Price, $1.75.

The Barnburners were the progressives of their time and the movement took definite form in the campaigns of 1847-8 as a secession from the Democratic party. It was a contest between agricultural "up-state" and the commercial metropolis. They nominated Van Buren for President on a "Federalist" platform, which consequently led to the defeat of the Democrats and, eventually, to the organization of the Republican party. A noteworthy contribution to American political history.

Honest John Adams. By Gilbert Chinard. 1933. 346 pp., cloth, illus. Boston: Little, Brown and Company. Price, $3.75.

This is a splendid study of a distinguished New Englander, who, Professor Chinard considers, has been neglected by biographers for a hundred years. He writes: "It is a strange reflection on the attitude of democracies toward their great men that America should have exalted two born aristocrats from Virginia and failed to recognize in John Adams, the descendant of humble and honest folk, a striking illustration of the principle of equal opportunities and the symbol of a new social order. Between Washington, who saved and made the country, and Jefferson, who heralded in the New World the advent of democracy, John Adams stands as a man of fundamental honesty and real courage." Professor Chinard depicts Adams as intellectually far ahead of most of his contemporaries, a great reader and thinker, often unguarded in speech and writings, an outspoken patriot and a self-reliant man, who could always be relied upon to keep his feet firmly on the ground.

Divided Loyalties. Americans in England During the War of Independence. By Lewis Einstein. 1933. 417 pp., octavo, cloth, illus. Boston and New York: Houghton, Mifflin Company. Price, $3.00.

This is an account of the exploits of the Americans employed by the British Secret Service during the Revolutionary War. The book is concerned with American Tories who went to England just before or during the Revolution, and with the American artists in London—Benjamin West, John Singleton Copley, and John Trumbull. There are stories of the adventures of spies, secret agents and refugees, of their feelings at the moment of the great rift between the two nations, and of how they lived during those years. A volume of much value, relating to the English side of the Revolution.

Children and Puritanism. The Place of Children in the Life and Thought of the New England Churches, 1620-1847. By Sandford Fleming. New Haven: Yale University Press. Price, $2.50.

Dr. Fleming has made a study of the place of children in the life and thought of the New England churches from 1620 to 1847. He finds that although children had a large

place in church life, there was an utter failure to appreciate the distinction between a child and an adult. "Children were regarded simply as miniature adults," he writes, "and the same means and experiences were considered for them as for those older." The books they read, the long church services which they were required to attend from infancy, and the dread instilled into their minds in relation to the future life, were depressing. This book gives a picture of religious child life that to us today is almost unbelievable.

THE EXPLORERS OF NORTH AMERICA, 1492-1806. By John Bartlet Brebner. 1933. 486 pp., octavo, cloth, illus. New York: The Macmillan Company. Price, $3.50.

After the voyages of Columbus, North America is considered by Dr. Brebner as a vast tempting land of unknown riches and opportunities. For three hundred years, sailors, soldiers, explorers, missionaries and fur traders filled in the map here and there, until the entire continent was known. Who these men were and by whom they were financed is the subject of this book. From the Spanish efforts to find mines in the South to the equally heroic enterprises of the French missionaries and fur traders about the Great Lakes, Hudson Bay, and the Mississippi, and the penetration of the Appalachians from the Eastern seaboard, the reader sees a vast continent gradually revealed by bold men who were the advance guard of one of the most dramatic movements in history.

THE BIRD OF DAWNING, OR THE FORTUNE OF THE SEA. By John Masefield. 1933. 310 pp., 12 mo., cloth. New York: The Macmillan Company. Price, $2.50.

Masefield has given us another of his splendid sea stories, written in the author's finest style. The tale is so thrilling that those who love the sea will not fail to read it and in their enthusiasm tell their friends about it. There are clipper ships, shipwrecks, threats of mutiny, and finally the glorious winning of a great race against all odds.

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THE ESSEX INSTITUTE HISTORICAL COLLECTIONS

VOL. LXX—APRIL, 1934

ISSUED QUARTERLY

SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

ESSEX INSTITUTE HISTORICAL COLLECTIONS

The Historical Collections are published quarterly with illustrations, each volume containing a complete index. Subscription $3.00 per annum.

Entered at the Post Office in Salem, Massachusetts, as second class matter under the Act of March 3, 1879.

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ESSEX INSTITUTE

HISTORICAL COLLECTIONS

Vol. LXX April, 1934 No. 2

TIMOTHY PICKERING AND THE WAR OF 1812.

By Hervey Putnam Prentiss.

When the Twelfth Congress assembled in the fall of 1811, the event which Timothy Pickering had been predicting for years seemed to be at hand. This Congress, controlled by a vigorous group of young "War-Hawks," was not disposed to follow the pacific and temporizing policies of Jefferson and Madison. Driven by an ardent nationalism and an insatiable desire for territorial expansion, these men were impatient of the restraints imposed on American commerce by the European belligerents and were loud in their advocacy of war. Consequently, Congress entered at once into a discussion of American foreign relations and a consideration of measures that could have only one meaning—war with England. That these men from the interior should feel so much concern for the rights of merchants and sailors in a time when sectional interests were the most powerful motives of political action may seem at first glance surprising, but the secret of their ardor may be found in certain of their public utterances, which inseparably connected territorial expansion with a war for national rights.[1]

The combination of an English war and territorial expansion could not fail to be hateful to the Federalists. If the western Republicans had consciously selected issues designed to irritate their opponents, they could not have done it better than with these two projects. Yet most Federalist Congressmen voted for the preparedness measures undertaken by the "War-Hawks" in the session of

[1] See Julius Pratt, *Expansionists of 1812* (New York, 1925), for a scholarly exposition of the expansionist activities of the "War-Hawks."

1811-12, although they did not lend their aid to the demand for war with England. Their purposes were scarcely those of patriotically supporting the government in preparing to protest vigorously against the violation of American rights. Instead, it was their hope that the war would be mismanaged and would discredit the administration, thus giving them the chance to rise to power on the ruins of the Republican party.[2] By supporting the war measures, the Federalists would free themselves from the charge that they had hampered the administration in its conduct of the war and had thus brought defeat upon the nation.[3] So certain of the wisdom of this strategy were some of the Federalists that two of them approached the British minister, Augustus J. Foster, with the suggestion that he advise his government not to revoke or modify the Orders in Council. Such a concession, they said, would seem to justify the restrictive system and lead to its indefinite continuance, while a firm stand on the part of the British would lead to a war which must result in the ruin of the Republican administration and the victory of the Federalist party. Then, as the Federalists told Foster, it would be easy to reach an agreement by which their party and Great Britain would both be the gainers.[4]

To this program of supporting a war in the hope of discrediting the ruling party, Timothy Pickering was unalterably opposed. Although he had lost his seat in the Senate as a result of Republican victories in Massachusetts in 1810 and 1811,[5] he was a man of great prestige

[2] Morison, *Otis*, II, 34-35.

[3] Pickering MSS. (Massachusetts Historical Society), William Reed to Pickering, Jan. 20, 1812.

[4] Correspondence of Augustus J. Foster, Jan.-Mar., 1812, Public Record Office, London, F. O. 5, Vol. 84 (Library of Congress Photostats), Foster to Wellesley, Feb. 2, 1812.

[5] After the state election of 1810, the Republicans attempted to unseat Pickering, but failed to do so as the Federalists still controlled half of the upper house of the Massachusetts legislature. As a result, Pickering's continuance in office became a major issue in the campaign of 1811. Thereupon, the Senator entered directly into the contest with a public appeal in the form of a series of letters, *Mr. Pickering's Address to the People of the United States*, printed in many Federalist newspapers and later published as a pamphlet. These letters, which at-

in the party. In fact, he seemed to consider himself a party leader who should, from his Wenham farm, direct the policies of Federalist Congressmen and Senators. His whole political philosophy was outraged by this seeming support of war with England. To Senator Dana of Connecticut he expressed his views in no uncertain terms as he advised him that Federalists should cease to vote for the war resolutions and the measures associated with them. He saw "no force" in the argument that it had always been a Federalist policy to supply the nation with adequate means of defence.

"By such concurrence," he wrote, "perhaps federal gentlemen imagine they shall expose to derision and unpopularity (if I may use the word) Porter & his whole bullying gang of warriors, who, these gentlemen believe, have no intention to go to war with G. Britain. But those bullies bid defiance to shame—as valorously as they appear to defy the power of Britain. They, like their leaders, Jefferson & Madison, are so destitute of dignity, of the honourable feelings, as to disregard the just reproaches of the most intelligent, & respectable citizens, & to prefer to *their* approbation the empty applause of the uninformed & deluded populace, whose suffrages are necessary to the maintenance of their power. That Jefferson . . . & his followers, blind, ignorant, or unprincipled, do not intend active war with Great Britain I perfectly believe: but that a war of *mere endurance* on our part, in which they would take care to make G. Britain appear the aggressor, a war that should only destroy our commerce would be unwelcome to Jefferson I am far from thinking. For with all the clamors of his ignorant & corrupt partisans, of British injustice, violence, & outrage, he does not think they would burn a single town or city on our sea coast. But such a passive war would save him and his party a world of trouble in contriving miserable and disgraceful shifts to soothe their Lord Napoleon and to impoverish the commercial states &

tempted to vindicate their author's course and attack the Republican policies, were mainly repetitions of arguments long familiar to Pickering's followers. Although highly regarded by regular Federalists, the letters won no new converts for the party, and Federalism was decisively defeated in a bitter campaign. Consequently, the Republican legislature proceeded in June, 1811, to elect Joseph Varnum to succeed Timothy Pickering in the Senate of the United States.

Jefferson will be content to see our great places of foreign trade gradually decay; or if burnt by the British in such a war, he calculates on an exaggerated hostility to that nation —not on the curses of the people against the real authors of their destruction." [6]

Thus, from the very beginning, Pickering set himself resolutely against a war with England. It was his opinion that Federalists should oppose every war measure and refuse their support in such a war. The only results of war which he could see were the destruction of the commercial interests and some aid to Napoleon in his fight with England. In fact, he believed that these were the real purposes of the war party and that even the conquest of Canada was a cloak for them. If Canada should be conquered, he was sure that it would be turned over to Napoleon, who desired it as one step in reviving the French empire in America.[7] Yet, in spite of this gloomy outlook, he saw one ray of hope that war might serve to bring the people of New England to their senses and restore them to the fold of Federalism. If Great Britain should conduct the war in a "magnanimous spirit," as he was sure it would, he believed that the contrast between the policies of Britain and those of the Jeffersonians would soon be seen, and then another Federalist revival, like that of 1808-09, would surely take place in the northern states.[8] In a few weeks his hope seemed to have some justification, for the mere threat of war was beginning to bring Massachusetts back to Federalism.

The possibility of war was an opportunity for the Massachusetts Federalists. Once again could the election call go forth that the policy of the administration endangered the commercial interests of the northern states. Early in February the state party organization issued "An Address to the Free and Independent People of Massachusetts," declaring that the object of the administration was to "keep alive the existing irritations against Britain, and to break down the commercial strength of Massachusetts, by continued restrictions," and calling on

[6] Pickering MSS., Pickering to Dana, Jan. 16, 1812.
[7] *Ibid.*, Pickering to William Reed, Jan. 30, 1812.
[8] *Ibid.*, Pickering to Dana, Feb. 17, 1812.

the voters to elect Caleb Strong governor as the first step in defeating the designs of men hostile to commerce.[9] National issues were once more to be prominent in a state election as the Federalists took advantage of the growing resentment of the people against the coming war. In addition, local political conditions were favorable to the Federalist cause, for the administration of Governor Gerry had not won great popularity. He had filled most of the state offices with his own followers; he had instituted many libel suits against the Federalist press; and he had redistricted the state in the manner since known as "gerrymandering," with a view to retaining Republican predominance in the State Senate. These actions had laid him open to charges of unconstitutional behavior which were made frequently during the campaign.[10]

This combination of local unpopularity and an important national issue was in a fair way to produce a Federalist reaction when the disclosure of the "Henry Plot" was made by President Madison. While the information sold by John Henry for fifty thousand dollars actually proved little, Republicans hoped it would discredit their opponents by branding them with the stigma of having engaged in a treasonable plot to bring about the secession of New England with British aid.[11] But the Henry letters were less significant than the majority party wished them to be. Although the administration made every attempt to get them before the people,[12] the Federalists had more success in pointing to them as a "cheap, elec-

[9] *Salem Gazette*, Feb. 11, 1812.

[10] Barry, *History of Massachusetts*, III, 367-69.

[11] Foster's Correspondence, Foster to Wellesley, Mar. 9, 10, 12, 1812. Foster predicted that the Henry letters would lead to a Republican victory in Massachusetts and reported that "The Federalists complain severely of us and say that whenever they are on the eve of carrying their wishes into effect of producing a cordial reconciliation between the two Countries something happens on the part of the British to prostrate their efforts."

[12] As an example of Republican propaganda, see *The Essex Junto and the British Spry; or, Treason Detected*, a pamphlet published at Salem in March, 1812, which printed the Henry letters with an introduction designed to prove that a "Junto" conspiracy of several years standing was working for the dissolution of the Union.

tioneering trick."[13] The Boston Federalists, who were especially implicated by Henry's charges, utterly denied any connection with the plot and publicly declared that they were devoted to the Union. Their resolutions endeavored to make it clear that while they clung to the Union as their "best hope," they did not forget that *"to preserve and protect Commerce were the principle motives of the People of this Commonwealth in acceding to it,"* a declaration especially calculated to appeal to the dominant commercial classes in the election.[14]

Less than two weeks after the Henry disclosures, the Massachusetts electorate heard of another "plot." One Timothy Medey Joy of Middleton, New Hampshire, apparently inspired by election talk and by the notoriety won by John Henry, appeared in Haverhill, Massachusetts, under the name of Nathaniel Emery. Claiming that he had been an officer in the British army, he told a group of citizens that he knew of certain treasonable correspondence between Timothy Pickering and Colonel James Hamilton, a British officer in Canada.[15] Haverhill Republicans, believing that they had made a discovery of importance, persuaded Joy to sign an affidavit to the effect that he had certain knowledge of this correspondence. Joy then went on to Salem, where he told the same story, but at the same time Federalist leaders of Haverhill sent word to Salem that they believed Joy to be an imposter.[16] There he was arrested, taken before a justice of the peace, and forced to admit that his story was false and that Emery was an assumed name.[17] Having succeeded in proving Joy an imposter, the Federalists now proceeded to capitalize on their opponents' haste to accept an unauthenticated story for the purposes of the election. It was now their turn to make charges of a plot. In an election handbill, they alleged that a group of "Jacobin demagogues" in Haverhill were responsible

[13] *Columbian Centinel*, Mar. 21, 1812; Pickering MSS., William Reed to Pickering, Mar. 11, 1812.

[14] *Salem Gazette*, Mar. 31, 1812.

[15] Pickering MSS., Copy of certificate of Timothy Medey Joy, Mar. 20, 1812.

[16] *Ibid.*, John Varnum to Samuel Putnam, Mar. 20, 1812.

[17] *Salem Gazette*, Mar. 24, 1812.

for introducing Pickering's name into Joy's story and that in this they were inspired only by political motives.[18] The Republicans responded, in another handbill, that Joy himself had first mentioned Pickering's name and that the Republicans of Haverhill, who had heard him, had acted only as honest men, anxious to suppress treason.[19] But the harm had been done and nothing could effectively counteract the impression that the Republicans had trumped up false charges against Pickering. As a result, the former Senator's popularity was enhanced, and a few days later at a Federalist gathering in Boston, he was received with great applause.[20]

On election day, the Federalists reaped the fruits of Republican errors and of the unpopular war measures of Congress, as they carried the state by 52,696 to 51,326.[21] But the State Senate, thanks to Gerry's skill in redistricting, remained Republican by twenty-nine to eleven,[22] although it was clear that of the whole number of votes cast in the election of Senators the majority was Federalist.[23] "Thus we see," said the *Salem Gazette,* "that by cutting and carving and *packing* Districts, a *minority* of voters elect nearly three-fourths of the Senate."[24]

Encouraged by the showing of his party, Pickering once more entered the lists with a series of "Letters to the People of Massachusetts," designed this time to secure the election of a Federalist majority to the lower house of the Legislature.[25] His appeal was the old one, a call

[18] *Another Plot, the heat of Election hatches a Brood of Plots and Falsehoods.*

[19] *Beware of Imposters, or Slander Detected.*

[20] Bentley, *Diary,* IV, 91.

[21] *Salem Gazette,* June 2, 1812.

[22] *Ibid.,* May 18, 1812.

[23] *Columbian Centinel,* May 20, 1812. The total of the Federalist vote for the Senate was 51,766, while the Republican total was 50,164.

[24] May 18, 1812.

[25] *Salem Gazette,* May 5, 8, 15, 1812. The *Register* (May 5, 1812) commented, "The Lie-on of Federalism has (to the great neglect of his little farm) entered again into the political *world seeking whom he may devour,*" and the *Boston Patriot* (May 9, 1812) remarked, "This old veteran in political iniquity has commenced another series of letters on public affairs, addressed to the people of Massachusetts; intended to promote the holy cause of federalism in the pending election for representatives in that State."

to the people of the state to defend the commercial interests from the attacks of Jefferson and Madison, which he again declared to be dictated by France. The old story of the Embargo brought about by French influence was brushed up and republished. The new Embargo, supposed to be a measure preparatory to war was denounced in the same terms and attributed to the same influence. As before, Pickering predicted that the administration would soon lead the nation into a war with England. For this war he could see but one cause, the influence of Napoleon, who could not possibly defeat England without some aid from the United States. Taking up the Florida question, he asserted, as he had done in the Senate more than a year earlier,[26] that the United States had no claim to that region, and that that was known to be the case when the Louisiana Treaty was signed in 1803. American aggression in Florida, he pointed out, was likely to lead to war, as England would resent unjustifiable encroachments on the territory of her ally, Spain. If war should come, he predicted dire consequences, for it would surely involve the destruction of the commercial life of Massachusetts, which would, in turn, lead straight to the dissolution of the Union. The remedy, he told the people, lay in the hands of the citizens of Massachusetts, who, by returning a Federalist House of Representatives, could serve a warning on the national government before it was too late.

The number of Massachusetts voters who agreed with this view was apparently increasing, for the Federalists were eminently successful in the election, securing 423 Representatives to 294 for the Republicans.[27] In Salem, where the party of Jefferson had maintained a precarious majority for some years, the Federalists or "Washingtonians" elected all thirteen of their candidates, while the "Embargoroons" as the *Gazette* styled them, failed to elect a single man. Among those chosen were John Pickering, Jr., and Samuel Putnam, and thus the victory of the party became a sort of personal triumph for the Pickering family.[28]

[26] *Annals of Congress*, 11th, 3rd, 65-66.
[27] *Salem Gazette*, May 18, 1812.
[28] *Ibid.*, May 15, 1812.

If the April and May elections had any significance beyond a merely local reaction to the policies of Elbridge Gerry and his Republican supporters, they meant that the voters of Massachusetts had delivered an opinion adverse to the war measures of Congress. If Pickering's appeal had any meaning, it is reasonable to interpret the Federalist victory as a mandate to the Legislature to adopt measures warning the national government that Massachusetts disapproved its course and would offer a vigorous opposition to the war with England. At any rate, the House of Representatives accepted the election as proof that the people of Massachusetts did not wish war. On the motion of Samuel Putnam, the House voted, on June 3, to petition Congress "to avert the evil of impending war." [29] Pickering's policy of complete opposition to the war was quite evidently preferred to the strategy of pushing matters toward a war that might discredit the Madison administration. Within the ranks of the party there was little dissent, for the petition was railroaded through without debate and passed by a strictly party vote of 402 to 278.[30]

Next, the House turned to consider the Governor's message, which, as usual, dwelt much on national affairs. In its answer, the House once more declared its opposition to an English war. Deploring the "mysterious ties" which seemed to bind the nation to France, it expressed the hope that the United States would "never engage in any but a just and necessary war." In its opinion, war with Great Britain would not fall within that category, for it declared that there was no point at issue which could not be adjusted by a sincere attempt at negotiation. Such a war must be ruinous to the commercial states, said the House, as it warned the national government that it would not be deterred from expressing its opinions freely on the expediency of hostilities with England and that during the war it would not hesitate to discuss the measures and conduct of the administration.[31] In effect, the General Court was warning the government that Massachusetts would fol-

[29] *Salem Gazette*, June 5, 1812.
[30] *Ibid.*, June 5, 1812.
[31] *Ibid.*, June 16, 1812.

low the course it had taken in 1809, if Congress persisted in going contrary to the desires of the commercial interests.[32] Two centers of Federalism, Boston, which had never departed from the leadership of that party, and Salem, now controlled by the Pickering group, hastened to assure the lower house of the correctness of its attitude, as they adopted resolutions echoing and praising the opinions of the "Address to Congress" and the "Answer to Governor Strong." [33] Once more town meetings became active and if the declaration of war had not intervened at this point, the government would in all likelihood have been immediately assailed by numerous petitions and resolutions as it had been in 1808-09.

In the meantime the Republicans were not silent. The minority of the Massachusetts House of Representatives entered its protest against the "Address to Congress." Believing that its adoption was intended merely to embarrass the administration and that a single branch of the Legislature had no right to interfere in matters belonging exclusively to Congress, it assured the Congressional leaders of its support in a war with England.[34] Nor was the Republican press inclined to take the action of the Federalists without a vigorous protest.

"We were in hopes," said the *Boston Patriot,* "that the Federalists would by this time have learnt wisdom; but *Faction* is again rearing its head, and an opposition is showing itself once more against the national government. The people are to be once more alarmed and excited by a false representation that Congress is going to plunge the country into ruin. That *Faction* deserves the execration of every honest American who wickedly strives to sow discord between the State and General Government. . . . The *American nation* is about declaring open, fair, and honorable war against one of the most insidious enemies that ever encumbered the earth since the days of Carthage. . . ." [35]

[32] The Republicans charged that this was the purpose of the Federalists. See "Federalism of 1809—revived.." in the *Boston Patriot,* June 6, 1812.

[33] *Columbian Centinel,* June 13, 17, 1812; *Salem Gazette,* June 23, 1812.

[34] *Boston Patriot,* June 13, 1812.

[35] *Ibid.,* June 6, 1812.

Before the Federalist protests could be of any avail, Congress declared war against Great Britain, and the opposition to an "impending war" merged into more violent declarations against an existing war. In Salem a town meeting was called for June 24, to replace its address to Congress by a petition to the Legislature asking that steps be taken immediately for the relief of the state. Other towns prepared to take similar action and plans were made to call county conventions to protest against the war.[36] The House of Representatives received these appeals with approval and declared that it was natural for the towns to look to the Legislature for relief. Repeating its earlier assertion that there was no real cause for war with England, it announced that the so-called causes for war were only pretexts. The actual causes of the war, it said, were the willingness of the government to serve Bonaparte and the desire "to aggrandize the Southern and Western States at the expense of the Eastern section of the Union." As a practical measure, it recommended:

"Organize a *peace party* throughout your country, and let all other party distinctions vanish, . . . meet and consult together for the common good in your towns and counties. . . . Express your sentiments without fear, and let the sound of your disapprobation of this war be loud and deep. Let it be distinctly understood, that in support of it your conformity to the requisitions of law will be the result of principle and not of choice. If your sons must be torn from you by conscription, consign them to the care of GOD; but let there be no volunteers except for defensive war."[37]

The response was general and immediate. From all quarters came declarations, memorials, and resolutions. The Ipswich town meeting on June 25 condemned the war as due to subserviency to France, hostility to the commercial interests of New England, and prejudice against the English. Avowing its willingness to use all lawful means to "effect a change of rulers," it expressed a desire to co-operate with other towns to secure peace

[36] *Salem Gazette*, June 26, 1812.

[37] *Address of the House of Representatives to the People of Massachusetts* (Boston, 1812).

through the organization of committees of correspondence to work for that end.[38] On June 29, Newbury and Newburyport adopted resolutions of similar import. In addition, Newburyport suggested that the state should recognize only the Governor as commander of the state militia and refuse to permit the state troops to serve under the federal government.[39] On June 30, Gloucester boldly announced:

"To our State Government we look for firm, dignified, and prompt measures, such as will do honor to the sons of freemen—such as will break in pieces the chains prepared to bind us to the car of the Corsican—that destroyer of liberty and nations—and if our blood must flow, let it issue from a thousand wounds, to preserve those who may survive the struggle from slavery and all its attendant horrors." [40]

On July 15, the Boston town meeting condemned the war and declared that it would oppose it by all means short of forcible resistance.[41] On August 6, another set of resolutions issued from Boston to suggest that a state convention be held to perfect measures against the war.[42] Although the suggestion was seriously considered by Federalists, it did not bear fruit. From the interior as well as from the sea coast came protests against the war, until it seemed as if all parts of the state were being knit together to hamper the prosecution of the war.[43]

Following the protests of the towns, county conventions were called to draw up resolutions of opposition. Essex County, under Pickering's lead, was in the field early, but the first step was taken by the three Connecticut River counties. Although twenty-five years earlier "Old Hampshire" had been the scene of the activities of Daniel Shays, it was in 1812 the strongest center of conservative Federalism in the state. On July 14, the representatives of fifty-three legal town meetings and of Federalist gath-

[38] *Salem Gazette*, July 3, 1812.
[39] *Ibid.*, July 7, 1812.
[40] *Ibid.*, July 10, 1812.
[41] *Columbian Centinel*, July 18, 1812.
[42] *Ibid.*, Aug. 8, 1812.
[43] Resolutions from such inland towns as Springfield, Northampton, and Gorham, may be seen in the columns of the *Gazette* and the *Centinel* during July and August.

erings in three additional towns met at Northampton to adopt a memorial to the President and twenty anti-war resolutions which threatened everything but "forcible resistance" and disunion.[44] On July 21, the Essex County convention sat at Ipswich, with Timothy Pickering in the chair. Its resolutions incorporated most of Pickering's ideas on the war and were commonly believed to have been written by him. Anticipating the Boston resolutions of August 6, the Essex meeting called for a convention of county delegates to meet at Boston to determine "the surest means of restoring peace and commerce." [45] Before two weeks more had passed, Essex and "Old Hampshire" were joined by Barnstable, Bristol, Lincoln, Middlesex, Plymouth, and Worcester counties in their declarations against the war.[46]

Knowing full well the hatred of the orthodox clergy for Jefferson and his policies, the Federalist leaders made a successful bid for the support of the ministry in whipping up the anti-war spirit, as Governor Strong proclaimed July 23 a day of fast, humiliation, and prayer, because

"it has pleased the Almighty Ruler of the world in his righteous Providence to permit us to engage in a war against the nation from whom we are descended, and which for many years has been the bulwark of the Religion we profess." [47]

Though it was many a month before Republicans would allow Caleb Strong to forget these words, there were few clergymen who did not agree with their sentiments and who were not willing to proclaim the principles of Federalism from their pulpits, as did the Reverend David Osgood of Medford when he preached his Fast Day sermon on the text, "Fight ye not against the Lord God of your fathers; for ye shall not prosper."[48]

While the tone of the Federalist protest was so strong that the Republicans alleged that their opponents aimed

[44] *Columbian Centinel*, July 25, 1812.

[45] Pickering, *Declaration of the County of Essex, Convention at Ipswich, 21 July 1812.*

[46] *Columbian Centinel*, July and August, 1812.

[47] *Salem Gazette*, June 30, 1812.

[48] Rev. David Osgood, *A solemn protest against the late declaration of war; discourse, 1812.*

at the dissolution of the Union,[49] it cannot be said that secession was seriously proposed as a remedy in 1812. Since the Henry disclosures, men were more cautious in making statements that might be interpreted as evidence of a disunion plot. Practically all resolutions and appeals were careful to include pledges of allegiance to the Union and to advocate only such measures as fell short of "forcible resistance." It is true that some Federalist editors indulged themselves in such remarks as, "We suppose no person of observation had believed that the Union, in its present extent, could last for ages,"[50] and "The Union is dear . . . But Commerce is still more dear," [51] but these expressions of opinion can scarcely be considered evidence of any widespread disunion sentiment. The utmost that Federalist leaders were willing to recommend in the summer of 1812 were open refusal to support the war and passive resistance to the measures of the government. The truth is that they were looking to the presidential election with renewed hope in the expectation that the unpopularity of the war might at least result in the choice of a northern Republican who would be friendly to commerce. The resolution of the Ipswich town meeting, "to use all lawful means to effect a change of rulers," [52] lay close to the center of Federalist activity in 1812.

In the Federalist revival and the proceedings against the war, the influence of Timothy Pickering has been noted at certain points and one is led to ask how far the character of the anti-war movement was in accord with his ideas. Obviously his publications helped to determine the issue of the spring elections and were extremely influential in forming the program of opposition. His only private letter of importance at this time indicates that the measures taken in Massachusetts were in almost exact agreement with his opinions. On July 6, Edward Pennington, a Philadelphia Federalist, wrote to ask for confidential advice and to inquire whether men could expect the Union

[49] *Salem Register*, Aug. 5, 1812.
[50] *Salem Gazette*, July 2, 1812.
[51] *Columbian Centinel*, July 25, 1812.
[52] *Salem Gazette*, July 3, 1812.

to last much longer.[53] Pickering answered that he would preserve the Union if possible, but added, "There is no magic in my ears in the sound of Union." If it should be impossible to maintain the objects of the Union as he conceived them, he favored its destruction. Yet he felt that the South and West would be unwilling to allow the northern states to go their own way, as both were closely bound to the North by economic considerations. If the separation of New England were threatened, he believed that the South and West would yield to Northern demands rather than allow secession to take place. But, in his opinion, it was unnecessary to go that far. The war, much as he deplored it, seemed necessary, he said, "to convince the people that their rulers must be changed." He added that he was confident of that result in all of New England and New York. Apparently he felt that the Federalists could not win without effort, for he told Pennington that he was "for bold and decisive measures, but ones perfectly compatible with the Constitution and the Union of the States," lest "the unprincipled men" who had "betrayed" the nation should be encouraged to continue.[54] The whole tenor of this advice was in perfect harmony with the measures that had been taken in Massachusetts.

In speaking of "bold and decisive measures" that were "perfectly compatible with the Constitution," Pickering was, of course, speaking of the Constitution in terms of strict construction, for Massachusetts and her sister states of New England were even then preparing to refuse the use of their militia forces to the national government and defending their action on constitutional grounds. Obviously, such refusal could be based only on a complete denial of the doctrine of implied powers. Although the Constitution declared that "Congress may provide for calling forth the militia to execute the laws of the Union, suppress insurrection, and repel invasion," the Massachusetts Supreme Court practically denied the right of the national government to control the militia in any way, as it asserted:

[53] Pickering MSS., Pennington to Pickering, July 6, 1812.

[54] Adams, *New England Federalism*, 388-90, Pickering to Pennington, July 12, 1812.

". . . no power is given, either to the President or Congress, to determine that either of the said exigencies do in fact exist . . . and from the nature of the power, it must be exercised by those with whom the states have respectively entrusted the chief command of the militia." [55]

Connecticut, too, adopted a similar opinion, as its General Assembly stated emphatically:

"But it must not be forgotten, that the state of Connecticut is a FREE SOVEREIGN and INDEPENDENT state; that the United States are a *confederacy* of states; that we are a confederated and not a consolidated republic." [56]

If the high Federalists had any doubt as to the popularity of this type of program in New England, the fall elections must surely have dispelled it. Not since the administration of John Adams had they won such a sweeping victory. New England and New York went solidly for the "peace ticket" and DeWitt Clinton, and Federalist strength in the House of Representatives was doubled.[57] Among the new Federalist Congressmen was Timothy Pickering. On the day after the election, the *Salem Gazette* announced triumphantly:

"In Essex North District, that venerable and long-tried Patriot, the Hon. Timothy Pickering, is elected by a vast majority of votes; so that the whole of Essex, notwithstanding all the cuttings and carvings of our political *butchers,* will be represented by men of the old Washington School." [58]

But overwhelming victories in the northern states could not elect a President, nor could they force the adminis-

[55] Ames, *State Documents*, II, 14.
[56] *Ibid.*, 17.
[57] Adams, *History of the United States*, VI, 413.
[58] Nov. 3, 1812. The redistricting of Massachusetts had placed Pickering's town of Wenham in the Essex North District. It was practically conceded in advance to the Federalists, as the Republicans refused even to nominate a candidate to oppose Pickering. The South District was expected to remain Republican, as it included the strongest centers of Republicanism. However, the Federalist revival was so great that even there a Federalist, William Read, was chosen by the decisive vote of 2,403 to 1,877. Republicans were inclined to explain part of their loss of votes on the ground that many men who would normally have voted for their candidates were then away from home on privateering expeditions.

tration to abandon the war. As a consequence, the Federalist opposition became increasingly radical and it was not long before the party press began to offer suggestions of disunion. "By continuing this ruinous War and placing us between the upper and nether millstones, the War party manifestly intend to drive us forcibly from the union," wrote the editor of the *Salem Gazette*.[59] A few weeks later, "Massachusetts" in the *Columbian Centinel* was voicing the now familiar complaint that the addition of new states to the Union was depriving the older states of their just influence and gradually forcing the Northeast out of the Union.[60] Always the tendency was to describe themselves as being driven from the Union, never to advocate positive steps toward secession.

The opinions of the editors were close to Pickering's. Since the Federalists had failed to elect their presidential candidate or to secure a majority in Congress, it was clear that they could not hope to end the war or change the policy of the administration by the ordinary modes of political action. Their only hope lay in the concerted action of the states opposed to the war or in the threat of secession. They saw that their efforts to hamper the conduct of the war by refusing militia service had met with success. Even Madison admitted that.[61] Naturally this success suggested that other measures of a similar nature might put the Federalist minority in a position to accomplish its purposes.

To such a course of radical opposition Pickering was definitely committed. After the fall election, he had suggested that New England take further steps to halt the progress of the war, but Chief Justice Parsons had attempted to satisfy him by saying that the Massachusetts Legislature would act during its winter session.[62] How-

[59] Dec. 4, 1812.

[60] Dec., 1812, and Jan., 1813.

[61] Madison, *Writings* (Gaillard Hunt, ed., 9 vols., New York, 1900), VIII, 210-14, Madison to Jefferson, Aug. 17, 1812, "The seditious opposition in Massachusetts and Connecticut with intrigues elsewhere insidiously co-operating with it has so clogged the wheels of war that I fear the campaign will not accomplish its object."

[62] Adams, *New England Federalism*, 404-06, Pickering to John Lowell, Nov. 7, 1814.

ever, the Legislature, under the control of moderate Federalists, was not ready for an immediate and vigorous opposition to the national administration. The measures which it adopted were so weak as to be almost frivolous in nature. One was the creation of a special committee to ascertain the number of Massachusetts seamen who had been impressed by the British. The motion had come from John Pickering, Jr., and was probably suggested by his father.[63] Its purpose was to prove that British impressments were insignificant in number and that the administration was using the impressment issue as a cloak to cover the real cause of war. The report of the committee, of which John Pickering, Jr., was chairman, declared, as one would expect, that the number of impressed Massachusetts seamen was but slightly more than one hundred, and that the total from the entire nation could not possibly exceed a few hundred. The investigations and final report of the committee received due publicity in the Federalist press and were used to keep the anti-war spirit at its height in New England.[64]

The nature of the Massachusetts opposition was well illustrated by another measure passed at this session. It had been proposed that the state build a 74-gun ship of the line and offer it to the federal government for the duration of the war, but the committee to whom this proposal had been referred, reported that it deemed such action inexpedient. Adopting the report of the committee, the Legislature declared:

"It is the right and duty of the citizens to examine the conduct of their rulers, by all lawful means to oppose such measures as appear to them impolitic or unjust. Instead, therefore, of contributing their voluntary aid to the present ruinous and destructive war, it is to be expected and most ardently hoped that the state of Massachusetts will continue with increasing unanimity, in every constitutional mode to oppose that system of measures which has so long oppressed this portion of the country; and to restore to the commercial

[63] *Niles' Register*, Feb. 20, 1813.

[64] *Salem Gazette*, *Columbian Centinel*, various dates in 1813. The substance of the report was given by Pickering in the House of Representatives in his speech on the loan bill, Feb. 26, 28, 1814. (*Annals of Congress*, 13th, 2nd, 1697-1750.)

states that influence in the councils of the union, to which by their population, their wealth, and their physical strength, they are so justly entitled." [65]

Irritating as such action might be to the administration supporters, it could scarcely be expected to accomplish anything when accompanied by no more positive measures.

The hesitation of the Massachusetts Federalists to follow Pickering's lead was due to their desire to await the results of the spring election. Fearing to proceed on the basis of existing majorities only, they hoped to strengthen their hold on New England and to carry New York, whose aid seemed absolutely essential to the success of any anti-administration movement in the North. Disappointed at this turn of events, Pickering again appealed directly to the people. In March he began a series of public letters designed to serve the interests of the party in the approaching election and direct the course of the New England opposition.[66]

The letters were written in Pickering's usual style, wordy and discursive, but they did not mince words on the question of supporting the government in war. Believing the war "unnecessary, unjust, wanton, and profligate," the author declared that he could not vote men and money for it. He was still of the opinion that Jefferson and Madison did not want a treaty of amity with England, for they had made the abandonment of impressment a *sine qua non,* when that was an impossible condition for Great Britain to accept.[67] But his heaviest fire was reserved for the financial policy of the administration, as he attacked the war loans. He told his readers that there was nothing in the history of Republican financial policy to warrant a belief that the government would be able to repay these loans. The Republicans, he said, had repudiated the sound principles of Hamilton's financial system, designed to establish the national credit; they had proclaimed economy in government while they were hypocritically increasing the nation's debt; and, rejecting inter-

[65] *Niles' Register,* Mar. 20, 1813.

[66] *Salem Gazette,* Mar. 12-Apr. 20, 1813, "Letters to the People of the United States."

[67] *Ibid.,* Mar. 12, 1813.

nal taxes, they had sought to place the burden of public finance on commerce, even while they were destroying that commerce by Embargo and Non-Intercourse.[68] As for the existing financial situation, he predicted that Congress would not vote taxes sufficient to guarantee the repayment of the war debt. The burden of voting such taxes, he said, must rest on the war party, as Federalists and peace Republicans would oppose them on principle, while the southerners and westerners supporting the war would not dare risk unpopularity by imposing heavy taxes.[69]

"For myself," he declared, "as a member of the National Legislature, having deliberately considered the subject, I explicitly declare, that I do not hold myself under any obligation to give my vote to redeem the paper money called exchequer bills, issued and issuing by the secretary of the treasury, or the loans of millions on millions which he is now attempting to effect, to continue this unnecessary and iniquitous war." [70]

In New England the results of the spring elections were highly gratifying to the Federalists. New Hampshire, which had hitherto upheld the war, went Federalist as John Taylor Gilman defeated William Plumer by a close vote.[71] In Massachusetts Caleb Strong was re-elected by a far larger majority than he had won in 1812.[72] In the Legislature, the Massachusetts Federalists were equally successful, as they secured control of the Senate by twenty-six to nine and of the House of Representatives by 403 to 159.[73] Even the "Gerrymander" senatorial district of Essex County was carried by the Federalists.[74] But their hope of winning New York was blasted as Governor Tompkins defeated Stephen Van Rensselaer. Yet there was a grain of comfort in securing a small majority in the New York Assembly.[75]

[68] *Salem Gazette*, Mar. 19, 1813.
[69] *Ibid.*, Mar. 16, 1813.
[70] *Ibid.*, Mar. 5, 1813.
[71] *Ibid.*, Mar. 5, 1813.
[72] *Ibid.*, June 1, 1813; Strong, 56,754; Varnum, 42,789.
[73] *Ibid.*, May 28, 1813.
[74] *Ibid.*, Apr. 6, 1813.
[75] Adams, *History of the United States*, VII, 49-50.

Encouraged by these gains, Massachusetts proceeded to opposition measures of some consequence, though less extreme than Pickering desired. Before the new Legislature met, the keynote was struck by Josiah Quincy in an address to the Washington Benevolent Society of Boston. In this address he revived the old issues of western expansion and the admission of new states, as he pointed to them as fundamental causes for the distress of New England. Slave representation, too, came in for severe criticism at his hands. Attributing the war and the ruin of commerce to southern and western influence, he called on the commercial states to unite in support of constitutional measures to alter the system which oppressed them.[76]

Quincy's suggestion met with the full approval of the Federalist radicals. Pickering was so pleased that he asked for several copies of the speech to distribute among his friends.[77] Gouverneur Morris, whose opinions were even more extreme, regarded the reformation of the Constitution as more essential to the northern states than the withholding of war supplies.[78] Being thus assured of the support of the radicals, Quincy undertook the task of leading the Massachusetts Legislature to adopt a program of protest which included proposals to prohibit the admission of new states from areas outside the original territory of the United States, and to declare the admission of Louisiana unconstitutional.

In response to Quincy's leadership and the "Speech" of Governor Strong, which officially called attention to this question as well as to other problems arising out of the relation of Massachusetts to the federal government,[79] both houses of the Legislature united in the adoption of a series of resolutions declaring unconstitutional the admission of states from areas outside the original limits of the nation, and demanding the repeal of the act of April 8, 1812, which had admitted Louisiana to the

[76] Edmund Quincy, *Life of Josiah Quincy* (Boston, 1874), 310-16.

[77] *Ibid.*, 318-19.

[78] *Ibid.*, 317-18; Jared Sparks, *Life of Gouverneur Morris with selections from his correspondence and miscellaneous papers* (3 vols., Boston, 1832), III, 292-93.

[79] *Niles' Register*, June 12, 1813.

Union. The increasingly hostile temper of Massachusetts was evident in the second resolution, which asserted:

". . . it is the interest and duty of the people of Massachusetts, to oppose the admission of such States into the Union, as a measure tending to the dissolution of the confederacy." [80]

Nor was this all. The Governor had urged the adoption of general remonstrances against the war and had called for further support of his stand on the militia question. In retaliation for his refusal to muster the militia for the service of the national government, the War Department had refused to supply the state with its quota of arms.[81] Both houses now hastened to assure Strong of the correctness of the position he had taken. Asserting that "their right and duty of free inquiry into the grounds and origins" of the war would not be surrendered without a struggle, they announced that they were not bound to support an unjust war and that the action of the War Department was unconstitutional.[82] After this declaration of principles, the Legislature instructed the State Treasurer to withhold from the national government a part of the state tax equal to the value of the arms that should have been given to the state.[83] This measure was supplemented by a formal "Remonstrance" which summarized all the war-time grievances against the administration. The document was addressed to Congress and sent to Pickering to present to the House of Representatives.[84]

As an instance of the lengths to which Massachusetts' opposition to the war was carried, the action of the Legislature in regard to Captain Lawrence is illuminating. As commander of the *Hornet* at the time of its victory over the *Peacock* in the spring of 1813, he had become a national hero, but Massachusetts refused to join in the general praise which was bestowed on him. When it was

[80] Ames, *State Documents*, II, 21-24.
[81] *Niles' Register*, June 12, 1813.
[82] *Salem Gazette*, June 8, 11, 1813, "Answers of the Senate and the House of Representatives."
[83] *Niles' Register*, June 19, 1813.
[84] *Salem Gazette*, June 29, 1813; *Annals of Congress*, 13th, 1st, 333-41; Quincy, *Life of Quincy*, 323-24.

suggested that the state Senate adopt a resolution expressing admiration for the conduct of Lawrence, that body dissented and, instead, resolved that in a war "waged without justifiable cause," it was "not becoming a moral and religious people to express any approbation of military and naval exploits" not concerned with the defense of the state.[85] Interestingly enough, this resolution was being considered at the very time when Lawrence in the *Chesapeake* was fighting his unfortunate battle with the *Shannon,* and was adopted when it was known that he had been defeated and probably killed. Secretly the Massachusetts Federalists rejoiced at this victory of British arms, and when the bodies of the dead captain and his first officer were brought back from Halifax by Captain George Crowninshield under a flag of truce, the Federalists refused to take any part in the elaborate funeral ceremonies which were arranged. In Salem, the influence of the Pickering party, led by Samuel Putnam, was sufficient to secure the refusal of the North Meeting House for the ceremonies, and a third of the members of the East India Marine Society voted against attendance.[86]

Although Pickering had approved Quincy's proposal in regard to Louisiana and other new states from the west, he found that the Remonstrance and other acts of the Massachusetts Legislature were too mild for his purposes. At Washington he found that the war party was in full control, and he believed that it had no intention of making peace, although Madison had already agreed to accept the Russian offer of mediation.[87] Upon receipt of the Massachusetts Remonstrance and resolutions, he wrote to Quincy:

"I consider the thing as utterly hopeless. More States will be created, rather than the first disfranchised. The first and only remedy will be when the Southern Atlantic States shall open their eyes, and see their true interests in a firm and close connection with the Northern half of the Union. Then Congress will *equalize the public burdens;* and then the Western States with Louisiana will fly off. They will

[85] *Niles' Register,* July 3, 1813.
[86] Bentley, *Diary,* IV, 191-92.
[87] Pickering MSS., Pickering to James Robertson, May 28, 1813.

detach themselves, take to their own use all the Western lands, and leave the whole national debt on the shoulders of the Atlantic States." [88]

Believing this, Pickering did not attempt to present the resolutions on the admission of new states, but confined himself to submitting the Remonstrance to Congress.[89]

Pickering's opinion of the expediency of these measures was borne out by the action of the House on the Massachusetts Remonstrance. The most that he could obtain for it was an order to have it printed, and that was secured only after an attempt of the western members to delete the charge that the admission of Louisiana had been unconstitutional.[90] At the same time, the Remonstrance was partially nullified by the protest of the minority of the Massachusetts House of Representatives, which was likewise read into the record.[91] Finally, Congress disposed of the Remonstrance by postponing action on it until the next session,[92] when it was intentionally forgotten.

The failure of the protests of 1813 served only to convince Pickering that the Federalists were taking too moderate a course. He described it later as having "just enough spirit to make it the jest of the majority," and wrote:

"Massachusetts had now become an object of contempt. The majority men and their partisans abroad concluded that Massachusetts had neither the talents nor the fortitude to plan and execute any efficient measure to check or control their destroying projects. I almost dreaded to hear of any movement in Massachusetts lest like all the former ones it should end in smoke and sink the nation deeper in disgrace."[93]

The affair confirmed the opinion that he had written to Quincy, that the only safety for the commercial states

[88] Quincy, Life of Quincy, 323-24, Pickering to Quincy, June 19,1813. Pickering also told John Lowell (Pickering MSS., Pickering to Lowell, June 26, 1813) that it was useless to attempt the repeal of the act admitting Louisiana.

[89] *Annals of Congress*, 13th, 1st, 333-49.

[90] *Ibid.*

[91] *Ibid.*, 350-51.

[92] *Ibid.*, 403-05.

[93] Adams, *New England Federalism*, 404-06, Pickering to Lowell, Nov. 7, 1814.

lay in casting off the West and reorganizing the Union of the "good old thirteen states." He believed that the southern Atlantic states would benefit from this change as much as the North, and that if they "should ever open their eyes to see their real interest" they would willingly co-operate to bring it about. He was so certain of the correctness of this view that he predicted that such a development would necessarily take place in the future, perhaps within his own lifetime. In a letter to George Logan, to whom he confidentially expressed these ideas, he remarked that he thought that immediate separation would be a "real blessing" for the original states of the Union and asked him to consider the matter carefully.[94]

The letters to Quincy and Logan mark the point at which Pickering again became a believer in disunion as the only defense for an economic-political group that had become a permanent minority in the nation. From the time when the war measures were first undertaken in the winter of 1811-12 until the summer of 1813, he had hoped that the concerted opposition of the commercial states might defeat the administration and stop the war. But all such measures had failed. From this point on, his attitude was that the nation must choose between disunion and making concessions to the commercial states that would safeguard their interests. But for the present there was no opportunity of accomplishing either. Only a great national crisis could provide that opportunity, and for that he must wait.

In the meantime he conceived it to be his task to bend all his efforts to keeping alive the opposition to the administration. In Congress he could do little, and he seldom spoke on the questions before the House. Only once during the sessions of the Thirteenth Congress did he make an extended speech, which, incidentally, had but little to do with the subject before the House. His real purpose was to give further publicity to his view of the war, rather than to defeat the loan bill then being discussed.[95]

During the summer of 1813 he was busily engaged in

[94] Adams, *New England Federalism*, 391, Pickering to Logan, July 4, 1813.

[95] *Annals of Congress*, 13th, 2nd, 1697-1750.

preparing another press attack on the administration. This time his subject was the mediation of Russia. He had been sceptical of it from the beginning and he believed it to be only an administration trick to throw the blame for the continuance of the war upon Great Britain. At first he declared that the mediation suggested by Daschkoff, the Russian minister, had not been authorized by his government.[96] Madison, he thought, had accepted Daschkoff's offer in order to convince a war-weary nation that he was anxious for peace. If England should reject the proposed mediation, as Pickering was sure it would, Madison would be the gainer, as he could turn the refusal into an instrument for stirring up resentment against the British and winning support for a more vigorous prosecution of the war.[97] Perhaps, too, Pickering feared that the mediation might lead to peace without the crisis which he and his fellow-partisans hoped might be the means of restoring Federalist and New England influence in the United States.

Before actually deciding to publish his letters on the Russian mediation, Pickering learned that Daschkoff's offer was official,[98] and that information caused him to wait. For a time he seemed to believe that a peace mission under Russian auspices might bring about an acceptable treaty, for James A. Bayard, the only Federalist member of the mission, had said that his instructions were broad enough to permit the negotiation of a satisfactory peace. Pickering believed, too, that for the moment the administration was willing to make some sacrifices to secure peace rather than court the almost certain disaster which the continuance of the war would entail.[99] But a few weeks more saw him change his opinion again, as he was told by Richard Söderstrom, the Swedish Consul-General, that Daschkoff's offer was unauthorized.[100] Without further confirmation, and in spite of the disapproval

[96] Pickering MSS., Pickering to James Robertson, May 28, 1813.
[97] *Ibid.*, Pickering to Logan, May 26, 1813.
[98] *Ibid.*, Pickering to John Lowell, June 26, 1813.
[99] *Ibid.*, Pickering to Joseph Lewis, July 6, 1813.
[100] *Ibid*, Söderstrom to Pickering, Aug. 19, Sept. 1, 1813; Pickering to Söderstrom, Aug. 27, 1813.

of George Cabot and Timothy Williams,[101] he hastened to prepare eight articles, in which his criticism of the peace mission relied largely on the alleged unofficial nature of the mediation proposal.[102] When Söderstrom protested against such a use of a confidential opinion,[103] Pickering replied that he should feel "rather honored than injured" by the ill-will of the administration.[104]

These articles provided Pickering with another opportunity to place before the public his peculiar ideas on the war and foreign relations. In addition to his claim that Daschkoff's proposal was unauthorized, he declared, in his examination of Madison's acceptance of the offer, that although the President desired peace, he wished the negotiation to come in such a manner that he might take advantage of it if it failed. He repeated Bayard's opinion that the instructions to the peace commissioners were broad enough to admit of a satisfactory treaty and from that he inferred that the government had changed its stand on impressment. If Madison were willing simply to ask that Great Britain forbear to exercise the right of impressment, while the United States agreed to do all in its power to prevent the employment of British sailors on American vessels, Pickering was certain that peace could be arranged. The only reason for the failure of the pre-war negotiations, he said, was the insistence of Jefferson and Madison on the surrender of the right of impressment. After this analysis of the peace proposals, Pickering again called on the Federalists to refuse to support the war in any way. "Let federalists universally withhold their money and the war must soon come to an end," he wrote, and told his readers that Madison would continue to work for peace only if forced to do so.[105]

On this occasion the appeal to the people fell wide of the mark. The autumn of 1813 found New England still in that state of indecision which had characterized it from

[101] Pickering MSS., Williams to Pickering, Sept. 2, 1813.

[102] *Ibid.*, Clippings from the *Daily Advertiser*, Sept. 22, 1813, et seq.

[103] *Ibid.*, Söderstrom to Pickering, Sept. 29, 1813.

[104] *Ibid.*, Pickering to Söderstrom, Oct. 10, 1813.

[105] *Ibid.*, Clippings from the *Daily Advertiser*, Sept. 22, 1813, et seq.. "Letters on the Russian Mediation."

the beginning of the war. More than any other section, it had prospered in war-time and, while that prosperity continued, it could not be brought to that point of resistance which Pickering desired. Disapproval of the war and the conduct of the government were not of themselves enough to produce stronger measures.

The administration, however, soon provided the reason for a more vigorous protest. In December, Congress passed an embargo act, designed chiefly to put an end to New England's illicit trading with the enemy. Nothing could have produced a greater reaction against the government and the war than this, for it struck directly at the profits of the merchants who enjoyed the illegal trade with Canada, and ran directly contrary to the ingrained principles of a commercial section.

The Republican minority in New England hailed the law with delight and doubtless echoed the sentiments of "An Old Farmer," who wrote:

"Nothing ever gave me more pleasure than the Embargo Law, because I love to see a rogue tied hand and foot. The President's message . . . does not develop a thousandth part of the villainy which was every day coming to light, in pursuance of a system of illicit trade with the enemy." [106]

But the Federalists looked at the law differently. Governor Strong told the Legislature that its constitutionality was doubtful, and suggested the propriety of measures to force its repeal or amendment.[107] Both the House and the Senate responded favorably. Said the House of Representatives:

". . . we are under a solemn conviction that the time has arrived, in which it is incumbent on the people of this State to decide whether their burdens are not too grievous to be borne; and to prepare themselves for the great duty of protecting by their own vigour, their inalienable rights, and of securing for themselves at least, the poor privilege of mutual intercourse by water as well as by land." [108]

Even before the Governor and the Legislature began

[106] *Salem Register*, Jan. 5, 1814.
[107] *Salem Gazette*, Jan. 18, 1814.
[108] *Ibid.*, Jan. 25, 1814.

their discussions, the town meetings were in action. Throughout January and February they were busily petitioning the General Court to protect them from the measures of the federal government. The scenes of 1809 and 1812 were re-enacted, but the tone of the resolutions and petitions was more determined than before. Typical of the memorials emanating from the town meetings was that of the town of Belfast. Declaring that it would not again petition the general government, it avowed its intention of defending itself and announced that it would henceforth "look to the State legislature as the ark of [its] political safety." Condemning every action of the national administration, it expressed its contempt for the "tory doctrine of non-resistance and passive obedience" as it called on the Legislature for firm measures and suggested the use of the militia in resisting the orders of the national government.[109] By the middle of February, the General Court had received petitions from thirty-five legal town meetings and three other bodies.[110] Nearly all the resolutions were as militant as those of Belfast and indicated that the time was ripe for the radical measures long desired by the extremists.

At the time of these petitions Pickering was in Washington, but reports of them could not fail to reach his ears. To him they seemed to be the opportunity for which he had been waiting. At once he undertook to advise and direct the Massachusetts Legislature in its measures of resistance. Writing on February 4 to Samuel Putnam, who may be described as his personal representative in the General Court, he warned the Legislature that

> "The time is arrived when *ordinary opposition* will prove futile. God forbid that there should be any more *supplications* or simple remonstrances."

At the same time he submitted a program of action. First, he suggested a statement "in strong language" of

[109] *Salem Gazette*, Feb. 18, 1814.

[110] *Ibid.*, Mar. 1, 1814. The report of the joint committee of the Senate and the House, Feb. 22, 1814, mentions petitions from thirty-five towns, "from sundry inhabitants of Plymouth and Penobscot," and from "the fishermen of Boston." The list of towns represents all parts of the state.

the "numerous violations of the Constitution and the various acts of national oppression," followed by a list of measures which would safeguard the position of the commercial states in the Union. Second, he would

"send forth a solemn and earnest address . . . in plain, but forceful language, stating concisely all the great evils wantonly brought on . . . by the acts of the national government, and for no possible cause but to co-operate with Europe's execrable tyrant, the ruler of France."

This declaration should also list the demands for relief and point out that while it was their sincere desire to maintain the Union, past experience had demonstrated that little was to be expected from the national administration and that the people of New England must rely on themselves. Such an appeal, he believed, would settle the question forever, especially if the governments of the other New England states would join in the protest. Next, he urged that Massachusetts propose a New England convention to perfect measures of resistance and determine the final course of action. Finally, he recommended that the people be encouraged to persevere in their opposition to service in the army and navy, and in their refusal to subscribe to the war loans.[111]

Three days later he wrote Putnam a second letter, indicating that he had some doubts of the wisdom of his recommendations, and that even in his own mind he was uncertain of the best policy for Massachusetts. He explained that he was not looking to the state "for any other than preparatory measures," and hoped that his letter of the fourth did not seem to go beyond that purpose. Yet, after giving this interpretation to his proposals and again reviewing the policies of Madison, he wrote:

". . . let me conclude with the hope and confidence, that the tones of Masachusetts will be strong and imposing; and that she will prepare to execute, boldly & firmly, the measures which a just & reasonable redress of her great and multiplied wrongs authorize and urge her to take, and in which the ardent wishes & blessings of all the good & patriotic citizens of the U. S. will attend you. And let me once more assure

[111] Adams, *New England Federalism*, 391-93.

you that to New England, especially to Massachusetts at its head, all such men look for redemption. Let their past glory as well as her own and the general safety, animate her in the honorable attempt, which well conducted, cannot fail of success." [112]

But Pickering's advice was still to radical for many of the Massachusetts Federalists. The Boston group, which was still influential, was not yet convinced of the wisdom of his recommendations. It was notable that Boston was not among the towns which sent vigorous memorials to the Legislature. The strength of the protest movement seemed to lie in the country towns and the smaller seaports. Manasseh Cutler reported that Pickering's own county of Essex was loud in its demands for measures of relief. For himself, he believed that the secession of New England was the only remedy.[113] Putnam, in answering Pickering's letters, informed him that the committees from each county were considering courses of resistance, but expressed the fear of the radicals that the leadership of Boston would be disastrous to their program.[114]

Putnam's fears were well grounded, for the petitions of the towns were referred to a joint committee, of which James Lloyd, a moderate Boston Federalist and Pickering's former colleague in the Senate, was chairman. This committee rejected the radical program and contented itself with recommending resolutions declaring the embargo and its supplementary enforcing acts unconstitutional and instructing the Governor to lay the town memorials before the Legislature again at the June session. Taking up the modes of resistance suggested by the towns, the committee gave its opinion that a remonstrance to Congress was useless, but it would not recommend that the Legislature pass laws to protect the citizens against the war legislation of

112 Pickering MSS., Feb. 7, 1814; printed in part in Lodge, *Cabot*, 532.

113 *Ibid.*, Cutler to Pickering, Feb. 11, 1814, "Is not ye voice of the N. England States lost in ye national counsels? Is not ye power of the government transferred to ye south and west? And are they not able to hold it? Were our commerce to be again permitted, will it not be so burdened & cramped as to be little better than embargo?"

114 Lodge, *Cabot*, 532-33, Putnam to Pickering, Feb. 11, 1814.

the national government. On the question of a New England convention, it declared that there was no doubt of the right of the state to call such a convention, but that it was inexpedient to do so at that time. On February 22, the Legislature adopted this report.[115]

The spring elections proved that the moderates had read the temper of Massachusetts more correctly than Pickering and Putnam. Much as they disliked the war and the embargo, the people still hesitated to take a course involving the threat of disunion. Although Caleb Strong was re-elected and Federalist majorities were again returned to the Legislature, the Republicans won a substantial increase in their vote.[116] A more extreme Federalist program might have sent many more voters into the ranks of Republicanism.

In April, Congress repealed the embargo and the course of Massachusetts seemed to be justified. When the Legislature assembled in May, Governor Strong spoke of the repeal in terms of triumph and expressed satisfaction that no measures had been taken against the federal government.[117] The Legislature agreed with his opinions and the session passed without further discussion of anti-war legislation and a new England Convention.[118]

Before the end of the summer, however, the situation had changed again and conditions seemed auspicious for a new initiation of the radical program. For the first time the war was carried directly to New England as the British established a blockade of the coast and actually occupied eastern Maine. The entire section was threatened and it was feared that Boston would be attacked. At no time during the war had the national government been so low as in the summer and early fall of 1814. Unable even to protect Washington, it could do little for

115 Ames, *State Documents*, II, 25-31.

116 *Salem Gazette*, May 31, 1814. Dexter, the Republican candidate, received 45,953 votes as compared with 42,789 for Varnum in 1813. Dexter's campaign was based largely on an appeal not to carry the opposition to the war to unconstitutional lengths and not on a plea for active support of the President. His moderation was an undoubted aid to the Republican cause.

117 *Ibid.*, June 3, 1814.

118 Morrison, *Otis*, II, quoting *Mass. Resolves, 1812-1815*, 483-97.

New England. But it was not merely a question of ability. Angered by Massachusetts' persistent refusal to allow her militia to enter the national service, the War Department now refused to maintain the state troops employed in the defense of New England unless they were placed under its direction. As Strong would not agree to this, Massachusetts was left to provide men and money for her own defence.

Yet, with the British at their very door, the Massachusetts Federalists were far more interested in the discussion of opposition to Madison than in measures of defence against the national enemy. Finally, the militia were called out and in September a "Board of Commissioners for Sea Coast Defence" was organized.[119] Among the members was Pickering, but, after a few days' service, he departed for Washington, leaving a memorandum of his recommendations in the hands of the Governor. Outside of a few routine matters, his most important suggestion was that the state take over the *Constitution* and the *Independence,* then at Charlestown, if the President would not order them to assist in the defence of Boston.[120]

For the high Federalists, the British invasion at a moment of national weakness was an opportunity. The refusal of the government to defend New England seemed proof of the assertion that the administration had permanently abandoned the commercial states. Under these circumstances, Governor Strong issued a call for a special session of the Legislature to meet on October 5, 1814.[121] How far the program of action had been decided in advance is impossible to determine, but there can be little doubt that the leaders had agreed upon its major features. Practically every detail of the action taken at the special session had been discussed time and again since the first suggestion of the united opposition of New England in 1804. When the Legislature assembled, events moved without a hitch. This could scarcely have been the case unless the leaders had already perfected their plans.

119 *Salem Gazette,* Sept. 23, 1814.

120 Pickering MSS., Pickering to Strong, Sept. 13, 1814.

121 Theodore Dwight, *History of the Hartford Convention* (New York, 1833), 338.

Pickering's role in the formation of plans at this time cannot be determined with any accuracy, but circumstances suggest that he must have been one of those engaged in drawing up the plans for a New England Convention and in suggesting the measures it should sponsor. He was more intimately connected with this form of protest than any other Federalist leader. He had proposed it first in 1804; suggested it again in 1809 as a means of defeating the Embargo; and had urged its adoption on two previous occasions during the war, at the Essex County Convention in July, 1812, and at the time of the protest against the war embargo in February, 1814. In September, when Strong issued the call for a special session of the Legislature, he was in Boston as a member of the "Board of Commissioners for Sea Coast Defense." Considering his attachment to the project, it can scarcely be doubted that he took every opportunity to urge it on Strong and the Federalist leaders of the Legislature. Furthermore, after going to Washington, he wrote a number of letters to influential Federalists in which he advocated that New England take a firm stand and attempted to outline a program for the Convention.[122] It is not likely that these letters, written after the plan for a convention had been set in motion, were his only contributions. They must have been preceded by conversations in Boston in which essentially the same ideas were expressed.

Substantially what had happened during the summer of 1814 was that the moderate Federalists of Massachusetts, who had succeeded in postponing the convention in February, had come to accept the proposals of the radicals as a result of the new dangers which threatened New England. When the Legislature assembled, events moved quickly to their conclusion, as the Senate and House adopted the Governor's recommendation and issued a call for a New England Convention to meet at Hartford in December. Within a few weeks more, plans were completed, for Connecticut and Rhode Island agreed to take

[122] Adams, *New England Federalism*, 394-98, 400-10, 414-18; Pickering to Strong, Oct. 12; to Morris, Oct. 21; to Lowell, Nov. 7, 28; to Hillhouse, Dec. 16, 1814.

part, while three counties in New Hampshire and Vermont expressed their willlingness to send delegates.[123]

As Pickering was not a member of the Hartford Convention, it is unnecessary to review in detail the proceedings of that body,[124] but important to note his connection with them. From the beginning he was most interested in it and looked to it for the revival not only of the influence of New England, but also the Federalist party throughout the United States.[125] His greatest fear was that its decisions would be too moderate.

"I pray God," he wrote to Caleb Strong, "that New England may not be wanting to herself and to her brethren, the most valuable members of our great political society. The dominant party have brought the United States to the brink of ruin, and treated us not as equals, but as their field laborers. . . . I am weary and indignant at this servitude, and unwilling longer to submit to it. Yet without some extraordinary effort, some act becoming the high spirit of freemen, . . . I see not but our chains are to be riveted forever." [126]

To John Lowell, he declared, "I hope the delegates of Massachusetts may now prove their readiness to *act* as well as to *speak*." [127] At every opportunity he tried to arouse the Convention to "wise sentiments and efficient plans" that would "insure the wished-for success." [128] He did not, however, correspond directly with any delegate to the Convention except James Hillhouse. Instead, he wrote frequently to John Lowell, who, as the mouthpiece and pamphleteer of the "Essex Junto," was in a position to influence the work of the Convention.[129]

Between the time of the call for the special session of the Massachusetts Legislature and the convening of the

[123] Dwight, *History of the Hartford Convention*, 342-52; Ames, *State Documents*, II, 35-38.

[124] The best detailed account of the Convention is in Morison, *Otis*, II.

[125] Adams, *New England Federalism*, 394-98, 414-18; Pickering to Strong, Oct. 12; to Hillhouse, Dec. 16, 1814.

[126] *Ibid.*, 394-98.

[127] *Ibid.*, 404-06, Nov. 7, 1814.

[128] *Ibid.*, 404-06.

[129] *Ibid.*, 404-10.

delegates at Hartford, new measures of the administration further provoked Pickering and his friends. The desperate condition of the national finances and the army had led the President and Congress into the discussion of new taxes, paper money, and conscription. As Massachusetts was at the moment preparing to raise and finance military forces for its own defence, Pickering looked upon the proposed bills as engines of tyranny. The Conscription Bill he styled "violent and outrageous." [130] As a defence against the taxing measures, he suggested that the state governments should confiscate as much of the federal tax as necessary to pay the expenses of the militia,[131] and that Federalists should make their submission to taxation conditional on a change of administration.[132]

His anger at the administration was also increased by the attitude which it took in the peace negotiations. When the terms offered by Great Britain were learned in America, he expressed surprise that they were so mild. He had expected the British to ask for an indemnity, but found that they had asked only for security. The recognition of the right of impressment, the creation of an Indian buffer state in the Northwest, British control of the Great Lakes, and the cession of northeastern Maine in return for the continuance of the fishing privileges, were conditions of peace which any reasonable American ought to admit, he thought. In a letter to Caleb Strong he presented these conclusions with an analysis of the question of peace. Strong was so pleased with these views that he gave the letter to the press, which published it anonymously as a "letter from a gentleman of great information and enlightened Patriotism, now in Washington." [133] A few days later, another "Letter on the Negotiation at Ghent, . . . written by a distinguished member of Congress," appeared in the Federalist papers.[134] The

[130] Pickering MSS., Pickering to S. P. Gardner, Nov. 9, 1814.

[131] Adams, *New England Federalism*, 394-98.

[132] *Ibid.*, 400-02, Pickering to Morris, Oct. 21, 1814.

[133] *Columbian Centinel*, Oct. 26, 1814. This letter is also published in Adams, *New England Federalism*, 394-98, with a confidential paragraph not in the newspaper copy.

[134] Pickering MSS., newspaper clipping.

purpose of this letter, as of the first one, was to maintain the argument that the stand of the administration was unreasonable and to present an alternative peace program acceptable to Federalists, who earnestly wished that Madison might be forced to accept such unfavorable terms as these.

With the preparations for the Hartford Convention completed and with the high Federalists' ideas on peace before the public, the fall election was held. The result demonstrated that Federalist control of New England was more complete than at any previous time during the war. If the people had wished to repudiate the Federalist extremists, the election was their opportunity. However, there was every indication that the majority approved the radical program, for of the forty-one representatives from New England, the Federalists succeeded in electing all but two.[135] Pickering, whose policies were surely well known in his own district, was sent back to Congress with only a few scattered votes against him.[136]

Although Pickering had been in Washington since early fall, his real interest lay in the developments in New England. From Washington he wrote to his friends to urge the adoption of a firm stand against the administration and to recommend measures for the Hartford Convention. He approved the choice of George Cabot as head of the Massachusetts delegation, but feared that Cabot's scepticism and indifference might be a source of weakness. Such an attitude struck no responsive chord in the mind of the fanatical Pickering. "In this wicked world," he wrote, "it is the *duty* of every good man, though he cannot restore it to *innocence,* to strive to prevent its growing worse." [137] His fears were confirmed by John Lowell, who described all the Massachusetts delegates except Timothey Bigelow as too timid and conservative to take the steps which the situation demanded. Lowell believed that

[135] Adams, *History of the United States*, VIII, 228.

[136] *Salem Gazette*, Nov. 11, 1814. This time Pickering was elected from the Essex South District, as the Federalists had revised the districts in order to correct the "Gerrymander."

[137] Adams, *New England Federalism*, 406-07, Pickering to Lowell, Nov. 7, 1814.

New England must present its demands and say, "We go on no longer with you unless you agree to these stipulations." [138] It was his opinion that the rest of the nation would yield rather than face disunion. With that judgment Pickering was in substantial agreement. Before this he had written to Gouverneur Morris:

"Union is the talisman of the dominant party, and many Federalists are enchanted by its magic sound, are alarmed at every appearance of opposition to the measures of the *faction* lest it should endanger the 'Union.' I have never entertained such fears. On the contrary . . . I have said, 'Let the ship run aground. The shock will throw the pilots overboard and other competent navigators will get her once more afloat and conduct her safely into port.' I have even gone so far as to say that the separation of the Northern section of States would be ultimately advantageous, because it would be temporary and because in the interval the rights of the states would be recovered and secured, that the Southern States would earnestly seek reunion when the rights of both would be defined and established on more equal and therefore more durable bases." [139]

It is clear, then, that Pickering wished New England to secede unless it could dictate its own terms of remaining in the Union. The great danger to the interests of his native section lay in the influence of the new western states. If that influence could be eliminated, he felt that the original Union could be reconstituted on satisfactory terms. To that end he desired the Hartford Convention to propose the secession of New England or to suggest such conditions as would nullify the influence of the West. That had been his opinion in the summer of 1813, and had been expressed in his correspondence with Josiah Quincy and George Logan.[140] As time had gone on, he had become further convinced of the correctness of this idea. However, just before the Convention met, he came to the conclusion that secession was inevitable, whether initiated

[138] Adams. *New England Federalism*, 410-14, Lowell to Pickering, Dec. 3, 1814.

[139] *Ibid.*, 400-02, Pickering to Morris, Oct. 21, 1814.

[140] *Ibid.*, 391, Pickering to Logan, July 4, 1813; Quincy, *Life of Quincy*, 323-24, Pickering to Quincy, June 19, 1813.

by New England or not, for the British army was approaching New Orleans and seemed to have excellent prospects of taking it. That event could mean only one thing, the destruction of the Union, and he wrote to James Hillhouse, "From the moment that the British possess New Orleans, the union is severed." He went on to describe what he believed would be the results of the fall of the city. Louisiana would bcome a British province, while the trans-Alleghany states would find it expedient to set up for themselves, since the transfer of New Orleans would remove their one real bond of union with the Atlantic states. This dissolution of the United States would "annihilate the war debt" and thus leave the East burdened only with the remainder of the Revolutionary obligations. As for the South, it would find itself forced to unite with the North on northern terms. Under such conditions, the reorganization of the original union on principles acceptable to Federalists would be simple.[141]

Fantastic as this view may seem to later generations, it was the logical outcome of his extreme beliefs. His narrow sectionalism, his failure to understand the growth of national sentiment, his interpretation of national welfare in terms of the prosperity of maritime commerce, his antipathy for the frontier West, and his belief in an aristocratic government, made it impossible for him to think that the interests of New England and the principles of good government could be safe unless the Union were reorganized and the Constitution revised. This opinion, as well as his British sympathies, made him wish for the defeat of the Americans at New Orleans and hope for the failure of the American peace program at Ghent, since those events would aid materially in the accomplishment of his purpose.[142]

Pickering also undertook to suggest definite measures for the Hartford Convention. After urging the adoption

[141] Adams, *New England Federalism*, 414-18, Pickering to Hillhouse, Dec. 16, 1814. Similar opinions may be found in *Ibid.*, 419-20; Pickering to Samuel Hodgdon, Dec. 25, 1814; and in Pickering MSS., Pickering to Manasseh Cutler, Jan. 9; to Robert Beverley, Jan. 12, 1815.

[142] Adams, *New England Federalism*, 425, Pickering to John Lowell, Jan. 24, 1815.

of a stern course and remarking that there were "evils more to be deprecated than separation," he submitted to John Lowell a series of propositions that the Convention should sponsor as constitutional amendments to protect New England interests. These proposals were: (1) to abolish the clause permitting the counting of three-fifths of the slaves in determining Congressional representation; (2) to prohibit the interruption of commerce without the consent of nine Atlantic states; (3) to make the President ineligible for a second term; (4) to prohibit the election of a President from the same state as his predecessor; (5) to restore the original method of electing the President and Vice-President in order "to prevent the election of a fool for the latter"; (6) to reduce the appointing power of the President; (7) to make naturalization more difficult and to exclude naturalized persons from Congress and national offices; (8) to place an absolute limit on the number of representatives from new states; (9) to require a two-thirds or three-fourths vote of Congress for a declaration of war; (10) to prohibit the borrowing of money in war-time at a rate higher than the average of the year before the war in the three states contributing the largest sums to the national treasury.[143] His attitude in offering these suggestions made it clear that he would present them to the federal government as an alternative to separation.

It is not to be supposed, of course, that these proposals were Pickering's peculiar property, for anyone believing in his brand of Federalism would have favored practically the same remedies. Yet they may be taken as summarizing his program for the correction of the "evils" of the Republican government. Of his proposals, only the fifth, sixth, eighth, and tenth were not adopted by the Convention practically in the form which he had recommended to Lowell. In addition, the Convention adopted the principal of his eighth proposal when it sought to limit the powers of the western states by making the admission of new commonwealths dependent on the consent of two-thirds of both houses of Congress.[144]

[143] Adams, *New England Federalism*, 407-10, Pickering to Lowell, Nov. 28, 1814.

[144] Ames, *State Documents*, II 39-42.

However, the manner in which the Convention presented its resolutions was scarcely as bold as Pickering would have liked. Nevertheless, he announced that he was satisfied with the result.[145] His willingness to accept the conclusions of a convention in which moderates like Cabot had succeeded in avoiding the adoption of a radical program was doubtless due to the fact that he was still expecting the capture of New Orleans to make disunion inevitable.

But all his hopes failed. In February came word that the British had been defeated at New Orleans and that the Treaty of Ghent had been signed. Both events contributed to increase the popularity of the administration and to discredit the Federalist opposition. As the entire country rejoiced at the news of peace, the embassy sent to Washington by the Hartford Convention became ridiculous,[146] and nine states summarily rejected the proposed amendments.[147] From then on there could be no chance of success for the New England extremists.

Pickering's whole attitude toward the War of 1812 was marked by the same principles that had guided his career since the time he had first become a significant political figure. His devotion to these principles made him the acknowledged leader of the most violent opposition to "Mr. Madison's War." In striving to make this opposition effective, he did not hesitate to adopt any weapon that promised success. He conceived it to be his duty to bring defeat and disgrace on the nation in order to discredit the administration and force it to yield to the Federalist demands. From the beginning, he denounced the war as unjust and urged New England to resist every war measure. In an effort to stop the conflict, he assisted in arousing town meetings, county conventions, and state legislatures to bold declarations of resistance. He revived his earlier project of a New England Convention and consistently advocated it throughout the war. Twice elected to Congress as a pronounced opponent of the war, he was

[145] Adams, *New England Federalism*, 423-25, Pickering to Lowell, Jan. 23, 1815.
[146] Morison, *Otis*, II, 167.
[147] Ames, *State Documents*, II, 42-44.

constantly gaining in popularity, and at the end of 1814 he believed that he was in a fair way to see the reorganization of the Union according to the principles which he had always advocated. But as the crisis passed and peace returned to the nation, he saw his opportunities fade as they had before. His hope of restoring the fortunes of Federalism and of rising to power as the leader of the party had gone forever.

OLD NORFOLK COUNTY RECORDS.

(*Concluded from Volume LXVIII, page* 370.)

The following pages conclude the publication of the Old Norfolk County records, which are in the custody of the Register of Deeds for the County of Essex at Salem. This series was begun by Mr. Sidney Perley in the Essex Antiquarian of February, 1897, and published by him until July, 1909, since which time it has been continued in the Essex Institute Historical Collections, at various intervals.

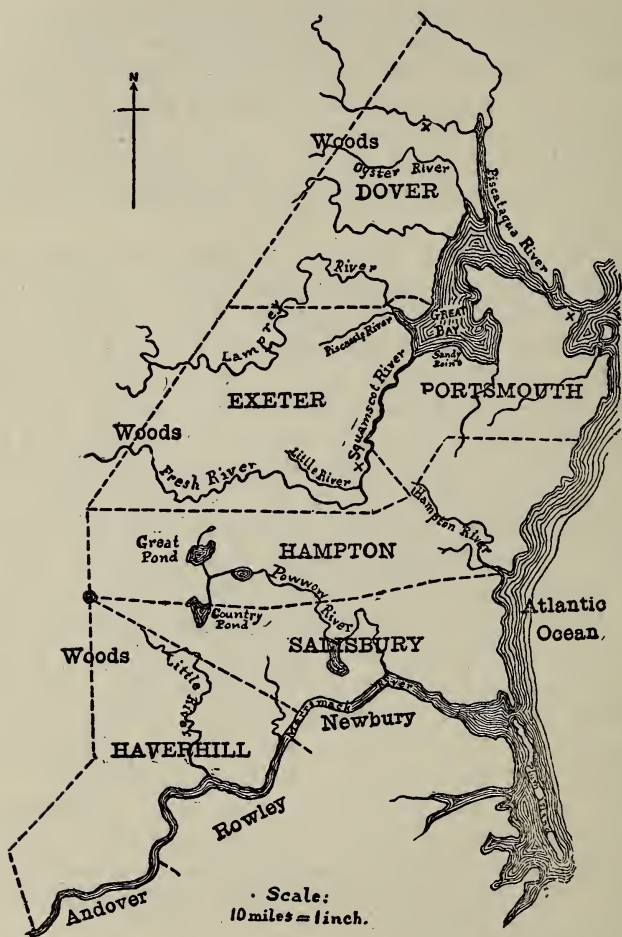
On May 10, 1643, Massachusetts Bay was divided into counties, all towns north of the Merrimac River being constituted the County of Norfolk. Dover had been called Cocheco, and included the present towns of Durham and Stratham and the city of Dover. Portsmouth was known as Strawberry-bank and included the present towns of Greenland, New Castle, Newington, Portsmouth and part of Rye. Exeter then included Brentwood, Epping, Exeter, Fremont, Newmarket and South Newmarket. Hampton included Danville, Hampton, Hampton Falls, Kensington, Kingston, East Kingston, North Hampton, and parts of Rye and Seabrook. Salisbury, at first called Colchester, included the present towns of Amesbury, Merrimac, and Salisbury, in Massachusetts, and Newton, South Hampton, and part of Seabrook, in New Hampshire. Haverhill included Haverhill, Methuen, and the northern part of Lawrence, in Massachusetts, and Atkinson, Hampstead, Plaistow, and part of Salem, in New Hampshire.

The county was divided into two court jurisdictions, Dover and Portsmouth forming one, and the remaining towns the other, Salisbury becoming the shire town of the latter. The records that have been published are those of the latter jurisdiction.

When New Hampshire became a royal province, January 22, 1679-80, the four northern towns were taken from the county.

Only the original towns of Haverhill and Salisbury were now left of the county, and on February 4, 1679-80,

the General Court added them to Essex County for court purposes, but permitted the records of deeds of land to be continued. Deeds were recorded there as late as 1714.



The accompanying map, which was prepared by Mr. Perley, shows the towns of Norfolk County in 1643. The × marks designate the site of the first settlements.

The following pages conclude the abstract of these records:

William Carr of Salisbury, shipwright (for one halfe part of a lott of marsh in ye second higly pigly lotts of marsh in Barebery meadows, being ye lott layd out to ye original right of Richard North as by Salisbury's towne booke), conveys to Joseph True of Salisbury all my cow comon lott of salt marsh in Salisbury being abt. 4 acres, lying between ye lotts of Major Robert Pike and Lewis Hulett, butting upon little River and upon comon meadow. Ye cow comon lott being ye originall layd out to ye right of Enoch Greenleaf as doth appeare by sd town's booke. July 11, 1685. Ack. by William Carr and wyfe Elisabeth, June 1, 1686, before Robert Pike, assistant. Wit: Thos. Bradbury, Sarah Bradbury.

Samuel Getchell, sen., of Salisbury, planter, for good pay in money and cattle, conveys to Joseph True of same place, house carpenter, all my comon right in Salisbury, either layd out or not. May 17, 1686. Ack. June 1, 1686, by Samuell (his × mark) Getchell, before Robert Pike, assistant. Wit: Sarah Bradbury, Rebecka Conner.

Richard Currier, Jno. Wood, sen., and Samuell Foot, as feofees or trustees for ye town of Amsbury in consideration of a certain lott of salt marsh made sure to us for ye use of ye towne by William Osgood sen. of Salisbury, millwright, convey in behalf of ye towne of Amsbery all yt housing and ten acres upland which ye sd towne bought of John Hoyt jun., for ye use of ye ministry. Ye sd. land lying between ye sd John Hoyt, jr and ye land of Samuel Foot and Richard Currier, land also of John Hoyt, sen., adjoining upon ye Pauwaus river and ye highway. Feb. 6, 1683. (It is mutually agreed by all parties that "ye housing" ought not to have been inserted. Ack. by Richard Currier, John Wood, and Samuell Foot, Mar. 17, 1683-4, before Robert Pike, assistant. Wit: Samuell Weed, Samuell Melor(?)

Edward Gove of Salisbury, husbandman, conveys to Samuell Felloes of same town, weaver, all yt land I bought of Mr William Worcester of Salisbury, and wyfe Rebecka, as joint purchaser with William Allin of sd. towne, being about 6 score acres in Salisbury at Mr Batts

Hill between ye lands of Daniell Peirce sen., and that of John Clough and common lands. Mar. 28, 1663. Ack. 18: 2: 63 by Edward Goue and wyfe Hannah, before Elea. Lusher. Wit: Thos. Bradbury and Jane Bradbury.

William Sargent of Almesbery, for fower score and ten pounds and twelve shillings conveys to Thomas Sargent of same town, planter, ye severall lotts of upland, hereafter mentioned, i. e., a 24 acre lott of upland formerly belonging to Henry Tuxesbery, and by him sold to ye sd. William Sargent; also, 14 acres upland joyning unto a division line between ye town of Haverhill and Amsbery, lying in ye town of Haverhill, bounded with a highway leading to Holt's rocks, and another highway on ye other side; also one acre land yt was Samuell Davesis in Haverhill; also 45 acres upland in a place commonly called Burching meadow hill. July 4, 1674. Ack. by William Sargent, June 14, 1676, before Samuell Dalton, commissioner Wit: John (his E mark) Colby, Thomas (his T mark) Colby.

William Barnes of Amsbury for yt naturall affection, which I bare unto my loveing daughter Hannah, now wyfe to John Prouse of same place, in lieu and full satisfaction of her full proportion out of my estate, convey to ye sd. John Prouse and Hannah his wyfe, all my interest in a certain parcell of land in Amsbury, wheron ye sd. Prouse now dwelleth, bounded with ye town highway from James Georges land to ye northeast corner of sd. Prouses oarchyard. ye top of ye bank, an old marked stump standing neare a little brook yt runneth down in a little swamp towards ye corner of ye playne next to John Ashes, other marked trees by ye playne, ye root of ye maple by stony gutter, and from thence to Henry Blasdens land and following ye line westward betwixt myself and Henry Blasdens, and by a lott of Thos. Curriers, a town highway, lotts of John Ashes and James Georges; also about two acres meadow in Salisbury, amongst those commonly called ye ferry lotts, bounded by Rodger Easmans lott, a ditch and a great rock, Thomas Sargent's stake and a creek; together with a

remnant of meadow at ye northwest corner of ye sd ditch and a flat rock.

Always provided yt ye sd. Barnes doth hold and mayntayn to himselfe liberty to make use of what fire wood or tymber he shall see cause for, during his naturall life. Dec. 9, 1680. Ack. by William (his Z mark) Barnes, Apr. 24, 1683, before Nath. Saltonstall, assistant. Wit: Thos. Wells, Thos. Hayne.

Thomas Woodbridge of Nubery, marchant, conveys to Anthony Checkly of Boston, marchant, all my third part of ye saw mill in Amsbury on ye Pauwaus river, which sd. third part I bought of Robert Jones of Amsbury, this is also conveyed with ye liberty of building houses for cattle and for laying loggs and boards upon one quarter of an acre of land thereunto belonging; also ye privilege of cutting any tymber in Amsbery except oke, according to a grant from ye town of Amsbery (paying in reference to sd. privilege unto sd towne forty shillings per annum), together with ye rents and revenues of ye aforsd. third part of ye premises. July 18, 1679. Ack. by Tho. Woodbridg and wyfe Mary, July 18, 1679, before Jo. Woodbridge, commissioner. Wit: Dudly Bradstreet, Persivall Lowle.

Robart Jones of Amsbery, planter, for 72 li, conveys to Thos. Woodbridg of Nubery, marchant, all my third part of ye saw mill in Amsbury on Pauwaus river, partable betwixt myself, Richard Currier and Henry Jaques, with wood, timber, and privilege of building or other improvements upon one quarter of an acre of land thereto belonging. Also ye rents and revenues of sd. third part of ye premises from May 1, next, during ye lease made unto John Atkinson. Dec. 1, 1675. It is to be understood yt ye sd. Robert Jones has sold to sd. Woodbridg ye privilege of cutting any tymber upon the aforesd third part in Amsbury, except oke, paying 40 shillings per annum, and also yt sd quarter of an acre is to be improved by sd. Woodbridg only by building a house for to keep cattle and lay loggs on or boards. Ack. by Robert (his E mark) Jones, May 29, 1676, before Symon Bradstreet, assistant. Wit: John Wells, Samuell Colby, Henry (his H mark) Sparks.

Thomas Eaton late of Salisbury, planter, conveys to Joseph Eaton and Richard Long, both of Salisbury, house carpenters, all my upland and meadow in Haverhill, given to me by ye will of my grandfather John Eaton (except one peece of upland sold to John Cook). Dec. 15, 1686. Ack. by Thomas (his T mark) Eaton, Dec. 17, 1686 before John Hinkes of ye Councell. Wit: Jno. Eaton, Elisha Ilsly.

Theoder Atkinson of Boston for 20 li, conveys to Thomas Duston of Haverhill, about 18 acres of upland in Haverhill which I purchased of Daniell Hendrick of Haverhill, bounded by land of Thomas Linford, Edward Emons, Jno. Heath and by ye comons, which were ye bounds given when I had deed of same in ye yeare 1664. This present deed dated Nov. 4, 1679. Ack. by Mr. Theoder Atkinson, Nov. 4, 1679 before Nath. Saltonstall, assistant. Wit: Robert Swan, sen., Thomas Wasse.

Jno. Haseltine, sen., of Haverhill and wyfe Hannah consenting, for 12 li. conveys to Thomas Duston of same place (for ye final issue also of differences yt were between us about in ye same town), about one and one half acres of meadow west from ye towne by ye quantity intended to be layd out to John Williams of sd. town, known by ye name of a strip of meadow, bounded as in ye town book of records for Haverhill, by a planting lott of John Eatons, land of Isaac Cosins which part being layd down as is reported by sd. Isaac, was after yt taken upon a right from ye towne of Daniell Hendricks, now in possession of or upon which Thomas Duston now hath built his house and now dwells, adjoining ye meadow hereby demised which I purchased of Edward Yeomans, who bought ye same of sd. John Williams, ye first proprietor by towne grant. Sept. 18, 1683. Ack. by John (his E mark) Haselton, sen., Sept. 18, 1683, before Nath. Saltonstall, assistant. Wit: John Jonson, sen.

John Page, sen., of Haverhill, in consideration of my beloved son, Cornelious Page of Haverhill, he engaging to pay me and doe for me as appeares by his securitie given to me for ye performance thereof, baring even date with these presents, do convey to my sd. son Cornelious about 12 acres of land upon which I now live, bounded

by lands of Robert Emerson and Peter Bruer and ye highway: excepting my dwelling house and one half of ye oarchyard, and a little peece of hemp land and a little peece of land planted with hopps upon ye demised premises as long as I and my wyfe live, and after our death to return to sd. Cornelious. Mar. 24, 1682-3. Signed by John Page. Wit: Onesiphorus Mash, Benjamin (his B mark) Page. Onisiphorus Page came before mee and presented this writing and by virtue of an order from his father did acknowledge this deed. Apr. 16, 1683. Robert Pike, assistant.

George Goldyer of Salisbury, yeoman, for 19 li., conveys to John Allin of Salisbury, planter, my fower cow comon rights which I bought of my father in law, Joseph Moys of Salisbury, joyner, being sd. Moys own proper rights of cow comonage given him as by ye records of sd. towne doth appeare. Mar. 3, 1674. Ack. by Georg (his O mark) Goldwyer and wife Martha, Mar. 3 1674, before Robert Pike commissioner. Wit: Tho. Bradbury, Jabez Bradbury.

John Dickison, sen., of Salisbury, planter, for 15 li. conveys to Henry Brown, sen., of ye same towne, cordwinder, and Henry, his sone, about 6 acres upland, between ye land of John Stevens, sen., and my land. To run from sd. John Stevens land next to ye mill way to a stake, thence by ye side of sd. Dickisons land to a great rock with an I and an H cut on it, thence to a white oake tree and on the highway by sd Stevens' land. Dec. 11, 1680. Ack. by John (his I mark) Dickison, sen., Apr. 11, 1681, before Nath. Saltonstall, assistant. Wit: Tho. Bradbury, Timothie Swan.

Robert Clement of Haverhill for good security given by Onesiphorus Page of Salisbury, conveys to Cornelius Page of Haverhill about 3¼ acres oxe comon land in Haverhill, bounded by ye house of John Page sen., on ye eastward side of ye highway upon a point of oxe comon hill, by a black oake, a highway leading to Jno. Clements, other trees, marked, and then down ye hill toward Jno. Page sen. house to first bound. Feb. 25, 1677. Ack. by Robert Clement and wife Elizabeth, Feb. 25, 1677, before

Nath. Saltonstall, commissionr. Wit: Onesiphorus Mash, Benjamin (his B mark) Page.

John Page, sen., of Haverhill for ye naturall love and affection which I bare to my sone Cornelliaus Page and for ye absolute settlement of part of my estate upon him for his portion as my childe, with ye full consent of Mary Page, my wyfe, and his naturall mother, conveys to sd. Cornelious Page all yt land now in my possession in Haverhill at a place called barren playne, bounded with land of Mr. Wards and of James Sanders, by land formerly belonging to "old" John Ayers, long deceased, and by ye road yt leads to East meadow. Also all my piece of land in ye sower meadow. Also all my meadow called third division meadow in mistake meadow. Also one acre of accomodation right in sd town, according to sd townes custome in all after grants following ye fourth division already granted; and in particular ye one acre of accomodation in ye land already stated for ye cow comon in Haverhill. April 1, 1682. Ack. by John Page sen. and wyfe Mary, Apr. 7, 1682, before Nath. Saltonstall, assistant. Wit: Tho. Wasse ? (blotted)

Jane Williams, widow, Joseph Williams and Mary Williams, all of Haverhill, for an exchange of lands with John Page, jr. of same place, convey to sd. John Page, jr., about 8 acres homestead or house lott land in Haverhill together with ye now dwelling house thereupon, bounded by ye comon highway upon ye Merrimack river, land of John Johnson and Mr. John Lights. Also one cow comon in ye towne of Haverhill, July 3, 1678. Ack. by Jane (her I mark) Williams, Joseph Williams, Mary (her mark) Williams (no mark given), July 3, 1678, before Nath. Saltonstall, commissioner. Wit: Robert Swan, John Gryffyng.

Henry Green of Hampton, N. H., for naturall affection and fatherly love which I doe bare to my well beloved sone Jacob Green of the same town, conveys to sd. Jacob my dwelling house, barnes, stables, outhouses, my corn mill and saw mill and privilege of ye river with all my land this side ye river, both that which I had with ye mill and that which I had of John Wedgewood, bounded with

ye Falls river on ye south, land of Joseph Swett, a comon way going towards ye mill and comon land. Also 20 acres upland on ye south of sd. falls river, land of Capt. Hussie, with my oarchyard growing upon ye same, being planted neare ye river, also a small garden or orchyard and yard and old houseing standing thereupon neare my dwelling house between ye way yt comes to ye mill and Joseph Swett's pasture. As also 30 acres saltmarsh bounded with ye river, Mr. Hussie's marsh, marsh ground of mine, and marsh of John Tuck. Also one share of ye cow comon of Hampton as it was granted. All ye above premises being in Hampton. The above is under condition that the said Jacob Green is not to possess any of the above mentioned premises but at his day of marriage. At his marriage day ye sd. Jacob is to possess yt new house yt I last builded, standing at ye north side with the end towards my other house and ye above sd. cow comon shares and ye one half of all ye other above mentioned marsh ground, one half of corn mill, my right of saw mill and houses. After my desease if it shall please God to take me out of life before ye sd. Jacob shall dispose of himself in marriage, then he shall enter upon and enjoy *all* ye above premises. Sd. Jacob when he enters upon ye premises shall take special care for the honorable maintenance of his mother, my now wyfe, but in case he shall be wanting in performing his duty to his mother she shall have ye benefit of ye one moiety of ye above premises (ye north house and share of ye cow comon only excepted) during the time of her naturall life or to her day of marriage and then to return into ye hands of my sone Jacob. Nov. 19, 1685. Whereas I say 30 acres, my meaning is *all* my marsh in yt place excepting only 10 acres on ye south side, Jacob Green to have ye remainder; I also give him half an acre of upland as it is granted on ye south side my milldam, where ye sd dam joins it. Wit: Benjamin Swett, Henry Dow and Robert Page the first two of whom appeared before Ipswich Court Mar. 31 1691 and witnessed that they saw Henry Green sign the above instrument and that Robert Page was also present. Attest, Thos. Wade, cleric.

Richard Currier of Amsbury for a valuable sum paid by to William Barnes of same place, carpenter, has for about 35 years ago conveyed to sd. Barnes about 15 acres of upland in Almsbary, bounded with ye lott of Luke Heard, originally, Richard Singletary, land of Mr. Samuel Winsley and partly upon land of Tho. Barnard, sen. I doe acknowledge to have given sd. premises into ye possession of sd. Barnes from ye time above mentioned. This deed dated Feb. 16, 1685-6. At Ipswich ye witnesses Mr. Thos. Wells and Moses Morrell, Apr. 22, 1691, testified to having seen Richard Currier sign ye above instrument. Attest, Thos. Wade, cleric.

Joseph French of Salisbury for yt naturall love and affection yt I bare to my sone Edward French, conveys to sd. Edward one full half of my comon right in Salisbury, being in all 6 cow comonages, three of which I give to him whether or not laid out, to be possest by him immediately after my decease. Feb. 21, 1687. Ack. by Joseph French, March 7, 1691-2 before Robert Pike, assistant. Thomas Wade, cleric. Wit: Robert Pike, Martha Pike, Robert Pike, jr.

Joseph French of Salisbury for ye natural love which I bare to my son Symon French convey to sd. Symon one full half of my comonage in Salisbury ye whole being 6 cow comonages, three of which I give to my sd. sone Symon to possess immediately after my decease. Feb. 21, 1687. Ack. by Joseph French, March 7, 1691-2 before Robert Pike, assistant. Wit: Robert Pike, Martha Pike, Robert Pike, jr.

Onisiphorus Page of Salisbury, weaver, conveys to Thomas Chase of Hampton, 24 acres upland in Salisbury, being ye fourteenth of those divisions, bounded by lands of Ephraim Severence, John Eastman, and Hampton line. Nov. 18, 1687. Ack. by Onisiphorus Page, Jan. 26, 1692-3, before Robert Pike, assistant. Wit: Thomas Philbrick, Jonathan Philbrick, William Philbrick, Richard Long.

Richard Long of Salisbury, house carpenter, for 25 li., conveys to Thomas Chase of Hampton, N. H., yeoman, about 25 acres land in Salisbury, between Heins brook

and Hampton line, which was the 12th lott, laid out to the right of John Gill and conveyed to me by sd. Gill, being on ye southerly side of land of John Stevens and partly on land of John Gove and sd. Thos. Chace and comon land of Hampton, also butting upon land of John Severance and ye country road. Jan. 30, 1692. Ack. by Richard Long Feb. 1, 1692, before Robert Pike, assistant. Wit: Joseph Eaton, William Hook, jr., Thos. Wade, recorder.

Richard Long of Salisbury, house carpenter, conveys to Thomas Chace of Hampton, N. H., planter, all my two lotts of upland or swamp, one of these lotts being the one which I, Richard Long, bought of William Osgood, sen., and the other I bought of Daniel Moody lying between Heins Brook and Hampton line in Salisbury, joining together and estimated as about 25 acres apiece, the two lotts numbered 24 and 25, ye 24th lott laid out to ye originall right of Daniell Peirce and ye 25th lott laid out to ye originall right of William Osgood, sen. as recorded in Salisbury town book, bounded as follows; by ye originall rights of Isaac Buswell and Roger Eastman, by Hampton and ye highway. May 23, 1690. Ack. by Richard Long, Feb. 1, 1692, before Robert Pike, assistant. Wit: Isaac Green, Peter Weare, Richard Gove.

John Allin of Salisbury, vintner, for 12 li., conveys to Thomas Chase of Hampton, N. H., yeoman, about 25 acres upland in Salisbury on Heins brook towards Hampton line, in ye last division of upland laid out to ye commoners of Salisbury and by virtue of a towne right bought of Mr. George Gouldwire, which was ye originall right of Joseph Moyse, and was laid out to me ye sd. John Allin as upon Salisbury towne book. Bounded between lotts and divisions laid out to ye originall rights of Richard Wells and George Car, butting upon Hampton line and a highway, being ye 20th lott in number. Apr. 27, 1691. Ack. by Lieut. John Allin, Jan. 26, 1692-3, before Robert Pike, assistant, Justice of peace and quorum. Wit: Richard Long, Joseph (his × mark) Andrews.

Samuel Coleby, sen., aged about 53 years testified that

about 12 or 13 years ago Jarrett Heddon and Thomas Coleby, sen. (son of Anthony Coleby) and myself with Joseph Large did all unanimously agree and preamble between ye land of Anthony Coleby, sen. and ye land of Jarrett Hedden which joined together, butting upon a highway in Amesbury leading from Amesbury ferry to ye mill of William Osgood, sen.; and did all agree and set up a stake close by ye highway at ye head of aforesd. Colebys pasture and also testified that it was very neere the place where the stake now standeth and soe to run eastward to a birch tree which was then standing but now accidentally cut down, the stump then standing where it did, which was close by a brook side and which was owned by the aforesd. Hadden to be the dividing line between Anthony Coleby and himself, just as it did run until it came into ye channell of ye powow river; and also testified yt ye aforesd. Hidden did never before or after have ye least interest in that land of Anthony Coleby which lieth upon ye north side of ye brooke. Sworn Mar. 6, 1692-3. Samuel Coleby to ye whole, Joseph Large to all but ye word "before," before Robert Pike, assistant.

Samuel Coleby, aforesd. further testified that ye afore sd. Anthony Coleby, my father, was in possession of his lott of land bounded by ye highway and by land formerly of William Sarjeant, sen., also by ye Powau river. I also testify that 46 or 47 years ago I know by my own knowledge that my father Anthony Coleby had all this land in his possession and he occupied all of it, some for planting, some for sowing, some for feeding and some for mowing and that it was swamp, meadow, flatts and upland and that sd. Anthony occupied it to the day of his death and that ever since it had been in ye possession of his successors to this day. This deponent excepted about one acre which ye aforesd. Anthony Coleby bought of Thomas Macy about 37 years ago. Sworn, Mar. 6, 1692, before me Robert Pike, Justice of ye peace. Stephen Sewall, regr.

Henry Blaisdell sen., aged about 60 years, deposed that I oft times heard my father in law Garrett Haddon say that he had no land on ye north side of the line between

sd. Hadden and Anthony Coleby, sen., late of Amesbury, which line began at ye stake by a highway leading from Amsbury ferry to Willi Osgood's mill and then to a birch tree since accidentally cut down, and to a brook which brook to be ye dividing line to ye channel of powaus river. I often heard my sd. father say that he had sold all that land on ye north side of ye brook and that Anthony Coleby or his heirs had possessed sd land 38 or 39 years. Sworn Mar. 6, 1692-3, before Robert Pike, Justice of Peace. Stephen Sewall, regr.

On Mar. 31, 1666, Robert Clemants of Haverhill and wife Elizabeth conveyed to Samuel Coleby of same place 60 acres of upland bounded by a white oake at Jemero(?) path, old Eyres carte path, a white oake marked)(a swamp, an oake marked KC, and soe to Jemero(?) path. Ack. by Robert Clemant and wife Elizabeth Apr. 22, 1674, before Nath. Saltonstall, commissioner. Stephen Sewall, regr. Wit: John Carleton, Robert Swan.

John Ellett, husbandman and Henry Tuxeberry, sen., weaver, both of Amesbury, and James Saunders of Haverhill, husbandman for 19 li. 12 s., convey to Samuel Coleby, sen., of Amesbury our two divisions of salt marsh and sweepage marsh at ye beach in Salisbury. That is to say, one lott of 1 acre, 50 rods, originally belonging to Mr. William Hooke, being lott No. 38; and ye other containing 2 acres, 58 rods, being originally the lott of Richard Currier. The 3d lott lying between lotts of William Allin, originally and a lot now of Jacob Morrill, butting upon ye beach and a creeke being 2 lotts of meadow which Edmond Elliott of Amesbury formerly bought of Richard Hubbard of Salisbury "in ye yeare eighty one," lately in possession of Lieut. John Barnard of Amesbury for ye sd. Samuel Coleby, sen. Feb. 13, 1692-3. Ack. by John Eliot, Henry (his H mark) Tuxeberry and James (his W mark) Saunders at Salisbury, Feb. 13, 1692-3, before Robert Pike, assistant and justice of ye peace. Naomi, wife John Eliot, consented to above transfer on Mar. 1, 1692-3 before Robert Pike — Stephen Sewall, regr.

Thomas Wells of Amesbury, minister, conveys to Sam-

uel Collby of same place, labourer, so much of my orchard belonging to my now habitation in Amesbury as lyeth on ye south side of ye line as it shall divide sd. orchard in ye middle, betwixt ye twelfth and thirteenth rowes of Appletrees from ye west side of sd. orchard, eastward to ye countrey highway, together with my interest in ye fence on ye east and south, bounded with ye remaining part of ye orchard and other land of sd. Wells, land of sd. Collbies and ye country highway. May 12, 1687. Ack. by Mr Thomas Wells and wife Mary, Mar. 1, 1692, before Robert Pike, assistant, and one of yr. Majisties Justices of ye Peace. Wit: William Sargent, Samuell Weed. Stephen Sewall, cleric.

Henry Blaisdill, sen. and Ebenezer Blaisdill of Amesbury, labourers, convey to Samuel Collby of ye same place, vintner, about 5 acres upland in Amesbury bounded with ye countrey highway, an orchard of sd. Collbyes, lands of John Weed, sen., and Samuel Younglove. Together with ye orchard thereto belonging excepting one appletree at ye N. E. corner. Jan. 19, 1686-7. Ack. by Henry Blaisdill, sen., Ebenezer Blaisdill and wife Sarah, Mar. 1, 1692-3, before Robert Pike, assistant. Wit: Thomas Wells, Joseph Large. Stephen Sewall, cleric.

Susanna Whitheredge of Amesbury, being admx. to ye estate of my former deceased husband Anthony Coleby, convey to my son, Samuel Coleby of same place, all my interest in my now dwelling house, land and orchard in Amesbury, not far from ye meeting house, being part of my dowrie allotted to me by ye County Court out of my former husband, Anathonie Colebyes estate, which land my sd. husband formerly purchased of Thomas Macey, bounded by a countrey highway yet leadeth down to Amesbury ferry, which land was formerly Henry Blaisdill's sen., land of Edmond Elliott, comon land yt Amesbury meeting house now stands upon, two stakes set by mutual agreement as two corner bounds betwixt sd. Samuel and his brother Thomas Coleby. Apr. 13, 1682. Signed, Susana (her O mark) Witheredge. Mr. Thomas Wells and Thomas Frame made oath, Mar. 1, 1692-3 before Robert Pike, assistant that they saw Susana Whither-

edge sign ye above instrument. Samuel Colby and Thomas (his T mark) Collby testified that they had given free consent to the above instrument signed by their mother Susanna Whitheredge. Apr. 13, 1682. Wit: Thomas Wells, Samuel Clouf. Stephen Sewell, cleric.

Will of John Cass of Hampton 4:3:1674. In ye name of god Amen. The last will & Testamt: of John Cass of Hampton in ye County of Norfolke in Newengland.

Imp. I giue & bequeath unto Martha Cass my beloued wyfe all my whole stock of cattle both of one kinde & other & all my other moueables both wth in dores & wth out to her, her heires and Assignes forever. Also I giue unto Martha Cass my wyfe all my housing & lands in Hampton both upland & meadow dureing ye time of her widowhood & att her decease or day of marriage:

Itt: I giue & bequeathe unto my two sonns Joseph & Samll: all my upland belonging to ye farme wth all my howses, oarchyard & ye lott which my house standeth upon & ye comonage belonging to my part of ye farme as also all my meadow & marsh of ye upper division down to ye great Creeke Before ye Dam, my meaning is yt part of ye creek below ye Dam: where ye water ebbeth northerly shalbee their Esterly bounds so farr as yt part of ye Creeke runns in my marsh. These howses, Barn, Lands, meadows to bee equally divided between them. my intent is yt Sam[ue]ll shall divide ye lands & meadow & Joseph shall wch part hee will haue & likewise yet Samll shall sett ye price of housing & barne & Joseph shall haue his choyce to take ye howeses & barn & to pay unto Sam^{ll} one halfe of ye price so sett upon them & if Joseph shall refuse ye howses & barne, Sam^{ll} shall haue them, paying unto Joseph one halfe of ye price so sett by Sam^{ll}: all wch lands & meadows & howses they shall enter upon & enjoy imediately after my wyfes decease, or att ye day of her marriage, all wayes provided yt they shall haue no power to make sale of any of their land till they shall arrive to ye age of twenty & eight years if they should enter upon it before: Item. I giue to my daughter Abigail ye sum of twenty pounds to bee payd

to her by my wyfe. Itt: I giuee unto my daughter Elizabeth twenty pounds to bee payd by my two sonnes Joseph & Sam^{ll} in corn & neat Cattle, ten pounds to be payd within one year after they enter upon their lands, & the other tenn pounds ye next year after to bee payd in ye same specie: Itt: I giue unto my daughter Mercy twenty pounds to bee payd to her by Joseph & Sam^{ll} in corne & neat Cattle, tenn pounds to bee payd within three years after they enter upon their lands & ye other tenn pounds within one yeare after. My intent is yt Joseph & Sam^{ll} shall pay equall shares of ye forty pounds to Elizabeth & Marcy.

Itt: I giue unto my two sonns Jonathan & Ebenezer all ye rest of my marsh from ye abouesd great Creek to ye mayne River by Sandy point, all my land at ye new plantation & my outland of ye north division & one share of ye cow comon & all to bee equally divided between them according to ye goodness or worth of it & they shall enter upon ye sd lands & marshes imediately after my wyfes decease or at ye day of her marriage, but my intent & meaning is yt if any of my children bee under age when their inheritance is due unto them by this my will, yt it shall be improved by my Executors for their benefitt till they are of age, neither shall my two Youngest sonns Jonathan & Ebenezr have power to make sale of any land given them by this my will till they shal arive to ye age of twenty eight years, if they shall enter upon it before. And I doe appoint my beloued wife Martha Cass & my loueing brothers Phillip Lewis & Tho: Philbrick Executrix & executors to this my will & Testament wch I do confirme by setting to my hand & seale: It: I add beefore ye signing & sealing yt my Daughter Martha hath all readie had thirty pounds & my Daughter Mary hath had Cowes & other things wch my intent is shall bee their portions: In confimation of all ye above sd premisses I haue sett my hand & seale this forth of ye 3d: mo: in ye yeare of our Lord 1674: mark

John m Cass with his seale to it.

Read, signed & sealed in ye Tho: Phillbrick & Joseph

presence of Tho: Philbrick
Joseph Dowe
Sam[ll] Philbrick
Entered ye 19 of
Aprill, 1675

Dowe testified upon oath
before ye Court held att
Salisbury ye 13th of Aprill
1675 yt they saw John Cass
signe, seale & declare this
to bee his will & Sam[ll] Philbrick testified
upon his oath yt hee heard him ye sd Cass
declare this to bee his will. So attests
Tho: Bradbury rec.

The 12: 2[d]: m° 1675.

An accompt or Inventorie of John Cass his estate who Deceased ye 7th: this inst taken by us underwritten.

	li	s	d
The dwelling house & barne ye oarchyard & upland belonging to ye farme	300—	0—	0
fifty acres of meadow & marsh belonging to ye farme	300—	0—	0
Comonage belonging to ye farme	000—	0—	0
a Cow comon	18—	0—	0
An hundered acres of land at ye new plantacion	06—	0—	0
Twenty seven acres of upland on ye north side of ye town	03—	0—	0
A house & barne & six acres of land adjoyning to it in ye towne & seven acres of meadow bought of Jno: Redman	80—	0—	0
3 horses	11—	0—	0
7 Cowes & 7 Calves	31—	10—	0
4 Oxen	22—	0—	0
3 steers, 3 two yearlings, 3 calves	21—	0—	0
22 sheep & six lambs	13—	0—	0
10 Swine, a sow & 7 piggs	08—	0—	0
4 beads & bolster & their furniture to them as they stood	30—	0—	0
in sylver	02—	7—	0
New cloth, linin & woolen, sixty yards	10—	0—	0
a Court cubbard a table & chests	03—	0—	0
pistolls & holsters two swords & a gunn	04—	10—	0
In books	01—	0—	0
In pewter, Iron potts & in brass	06—	0—	0

his wareing clothes	12— 0—0
Indian Corn & wheat & malt	4—17—0
sheets & napkins & pillobeers & other fine linnen	15—00—0
wooden ware horse tackling & other lumber	07—00—0
Cotton yarne & Cotton wooll	2—17—0
in porke & bacon & cheese	3—15—0
all ye impliments of Husbandrie	5—10—0
4000 of staves	5—00—0
debts due to this estate from Jno. Young	8—04—0
from Jno. ffoulsham	6—00—0

Debts due to Severall fro ye estate:

to Mr Anthony Chicklie	11—00—0
to Jno: Redman jun:	80—00—0
to Mr. Wm. Bradbury	2—00—0
to Mr Daniell	2—00—0
due at Boston & Salem	0—18—0
due to Benjamin ffifield & James Hobbes	0—19—6

Edward Goue, Joseph Dow: Aprizers of ye abousd estate

Martha Cass & Phillip Lewis & Tho: Phelbrick, Executrix & Executors to ye last will of John Cass testified upon their oathes yt this was a true Inventorie of ye sd Cass's estate as farr as doth yett appeare & if more shall hereafter appeare they are to add it to ye Inventorie. Sworn before ye Court held at Salisbury ye 13th of April, 1675 Entered 19th 2d mo 1675. Tho: Bradbury, rec.

Entered ye 6th of May, 1675) The 7th of ye 10th mo. 1674

An Inventorie of ye Estate of Peter Johnson late of Hampton in ye county of Norfolk in New england deceased.

	li s d
Imprimis—His house & house lott, 2 oarch) yards: all containing about 7 acres ½)	25—00—00
It: 2 shares of cowcomons	20—00—00
It: two shares in ye oxe comon	12—00—00
It: On[e] hundred acres of land at ye new plantacon	03—00—00

It: fortysix acres in ye north division	05—00—00
It: six acres at ye little river with ye mill privilidges	10—00—00
It: ⅔ of a windmill	07—00—00
It: six acres of fresh meadow	18—00—00
It: 3 acres of fresh meadow	08—00—00
It: 6 acres of upland in ye East feild	12—00—00
It: to a p[ar]cel of Swamp in east feild	03—00—00
It: 2 Cowes 6 li. 1 horse 2 li	08—00—00
It: 1 bull, 1 heiffer, 1 calfe, 3 li: 8 swine 1 li. 10 s.	04—10—00
It: 1 pewter platter, basons, 11 porringers, other pewter	02—03—00
It: glasses, dishes Sann trenchers: bowles	00—08—00
It: brass kettel, brass pott, warming pan & other brass	02—00—00
It: 1 fowling peece, 1 kerbine, Rapier & bolt	02—10—00
It: Iron potts, pott hooks, tramell & spitt	01—12—00
It: beetle rings & wedges	00—06—00
It: 2 feather bedds, 2 Ruggs, blankets, bolsters, pillowes, sheets & other bedding, curtaines	10—00—00
It: other english goods	01—10—00
It: 2 trunks & chests	01—00—00
It: old chests, tubbs, bottles, wheels, chayres, other things	01—00—00
It: auguers, shaves, axes, adds, hamers, Squire Beez	03—10—00
It: Sawes chissels & other tooles	02—00—00
It: playns, turning hooks & other small tooles	01—05—00
It: a whip saw ⅔ of a Crow & mill bells	01—05—00
It: his clothes, hatts, boots & Napkins	04—10—00
It: Joynt rule & compasses	00—10—00
It: bookes	00—15—00
It: an Iron Spindle Ink & gugion	01—10—00
Totall	168—04—00

prized by us day & year aboue written
all as money William Samborn
more to be added Jno Moulton

It: one share of ye Cow Comon	10—00—00
It: 3 acres of land by ye windmill	06—00—00
Total	16—00—00

This share of comons & 3 acres of land claymed by James Johnson but no legall conveyance appearing: prized as mony by us Wm Sanborn
Jno.Moulton

Upon ye request of Ruth Johnson letters of Administration were granted by ye County Court held att Salisbury ye 13th of Aprill 1675, she proceeding therein according to lawe & to give securitie to ye dubble vallu of ye Inventory. William Sanborn & John Moulton doe binde themselves in ye sum of three hundred pounds sterling on condicon yt ye sd Ruth Johnson shall p[r]oceed in her Administratrixship as beforesd according to law. This bond was owned in open Court att Salisbury, Aprill ye 13: 1675. Tho. Bradbury, rec.

An apprisall of ye estate of James Philbrick late deceased.

	li s d
The house & house lott & oarchyard & Swamp at fifty 5 li	55—00—00
One share of ox comon	10—00—00
(& a share of cow comon at	15—00—00
(If more shares at ye same price	
3 acres of fresh meadow at	10—00—00
7 acres of Salt marsh at	40—00—00
one hundred & twenty acres of *out* land at	09—00—00
27 acres of land of a late division on ye north side of ye town	02—10—00
3 cowes & a heifer at	15—00—00
10 sheep att	05—00—00
three shotes at	00—10—00
3 small gunnes & a fowling peece	02—00—00
the bedding at	10—00—00
Brass, peuter & Iron & other household lumber at	08—00—00

This inventorie was taken by Thomas Philbrick & William ffifeild sen: this 11th of December in ye year,

1674 witness our hands William ffifeilds, Tho: Philbrick.

Ann Philbrick hath letters of Administration granted unto her by ye County Court held at Salisbury ye 13: 2m: 1675 to ye estate of James Philbrick & Tho: Philbrick & Phillip Lewis doe binde themselves unto ye treasurer of ye County in ye sum of two hundred & forty pounds on condition yt ye sd Anne shall administer according to law: This bond was owned before ye abousd Court. attest

Ent. May 7, [16]75 Tho Bradbury recd.

Deed

Joseph Chace of Hampton, Norfolk Co., for 13 li payable as expressed in ye bill conveys to Daniel Lamprey of same place about four acres upland in Hampton in ye East field, with a common way on ye South towards ye sea & north by land of Wm. ffifeild, east by land of Joseph Moulton. Mar. 24, 1673-1674. Ack. by Joseph Chace & wife Rachel who relinquished her dowry, 28: 10 m: 1674. before Samll Dalton, Commissioner.

Wit: Henry Dowe
Henry Moulton.

Deed, dated July 22, 1679, John Bayly to Joshuah Bayly, was acknowledged July 23, 1679, by John Bayly before John Woodbridge, commissioner. Wit: Thos. Putnam, jr., Edward Putnam.

FRENCH NEUTRALS IN MARBLEHEAD, 1756.

Petition of the Overseers of the Poor of the Town of Marblehead, Oct. 6, 1756, to the General Court: "They have now under their Care thirty-Seven of the late Inhabitants of Nova Scotia, of whome Sixteen are men, (most of them Sea men). These people for want of Conveniance in the Town, were placed in three Houses near together, at a place called the Ferry, near to Salem Harbour, a mile at least from the Town Inhabitants, where they Stil remain. That their being together, and So remote from the Town gave them great Oppertunity of Caballing together and forming designs, free from the Notice of said Overseers, and it is generally Apprehended, that the said French may with ease put themselves and Families on board a Vessel or Vessels in either Salem, or this Harbour and make their escape in the night, which the Forts of these Harbours are in no Condition to prevent. That though in the Summer Season the Men were considerably Imployed in Labour whereby they partly Subsisted their Families, yet in the Winter Season there will be no Imployment for them in this place, so that these Families (who are in want of every thing) must be Supplied by said Overseers at the publick Charge, which must be much greater here than in the Country. Wherefore the said Overseers Pray the said French People may be removed from Marblehead, and be other ways disposed of as this Honourable Court Shall think fit.

"As these People are extremely Averse to living in the Country it is likely that their knowledge of Our desire to have them removed, may forward their Attempting an escape wherefore hope your Honours will order their Remove as Soon as possible and Some guard over them in the mean Time I am your Honours Most Humble Servant:

"Nathan Bowen, for the Said Overseers."

—*Mass. Arch., Vol.* 23, *p.* 226.

CATALOGUE OF PORTRAITS IN THE ESSEX INSTITUTE, SALEM, MASSACHUSETTS.

Introductory Note.

The Institute has long felt that a catalogue of the portraits in its possession should be published. Many of them are original portraits of persons of importance and genealogical interest. A considerable number are interesting as specimens of American art of the seventeenth, eighteenth and early nineteenth centuries. Some are not very remarkable as works of art and the subjects are not especially distinguished persons. However, they were people of some prominence in the community and their portraits, in many cases the only one in existence, are of much interest to students of local history and to their descendants.

It seems desirable in publishing the catalogue to make it not only a check list of the pictures, but to gather together such information as might be available concerning the subject of each picture.

The Peabody Museum, which has a fine collection of shipmasters and persons connected with the marine life of Salem, is co-operating with us, and the catalogue will therefore take the form, first, of an alphabetical list of all oil portraits and miniatures in the possession of the Essex Institute; second, a similar list of those in possession of the Peabody Museum; third, a list of the more important portraits in other public buildings, such as the City Hall, Court House, and some of the churches; and fourth, an alphabetical list of all the artists represented, referring to their work by the number in the catalogue. A considerable number of the portraits will be reproduced in half-tone. It is hoped thus to make available to students at a distance, as well as here, a knowledge of what portraits can be found in Salem. The information given will be sufficient to prevent confusion of a subject with another of the same name. The catalogue is limited to the oil portraits, miniatures, pastels, and a few by special

process, as medallion in wax and porcelain. No attempt has been made to include photographs, lithographs, engravings, or pictures by mechanical processes, of which the Institute, of course, has a large collection.

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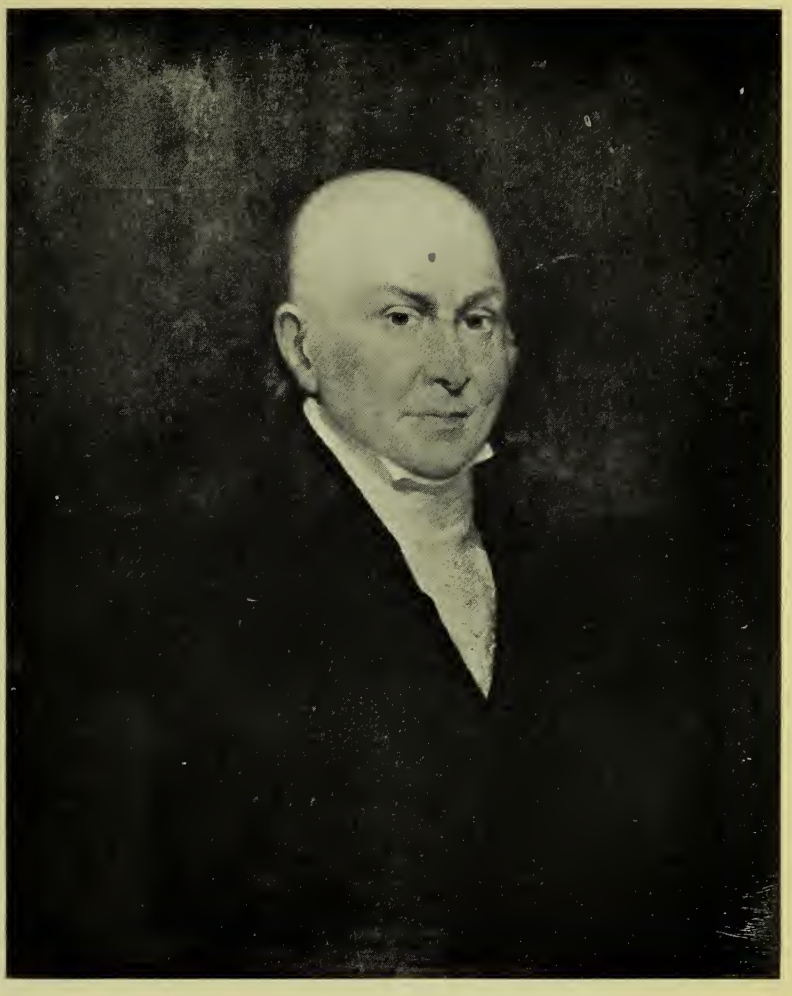
1. Rev. John Emery Abbot, 1793-1819. Miniature by Miss Goodrich. 2¾ in. x 2¾ in. Half length, face nearly front. Reddish hair brushed up from forehead and side whiskers. White cravat, dark coat and waistcoat. Light tone background.
Gift of Ellen and Robert Hale Bancroft, 1882.

Rev. John Emery Abbot, A.M., son of Benjamin and Hannah (Emery) Abbot, was born at Exeter, N. H., on August 6, 1793. He was in the seventh generation from George Abbot, one of the first settlers of Andover. His father was principal of Phillips Exeter Academy from 1795 to 1838, and the son fitted for college at that institution. He was graduated from Bowdoin College in 1810, and Harvard College conferred upon him the honorary degree of A. M. in 1815. That same year at the age of twenty-one he was called to the ministry of the North Church, Salem, but after a pastorate of two years, was forced to resign on account of ill health. A voyage to Cuba and travel in various parts of the South failed to benefit him, and he died in Exeter on October 7, 1819, in his twenty-seventh year. [See Bell, *History of Exeter, N. H.,* 1888; Bentley, *Diary,* Salem, 1905-1914, vol. IV, p. 620; *Harvard Quinquennial Catalogue,* 1910; *Salem Gazette,* April 25, 1815, Oct. 8, 15, 1819.]

2. John Quincy Adams, 1767-1848. Oil, by unknown artist. Canvas, 29 in. x 25 in. Half length, face nearly front. Elderly man, bald-headed. White stock, black coat, dark red background.
Gift of C. A. Andrews, 1918.

John Quincy Adams, sixth President of the United States, was born in Braintree, now Quincy, Massachusetts, on July 11, 1767, and died in Washington, D. C., on February 23, 1848. After his graduation from Harvard



JOHN QUINCY ADAMS
No. 2

in 1787, he read law in the office of the distinguished Federalist and eminent jurist, Theophilus Parsons of Newburyport, one of his associates in Newburyport at that time being Hon. Samuel Putnam of Salem. Adams' diary, kept during this period, contains much of interest to Essex County. He was admitted to the practice of law in Essex County in 1790. [See *Life in a New England Town, 1787-1788,* Diary of John Quincy Adams, Boston, 1903; Bentley, *Diary,* Salem, 1905-1914, 4 vols.; *Dictionary of American Biography,* 1928, vol. 1.]

3. William B. Aiken, 1814-1884. Oil, by unknown artist. Canvas, 27½ in. x 22 in. Waist length, almost full face, dark hair, side whiskers. Turned-over white collar, black stock, low-cut braid-edged vest. Gold watch chain, telescope in left hand. Seascape background, hills, a tree and a sail-boat on left. Deposited with the Peabody Museum.
Gift of Rev. John W. Buckham, 1918.

Capt. William B. Aiken, mariner, was born in Salem, February 8, 1814, the son of John and Lydia (Bridges) Aiken. He married, on December 27, 1836, Elizabeth Pattee, and their home was for many years in South Salem. In 1854, Captain Aiken was part owner of the 111 ton schooner, *Velocity,* with James W. Kimball and William Pickering. He died in Salem on November 27, 1884. [See *Salem Vital Records* (printed); *Essex Inst. Hist. Colls.* (Hitchins and Phillips), *Salem Ship Registers,* vol. 42, p. 97.]

4. Mrs. John Fiske Allen (Lucy Pickering Dodge Allen), 1810-1840. Oil, by Chatelaine, Rome, Italy. Canvas, 54 in. x 40 in. Standing figure of a lady, three-quarters length. Dark brown hair parted in center, low-cut black evening dress. Nearly full face, tilted to left, right hand raised toward shoulder, left arm and hand hang down. A thin scarf is held in both hands. Red curtain and landscape with columns in background.
Gift of the Heirs of Miss Louisa Lander, 1920.

Mrs. Lucy Pickering (Dodge) Allen, the daughter of Pickering and Rebecca (Jenks) Dodge, was born in Salem on March 17, 1810. She married on December 16, 1833, John Fiske, son of Edward and Anna (Fiske) Allen, who was born in Salem, July 14, 1807, and died in Salem, on October 18, 1876. Her father, Pickering Dodge, was a distinguished Salem merchant engaged in foreign commerce and was the sixth in descent from William Dodge, who came to Salem from Somersetshire, England, in 1629. Mr. Allen was a member of the East India Marine Society and in later life was a noted horticulturist, being the first in Salem to propagate the night-blooming cereus and the first in New England to flower the Victoria regia. Mrs. Allen died at Richmond, Virginia, on August 6, 1840, leaving one child, Pickering Dodge Allen, who was born in 1838 and died in 1863. [See *Essex Inst. Hist. Colls.,* vol. 2, pp. 166, 287, vol. 14, p. 272; Ellery and Pickering, *Pickering Genealogy,* vol. 2, pp. 461, 743.]

5. Nathaniel Kinsman Allen, 1804-1875. Oil, by J. Harvey Young. Canvas, 30 in. x 24½ in. Portrait of man, seated in upholstered chair. Almost full face, dark eyes front, dark complexion, dark brown hair, thin on top, side whiskers. High white collar, black stock, shirt pin, dark clothes. Warm brownish background. Dull red curtain on extreme left.

Bequest of Miss Mary P. Allen, 1918.

Nathaniel Kinsman Allen was born in Gloucester, August 24, 1804, the son of William and Mary (Kinsman) Allen, of that place. He removed to Salem at an early age and there married Martha, daughter of Daniel and Eunice (Fellows) Potter, on November 29, 1827. Mr. Allen was in the insurance business in Salem for many years; he also served the city as Assessor and in other capacities, having been a member of the City Council, 1847-1851. He was for some time a member of the State Board of Assessors. His death occurred in Salem, July 11, 1875. [*Salem Vital Records* (printed); *Gloucester Vital Records* (printed); *Salem Gazette,* July 14, 1875.]

MRS. JOHN FISKE ALLEN
(Lucy Pickering Dodge Allen)
No. 4

6. Pickering Dodge Allen, 1838-1863. Oil, by William Henry Furness. Canvas, 45 in. x 36 in. Standing figure in military uniform. Right hand on belt, left hand on sword. Three-quarters head.
Gift of Misses Marion C. and Elizabeth C. Allen, 1913.

7. Pickering Dodge Allen, 1838-1863. Oil, by Abel Nichols. Canvas, 25 in. x 30 in. Portrait of a small boy in plaid dress, white frill collar, reddish fair hair, face three-quarters to left. Arrow in right hand, bow in left hand. Landscape background.
Bequest of the Misses Allen, 1919.

Pickering Dodge Allen, only son of John Fiske and Lucy Pickering (Dodge) Allen, was born in Salem on May 20, 1838. He early held a commission in the Salem Light Infantry, becoming a member in 1857. Fond of foreign travel, he set out on a long trip abroad in 1859 and was in Europe at the outbreak of the Civil War in the United States. Hastening home, he enlisted on December 17, 1861, and was stationed in Louisiana. While serving upon the staff of General Weitzel, as aide-de-camp, and as 1st Lieutenant in the 1st Unattached Cavalry, he was wounded and died a victim of malarial fever, at Brashear City, Louisiana, on June 2, 1863. His funeral and interment were at Salem. He was unmarried. [See *Essex Inst. Hist. Colls.*, vol. 14, p. 273, vol. 26, p. 161; Dodge, *Dodge Genealogy,* 1894; *Salem Gazette,* June 30, 1863.]

8. Joseph Andrews, 1808-1869. Oil, by unknown artist. Canvas, 20 in. x 16 in., oval. Portrait of man, head and shoulders, three-quarter view, under life size. Dark hair and side whiskers, white collar, black stock, dark clothes, brown background.
Gift of Heirs of Clement Walker Andrews, 1931.

Joseph Andrews, son of Joseph and Mary (Bell) Andrews, was born in Salem on December 10, 1808. He married, first, on October 10, 1832, Elizabeth, daughter of Joseph and Eliza (Bartlet) Sprague, who was born in

Salem, Nov. 15, 1809, and died August 4, 1841; married, second, in 1857, Judith Walker, who was born April 26, 1826. He began his business life as clerk in a Salem bank and in 1832 was elected cashier of the Commercial Bank, Boston. Later he was a successful merchant connected with shipping interests. He was prominent in the public life of Salem, serving as Mayor in 1854-1855. He was Captain of the Salem Light Infantry and Brigadier-General of the Massachusetts Volunteer Militia, holding the latter position in 1861 at the opening of the Civil War, when he was detailed to command Fort Warren in Boston Harbor. Mr. Andrews belonged to the Masonic Fraternity, and held membership in Winslow Lewis Commandery, Knights Templar, of Salem. He joined the Ancient and Honorable Artillery Company in 1844. Removing to Boston in 1862, he continued his residence there until his death on February 8, 1869. Interment was at Harmony Grove Cemetery, Salem. [See *Essex Inst. Hist. Colls.*, vol. 26, p. 161; Roberts, *History of the Ancient and Honorable Artillery Company,* 1898, vol. III, p. 168; *Salem Vital Records* (printed).]

9. Joseph Sprague Andrews, Laura Josephine Andrews, Mary Elizabeth Andrews. Oil, by C. L. Fenton. Canvas, 30 in. x 25 in. Group of three children. Center figure a girl, holding a cat, figure on right holds a doll.

Gift of Thomas Edward Oliver, 1922.

These are children of Joseph and Elizabeth (Sprague) Andrews. Joseph Sprague Andrews was born in Salem, October, 1834; Laura Josephine Andrews was born in Boston, December 7, 1837; and Mary Elizabeth Andrews was probably born in Boston. [See *Salem Vital Records* (printed).]

10. Francis Henry Appleton, 1847—. Oil, by Mary Brewster Hazelton. Canvas, 36 in. x 30 in. Three-quarter length, full face. Seated, with arms resting on arms of chair. Gray hair and moustache. Spectacles, blue striped tie, blue suit. Dark brown background.

Gift of Francis Henry Appleton, 1933.

Francis Henry Appleton was born in Boston on June 17, 1847, the son of Francis Henry and Georgiana Crowninshield (Silsbee) Appleton. He was educated at St. Paul's School, Concord, N. H., and was graduated from Harvard in the class of 1869. He was curator of the Bussey Institution from 1873 to 1875; has been trustee and secretary of the Massachusetts Society for Promoting Agriculture; trustee of the Massachusetts Agricultural College; member of the board of control of the Massachusetts State Experiment Station, and a member of the State Board of Agriculture. He has been President of the New England Agricultural Society and of the Massachusetts Horticultural Society. While a resident of Peabody he served in the Massachusetts House and Senate, and as a trustee of the Peabody Institute in Peabody, and President of the Peabody Historical Society. He has been interested in military affairs since 1870, when he became associated with the First Corps of Cadets, and rose in the ranks of Massachusetts Militia until he was appointed Brigadier-General and commander general in Massachusetts, having been retired in 1900. General Appleton was President of the Essex Institute from 1904 to 1916. He married, first, Fanny Rollins Tappan of Boston, on June 2, 1874; married, second, Mary Spencer Tappan, on November 6, 1907.

11. Rev. Edward Barnard, A.M., 1720-1774. Oil, by John Singleton Copley. Canvas, 30 in. x 25 in. Head and shoulders, face nearly front. Large gray wig, white stock and clergyman's neckband, black coat and waistcoat. Dark background.

Gift of Edward Barnard before 1850.

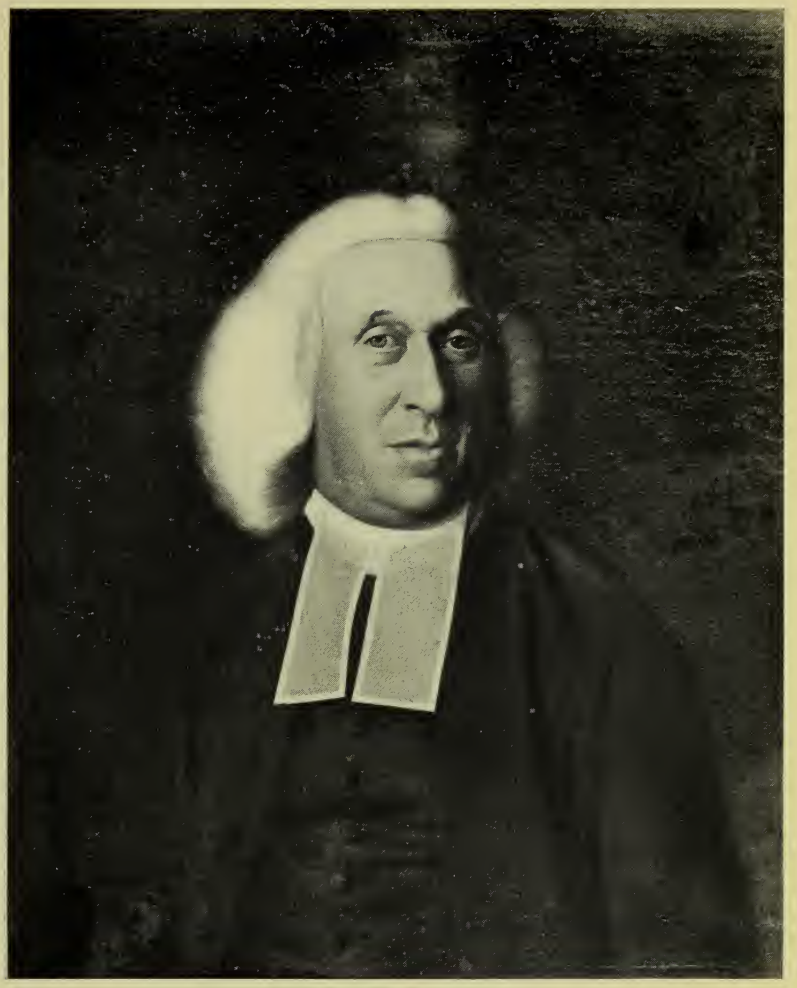
Rev. Edward Barnard was a native of Andover, where he was born on June 15, 1720, the son of Rev. John and Sarah (Martyn) Barnard, and grandson of Rev. Thomas Barnard of the same place. He was graduated from Harvard College, A.M., in 1736, and ordained at Haverhill, Massachusetts, in 1743. The same year he married Sarah, daughter of Samuel Carey of Charlestown, Massachusetts, ship chandler. Mr. Barnard belonged to a family that

gave several distinguished clergymen to Essex County, of whom he was one of the most eminent. His scholarship was marked and his preaching was said to have been excelled by few of his day. Several of his sermons were published. He died in Haverhill on January 26, 1774, aged fifty-four years. His widow died in Andover on November 18, 1805. He was brother of Rev. Thomas Barnard, Sr., of the First Church, Salem. [See Chase, *History of Haverhill,* 1861, p. 553; Barnard Genealogy, *Essex Antiquarian,* vol. 6, p. 130; *Haverhill Vital Records* (printed); Wyman, *Genealogies and Estates of Charlestown, Mass.,* vol. 1, p. 179.]

12. Rev. Thomas Barnard, D.D., 1748-1814. Wax portrait (bas-relief), profile, facing right, by John Christian Rauschner. Long dark hair, clergyman's white neckband and black robe.

Received before 1850. Donor unknown.

Rev. Thomas Barnard, D.D., the son of the Rev. Thomas and Mary (Woodbridge) Barnard, was born in Newbury, Massachusetts, on February 5, 1748. He was graduated from Harvard College in 1766 and became the first pastor of the North Church in Salem, having been ordained on January 13, 1773. He married, May 31, 1773, Lois, daughter of Samuel and Esther (Orne) Gardner, who was born in Salem, November 15, 1741. They had two children, Thomas who died in 1800 at the age of twenty-five, and Sarah, who married Robert Emery of Springfield, and died in 1809. Neither of these children survived their parents, as Dr. Barnard passed away October 1, 1814, at Salem, and his wife died in Andover, July 9, 1819. Dr. Barnard appeared as a mediator between Colonel Leslie, the British officer, and the people on that memorable Sabbath in February, 1775, when Leslie marched past the North Church on the way to the North Bridge to seize the cannon supposed to be concealed near there. Interrogated at the bridge by Colonel Leslie, young Barnard suggested a compromise, and finally, after an argument and with but slight bloodshed, Leslie made his retreat, returning by way of Marblehead to Boston. Dr. Barnard was a



REV. EDWARD BARNARD
No. 11

fine scholar, receiving the degree of Doctor of Divinity from the Universities of Edinburgh and Providence in 1794. He delivered the Dudlein lecture at Cambridge in 1795, an oration at Salem upon the death of Washington in 1799, which was printed "by desire of the town," and other occasional sermons. Fourteen of his sermons were published. For three generations Dr. Barnard's ancestors had been clergymen, and his uncle, the Rev. Edward Barnard, was also a noted divine, in Haverhill, Massachusetts. [See Gardner Genealogy, *Essex Inst. Hist. Colls.* vol. 39, p. 34, vol. 4, p. 274; *Newbury Vital Records* (printed); Barnard Genealogy, *Essex Antiq.*, vol. 6, p. 130.]

13. Mrs. William (Bates) Barnes, 1780—. Oil, by unknown artist, on metal. 10½ in. x 8½ in. Three-quarter length, full face, seated figure. Lace cap and collar, necklace and locket. Black dress, left arm over back of chair. About a quarter life size. Dark warm gray background.

Gift of Heirs of William B. Bates, 1919.

Mrs. William Bates Barnes was born in London in 1780, the daughter of William Bates. The date of her death is unknown. She was an actress and was for a while at the Federal Street Theatre, Boston.

14. William Bates, —1812. Oil, said to be by John Singleton Copley and that signature has been painted over. Canvas, 23⅜ in. x 18½ in. Head and shoulders, three-quarter view head, eyes front, white stock. High buff waistcoat, high collared dark coat, dark gray background.

Gift of Heirs of William B. Bates, 1919.

William Bates was born in England and died in 1812 in Albany, N. Y. He was robe-master at the Drury Lane Theatre, emigrated from London in 1793 with his family, and established the first theatres in Albany, Charleston, S. C., and New Orleans.

15. James Bayley, 1803-1852. Oil, by Chester Harding. Canvas, 35 in. x 28 in. Three-quarters length, face nearly front. Position, seated, with right arm resting on chair arm, left hand on thigh. Brown hair, high white collar, green silk stock tied with bow in center. Red and green shirt stud in shirt front. Black coat and waistcoat. Dark warm background.

Gift of Mrs. Elizabeth S. Stackpole, 1912.

James Bayley was born probably about 1803, the son of John and Elizabeth (Symmes) Bayley. He was the brother of Samuel King Bayley, and uncle of Mrs. George M. Whipple of Salem. He died in Boston in 1852.

16. Samuel King Bayley, 1808-1855. Miniature by unknown artist about 1829. Measurement, 2½ in. x 2 in. Half length, face three-quarters. Dark hair, wears white stock fastened with cravat pin, white waistcoat, dark coat, open. Looks at spectator. Brown background.

Gift of Mrs. George M. Whipple, 1910.

Samuel King Bayley was born in Boston about 1808 and was the son of John and Elizabeth (Symmes) Bayley. His wife was Emeline A. Stephens, and their daughter, Emeline Doane Bayley, was the second wife of George M. Whipple of Salem. Mr. Bayley was for many years an auctioneer in Boston, with offices on Congress, Battery-march and Milk Streets, being at one time associated in this business with Jabez Hatch. He also kept a carriage bazaar on Federal Street. His death occurred in Boston at 23 Eliot Street, on March 27, 1855, being then forty-seven years of age. [See *Boston Vital Records,* City Hall; Vinton, *Symmes Genealogy,* p. 74, 75; *Salem Vital Records,* City Hall.]

17. Rev. William Bentley, 1759-1819. Oil, by James Frothingham. Canvas, 27 in. x 22 in. Half-length, face nearly front. Elderly man, face tilted back, gray hair and side whiskers. White stock, clergyman's neckband. Black robe over black coat and vest. Dark brown background.

Gift of Benjamin Williams Crowninshield, 1832.

18. Rev. William Bentley, 1759-1819. Oil, by Charlotte Gilbert of North Brookfield (after a painting in the American Antiquarian Society). This picture is on exhibition at the Bentley School in Salem.

Gift of Mrs. Alfred Manchester.

Rev. William Bentley, son of Joshua and Elizabeth (Paine) Bentley, was a native of Boston, where he was born on June 22, 1759, being named for his grandfather, William Paine, an early resident of that city. In 1777 he was graduated with high honors from Harvard College and taught in the Latin and North Grammar Schools of Boston until he was called to accept a position as tutor in Latin and Greek at his alma mater, where he continued until he was ordained to the ministry in 1783. He shortly afterward became a colleague pastor at the East Church in Salem with Rev. Mr. Diman, whom he finally succeeded. His tastes were literary and he was also much interested in scientific, historical and antiquarian pursuits; his philanthropic deeds were many. Harvard conferred the degree of Doctor of Divinity a few months before his death. He was a scholar of national reputation; he read with facility more than twenty languages and spoke most of the European languages. He had correspondence with many scholars in foreign countries, especially with Professor Ebeling of Hamburg. He was an ardent Republican, and in his contributions to the newspapers during the early nineteenth century, vigorously espoused the cause of that party. A complete sketch of his life is contained in the first of the four volumes of his remarkable diary, which has been published by the Essex Institute. His death occurred suddenly in Salem on December 29, 1819. The funeral sermon was preached by Edward Everett. Dr. Bentley was unmarried.

19. John Bertram, 1796-1882. Oil, copy by Miss H. Frances Osborn, after Edgar Parker. Canvas, 28 in. x 22 in. Standing figure, half length, face slightly more than three-quarters, holding letter in left hand. Less than life size.

Purchased in 1893.

Capt. John Bertram, one of Salem's most distinguished merchants, was born on the Isle of Jersey, February 11, 1796, the son of John and Mary (Perchard) Bertram. He came to America and shortly to Salem, with his father, who was also of French and English ancestry, being the son of Thomas and Jeanne (Legros) Bertram. Captain Bertram began his seafaring life soon after reaching Salem, shipping as a cabin boy. His career as commander, then owner, of many large vessels fitted him for his later business ventures and he became a wealthy and influential citizen of Salem, whose public and private benefactions were innumerable. His vessels sailed to the four corners of the earth, Para, Zanzibar, Madagascar, and countless other foreign ports, at the time when Salem commerce was at its height, and his success followed an early life of prudence, industry and perseverence. After his retirement as a shipping merchant, he engaged in railroad enterprises in the West. He was a member of the old Salem Marine Society, the East India Marine Society, and Essex Lodge of Masons. He was the founder of the Bertram Home for Aged Men and a patron of the Salem Hospital and the Children's Friend Society. In 1823 he married Mary Smith, who died in 1837. His second wife was Mrs. Clarissa (MacIntire) Millet, and his third wife, Mary Ann Ropes, who survived him. A few years after Captain Bertram's death, which occurred on March 22, 1882, his beautiful home on Essex Street was donated by his family to the City of Salem, to become its Public Library, and it stands as a monument to one of Salem's most valued and public-spirited friends. [See *Essex Inst. Hist. Colls.,* vol. 15, p. 307, vol. 21, p. 81; *Salem Register,* March 23, 1882; Osgood and Batchelder, *Sketch of Salem,* p. 134.]

20. William Biglow, 1773-1844. Wax portrait (bas-relief), profile facing left, by John Christian Rauschner. Brown hair and side whiskers, high white collar and stock, black coat.

Bequest of Miss Mary W. Biglow, 1892.

William Biglow, a native of Weston, Massachusetts,

was born on September 21, 1773, the son of William and Hepsibeth (Russell) Biglow. He was graduated from Harvard College in the class of 1794, and six years afterward removed to Salem, where for several years he taught a school called the Salem Academy. This school was held over Michael Webb's store in the Stearns building, but outgrowing that he removed to a building on Odell Hill near the First Baptist Meeting House, which had been erected by the North Church for a vestry room. While a teacher at Salem he was much interested in forming a sort of military corps composed of his scholars, whom he trained with great care in these tactics as well as in the branches of learning commonly taught at that period. Later, he was a schoolmaster in Boston and Natick, studied theology with the Rev. Nathaniel Thayer of Lancaster, and preached occasionally in the Brattle Square and Hollis Street Churches in Boston. During his last years he followed the profession of proof-reader at the University Press in Cambridge. He compiled several school books for children and was an editor and poet of no mean order, combining a sparkling wit with great talent and intelligence. William Biglow married on January 13, 1799, in Salem, Margaret, daughter of Peter and Rebecca Lander. She died March 25, 1834, in Salem, and his death occurrerd in Boston, January 12, 1844. The Salem records tell us that four children were born of this union, two of whom, at least, died in infancy. [See *Essex Inst. Hist. Colls.,* vol. 5, p. 250; Tapley, *Salem Imprints, Salem,* 1927.]

21. Rev. Edwin Cortlandt Bolles, 1836-1920. Oil by J. Winbush, Philadelphia, 1876. Canvas, 13 in. x 11¼ in. Head of man, full three-quarters, to left, painted on cardboard. Dark brown hair parted on left side, heavy side whiskers, mouth and chin shaven. Wears gold-rimmed glasses. Warm gray background.

Gift of John Robinson, 1902.

Rev. Edwin Cortlandt Bolles, born September 19, 1836, was a native of Hartford, Connecticut, the only child of Edwin and Mary Bolles. He was a graduate of Trinity College in the class of 1855. He was baptized in the

Episcopal Church but was ordained to the Universalist ministry when he was but nineteen years of age, and held pastorates at Bridgeport, Connecticut, and at New Orleans. Shortly after the Civil War, in which he served on the staff of General Grant, he was for a time in Boston, leaving there for a charge in Portland, Maine. This he relinquished to go to Salem, where he was pastor of the Universalist Church in that city for fifteen years. New York City then claimed him and he was for some time over the Third Universalist parish in that place. His first wife was Mary D. Waters, who died in 1852, and in 1863 he married Margaret A. Barstow at Portland. Mr. Bolles was a popular lecturer and also well known for his scientific attainments, especially along the lines of Botany and Zoology. He held for some time the chair of Microscopy at St. Lawrence University in Canton, New York, and also was Dickson Professor of English and American History at Tufts College, Massachusetts. He died on January 11, 1920, at Tufts College, being survived by two daughters. [See Necrology in *Archives of Universalist Convention,* Boston; Bolles, *Bolles Genealogy,* p. 16; Biographical Clippings, vol. 36, at Essex Inst.]

22. Joseph Bowditch, 1700-1780. Miniature by unknown artist. Measurements, 1⅛ in. x ⅞ in. Head and shoulders of young man with fair hair. Face nearly front, blue coat, white stock, light background.

Gift of Miss Elizabeth B. Gardner, 1878.

Joseph Bowditch was born at Salem on August 21, 1700, the son of Captain William and Mary (Gardner) Bowditch. On July 22, 1725, he married Elizabeth, daughter of Lewis and Elizabeth (Palfrey) Hunt. She died on May 7, 1743, in her thirty-ninth year. Joseph Bowditch was "a man of wonderful humor" and many interesting anecdotes were related of him. He was always called "Squire Bowditch" and was a gentleman of great honesty and respectability. It is said that he once failed in business and although his creditors were satisfied with what he could pay them, yet when, in later years, he was successful, he promptly settled all his liabilities in full.

He was Justice of the Peace and Clerk of Courts for many years. He died on October 6, 1780, aged eighty years. His remains were interred in the Charter Street burying ground in Salem. He was the third in descent from William Bowditch, who was admitted an inhabitant of Salem in 1639, and was connected with the Hawthorne family and a near relative of Nathaniel Bowditch, the famous mathematician. [See *Essex Antiq.*, vol. 10, p. 55; *Essex Inst. Hist. Colls.*, vol. 6, p. 162; *Salem Vital Records* (printed); Gardner, *Gardner Genealogy; N. E. Gen. and Hist. Reg.*, vol. 50, p. 436.]

23. Nathaniel Bowditch, 1773-1838. Oil, by Miss Marcia Oakes Woodbury, after Charles Osgood. Canvas, 28 in. x 22 in. Elderly man seated, almost full face, bald, gray hair. White stock, dark coat and waistcoat. Warm dark background.

Purchased in 1893.

Nathaniel Bowditch, eminent mathematician, was born in Salem, March 26, 1773, the son of Habakkuk and Mary (Ingersoll) Bowditch. He married, March 25, 1798, first, Elizabeth B., daughter of Capt. Francis and Mary (Hodges) Boardman. She died October 18, 1798, and on October 28, 1800, he married, second, his cousin Polly, or Mary Ingersoll of Danvers, daughter of Jonathan and Mary (Hodges) Ingersoll. Mary (Ingersoll) Bowditch died April 17, 1834. Nathaniel Bowditch was the sixth in descent from William Bowditch, who came to America from the west of England in 1639. Beginning as a supercargo, and soon becoming master mariner, Mr. Bowditch early developed a taste for scientific research, and especially that which pertained to navigation. He was the author of many books on astronomy, navigation and like subjects, but he will forever be remembered for his "Practical Navigator," which is still in use by navigators, new editions being published from time to time by the United States Government. His greatest work was his translation of Laplace's "Mécanique Céleste." Nathaniel Bowditch held many positions of trust in Salem, including President of the Essex Fire and Marine Insurance Company, and was also a member of the East India Marine

Society and other organizations. He declined professorships in various colleges, including Harvard, University of Virginia, and West Point. He removed to Boston in 1823. He was a trustee of the Boston Athenaeum, president of the American Academy of Arts and Sciences, a member of the corporation of Harvard College, which had conferred upon him the degree of LL.D. in 1816, a member of the Royal Societies of London and Edinburgh, Royal Irish Society, and Royal Astronomical Society of London. He died in Boston on March 16, 1838. [See *Essex Inst. Hist. Colls.,* vol. 4, p. 9, vol. 15, p. 301, vol. 9, part II, p. 23; *Dictionary of American Biography,* 1928, vol. I; Bowditch, *Memoir of Nathaniel Bowditch,* Boston, 1839.]

24. Simon Bradstreet, 1603-1697. Oil, by unknown artist, after one in Senate Chamber, Boston. Canvas, 34 in. x 27 in. Half length, face nearly front, long brown curly hair. Black skull cap. Moustache and small imperial. White kerchief and black coat. Brown robe around shoulders. Natural brown background.

Presented to Essex Historical Society before 1850. Donor unknown.

Simon Bradstreet, Colonial Governor of Massachusetts, came with Winthrop in the ship *Arbella* in 1630. His wife, Anne, who accompanied him, was daughter of Thomas Dudley, later Governor of Massachusetts, and became the first woman poet of the new world. After Anne Bradstreet's death, which occurred in Andover, Massachusetts, Governor Bradstreet married, about 1676, Ann, widow of Captain Joseph Gardner of Salem, and daughter of Emmanuel and Lucy Downing. The Downing-Gardner home in Salem then became the residence of Governor Bradstreet, and there he lived until his death on March 27, 1697. She died April 19, 1713. This house stood where are now the Armory and the Essex Institute. The Governor's remains were placed in a tomb in the Charter Street cemetery in Salem. [See *Dictionary of American Biography,* vol. 2; *Essex Inst. Hist. Colls.,* vol. 64, p. 301, vol. 4, p. 185, vol. 38, p. 77.]

(*To be continued*)

SHIP "CHARLES H. LUNT," OF NEWBURYPORT, 997 TONS, BUILT AT NEWBURYPORT IN 1859, FREDERICK MOORE, MASTER.

Courtesy of the Marine Research Society

SHIP REGISTERS OF THE DISTRICT OF NEWBURYPORT.
1789-1870.

Compiled from the Newburyport Custom House Records, now in Possession of the Essex Institute.

(*Continued from Vol. LXX, Page* 92.)

Beaver, sch., 62 tons; built Salisbury, 1823; length, 55 ft. 6 in.; breadth, 16 ft. 6 in.; depth, 7 ft. 10 in. Reg. May 15, 1827. Moses Merrill, John Rogers, Michael Titcomb, owners; Nicholas French, master. Reg. Apr. 17, 1829. Henry Larcom of Beverly, owner; Michael W. Larcom, master.

Bee, bgtne., 143 tons; built Newbury, 1783; length, 68 ft. 2 in.; breadth, 22 ft. 4 in.; depth, 11 ft. 2 in. Reg. Jan. 5, 1790. William Coombs, John Coombs, owners; William Eustis, master.

Bee, sch., 75 56/95 tons; built Newburyport, 1796; length, 66 ft. 9 in.; breadth, 20 ft. 1 in.; depth, 6 ft. 6½ in. Reg. Feb. 8, 1798. Solomon Haskell of Newbury, David Coffin, Mack Haskell and Ignatius Haskell, both of Deer Isle, owners; Harry Parsons, master. Reg. June 10, 1799. Solomon Haskell of Newbury, Mack Haskell and Ignatius Haskell, both of Deer Isle, owners; Valentine Bagley, master. Reg. Dec. 14, 1796. Solomon Haskell of Newbury, David Coffin, Mack Haskell and Ignatius Haskell, both of Deer Isle, owners; Ebenezer Parlay, master.

Bee, brig, 107 tons; built Buckstown, 1800; length, 71 ft. 4 in.; breadth, 21 ft. 9 in.; depth, 8 ft. 1 in. Reg. Feb. 3, 1801. Moses Brown, owner; Ebenezer Choate, master. Reg. Oct. 28, 1803, 145 tons. Moses Brown, owner; Nathaniel Fletcher, master. Reg. May 11, 1804. Moses Brown, owner; Nathaniel Fletcher, master.

Belisarius, sch., 57 14/95 tons; built Amesbury, 1796; length, 59 ft. 2 in.; breadth, 18 ft. 3 in.; depth, 6 ft. 2 in. Reg. Jan. 4, 1797. Philip Coombs, owner; William Bartlet, master. Reg. Aug. 14, 1797. Philip Coombs, owner; William Bartlet, master. Reg. Dec. 12, 1799. William Stover, owner; William Stover, master. Reg. Nov. 1, 1800. Laurence Spitzenfield, Gee Colby, Robert Morrill, Seth Clark, all of Salisbury, owners; Gee Colby, master.

Belleville, of Newbury, ship, 309 tons; built Salisbury, 1810; length, 99 ft. 9 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in.; figure head, woman. Reg. Nov. 23, 1810. Charles

Atkinson of Boston, Thomas Hale, Ebenezer Hale, Reuben Jones, all of Newbury, owners; Reuben Jones, master.

BELLEVILLE, sch. 83 tons; built Newbury, 1826; length, 63 ft. 4 in; breadth, 18 ft. 7¼ in.; depth, 8 ft. 2¼ in.; billet head. Reg. May 12, 1828. Nehemiah A. Bray of Newbury, Thomas M. Clark, Stephen W. Marston, Peter Post, owners; Nehemiah A. Bray, master. Reg. Jan. 14, 1829. Nehemiah A. Bray of Newbury, William Ashly, Henry Metcalf, Ephraim W. Allen, owners; Nehemiah A. Bray, master.

BELL-SAVAGE, ship, 326 tons; built Amesbury, 1805; length, 99 ft. 2 in.; breadth, 27 ft. 4½ in.; depth, 13 ft. 8¼ in.; figure head, woman. Reg. Mar. 29, 1806. Nathan Long of Amesbury, Reuben Jones, Frances Todd, owners; Reuben Jones, master.

BELLONA, ship, 140 tons; built Amesbury, 1799; length, 73 ft. 9 in.; breadth, 22 ft.; depth, 10 ft.; figure head, woman. Reg. July 23, 1799. Bailey Chase, Robert Follansbe, both of Salisbury, William Bartlet of Amesbury, owners; Robert Follansbe, master.

BENJAMIN AND NANCY, bgtne., 159 tons; built Amesbury, 1795; length, 75 ft. 5 in.; breadth, 22 ft.; depth, 11 ft. Reg. July 3, 1795; Benjamin Willis of Haverhill, owner; Daniel Farley, master. Reg. July 27, 1804. Benjamin Willis of Haverhill, owner; William Hunt, master. Reg. June 13, 1805. Edmund Kimball, Jacob Noyes, jr., Sewall Toppan, Nathaniel Knap, jr., owners; Jacob Noyes, jr., master.

BETSEY, sloop, 44 tons; built Connecticut, 1796; length, 50 ft. 6 in.; breadth, 17 ft. 2½ in.; depth, 6 ft. 2½ in. Reg. Apr. 9, 1808. John Pearson, owner; Mathew P. Dole, master.

BETSEY, bgtne., 163 tons; built Amesbury, 1784; length, 75 ft.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in. Reg. Apr. 3, 1790. Peter Le Breton, owner; Peter Le Breton, master.

BETSEY, sch., 58 tons; built Amesbury, 1785; length, 59 ft. 4 in.; breadth, 18 ft. 1 in.; depth, 6 ft. 4 in. Reg. Dec. 12, 1789. Charles Goodrich, Joseph Hoyt, owners; Charles Goodrich, master.

BETSEY, bgtne., 140 tons; built Newburyport, 1785; length, 70 ft.; breadth, 21 ft. 8 in.; depth, 10 ft. 10 in. Reg. Feb. 17, 1790. Samuell Coffin, owner; William Noyes, master.

BETSEY, sloop, 92 tons; built Salisbury, 1785; length, 65 ft. 9 in.; breadth, 20 ft. 11 in.; depth, 7 ft. 11 in. Reg. Mar. 12, 1790. Enoch Peirce, Edward Toppan, John Pilsbury,

John Stanwood, Enoch Hale of Newbury, owners; John Pillsbury, master. Reg. Feb. 1, 1792; altered to bgtne. Enoch Peirce, John Balch, John Pilsbury, John Stanwood, owners; John Pillsbury, master. Reg. June 25, 1793. Samuel Chase, owner; Samuel Chase, master.

BETSEY, sch., 56 tons; built Scituate, 1786; length, 56 ft.; breadth, 17 ft. 4 in.; depth, 6 ft. 10 in. Reg. Jan. 21, 1793. Simon Tufts, owner; Thomas Adams, master. Reg. Aug. 6, 1794. Robert Stephenson, owner; Pearson Brown, master.

BETSEY, sch., 102 tons, built Harpswell, 1786; length, 57 ft.; breadth, 22 ft.; depth, 7 ft. 9 in. Reg. July 14, 1795. John Moody, Stephen Tilton, owners; Samuel Corning, master.

BETSEY, bgtne., 63 tons; built Ipswich, 1787; length, 57 ft. 3 in.; breadth, 17 ft. 2 in.; depth, 7 ft. 6 in. Reg. Mar. 24, 1792. Ebenezer Hale, John Hale of Beverly, owners; Edmund Kimball, master. Reg. Dec. 6, 1793. Ebenezer Hale, owner; Nathaniel Nowell, master.

BETSEY, sloop, 101 tons; built Waldoborough, 1790; length, 70 ft.; breadth, 22 ft. 1 in.; depth, 7 ft. 8 in.: Reg. Apr. 3, 1790. David Coffin, Solomon Haskell of Newbury, owners; Solomon Haskell, master. Reg. Dec. 13, 1791; altered to bgtne. David Coffin, Solomon Haskell of Newbury, owners; Pearson Brown, master. Reg. Jan. 1, 1794. David Coffin, Solomon Haskell of Newbury, owners; Micajah Lunt, master. Reg. Dec. 22, 1795. Jacob Little and Samuel Greenleaf of Newbury, Edward Goodrich, owners; Edward Goodrich, master. Reg. June 9, 1796. Edward Goodrich, Jacob Little of Newbury, Samuel Greenleaf of Newbury, Orlando B. Merrill of Newbury, owners; Edward Goodrich, master. Reg. Mar. 17, 1797. Jacob Little, Orlando Bagley Merrill, both of Newbury, owners; Henry Parsons, master.

BETSEY, bgtne., 133 tons; built Salisbury, 1791; length, 70 ft. 2 in.; breadth, 21 ft.; depth, 10 ft. 6 in. Reg. June 14, 1791. William Bartlet, owner; Sewell Toppan, master.

BETSEY, sch., 75 tons; built Newbury, 1793; length, 61 ft.; breadth, 18 ft. 2 in.; depth, 7 ft. 11 in. Reg. Feb. 12, 1794. Samuel Coffin, owner; Samuel Coffin, master. Reg. June 20, 1794. Samuel Coffin, owner; Joseph Noyes, master. Reg. Dec. 8, 1794. Abraham Wheelwright, Joseph Knight, owners; Ebenezer Wheelwright, master.

BETSEY, ship, 169 tons; built Amesbury, 1794; length, 75 ft. 4 in.; breadth, 22 ft. 10 in.; depth, 11 ft. 5 in. Reg.

Jan. 14, 1795. Joseph Tyler, John Jay, Jacob Eustis, both of Boston, owners; William Orne, master.

BETSEY, ship, 239 tons; built Amesbury, 1795; length, 87 ft. 3 in.; breadth, 25 ft. 1½ in.; depth, 12 ft. 6¾ in. Reg. June 23, 1795. William Boardman of Boston, Nathan Long of Amesbury, owners; Chapin Sampson, master.

BETSEY, sch., 95 tons; built Newcastle, 1799; length, 69 ft.; breadth, 21 ft. 2 in.; depth, 7 ft. 8 in. Reg. Jan. 22, 1811. Edward Bartlet, owner; John Eliot, master. Reg. Nov. 20, 1806. Green Adams, Samuel Thurlow, owners; Edward E. Powers. master. Reg. Sept. 30, 1809. Edmund Bartlet, Nath[anie]l Marsh, owners; Joseph Stover, master.

BETSEY, brig, 92 tons; built Amesbury, 1800; length, 62 ft.; breadth, 19 ft. 6 in.; depth, 8 ft. 11 in. Reg. Oct. 22, 1800. Thomas Brown, Gilman White, owners; Robert Follansbee, master. Reg. Sept. 23, 1802. Jonathan Shillaber of Salem, owner; Johnathan Shillaber, master.

BETSEY, sloop, 25 tons; built Richmond, N. Y., 1801; length, 43 ft. 9 in.; breadth, 13 ft. 7 in.; depth, 4 ft. 11 in. Reg. May 26, 1803. Leonard Smith, owner; George Offutt, master.

BETSEY, pink stern boat, 13 tons; built Gloucester, 1803; length, 32 ft. 4 in.; breadth, 10 ft. 1 in.; depth, 4 ft. 3 in. Reg. June 24, 1809. Nathan E. Long, Joshua Hale, owners; Joshua Hale, master.

BETSEY, sch., 85 tons; built Newbury, 1808; length, 61 ft. 8 in.; breadth, 18 ft. 8½ in.; depth, 8 ft. 7 in. Reg. July 11, 1809. Benjamin Wyatt, owner; Michael Titcomb, master. Reg. Mar. 15, 1811. John M. Noyes, owner; John Dent, master. Reg. Apr. 29, 1815. John M. Noyes, Abner Caldwell, owners; Stephen Norton, master. Reg. Nov. 14, 1823. Ebenezer Wheelwright, John Wills, jr., owners; Bailey Chase, master. Reg. May 25, 1826. Ebenezer Wheelwright, owner; Bailey Chase, master. Reg. Nov. 24, 1829. James Clarkson, owner; James Clarkson, master.

BETSEY, sch., 97 tons; built Plymouth, 1815; length, 63 ft.; breadth, 18 ft. 7 in.; depth, 7 ft. 7 in.; billet head. Reg. Feb. 28, 1832. Ebenezer Wheelwright, jr., of Portsmouth, N. H., owner; John Varrell, master.

BETSEY, sch., 97 tons; built Thomaston, Me., 1818; length, 65 ft. 4 in.; breadth, 20 ft. 2in.; depth, 8 ft. 7 in. Reg. July 22, 1820. Freeman Harden, Barnard Ingraham, Josiah Ingraham 3d, Mark Spear, James Spalding, Oliver Fales,

William McLoen, Joseph Hadly, owners; John Lindsey, master.

Betsy and Lucy, sch., 96 tons; built Deer Isle, 1795; length, 70 ft. 3 in.; breadth, 22 ft. 9 in.; depth, 7 ft. 1½ in. Reg. Feb. 23, 1796. David Coffin, owner; Micajah Lunt, master. Reg. Dec. 23, 1796. Solomon Haskell of Newbury, David Coffin, Mack Haskell of Deer Isle, Ignatius Haskell of Deer Isle, owners; John Rutherford, master. Reg. Aug. 31, 1797. Solomon Haskell of Newbury, David Coffin, Mack Haskell, Ignatius Haskell of Deer Isle, owners; John Rutherford, master. Reg. Apr. 23, 1799. David Coffin, owner; Stephen Webster, master.

Bird, sch., 79 tons; built Amesbury, 1817; length, 61 ft.; breadth, 18 ft. 8 in.; depth, 7 ft. 10 in. Reg. July 9, 1817. John Brown of Marblehead, owner; William Dennis, master.

Black Hawk, ship, 941 tons; built Newburyport, 1858; length, 167 ft.; breadth, 35 ft.; depth, 17 ft. 6 in.; figure head, eagle. Reg. Jan. 4, 1858. Charles Whitmore, William J. Currier, Henry Shoof, John Porter, John Currier, jr., Moses Davenport, William H. Shoof, Moses E. Hale, owners; Henry Shoof, master.

Blanchard, of Portland, Me., sch., 142 tons; built Portland, Me., 1843; length, 78 ft.; breadth, 22 ft. 7 in.; depth, 10 ft. 3½ in.; billet head. Reg. Aug. 25, 1846. Jeremiah Dow, Joseph P. Chamberlain, all of Portland, Me., John B. Knight of Eastport, Me., William M. Chamberlain of Portland, Me., John B. Brown, Nathaniel Blanchard, Franklin Pinkham, Nathaniel Ross, John Dow, owners; Paul Thurlo, master.

Blondel, ship, 630 tons; built Newburyport, 1856; length, 151 ft.; breadth, 30 ft.; depth, 15 ft.; figure head, eagle. Reg. Jan. 29, 1856. Ambrose H. White of Boston, Micajah Lunt, George Lunt, John Currier, jr., owners; George Lunt, master.

Bloomfield, of Gloucester, sch., 69 tons; built Talbot County, Maryland, 1850; length, 75 ft. 4 in.; breadth, 20 ft. 7 in.; depth, 5 ft. 1 in.; billet head. Reg. March 6, 1863. John J. Woodbury, jr., of Gloucester, Bartlett Morgan, James Griffin, Alfonso Woodbury, Albert Young, John Sargent, George W. Longsford of Gloucester, owners; Bartlett Morgan, master.

Blossom, of Wellfleet, pink stern sch., 41 tons; built Newbury, 1820; length, 50 ft. 8 in.; breadth, 14 ft. 2 in.; depth,

6 ft. 7 in. Reg. Nov. 18, 1823. Collins S. Cole of Wellfleet, owner; Collins S. Cole, master.

Blue Bird, sloop, 71 tons; built North Providence, R. I., 1795; length, 58 ft. 9 in.; breadth, 17 ft. 8 in.; depth, 8 ft. Reg. Oct. 23, 1813. Samuel Brown of Salisbury, owner; Samuel Brown, master.

Boaz, ship, 303 tons; built Newburyport, 1806; length, 94 ft. 9 in.; breadth, 27 ft. 1½ in.; depth, 13 ft. 6¾ in. Reg. Dec. 4, 1806. Thomas Cross, owner; Thomas Cross, master.

Bolina, of Newbury, sch., 103 tons; built Deer Isle, 1806; length, 70 ft. 8 in.; breadth, 23 ft.; depth, 7 ft. 6 in. Reg. Jan. 15, 1810. Solomon Haskel of Newbury, owner; Ebenezer Runnels, master.

Borneo, sch., 82 tons; built Newbury, 1821; length, 58 ft. 5 in.; breadth, 18 ft. 1½ in.; depth, 9 ft. ½ in.; billet head. Reg. Apr. 3, 1821. John Tyler of Boston, John Wood, owners; Mark Symons, master. Reg. Sept. 23, 1822. John Wood, owner; Mark Symonds, master. Reg. July 1, 1824. Stephen Tilton, John Wood, Abiel Sylvester, George Kilborn, owners; George Kilborn, master. Reg. July 16, 1825. John Chickering, Joseph P. Russell, owners; Alexander Livingston, master.

Borneo, sch., 91 tons; built Salisbury, 1839; length, 68 ft., breadth, 18 ft. 4 in.; depth, 8 ft. 4 in.; billet head. Reg. Apr. 18, 1839. Jacob Woodbury 2d, Benjamin Woodbury 3d, Nathan Pickett, Henry Pickett, John Bordon, Calvin Wallace, all of Beverly, owners; Benjamin Woodbury, master.

Boston Packet, ship, 177 tons; built Salisbury, 1792; length, 75 ft. 9 in.; breadth, 23 ft. 5 in.; depth, 11 ft. 8½ in.; figure head, woman. Reg. 26 June, 1792. Edward Davis, John Braser, David Hinkley, all of Boston, owners; Edward Davis, master.

Bounty, pink stern sch., 60 tons; built Newburyport, 1829; length, 60 ft. 6 in.; breadth, 15 ft. 9¾ in.; depth, 7 ft. 1 in.; billet head. Reg. Dec. 22, 1847. Valentine Norton, Thomas Arey, Joseph Sylvester, Crowell Sylvester, George Poole, Ezekiel Burgess, all of Vinalhaven, Me., owners; Valentine Norton, master.

Bowditch, ship, 398 tons; built Newbury, 1823; length, 112 ft. 1 in.; breadth, 28 ft. 2½ in.; depth, 14 ft. 1¼ in.; billet head. Reg. Feb. 19, 1824. Caleb Curtis of Boston, Nathaniel Curtis, Daniel P. Parker, Henry Oxnard of Boston, owners; Caleb Curtis, master.

Boxer, sch., 61 tons; built Hampton Falls, N. H., 1819; length, 56 ft. 2/10 in.; breadth, 16 ft. 8/10 in.; depth, 7 ft. 5/10 in. Reg. Nov. 10, 1820. Lowell Brown, Theopphilus Sanborn, both of Hampton Falls, N. H., owners; William H. Mitchel, master. Reg. Apr. 18, 1823. Theophilus Sandborn of Hampton Falls, N. H., Green Sanborn, owners; Nathan Plummer, master.

Bradford, ship, 217 tons; built Bradford, 1805; length, 83 ft. 3 in.; breadth, 24 ft. 6½ in.; depth, 12 ft. 3¼ in.; figure head, woman. Reg. Aug. 15, 1805. Moses Emery of Newbury, John Pearson, owners; John P. Clark, master.

Bramin, bgtne., 241 tons; built Newbury, 1815; length, 89 ft. 10 in.; breadth, 24 ft. 9 in.; depth, 12 ft. 4½ in.; billet head. Reg. Jan. 9, 1816. William Leach of Beverly, Israel Thorndike, jr., of Boston, owners; Ezra Ober, master.

Branch, sloop, 78 tons; built Newbury, 1800; length, 64 ft. 1 in.; breadth, 19 ft. 4 in.; depth, 7 ft. 4½ in. Reg. Apr. 30, 1801. Nathan Poor, Enoch Pierce, John Stanwood, owners; Moses Morse, master. Reg. Dec. 2, 1802; altered to a sch. Nathan Poor, Enoch Pierce, John Stanwood, owners; Jonathan B. Sargent, master. Reg. Feb. 4, 1804. John Stanwood, Nathan Poor, Enoch Peirce, owners; Jonathan B. Sargeant, master. Reg. Aug. 25, 1806. William Cook, Daniel Poor, Thomas Pritchet, owners; Thomas Pritchet, master. Reg. Dec. 28, 1807. John Shackford and William Shackford of Eastport, owners; John Shackford, master. Reg. July 22, 1808. William Cook, Thomas Pritchard, Isaac Poor, owners; Thomas Pritchard, master. Reg. Apr. 1, 1809. William Cook, Thomas Pritchard, Isaac Poor, owners; Thomas Pritchard, master.

Brenda, ship, 343 tons; built Newbury, 1832; length, 120 ft. 4 in.; breadth, 24 ft. 10½ in.; depth, 12 ft. 5¼ in.; billet head. Reg. Jan. 14, 1832. Jacob Covington, Isaac L. Hedge, Thomas Hedge, James Bartlet, jr., all of Plymouth, owners; Lemuel Bradford, master.

Brewster, ship, 984 tons; built Newburyport, 1855; length, 180 ft.; breadth, 34 ft. 3 in.; depth, 17 ft. 1½ in.; billet head. Reg. Feb. 22, 1855. William N. Batson of New Orleans, La., Robert R. Crosby of Boston, Alexander C. Childs of Cotuit Port, William Clark, Charles Lincoln, Elisha Foster, Albert Dunbar, Solomon Freeman, Thomas Crocker, David Lincoln, Obed Snow, all of Brewster, William Currier, James Townsend, Edward W. Lunt, John B. Pritchard, all of Newburyport, owners; William Clark, master.

BRIDGEWATER, sch., 38 tons; built Plymouth, 1782; length, 50 ft. 6 in.; breadth, 14 ft. 8 in.; depth, 6 ft. Reg. Apr. 4, 1801. Thomas Eastman of Salisbury, owner; Thomas Eastman, master. Reg. Oct. 22, 1801. Thomas Eastman of Salisbury, owner; Thomas Eastman, master.

BRIGHTON, sch., 89 tons; built Newbury, 1839; length, 66 ft. 7 in.; breadth, 18 ft.; depth, 8 ft. 6 in.; billet head. Reg. Apr. 20, 1839. Richard Evans of Marblehead, owner; John White 2d., master.

BRITANIA, sloop, 96 tons; built North Yarmouth, 1795; length, 70 ft. 4 in.; breadth, 20 ft. 11 in.; depth, 7 ft. 7 in. Reg. Oct. 7, 1808. James Turner of Orleans, Daniel Buck and John Benson of Buckstown, owners; James Turner, master.

BRITANNIA, sch., 72 tons; built Salisbury, 1797; length, 61 ft. 1 in.; breadth, 18 ft. 2 in.; depth, 7 ft. 7 in. Reg. May 8, 1797. Zachariah Gage, Asa Lampson, Samuel Lampson, all of Beverly, owners; Asa Lampson, master.

BRITTON, sch., 59 tons; built Manchester, 1789; length, 54 ft. 3 in.; breadth, 17 ft. 5 in.; depth, 7 ft. 5 in. Reg. July 10, 1802. Silas Nowell, jr., owner; James Nowell, master.

BROKER, ship, 232 tons; built Haverhill, 1809; length, 82 ft. 9 in.; breadth, 25 ft. 7 in.; depth, 12 ft. 9½ in. Reg. Mar. 19, 1810. Tracy Patch of Hamilton, David Coffin, owners; Tracy Patch, master.

BRUTUS, ship, 209 tons; built Amesbury, 1799; length, 82 ft. 3 in.; breadth, 24 ft. 3 in.; depth, 12 ft. 1½ in.; figure head, man. Reg. June 18, 1799. William H. Boardman, William Matchett of Boston, Nathan Long of Amesbury, owners; William Matchett, master.

BRUTUS, ship, 135 tons; built Amesbury, 1800; length 73 ft. 3 in.; breadth, 22 ft. 2½ in.; depth, 9 ft. 8¼ in.; figure head, man. Reg. July 22, 1800. Bailey Chase, Lawrence Spitzenfield, both of Salisbury, owners; Alexander Rutherford, master.

BRUTUS, ship, 175 tons; built Amesbury, 1802; length, 74 ft. 6 in.; breadth, 23 ft. 5¾ in.; depth, 11 ft. 8⅞ in. Reg. Jan. 26, 1803. John Pettingil, Jonathan Gage, Samuel Chase, owners; Samuel Chase, master. Reg. Sept. 4, 1806. John Pettingell, owner; William Friend, master. Reg. Apr. 6, 1804. John Pettingell, Jonathan Gage, Samuel Chase, owners; James Francis, master.

BRUTUS, of Newburyport, ship, 549 tons; built Newbury,

1844; length, 137 ft. 8 in.; breadth, 29 ft. 6 in.; depth, 14 ft. 9 in.; billet head. Reg. Dec. 5, 1844. William Plummer, Moses Davenport, John Osgood, Charles I. Brockway of Newbury, owners; Nathaniel S. Osgood, master.

Burlington, sch., 96 tons; built Newbury, 1839; length, 68 ft. 1 in.; breadth, 18 ft. 7 in.; depth, 8 ft. 8 in.; billet head. Reg. Apr. 8, 1839. Richard Evans of Marblehead, owner; John Hiller, master.

Buena Vista, of Boston, ship, 547 tons; built Newbury, 1848; length, 141 ft.; breadth, 29 ft.; depth, 14 ft. 6 in.; billet head. Reg. Oct. 16, 1848. Christopher S. Toppan of Portsmouth, N. H., Theodore Chase of Boston, owners; Eben S. Linnell, master.

Buxton, sloop, 67 tons; built Pepprelborough, 1803; length, 63 ft. 4 in.; breadth, 18 ft. 10 in.; depth, 6 ft. 6 in. Reg. Dec. 26, 1804. Joseph Lunt, Jacob Swett, owners; Woodbridge Lunt, master.

Byron, barque, 346 tons; built Newbury, 1838; length, 117 ft.; breadth, 25 ft. 5 in.; depth, 12 ft. 8½ in.; billet head. Reg. Oct. 23, 1838. Francis Todd, owner; Robert H. Pearson, master. Reg. Nov. 9, 1843. Francis Todd, Robert H. Pearson, owners; Robert H. Pearson, master.

C. H. Rogers, sch., 199 tons; built Wilmington, Del., 1849; length, 99 ft. 7/10 in.; breadth 25 ft. 8/10 in.; depth, 9 ft.; billet head. Reg. Dec. 9, 1861. Moses M. Merrill, John Longley, Eben Jewett, Benjamin Davis, jr., Edward W. Lunt, Kimball & Perkins, owners; John Longley, master.

Cacheca, brig, 196 tons; built Belfast, Me., 1837; length, 89 ft. 8 in.; breadth, 22 ft. 8 in.; depth, 10 ft. 10 in.; billet head. Reg. May 19, 1846. John McNear of Boston, Abner Plummer, Samuel Page of Wiscasset, Me., owners; John McNear, master.

Caleb, sch., 83 tons; built Newburyport, 1816; length, 65 ft. 1 in.; breadth, 19 ft. 4 in.; depth, 7 ft. 8 in. Reg. Dec. 18, 1819. Daniel Stevens, Joseph Stanwood, jr., owners; Nathaniel Coffin, master. Reg. Nov. 7, 1822. Allen Dodge, owner; Dennis Condry, master. Reg. Apr. 14, 1823. Benjamin W. Hale, Enoch Hale, Enoch Hale, jr., William Hale, all of Newbury, owners; William Remick, master. Reg. Nov. 18, 1824; 108 tons. Benjamin W. Hale, Enoch Hale, both of Newbury, Enoch Hale, jr., William Hale, owners; William Remick, master. Reg. Feb. 6, 1827. Benjamin W. Hale, Enoch Hale, William Hale, heirs of Enoch Hale, all of Newbury, owners; Benjamin Barber, master. Reg. Jan.

28, 1828. Benjamin W. Hale, Enoch Hale, William Hale, heirs of Enoch Hale, all of Newbury, owners; Benjamin Barber, master. Reg Apr. 15, 1830. Benjamin W. Hale, Enoch Hale, both of Newbury, William Remick, owners; William Remick, master. Reg. Feb. 16, 1833. Benjamin W. Hale of Newbury, William Remick of Newburyport, Enoch Hale of Newbury, William Caldwell of Haverhill, owners; Wiliam Caldwell, jr., master. Reg. Feb. 16, 1838. Enoch Hale, Benjamin W. Hale, both of Newbury, Moody A. Thurlo, owners; John H. Remick, master. Reg. Oct. 14, 1840. Benjamin W. Hale, Enoch Hale, both of Newbury, Moody A. Thurlo, owners; John W. Anderson, master.

CALEDONIAN, ship, 356 tons; built Amesbury, 1805; length, 102 ft. 10 in.; breadth, 28 ft. 1 in.; depth, 14 ft. ½ in.; figure head, woman. Reg. Oct. 17, 1805. William Dickson, John Dickson, both of Gosport, Va., Thomas Thomas, owners; John Dickson, master.

CALIFORNIA, steamer, 44 tons; built Waterville, Me., 1849; length 90 ft.; breadth, 15 ft. 7 in.; depth, 3 ft. Reg. July 9, 1849. Alexander Fuller of Waterville, Me., owner; Alexander Fuller, master.

CALLIOPE, ship, 200 tons; built Newbury, 1800; length, 81 ft. 9 in.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in.; figure head, woman. Reg. Dec. 29, 1800. Leonard Smith, owner; Elijah Mayhew, master.

CALUMET, ship, 317 tons; built Salisbury, 1826; length, 107 ft. 4 in.; breadth, 25 ft. 7½ in.; depth, 12 ft. 9¾ in.; billet head. Reg. Nov. 8, 1826. John Willis, jr., Green Sanborn, owners; William Graves, master. Reg. Oct. 21, 1828. John Wills of Newbury, owner; William Graves, master.

CALUMET, ship, 942 tons; built Newburyport, 1865. Reg. 1865. Henry Cook and others, owners.

CALYPSO, of New York, barque, 565 tons; built Newburyport, 1864; length, 135 ft. 8 in.; breadth, 30 ft. 3 in.; depth, 15 ft. 1½ in.; billet head. Reg. Mar. 17, 1864. Charles J. Brackway of New York, Daniel T. Samson, Joshua Weston, Bacon & Russell, Daniel D. Baker of New York, N. P. Mann, H. Hutchinson & Son of Boston, owners; Levi Baker, master.

CAMARGO, brig, 199 tons; built Nobleboro, Me., 1846; length, 94 ft. 3 in.; breadth, 24 ft.; depth, 9 ft. 10½ in.; billet head. Reg. Feb. 17, 1847. Robert Bayley, Robert Bayley, jr., Charles M. Bayley, Charles Tyler, owners; Charles Tyler, master.

CAMELIA, brig, 309 tons; built Newbury, 1809; length, 104 ft. 2 in.; breadth, 27 ft. 7½ in.; depth, 12 ft. 2 in.; billet head. Reg. Oct. 14, 1809. Nathaniel Mighill Perley of New York, owner; Nath[anie]l M. Perley, master.

CAMILLA, bgtne., 163 tons; built Amesbury, 1794; length, 74 ft. 9 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in. Reg. Aug. 22, 1794. Gorham Parsons, Eben Parsons, both of Boston, owners; Thomas Dissmore, master.

CANTON, sch., 111 tons; built Harrington, Me., 1847; length, 75 ft.; breadth, 22 ft. 2 in.; depth, 7 ft. 7 in.; billet head. Reg. Jan. 16, 1854. Nahum Perkins of Topsham, Me., Nehemiah Johnson, Nathaniel Johnson, both of Rowley, Benjamin Davis, jr., Ezra Lunt, William H. Lunt, Edward W. Lunt, Sumner & Swasey, owners; Benjamin Small, master. Reg. Oct. 30, 1855. Nahum Perkins of Topsham, Me., Nathaniel Johnson of Ipswich, Benjamin Davis, Ezra Lunt, William H. Lunt, H. & E. Kimball, owners; Nathaniel Johnson, master Reg. Sept. 23, 1858. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Charles B. Fowler, master.

CAPITOL, ship, 687 tons; built Newbury, 1847; length, 149 ft. 3 in.; breadth, 31 ft. 8 in.; depth, 15 ft. 10 in.; billet head. Reg. April 15, 1847. Nathan W. Neal, David A. Neal, William H. Neal, all of Salem, owners; Robert W. Simpson, master.

CARAVAN, ship, 329 tons; built Newbury, 1832; length, 116 ft. 3 in.; breadth, 24 ft. 10½ in.; depth, 12 ft. 5¼ in.; billet head. Reg. Dec. 11, 1832. William Nichols, Samuel Nichols, owners; Samuel Nichols, master.

CAROLINE, bgtne., 211 tons; built Amesbury, 1792; length, 81 ft. 6 in.; breadth, 24 ft. 6 in.; depth, 12 ft. 3 in. Reg. Jan. 29, 1793. Josiah Smith, owner; Ammi Smith, master. Reg. Aug. 22, 1795; altered to a ship. Josiah Smith, owner; Ammi Smith, master.

CAROLINE, ship, 281 tons; built Salisbury, 1793; length, 92 ft. 11 in.; breadth, 26 ft. 4 in.; depth, 13 ft. 2 in. Reg. Dec. 10, 1793. Woodbury Langden of Portsmouth, N. H., owner; Samuel Gerrish, master.

CAROLINE, sch., 114 tons; built Boston, 1794; length, 70 ft. 3 in.; breadth, 21 ft. 3 in.; depth, 8 ft. 9 in. Reg. June 29, 1802. Thomas W. Clark and Orlando B. Merrill of Newbury, owners; Anthony Knap, master. Reg. Nov. 5, 1802. Robert Farley of Ipswich, Samuel Street, owners;

Thomas Kimball, master. Reg. Dec. 3, 1803. Robert Farley of Ipswich, owner; Thomas Kimball, master.

CAROLINE, sch., 100 tons; built Weymouth, 1804; length, 72 ft.; breadth, 22 ft. 4½ in.; depth, 7 ft. 3 in. Reg. May 2, 1832. John Pearson of Bangor, Me., John S. Pearson, owners; Daniel M. Allen, master.

CAROLINE, bgtne., 241 tons; built Amesbury, 1814; length, 88 ft. 1 in.; breadth, 25 ft. 1 in.; depth, 12 ft. 6½ in.; billet head. Reg. August 4, 1815. Joseph Williams, William Davis, Moses Emery, Jacob Gerrish, owners; Joseph Gerrish, master.

CAROLINE, ship, 321 tons; built Newbury, 1815; length, 100 ft. 8 in.; breadth, 26 ft. 10½ in.; depth, 13 ft. 5¼ in. billet head. Reg. Feb. 27, 1816. Abner Wood, owner; Thomas M. Follansbe, master. Reg. Jan. 21, 1818. Joseph Ropes, John Crowninshield, Stephen Field, John Dodge, all of Salem, owners; John Dempsey, master.

CAROLINE, sloop, 45 tons; built Freeport, Me., 1820; length, 51 ft. 3 in.; breadth, 16 ft. 8 in.; depth, 6 ft. 4 in. Reg. Dec. 9, 1828. Joseph Small, William Wood, Abraham Osgood, all of Portland, Me., owners; William Jameson, master.

CAROLINE, sch., 83 tons; built Newbury, 1827; length, 60 ft. 10 in.; breadth, 16 ft. 11 in.; depth, 9 ft. 3½ in.; billet head. Reg. Oct. 4, 1828. Winthrop Sargent of Gloucester, owner; William Sayward, master.

CAROLINA AUGUSTA, of Boston, bgtne., 222 tons; built Amesbury, 1815; length, 89 ft.; breadth, 23 ft. 9½ in.; depth, 11 ft. 10¾ in.; billet head. Reg. Dec. 20, 1815. Titus Wells of Boston, John Richards of Boston, owners; Walter Wells, master.

CARRIE HUES, sch., 178 tons; built Newburyport, 1859; length, 90 ft.; breadth, 24 ft. 5 in.; depth, 9 ft. 2½ in.; figure head, female. Reg. Apr. 25, 1859. Edmund Flinn of Chatham, George G. Ryder of Cambridge, Samuel Aspinwall of Boston, Maurice M. Piggott of Chelsea, Joseph Coffin, owners; Edmund Flinn, master.

CARTHAGE, brig, 295 tons; built Newbury, 1833; length, 115 ft. 1 in.; breadth, 23 ft. 7 in.; depth, 11 ft. 9½ in.; billet head. Reg. July 5, 1833. John N. Cushing, Henry Johnson, owners; Isaac G. Tappan, master. Reg. Mar. 24, 1848. John N. Cushing. Henry Johnson, owners; Henry M. Graves, master.

CASPIAN, bgtne., 194 tons; built, Newbury, 1816; length,

85 ft. 2 in.; breadth, 22 ft. 8½ in.; depth, 11 ft. 4¼ in.; billet head. Reg. Sept. 28, 1816. Enoch Silsby of Boston, owner; Whitefield Withrell, master.

CASPIAN, of Ipswich, sch., 60 tons; built Newbury, 1828; length, 61 ft. 8 in.; breadth, 19 ft. 7½ in.; depth, 5 ft. 10 in. Reg. Apr. 18, 1836. Richard Lakeman, jr., Daniel Cogswell, Sylvanus Caldwell, all of Ipswich, owners; Richard Lakeman, jr., master.

CASTEL, brig, 132 tons; built No. Yarmouth, Me., 1832; length, 76 ft. 1½ in.; breadth, 22 ft. 8½ in.; depth, 8 ft. 10¼ in.; billet head. Reg. Dec. 12, 1832. Nathaniel Noyes, jr., Enoch Gerrish, Ebenezer Stone, owners; Enoch Gerrish, master.

CASTILIAN, ship, 999 tons; built Newbury, 1850; length, 176 feet.; breadth, 35 ft.; depth, 17 ft. 6 in.; billet head. Reg. Jan. 10, 1850. Micajah Lunt, John Currier, jr., both of Newbury, Edmund Pike, William Graves, jr., True Choate, Ezekiel Choate, owners; Alexander Graves, master.

CASTOR, ship, 308 tons; built Haverhill, 1810; length, 96 ft. 8 in.; breadth, 27 ft.; depth, 13 ft. 6 in. Reg. Aug. 2, 1810. Silas Kempton, John Avery Parker, both of New Bedford, owners; Spencer Leonard, master.

CATHERINE, bgtne., 167 tons; built Newburyport, 1791; length, 72 ft. 6 in.; breadth, 23 ft. 4 in.; depth, 11 ft. 8 in. Reg. June 15, 1791. Anthony Davenport, Moses Davenport, owners; Edmund Wingate, master.

CATHERINE, ship, 281 tons; built Haverhill, 1799; length, 88 ft. 9 in.; breadth, 27 ft. 2 in.; depth, 13 ft. 7 in.; figure head, woman. Reg. Dec. 11, 1799. Samuel Torrey of Boston, owner; David Woodward, master.

CEDRIC, brig, 193 tons; built Duxbury, 1828; length, 86 ft. 4 in.; breadth, 22 ft. 3½ in.; depth, 11 ft. 4 in.; billet head. Reg. Jan. 13, 1838. Robert Bayley, Robert Bayley, jr., Charles M. Bayley, owners; Charles M. Bayley, master.

CENTURION, sch., 147 tons; built Prospect, Me., 1840; length, 86 ft.; breadth, 23 ft. 9 in.; depth, 8 ft. 2½ in.; billet head. Reg. Sept. 26, 1846. Gilbert G. Newhall, Salem, Libbeas Curtis, Woodburn Nichols, Reuben Dyer, S. T. Curtis, I. W. Havener, Chelby Matthews, John Shirley, Martha Blaisdell, all of Searsport, Me.; owners; Libbeas Curtis, master.

CERBERUS, brig, 124 tons; built Amesbury, 1806; length, 73 ft. 10 in.; breadth, 22 ft. 1 in.; depth,, 8 ft. 10½ in. Reg. Oct. 31, 1806. Samuel Brown, Jacob Stone, owners;

Jesse Hoyt, master. Reg. Dec. 9, 1807. Samuel Brown and Jacob Stone, owners; David Lufkin, master. Reg. July 7, 1809. Samuel Brown, Jacob Stone, owners; David Lufkin, master.

CERBERUS, bgtne., 160 tons; built Amesbury, 1806; length, 75 ft. 5 in.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in. Reg. Jan. 22, 1811. Amos Toppan of Newbury, Offin Boardman, owners; David Lufkin, master.

CERES, sch., 97 tons; built Sedgwick, 1801; length, 68 ft.; breadth, 22 ft. 9 in.; depth, 7 ft. 6 in. Reg. Apr. 8, 1803. Paul Thurlo, Amos Knight, both of Newbury, Samuel Tenney, owners; Moses Knight, master. Reg. June 23, 1804. Moses Brown, Nicholas Tracy, owners; Charles Walker, master. Reg. Apr. 22, 1806. Moses Brown, Moses Hale, owners; Moses Hale, master.

CERES, ship, 278 tons; built Newbury, 1809; length, 92 ft.; breadth, 26 ft. 4½ in.; depth, 13 ft. 2¼ in.; figure head, woman. Reg. July 29, 1809. Robert Folansbee of Salisbury, Robert Foster, owners; Robert Follansbee, master.

CHARITY, sch., 88 tons; built Kingstown, 1801; length, 66 ft. 4 in.; breadth, 20 ft. 6 in.; depth, 7 ft. 7 in. Reg. July 7, 1806. Pardon Brockway, William Davenport, owners; John M. Cushing, master. Reg. Feb. 1, 1812. Pardon Brockway, Moses Pike of Salisbury, Benjamin W. Hale of Newbury, owners; John Brockway, master. Reg. June 30, 1815. Benjamin W. Hale of Newbury, Pardon Brockway of Newburyport, Moses Pike of Salisbury, owners; George Rapal, master. Reg. May 29, 1818. Moses Pike 3d. of Salisbury, Pardon Brockway, George Norton, owners; Moses Pike 3d., master. Reg. July 28, 1819. Pardon Brockway, Joseph Patch, George Norton, owners; Joseph Raynes, master. Reg. Apr. 26, 1820. Pardon Brockway, Joseph Patch, George Norton, owners; Joseph Raynes, master. Reg. May 15, 1821. Pardon Brockway, Joseph Patch, George Norton, owners; William B. Hatch, master. Reg. Oct. 3, 1821. George Norton, Pardon Brockway, Joseph Patch, owners; William B. Hatch, master.

CHARLES, sloop, 70 tons; built Kennebunk, 1800; length, 57 ft. 6 in.; breadth, 18 ft. 9½ in.; depth, 7 ft. 8 in. Reg. June 15, 1819. Benjamin W. Hale, Enoch Hale, both of Newbury, Richard Bartlet, Michael Titcomb 3d., Ezra Lunt, owners; Enoch Titcomb, master.

CHARLES, sch., 93 tons; built Salisbury, 1802; length, 70 ft.; breadth, 21 ft. 1 in.; depth, 7 ft. 4 in. Reg. Jan. 2,

1804. William Cook, Zebadee Cook, owners; John Stevens, master.

CHARLES, brig, 175 tons; built Portland, 1805; length, 85 ft. 3 in.; breadth, 24 ft. 7 in.; depth, 9 ft. 7½ in. Reg. Dec. 19, 1807. William Cook, Thomas Pritchett, Isaac Poor of Newbury, owners; Thomas Pritchett, master.

CHARLES, ship, 291 tons; built Amesbury, 1807; length, 97 ft.; breadth, 26 ft. 1 in.; depth, 13 ft. ½ in. Reg. July 30, 1807. David Coffin, owner; Daniel Stone, master.

CHARLES, ship, 224 tons; built Newbury, 1794; length, 85 ft. 1 in.; breadth, 24 ft. 8 in.; depth, 12 ft. 4 in. Reg. Aug. 6, 1794. Moses Brown, Nicholas Tracy, owners; Joseph Perkins, master. Reg. Nov. 24, 1800. Moses Brown, Nicholas Tracy, owners; William Thomas, master.

CHARLES CARROLL, ship, 386 tons; built Salisbury, 1828; length, 116 ft. 4 in.; breadth, 27 ft. 1 in.; depth, 13 ft. 6½ in. Reg. Jan. 22, 1828. William M. Noyes of Reading, Pa., William Balch, Edmund Swett, David Noyes, Charles H. Balch, owners; Caleb W. Norris, master.

CHARLES HILL, ship, 699 tons; built, Newbury, 1849; length, 150 ft.; breadth, 31 ft. 10½ in.; depth, 15 ft. 11¼ in.; billet head. Reg. Aug. 30, 1849. Charles Hill of Boston, John Currier, jr., of Newbury, William Lambert of Portsmouth, N. H., Moses Davenport, owners; William Lambert, master.

CHARLES H. LUNT, eliptic stern ship, 997 tons; built Newburyport, 1859; length, 173 ft.; breadth, 35 ft. 4 in.; depth, 17 ft. 8 in.; billet head. Reg. Oct. 10, 1859. Charles Lunt, Frederick Moore, owners; Frederick Moore, master.

CHARLES H. ROGERS, sch., 199 tons; built Wilmington, Del., 1849; length, 99 ft. 7/10 in.; breadth, 24 ft. 8/10 in.; depth, 9 ft.; billet head. Reg. July 28, 1857. John Langley, Eben Jewett, Benjamin Davis, jr., Edward W. Lunt, Edward Kimball, Moses M. Merrill, Hervey Kimball, owners; Rafael W. Bayley, master.

CHARLES MORRIS, ship, 338 tons; condemned at a Special District Court held at Boston on the 11 Nov. 1812; length, 104 ft. 4 in.; breadth, 27 ft.; depth, 13 ft. 6 in.; billet head. Reg. Nov. 21, 1815. William Manning of Salem, owner; John Gown, master.

CHARLES SIDNEY, sch., 103 tons; built Newburyport, 1818; length, 68 ft. 1 in.; breadth, 18 ft.; depth, 9 ft. 6 in.; billet head. Reg. July 6, 1818. Isaac Adams, owner; William Caldwell 3d., master. Reg. Oct. 24, 1820. Isaac Adams,

owner; Dennis Condry, master. Reg. July 25, 1821. Isaac Adams, owner; John Carlton, master. Reg. Nov. 25, 1826. Isaac Adams, owner; Stephen C. Parsons, master.

CHARMER, sch., 115 tons; built Newburyport, 1860; length, 79 ft. 3½ in.; breadth, 23 ft. 1¾ in.; depth, 7 ft. 2 in.; figure head, an eagle. Reg. Dec. 19, 1860. Warren Currier, Eben Sumner, William H. Swasey, owners; John C. Cheney, master. Reg. May 29, 1862; same owners and master.

CHARLES SMITH, sch., 397 tons; built Amesbury, 1856; length, 131 ft. 3 in.; breadth, 30 ft. 5 in.; depth, 11 ft.; billet head. Reg. Oct. 30, 1856. George Harriss of Wilmington, N. C., Simon McKay, William Huntington, Charles K. Littlefield, all of Amesbury, Frank M. Andrews, Charles Smith, William C. Norton, Delano & Lothrop, all of Boston, owners; A. H. T. Simpson, master.

CHARLOTTE, sch., 98 tons; built Edgecomb, 1785; length, 69 ft.; breadth, 21 ft. 8 in.; depth, 7 ft. 9 in. Reg. Nov. 26, 1793. Pearson Brown, owner; Pearson Brown, master. Reg. Feb. 10, 1796. John Pearson, jr., Moses Frazier, Simon Tufts, owners; Samuel Corning, master. Reg. Oct. 16, 1797. John Pearson, jr., Edmund Kimball, owners; George Day, master.

CHARLOTTE, brig, 177 tons; built Bath, Me., 1847; length, 90 ft. 10 in.; breadth, 24 ft. 10½ in.; depth, 9 ft.; billet head. Reg. Jan. 18, 1849. Charles H. Porter, Albert Currier, owners; William G. Bartlett, master.

CHELSEA, ship, 348 tons; built Haverhill, 1824; length, 108 ft. 2 in.; breadth, 26 ft. 10 in.; depth, 13 ft. 5 in.; billet head. Reg. Oct. 19, 1824. John Pratt, George Pratt, both of Boston, owners; Theodore Stanwood, master.

CHENAMUS, brig, 201 tons; built Newbury, 1841; length, 98 ft. 10 in.; breadth, 21 ft. 1 in.; depth, 10 ft. 6½ in.; billet head. Reg. Oct. 4, 1841. John N. Cushing, Henry Johnson, owners; John H. Couch, master.

CHERUB, brig, 100 tons; built Salisbury, 1805; length, 63 ft. 2½ in.; breadth, 18 ft. 5½ in.; depth, 9 ft. 10½ in.; billet head. Reg. June 25, 1828. Nicholson Broughton of Marblehead, owner; William Bartoll, master.

CHERUB, sch., 79 tons; built Salisbury, 1805; length, 51 ft. 8 in.; breadth, 18 ft. 7 in.; depth, 7 ft. 10 in. Reg. June 25, 1828. Jonathan Merrill of Newbury, owners; William Bartoll, master.

(*To be continued*)

The Correspondence of General Thomas Gage with the Secretaries of State, and with the War Office and the Treasury, 1763-1775. Compiled and edited by Clarence Edwin Carter, Professor of History, Miami University. Vol. I, 1931, 423 pp + index. Vol. II, 1933, 697 pp. + index. Octavo, cloth. New Haven: Yale University Press. Price, $5.00 each.

When Mr. William L. Clements purchased for his Library at the University of Michigan the important General Thomas Gage manuscripts, the collection of the Viscount Gage of England, he placed every student of the history of the American Revolution greatly in his debt. The two volumes so admirably prepared for publication by Professor Carter contain letters and documents selected from this tremendous mass of material, and also from the Public Records Office in London, as well as from many libraries in this country and abroad. No adequate conclusions as to the history of the period from 1763 to 1775 can be reached without recourse to the material contained in these two volumes.

Volume I is made up principally of letters of Gage to the Secretaries of State written from Halifax, New York, Boston and Salem. The Salem letters are filled with accounts of the behavior of the members of the Provincial Congress in locking the doors against the Royal secretary, the attitude of the merchants of Salem in regard to espousing the cause of the colonists, and the arrival of the 59th Regiment of British troops, which encamped in Danvers.

Volume II contains letters from the Secretaries of State to General Gage, in answer to those in Volume I; also a selection of letters from General Gage to the War Office and to the Treasury. It has been impossible to print every communication from Gage to his superior officials in London, as many of them were of a routine nature. A sufficient amount of the material has been published to show that a careful scrutiny of these volumes is absolutely necessary for a study of the British side of the questions involving the American Colonies during the ten years previous to the Revolution.

It is hoped that Professor Carter will complete this series by the publication of the letters to Gage from the War Office and the Treasury and from those miscellaneous offices in London which also had to do with American affairs. Very

few of these papers have ever been printed, though, in certain respects they comprise the most interesting part of the collection. An exhaustive index to the correspondence appears in both volumes. These volumes add greatly to the knowledge of pre-Revolutionary times in England and America.

THE RICARDIAN RENT THEORY IN EARLY AMERICAN ECONOMICS. By John Roscoe Turner. 212 pp., 12 mo., cloth. New York: New York University Press. Price, $4.00.

In addition to giving the theories of Ricardo, the author presents sketches of the principal early economists in this country, who were mainly college professors. Many of them were of New England. It is a well-rounded study, with an introduction by Dr. Frank Albert Fetter, of Princeton University.

BRITISH REGULATION OF THE COLONIAL IRON INDUSTRY. By Arthur Cecil Bining. 1933. 153 pp., octavo, cloth, illus. Philadelphia: University of Pennsylvania Press. Price, $2.00.

This study treats of a neglected phase of British colonial policy. It is an investigation of the attempts made by Great Britain to regulate and control the growing iron industry in the American colonies at a time when the Americans were becoming her competitors. The author begins with the Saugus Iron Works projects in Essex County in the seventeenth century and traces the development of the business in various parts of the colonies up to the Revolution. It is surprising to learn from Dr. Bining's survey that there were more forges in operation in the American colonies just prior to the Revolution than there were in England and Wales together. This book gives a good idea of the products manufactured in these colonial iron works and an appendix lists, by name and town, the forges and furnaces in Massachusetts Bay in 1758. A book of much value in the study of colonial manufactures, and in the friction which brought on the Revolution.

CAVALIER AND PURITAN. Ballads and Broadsides Illustrating the Period of the Great Rebellion, 1640-1660. By Hyder E. Rollins. 490 pp., octavo, cloth, illus. New York: New York University Press. Price, $4.00.

Dr. Rollins has brought together seventy-five ballads and

verse broadsides from collections in the Bodleian Library, the British Museum, and the Manchester Free Reference Library, almost all of which never have been published before. This volume probably gives a more comprehensive view of the period of the interregnum than any previous published work. It is strongly recommended to all interested in English life during the Commonwealth.

JAPAN AND AMERICA. A Journey and a Political Survey. By Henry W. Taft, 1932. 352 pp., octavo, cloth. New York: The Macmillan Company. Price, $3.50.

Henry W. Taft, prominent New York lawyer, and a member of the famous Taft family, tells, in this volume, of the visit of several outstanding Americans to Japan, for the purpose of discussing friendly relations between the two nations. They took up the question of Japanese immigration, as well as the Manchurian situation and the Shanghai incident. A perusal of this book gives much information upon Japan's problems in foreign affairs, particularly those which are affected by American policy.

PRIVATE AFFAIRS OF GEORGE WASHINGTON. From Records and Accounts of Tobias Lear, Esq., his Secretary. 1933. 337 pp., octavo, cloth. Boston: Houghton Mifflin Company. Price, $5.00.

It is quite amazing to learn that tucked away in an attic in Portsmouth, N. H., for nearly one hundred and fifty years, an important lot of material concerning the life of our first President has been brought to light. Mr. Decatur, who is a descendant of Tobias Lear, Washington's secretary, has arranged the letters, account books and other manuscripts in his possession in such an admirable manner that we are greatly indebted to him for a new picture of the great man's personal affairs from the first year of his Presidency until 1793. The author has annotated the personal accounts of Washington, item by item, as kept by Tobias Lear, who was bookkeeper as well as secretary, and the result is a collection of facts in relation not only to the expenses of the household, but to General and Mrs. Washington's philanthropies, their manner of living, what they ate and drank, what clothing they bought, how they educated the Custis children, what amusements they indulged in; in short, a most complete picture is preserved of the life and habits of the Washington household during the opening years of the United States.

Many letters never before published are reproduced, all of which are in possession of Mr. Decatur's family. Of particular interest to New England is that portion of the book relating to Washington's tour through this part of the country in 1789, when he was accompanied by Mr. Lear, whose home was in Portsmouth. When Washington reached Salem, and was met by Mr. Northey, the selectman, who was a Quaker, the author states that "the latter's speech on greeting the President must have been a great relief after the long, fulsome orations which Washington had been forced to listen to, for all he said was: 'Friend Washington, we are glad to see thee, and in behalf of the inhabitants, bid thee a hearty welcome to Salem.'" This material is one of the great "finds" of this generation and a noteworthy contribution to Washingtoniana.

FRANCISCAN STUDIES: Pontificia Americana. A Documentary History of the Catholic Church in the United States, 1784-1884. By Donald Shearer. 1933. 400 pp., octavo, paper. New York: Joseph F. Wagner, Inc., 54 Park Place. Price, $1.25.

This dissertation presents in chronological form all papal documents bearing upon Catholicism in the United States from the beginning of the hierarchical life in 1784 to the Third Plenary Council of Baltimore. Each document is introduced with a brief historical summary and by means of references the reader is given an account of the American church from the viewpoint of the papacy's contribution to its growth and development.

ORTHODOXY IN MASSACHUSETTS, 1630-1650. A Genetic Study. By Perry Miller. 1933. 313 pp., octavo, cloth. Cambridge: Harvard University Press. Price, $3.50.

Mr. Miller considers that the field of intellectual or religious history is as well worthy of research as economic and political history. He succeeds in instilling a realization of the "continuity of thought extending from the initial steps of English Puritanism to the peculiar institutions of New England." In the sixteenth and seventeenth centuries certain men of importance took religion seriously, and the author's purpose is to show that those who led the Great Migration to Massachusetts were men of this stamp. Reflecting that nearly all American historians have begun their studies with the landing on this coast, he has delved exhaustively into the

conditions in England during the century preceding. The crucial moment in the religious history of Massachusetts, Mr. Perry asserts, was the founding of the church at Salem in 1629. It was the outcome of a long and matured program; the Congregational polity resulted from an elaborate preparation. The main idea of the book is that the thought of the age furnishes the keystone of the whole colonial structure. It is a work of thorough scholarship.

History of Andover Theological Seminary. By Henry K. Rowe. 1933. 208 pp., 12 mo., cloth, illus. Newton, Massachusetts.

This is a welcome history of the first Theological Seminary founded by the Congregationalists. It was also the first in New England of any Christian denomination. Previously, ministers of colonial churches in America had been educated overseas or at Harvard and Yale. This volume has been written in celebration of the 125th anniversary of the founding, and includes an interesting account of early life in the Seminary, the students and faculty and their services in parishes, foreign and domestic missions, in education and literature. It is a long list of distinguished men that Dr. Rowe presents in connection with this old Essex County institution. The Seminary has weathered many theological storms and has now found a safe harbor in Newton. An informing volume, written in a pleasant style, with much dry humor interspersed. A name index would have increased its usefulness for ready reference.

Stow, Massachusetts, 1683-1933. Compiled in honor of the 250th Anniversary of the Town. By Rev. and Mrs. Preston R. Crowell. 1933. 111 pp., large octavo, paper, illus. Published by the authors.

There was no adequate history of this old Middlesex town until Mr. Crowell prepared an historical paper upon the occasion of the 250th anniversary of the incorporation of the town. This volume is an elaboration of that paper, with many most appropriate and valuable illustrations relating to Stowe, including a facsimile of the Indian deed. The usual civic departments are dealt with admirably; also Lafayette's visit, the story of the Regicide, biographical notes of prominent persons, names of soldiers from Stow in all the wars, and genealogies of the old families. Recommended to historical libraries.

STEPHEN FOSTER, AMERICA'S TROUBADOUR. By John Tasker Howard. 1934. 445 pp., octavo, cloth, illus. New York: Thomas Y. Crowell Company. Price, $3.50.

This is a biography which will interest all students of nineteenth century American music. Mr. Howard has written the story in narrative form and has combined with it a guide to source material, with a complete bibliography of Foster's published works, as well as the names of authors whose words he set to music. The songs which Foster wrote, like "Old Folks at Home," "Suwanee River," and "Old Black Joe," are familiar in every household, while comparatively few have known anything of the man who wrote them. Mr. Howard tells the life story of the young man—he died before he reached the age of forty—his early days in Pittsburg, his vicissitudes of fortune, his weaknesses and his virtues, until one is amazed at the work accomplished in a few years. Foster wrote 188 songs and 12 instrumental works, exclusive of many arrangements of works by other composers. The author has presented an exhaustive study of every phase of Foster's life and works, which makes this the most complete biography ever written. A beautiful portrait in colors of Foster is used as a frontispiece, and there are numerous illustrations of family portraits and manuscripts. Mr. Howard, incidentally, is the grandson of Joseph Howard of Salem and Brooklyn, N. Y., a prominent merchant of his time.

THE FOREIGN POLICY OF JAMES G. BLAINE. By Alice Felt Tyler. 411 pp., octavo, cloth. Minneapolis: The University of Minnesota Press. Price, $2.50.

This is a study of Blaine's services while Secretary of State, and irrespective of the strong prejudices of his friends and foes, the author treats the "Plumed Knight" as one who set distinctive marks on American diplomacy. Dr. Tyler's estimate of this son of Maine reveals him as a statesman who inaugurated a new era in American foreign relations. It is the first dispassionate and adequate account of this aspect of his career in relation to Central and South America, Hawaii, Samoa, Canada, and the Far East.

THE CIVILIZATION OF THE OLD NORTHWEST. A Study of Political, Social and Economic Development, 1788-1812. By Beverley W. Bond, Jr., Professor of History in the University of Cincinnati. 1934. 543 pp., octavo, cloth. New York: The Macmillan Company. Price, $3.50.

Many books have been written on the settlement of the Northwest Territory. Professor Bond has included in this new volume, not only the meat of the others, but he has used contemporary accounts, especially diaries and newspapers, to such an extent that an intensely human picture of early life in the Middle West is presented. It was a diverse population that emigrated to those newly opened lands, made up largely of New Englanders in the Ohio Purchase and Western Reserve, the Kentuckians, Virginians, Quakers, French and Germans. Professor Bond treats various phases of the life of this cosmopolitan population from 1788 to 1812 — the government, law and order, the slavery question, conquest of the Indians, pioneer agriculture, opening of communications, trade and industry, and the cultural, social and religious influences. Although the author quotes from many newspapers, it would have been interesting if he had scanned the files of the Salem and Newburyport newspapers, all of which are in the Library of the Essex Institute, because the Northwest Territory colonization was conceived and carried through the halls of Congress by Essex County men. As the author states, the colonists under Putnam and Cutler "soon exerted an influence that was far out of proportion to their actual numbers," and naturally there was intense interest in everything connected with it which newspapers of Essex County were eager to record. Letters and diaries at the Massachusetts Historical Society also might have yielded valuable material, as Boston and Salem were the most important towns of New England during the period covered. This is the best one-volume account of the early days of the Middle West that has been published.

England's Quest of Eastern Trade. By Sir William Foster, C. I. E. 1933. 355 pp., octavo, cloth, map. New York: The Macmillan Company. Price, $4.00.

This volume, one of the Pioneer Histories Series, is the work of the president of the Hakluyt Society, and as its title indicates, is the story of the work of England's explorers which culminated in the organization of the East India Company. Seeking new markets for her manufactures, England reached out to the East, which seemed to offer endless possibilities. The names of many hitherto unknown and unsung adventurers have been brought into prominence. For example, fresh facts are given concerning the later life of Ralph Fitch, and at last justice has been done to other

pioneers, such as Newbery and Courthope, who have not previously received the recognition they deserved. The author's heroes try their luck in all directions—by the Northwest Passage, the Northeast Passage, the Straits of Magellan, the Cape of Good Hope, by the Russian rivers, and by the overland tracks through Persia and Bokhara. Sir William's endeavor to produce a readable narrative has certainly been successful.

COSTUME AND FASHION OF THE NINETEENTH CENTURY. By Herbert Norris and Oswald Curtis. 1933. 264 pp., large octavo, cloth, illus. New York: E. P. Dutton and Company, Inc. Price, $6.00.

This is one of the best books on the subject of costume that has been brought to our notice. The drawings are so clear and the descriptions so adequate that it is an easy matter to reproduce from the pages of this book any fashion of the times from 1800 to 1900. Men's, women's and children's costumes are included. There are 28 illustrations in colors, and 200 in black and white. A very useful book for all libraries, and for individuals who have to do with theatricals.

THE ESSEX INSTITUTE HISTORICAL COLLECTIONS

VOL. LXX—JULY, 1934

ISSUED QUARTERLY

SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

ESSEX INSTITUTE HISTORICAL COLLECTIONS

The Historical Collections are published quarterly with illustrations, each volume containing a complete index. Subscription $3.00 per annum.

Entered at the Post Office in Salem, Massachusetts, as second class matter under the Act of March 3, 1879.

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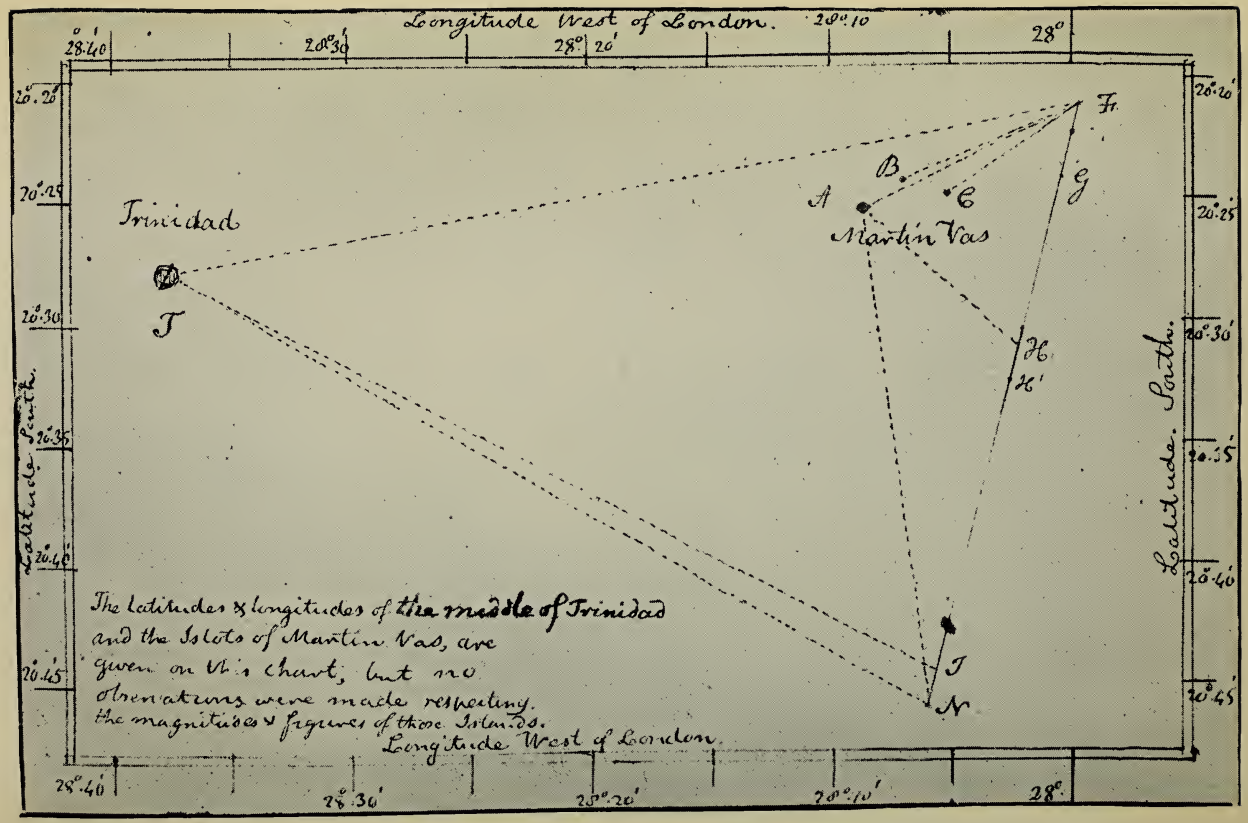

CHART DRAWN BY NATHANIEL BOWDITCH IN HIS JOURNAL OF THE VOYAGE OF THE SHIP "ASTREA," 1797

Latitude and Longitude of the Island of Trinidad

From the Journals of the East India Marine Society, at the Essex Institute

ESSEX INSTITUTE

HISTORICAL COLLECTIONS

Vol. LXX July, 1934 No. 3

NATHANIEL BOWDITCH, SUPERCARGO AND MARINER.

By Edwin B. Hewes.

The career of Nathaniel Bowditch as a surveyor, scientist, translator of the Mécanique Céleste, mathematician, president of a life and marine insurance company, is so well known as to have become the common property of New England. His career as a supercargo and sea captain has, on the other hand, become legendary, due to his publication of the "Practical Navigator." Fortunately Bowditch was a careful and methodical person and kept records of his voyages to the East Indies, which have been preserved with other of his manuscripts in the Boston Public Library. He, as recorder for the East India Marine Society of Salem, made copies of these voyages, which journals are now in possession of the Essex Institute. From these it is possible to reconstruct him as a mariner. Indeed, it was these voyages that led Bowditch to recognize the need for a more complete and accurate nautical guide than was then in existence. The pages of his sea journals are covered with columns of abstruse mathematical calculation, lunar and solar observations, all in his microscopic but legible hand. These calculations were later used by him in his "Practical Navigator," and indeed laid the basis for the work, besides supplying him with much of the material for correcting the inaccuracies of less skilled and painstaking writers.[1]

[1] The Boston Public Library possesses the following Mss. journals kept by Nathaniel Bowditch:—Journal of a voyage from Salem to East Indies in the *Henry*, Henry Prince, Master, January 11, 1795 to January 11, 1796. Journal of a voyage from Salem to Manila in the *Astrea*, Henry Prince, Master,

On January 11, 1795, Bowditch left for the East Indies, as clerk on the Elias Hasket Derby vessel, *Henry,* Captain Henry Prince.[2] The first port of call was the island of Bourbon in the Indian Ocean, off the coast of Africa. The isles of Bourbon and France, or Réunion and Mauritius, were two French colonies much resorted to by American vessels for the sale of provisions, and purchase of coffee, sugar and oriental goods brought in by the privateers that harassed the vessels of the English

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March 25, 1796 to May 22, 1797. Journal of a voyage from Salem to Europe and India in the ship *Astrea*, Henry Prince, Master, August 21, 1798 to September 15, 1800. Journal of a voyage in the *Putnam* from Beverly to Sumatra, Nathaniel Bowditch, Master, November 21, 1802 to December 25, 1803.

Bowditch, Nathaniel, LL.D., *Mécanique Céleste*, by the Marquis de la Place, translated, with a commentary, by Nathaniel Bowditch; with a memoir of the translator by his son, Nathaniel Ingersoll Bowditch. Charles C. Little and James Brown. 4 volumes, Boston, 1839. In Vol. 4, p. 28, the voyages of Bowditch are listed as follows: (a) Ship *Henry*, Captain Henry Prince, to the Isle of Bourbon, January 11, 1795 to January 11, 1796. (b) He is then credited with three voyages in the *Astrea*, Captain Henry Prince. Really he made but two such voyages, and indeed his son mentions but two in his memoir. In the third voyage the year of the departure is given as 1799, instead of 1798, although the other dates are correctly stated as, Ship *Astrea*, Captain Henry Prince, Lisbon, Madeira, and Manila, 1796 to May 1797; Ship *Astrea*, Captain Henry Prince, Batavia and Manila, 1798 to September, 1800. (c) Ship *Putnam*, Captain Nathaniel Bowditch, Beverly to Sumatra, November 21, 1802 to December 25, 1803.

John Pickering, *Eulogy on Nathaniel Bowditch, LL.D.* 101 pp. Charles C. Little and James Brown. Boston, 1838. Pickering correctly records on page 7, that Bowditch made but four voyages to the East Indies, and not five as N. I. Bowditch claims.

Daniel Appleton White, *An eulogy on the life and character of Nathaniel Bowditch, LL.D., F. R. S.* 72 pp. Salem, 1838. White correctly records the four voyages, but repeats the error of listing the third voyage in the *Astrea* as begun in 1799, instead of 1798. The same mistake is made by Alexander Young, in his biography of Bowditch entitled, *A discourse on the life and character of the Honorable Nathaniel Bowditch, LL.D., F. R. S.*, 119 pp., Charles C. Little and James Brown, Boston, 1838. This error occurs on page 28. Apparently all these confusions are due to the memoir by N. I. Bowditch. As will be seen the eulogies appeared in the same year as the memoir, and with but one exception were published by the same firm that published the memoir.

[2] Young, Alexander, *A discourse on the life and character of the Honorable Nathaniel Bowditch, LL.D., F. R. S.* p. 25.

East India Company, and the privately-owned ships of English merchants residing in the Orient and trading between the different East Indian ports. As the islands were chiefly devoted to the raising of tropical products, the food produced was insufficient to support the population. This deficiency in the food supply was more than offset by the provisions brought out by vessels from the United States. As was often the case, the supply exceeded the demand, and the consequent glut in the market resulted in extremely low prices and heavy losses to the American shippers. Yet, without such a supply of food the islands would have soon starved, and fallen a prey to the English fleets long before their capture in 1809.

The voyage to the Ile de Bourbon was unexciting and unrelieved by any incident of a noteworthy character. On May 8, the island was reached, and anchor cast in the harbor. The cargo of provisions and other merchandise was consigned to M. Vergos, Heriard et Cie. and A. L'Amalatie Fils. As the municipality and Committee of Public Safety did not desire to buy the cargo as a whole, permission was given to deliver it to the merchants to whom it had been consigned, or to sell it to others by private contract or public auction. The tariff duty was 5% on the invoice cost of the goods in the United States, payable in assignats, at the rate of $1.00 per 35 livres. The export duties were 6 livres for each bale of coffee, and 25 livres per bale of cotton. As the prices of the outward cargo were high, these duties were not excessive.[3]

On May 11, the *Henry* began to unload its cargo of wine, at the rate of 75 casks a day. This operation cost 6,000 livres, as the goods had to be put in lighters and

[3] May 10, 1795, Bowditch records the following prices for which goods were selling in the market: Brandy, per cask, 150 livres; Lead per lb. 7 livres; Butter per lb. 10 livres; Fish per lb. 14 livres; Beef per barrel 500 livres; Shoes per pair 100 livres; Half boots per pair 200 livres; Whole boots per pair 350 livres; Wines per butt 3,280 livres; Cheese per lb. 16 livres; Soap. 18 livres; Pork per barrel 650 livres; Silk hose per pair 82 livres; Hats 250 livres; Oil per butt 70 livres; Lamp black per lb. 15 livres. These prices included the tariff duty, or delivered ashore. Coffee for export, per bale of 228.8 lbs., 330 livres.

run through the surf. By June 16 the cargo had been placed ashore and all was in readiness to receive the outward cargo. As a sufficient quantity of coffee, sugar and cotton could not be purchased, Captain Prince left on a sloop for the Ile de France, to complete the required tonnage of coffee and other products. While he was absent as much coffee as was obtainable was loaded at the Ile de Bourbon by the *Henry*. Between July 18 and July 25 the *Henry* received 934½ bales of coffee of 228.8 lbs. each, two boatloads of 8 tons each, and eight boatloads of 4 tons each, or a total of 249,014 lbs. On July 7, Captain Gardner arrived from the Ile de France in the brig *Benjamin*.[4] At the Isle de Bourbon, Captain Gardner laid in 88 bales of coffee, and 228½ bales from the *Henry*. The *Henry's* cargo was now reduced to 196,755 lbs., leaving her with a capacity of 600 additional bales, or 137,280 lbs. The same day a small brig was chartered to go to St. Rose and bring over a quantity of coffee that had been purchased at that place, at a freight of 20 livres per bale. By July 25, this coffee had been stowed, and the *Henry* left for the harbor of St. Paul's for additional coffee. Bowditch seems to have become excessively tired of the islands, for when orders came to sail to St. Paul's, he wrote, "Would to God it was for America." After a two days' trip St. Paul's was reached on July 27. Some coffee was purchased here and a schooner sent to St. Benoit, and a brig to St. Louis for a further amount.

As St. Paul's did not possess the estimated amount of coffee, the *Henry* unmoored and left for St. Benoit. This town was reached on September 7. The high surf retarded the reception of the cargo so seriously that it was not until September 24 that the last of the 512 bales of coffee, or 117,146 lbs., was finally stowed in the hold. The same day the vessel weighed anchor for St. Denis, which was reached before nightfall. Three days later the *Henry*, with a cargo of 254,425 lbs., or nearly 116 tons of coffee, sailed for Salem. After an uneventful

[4] On June 28 a letter had been received from Captain Prince that Captain Gardner was at the Ile de France, ready to sail for the Ile de Bourbon, and from thence to Salem.

passage of 103 days, the anchor was dropped in Salem harbor on January 11, 1796.

The *Henry* was not the only Salem vessel at these islands. Captain Blanchard was at the Ile de Bourbon when that vessel arrived on May 8, and two days later he left for St. Paul's to load coffee. Blanchard, while at the Ile de France, discovered that patriotism and profit are not always co-existent. He had called upon the Committee of Public Safety and given them the latest news of France and the Revolution. As he was leaving, he doffed his hat and cried out, "Vive la République," feeling that it would do no harm and might aid the sale of his cargo of wine to be known as an admirer of the Revolution. In this he seemed to be successful, for the Committee of Safety, stirred by his eloquent appeal, at once bought his cargo of wine for 1,000 livres per cask, in order apparently to toast the success of the Revolution of which he seemed so staunch a supporter. Only later did the shrewd Yankee captain discover that he had been misguided by his enthusiasm. Wine was so scarce that he might easily have sold it for 5,000 livres a cask. The French people twitted him over his haste, and it became a stock phrase to greet him with the words, "Eh bien, Capitaine Blanchard, Vive la République." To this the crestfallen trader could only reply, "Oui, mais non dans ce pays ici."

In addition to Captain Blanchard and Captain Gardner[5] of the *Benjamin,* there were several other American vessels at the islands loading coffee. On July 25, Bowditch mentions that one American vessel had been wrecked with a loss of 1,040 casks of wine, while two others were at the Ile de France. Captain Price met a fellow compatriot, Captain Silsbee of the *Ceres,* at the Ile de France, and both captains returned to the Ile de Bourbon in the *Ceres* on July 19. Although reported ready to sail for the United States on July 14, Captain Silsbee left for St. Paul's to load coffee on July 22. Here he was met by the *Henry* on July 27, and did not depart

[5] On June 28 word was received that Gardner was at the Ile de France. He arrived at the Ile de Bourbon on July 7, and left for the United States on August 14.

for home until August 17. Bowditch also recorded the fact that on September 27, two Salem men were reported, William Southward coming as mate of an American ship, while Captain William Brown sailed for Bombay The same day Captain Enoch Sweet of the *Rajah* arrived, destined for St. Paul's and the United States, while Captain Benjamin Crowninshield departed for India. Two days earlier Jonathan Derby had arrived at the Ile de France. From this it may be seen that these two islands were quite populous with Salem ships and sea captains.

While at the Ile de Bourbon, Bowditch spent his leisure time in sightseeing and dining with the French officials. As he spoke, read and wrote French readily, he was able to acquire a knowledge of the island and a free access to the homes of the chief inhabitants. In many ways the islands were similar to the West Indies. The products were tropical in character, and the majority of the inhabitants negro slaves imported from Africa. The Ile de Bourbon possessed 5,000 to 6,000 Europeans and 50,000 to 60,000 negroes, while the Ile de France had 30,000 whites and 90,000 negroes. The black population had been much reduced in the last few years, due to an epidemic of smallpox. The only hospital was a fine, airy building, but as it could accommodate only a hundred patients, and was limited to the whites, the ravages of the disease was little checked by medical treatment. As a whole the town was healthy and free from disease, since its water supply came from the mountains and was piped into the city.

The water front of the city presented a pretty spectacle. The garden of the République lay along the beach and but for a neglected appearance would have been a source of pride to any city. In shape the garden was that of a star. Each ray was planted with thirty-four mango trees, each twelve feet from the other. Due to a recent hurricane that had destroyed the wharf, vessels could not discharge cargo directly on to the island. In place of the dock a hanging bridge had been built. This bridge was supported on large masts fixed upright on the shore, and

raised or lowered by means of a pulley. The admiralty station was on a high peak, from which a man equipped with a glass could see a vessel when yet twenty-five to thirty leagues off shore. By this means the town was warned in time of the presence of an enemy fleet or an approaching storm.

As a result of the Revolution the island had been renamed Réunion. All vestiges of the monarchy and nobility, such as heraldic devices, fleur-de-lis, and titles, had been obliterated and discarded. The same attitude had been adopted towards the church and its edifices. In company with Captain Prince, Bonnefoi, who was a relative of the Intendant M. Davies, the secretary of that official and Bowditch went to view the sights of the town. A church was visited, and but for an old priest baptizing an infant, was found to be absolutely deserted. The interior possessed two or three statues of Jesus, the Virgin and Holy Child, St. Denis carrying his head, a painting of the Crucifixion, and a figure of St. Joseph. This latter aroused the mirth of the French guides, who explained to their guests that he had been officially adopted by the municipality as the patron saint of cuckolds, a remark that did not apparently meet with the approval of the two Americans.

On May 10 Bowditch had lunch with the Intendant, and the next day was invited to dine with M. Vergos and his wife. Bowditch had already discovered that the Intendant was a free and sociable soul and no woman-hater. His relative, Bonnefoi, also possessed these traits, and even the Intendant's wife was not above declaring her interest in mankind; a term which apparently did not exclude husbands, provided her own was not among them. But even this was no adequate preparation for what Bowditch was to meet with at the house of the Vergos'. Bowditch found the remarks of his hostess very indelicate and comforted himself with the assurance that American women were not so fond of exposing themselves. "I can't say," he wrote, "I like the French women in that respect; they have too much confidence for me. Nothing

puts them to the blush. I am sure I have blushed for them."

In spite of this experience he returned to dine with the same couple next day. This time it was a seventy-four year old husband of two wives, both living, who met with the disapproval of Bowditch. This individual regaled the company with an account of his nineteen children, and assured all that the twentieth was to be expected shortly. Ten days later Bowditch spent a whole day disapproving of the moral state of the island as he found it during his stay. On May 21, M. Bonnefoi took his American friend to call on Madam Dupon, the mistress of the Intendant, M. Chanvallon. Of Madam Dupon, Bowditch wrote that he had never seen a woman of so little modesty. Bonnefoi now revealed himself in his true light, and completely undeceived Bowditch. While in America the Frenchman had acted like an American and a gentleman, while here he disported himself like a rake and a roué. This individual now proceeded to become intoxicated, and while in this state indulged in conversation so bold and abandoned that Bowditch was overcome with confusion and blushes. At this Bonnefoi only laughed and said, *"Eh bien, madame, voila ce petit garcon qu'il rouge. Il n'a pas perdue encore sa pucelage."* Madam looked at this wonder and asked in astonishment, *"Quelle agé avez-vous monsieur,"* and when he replied, "Twenty years," she threw up her hands and declared emphatically, *"C'est une chose absolement impossible pour conserver sa pucelage à cette ăge,"* and much more which Bowditch discreetly does not record. Although he disapproved of such actions, Bowditch was not fanatical or censorious; indeed, he felt that it was a shame for a woman of such fine figure and so accomplishsed to be so depraved.

While yet at Madame Dupon's, M. Chanvallon dropped in for a chat and a cup of coffee. Madame arose and embraced her lover with as much tenderness as if he were her husband. From other acquaintances he learned that Madame Chanvallon and Madame Dupon were good friends. Madame Chanvallon received her in her house

as her guest and the friend of her husband. Indeed when the latter was ill, the former called upon her and gave her delicacies to restore her health. This state of affairs appeared utterly incomprehensible to Bowditch, who accounted for it by the assertion that Madame Chanvallon was as bad as her husband. It was notorious that she was famous for her tête-a-têtes.

This same lady, while at a dinner given by M. L'Amalatie, to whom the cargo of the *Henry* had been sold, utterly astounded Bowditch by her frank remarks. As Bowditch said, they did not look on such things with American eyes. "We blush and they laugh at our primness." "Oh, my country," he exclaimed, "how much dearer it is to me the demeanor of thy daughters than that of the women of this country." No wonder, when orders came to sail to St. Paul's, that Bowditch uttered the heartfelt wish, "Would to God it was for America."

After less than three months at Salem, Bowditch left for a voyage to Manila on the *Astrea,* Captain Henry Prince. Salem was left astern on March 25, 1796, and a course laid for Lisbon, the first port of call. Exactly a month later anchor was dropped in the harbor of the capital of Portugal, and a part of the cargo landed and wine and specie taken aboard.[6] By May 6, the *Astrea* was again at sea, heading for the Madeira Islands, where a stop was made from May 16 to 27. Anjere was reached on September 10. Here the American vessel *Washington* of Georgetown, Captain Rhodes, forty days from the Ile de France, was spoken. He informed them that there was an embargo at the island and that 500 livres were now worth but a dollar. The following Salem men were at that port: Nathaniel Silsbee, Richard Gardner, Charles Derby, and Charles Lee, the last two recently arrived from the Cape of Good Hope. Henry Elkins was ready to

[6] The agent for these transactions was the firm of John Bulkely. This individual was a citizen of Philadelphia and one of the most prominent Americans at Lisbon. He carried on a large trade and also acted as agent for many Americans. For further information see the Bulkely Mss. in the Pennsylvania Historical Society, and the Philadelphia Custom Records in the same institution, the Custom House, and University of Philadelphia.

leave for home, and Thomas Chapman had lost a mast. Felt was on the ketch *Eliza,* as was Phillips, but due to the illness of the latter and his mate, the vessel had turned back. William Brown was heaving down his vessel at the Ile de France, while George Crowninshield had lost his cables and anchors at the Ile de Bourbon, and was forced to return to the Ile de France to refit. Finally, William Southward had left the islands for Calcutta.

After wooding and watering at Anjere roads the *Astrea* left for Manila, arriving at that port on October 3. The *Washington* had arrived ahead of them by three days. Bowditch now learned that Captain Chapman had lost one of the members of his crew, Nathaniel Phippen of Salem. Even at this early date Americans were setting up as commercial agents in the Orient. John Stuart Barr of Philadelphia had settled here prepared to act as agent for Americans trading to this port. John S. Barr transacted a commission business, charging 2½% on sales, and an equal amount on purchases. He also rented out his warehouses at $30 a month; the *Astrea* paid but $10.

Bowditch now began the long and tedious business of getting a purchaser for the cargo and making contracts for the return merchandise. The commodities that had a good sale were iron, tin plates, lead, copper, cutlery, stationary, large tumblers, and nails from one to three inches in length; but watches were of little account. Due to the fact that the European population was but 3,000, the best Madeira wines were no more valued than brandy or the less costly Madeira liquors. Coffee was not grown, while cocoa was more expensive than that produced in the West Indies. Pepper was selling at $17 per pecul of 142 lbs., sugar at $5.50, and indigo at from $80 to $85 per quintal of 103½ lbs. On October 16, the *Astrea* received 100 quintals, or 10,350 lbs., of indigo, and made a contract for 3,000 peculs, or 426,000 lbs. of sugar to be delivered in November. A week later a contract was made for an additional 4,000 peculs of sugar, 568,000 lbs., chiefly at the rate of $6.00 per pecul. An additional 70 boxes of indigo was also purchased.

During this time the attempt to sell the cargo had

proved very discouraging. The arrival of two vessels of the Spanish Philippine Company had glutted the market and reduced what little demand there was for American goods. Forty quarter casks of wine had been landed, but no one offered to buy them. Bowditch came to the conclusion that only specie should be brought to this port, as goods must invariably sell at a loss. But in spite of this unfortunate situation the purchase of a return cargo continued. Although it was not usually customary to extend credit to the merchants, the expedient was employed to get the contracts fulfilled more rapidly. A Chinese had signed a bond to supply the *Astrea* with 500 peculs, 71,000 lbs. of sugar. To stimulate him into activity he was given one-third the price, and at once produced the sugar, which he had before asserted was still growing in the fields. Two more advances and he completed the delivery much before the stipulated time. By these means 1,300 peculs of sugar was stowed in the hold by October 30. Thirty peculs of very fine sugar, included in the above amount, cost $7.00 a pecul The price of indigo now fell to $77, and as a result 150 quintals were purchased. Some 1,500 tanned hides, at six reales per skin, were also added to the cargo. Much of the wine was yet on hand and as no prospect of a cash sale was likely, it was disposed of by barter. Madeira wine brought $100 per pipe, Lisbon and Cabvallo, $30 and $35 per quarter cask.[7]

By November 27 the *Astrea* had received 4,300 peculs of sugar, and 500 peculs of pepper, and 1,500 hides. The market for American products also picked up. A run developed on hats, which now returned a profit of $1.00 a piece over their cost in the United States. The wine was also practically disposed of, only some seven or eight casks of brandy and six or seven of rum remaining aboard. On December 4, Bowditch discovered that the coolies loading the vessel had removed the indigo from a couple of boxes, stuffed them with chips, and were trying to get them aboard ship undetected. As a result of this he redoubled his watchfulness. This was soon justi-

[7] A pipe contained from 92 to 115 gallons.

fied, for a few days later a parcel of 45 boxes of indigo had been passed by Mr. Casco. The coolies said that an error had been made, and that two boxes were to be sent ashore. They removed the indigo and changed the marks on the boxes, and then brought them aboard as the first of a new consignment. Fortunately they were detected while trying to stow the boxes in the hold. By December 5 the cargo of the *Astrea* was complete. It consisted of 1,500 hides, 350 boxes and 250 quintals of indigo, 500 peculs of pepper, and 5,300 peculs of sugar. There were 57,443 lbs. of indigo costing $43,035, 1,500 hides worth 9,000 reales, 500 peculs of pepper purchased for $8,500, and 5,300 peculs of sugar for $27,860. Thus the *Astrea* had a cargo worth $79,827, with a weight of 881,043 lbs., or 400 tons.

As was usual, we find that Salem ships were plying everywhere in the eastern seas. On October 5, Bowditch and Bryant learned from Captain Rhodes that John Gibaut, on his return passage from China had been attacked by Malay pirates. In order to bring his guns to bear on the proas he had been forced to cut away part of his stern. William Brown, whom we had learnt of as leaving for Bombay, had also been attacked, but had driven off his attackers. Word was also brought that Jonathan Hodges had arrived at Batavia, and that seven Americans had perished at that port of disease. Captain Rhodes left for Canton on November 14, intending to return in two months and complete his cargo when the new crop of sugar had been milled and was ready for delivery. A day previous to this the vessel *Three Sisters* arrived from the island of Mauritius. She was owned by Thomas Russell, who had died, as had Captain Cathcart at St. Jago. This vessel was now in charge of Dobel and his mate Stillman. Captain Dobel told such improbable stories that many Americans believed him guilty of trickery. He said he was a quarter owner of his vessel and that most of the crew were his apprentices. At Manila he patronized the most infamous and notoriously shady and dishonest merchants. From the mate, Stillman, Bowditch learned on December 10, that Captain Dobel had

offered his ship for sale at the Ile de France, and had offered to take a freight to Madras. The American consul at Manila, Macarty, reprimanded him and ordered him to return to the United States at once.[8] On the same day Captain Magee of the *Grand Turk* arrived from Boston. This vessel was owned by Samuel Brugge. The son of Stephen Hall of Boston had accompanied Captain Magee. The vessel had left Boston on March 18, and touched at New Holland, or Australia, and sold part of her wine at the convict settlement in Botany Bay. Captain Magee decided to sell his 40 pipes of brandy, iron and lead at Manila, lay in a cargo of rice and proceed on to Canton. The Chinese government during years of scarcity or famine permitted all rice ships to import goods to Canton duty free, and also exempted them from the payment of all fees and measurement excepting that levied by the Hoppo of $1,500. By doing this Captain Magee felt he might escape these onerous dues, but he was told by Captain Prince that he had better proceed to China directly, as rice imports had been prohibited this year.

On December 2, thieves broke into the house rented from J. S. Barr and used by the ship's crew as sleeping quarters and as a warehouse, and stole a bag containing $1,000. That day a native had presented a muster of indigo and noticed five bags of money in the room. He and four or five others decided to rob the place and secure the specie. That night the thieves entered the room by climbing up a ten-foot bamboo. This room was separated from the sleeping quarters of the Captain, Bowditch, the mate Collins, and seven of the crew by a very slight partition. The Malays secured the money but forgot to close the window. The draft awakened Captain Prince, who asked Bowditch if he had left the window open, and if he had, to close it. The clerk was sure he had fastened the window, and when he went to make sure, saw that a bag of cash was missing. The alarm was given and a guard boat sent in pursuit of the thieves. The miscreants were discovered in their canoe, dividing the

[8] The earliest consular records for Manila in the State Department are for 1816.

spoils. They attempted to escape and in doing so upset the frail craft, precipitating the loose dollars into the river. By diving, $868 was recovered, the rest being lost in the mud beyond recovery. On December 10, with her cargo complete, the *Astrea* set sail for Salem, and reached her home port on May 22, 1797.

On August 21, 1798, Bowditch left Salem in the *Astrea,* Captain Henry Prince, for his third voyage. This was a relatively short one to the Mediterranean and back to Salem. When close to Cadiz, on September 29, the *Astrea* was boarded by Captain Camel of H. M. S. *Hector,* 74, but well treated. Later Prince went aboard the Admiral's vessel, and was courteously entertained by Admiral the Earl of St. Vincent. The Earl of St. Vincent granted him a passport to enter Cadiz and warned him of several privateers in the Strait of Gibraltar. He informed Prince that Pintard was at that town, and recommended White as a trustworthy agent upon whom they could rely for the sale and purchase of goods. The *Astrea* entered Cadiz the next day and remained there a month. November 21 she left for Alicant, where the cargo was sold to Picardo through the agent White, at 1½% commission. Alicant was reached November 23, and the homeward voyage begun on February 15, 1799, and anchor dropped in Salem on April 6.

Bowditch set out on his third voyage to the Orient in the *Astrea,* Captain Prince, on July 23, 1799. The first port of call was Batavia, which was made on December 18, 1799. Coffee was selling at from $11 to $12 Spanish, per pecul, and pepper at $13 per pecul. Unfortunately the Dutch East India Company refused to part with any coffee. This failure to acquire this article changed the whole aspect of the voyage. It was now decided to touch at Manila.

On this trip Bowditch wrote but little about the ports or the methods of commerce. He, as others before him, commented on the dirty drinking water that was procured from the canals that flowed through the city. In spite of this, only one American had died, he being a captain of a Baltimore vessel. In the hotel patronized by for-

eigners, the health of the forty guests was exceptionally good, not a death having occurred in weeks.

While at this port Bowditch met several Salem captains and ships. Captain Chapman had arrived on December 8, after a voyage of 112 days. He loaded quickly and was bound for home. Captain Devereux of the *Franklin* of Boston was in port, with his supercargo N. W. Berling, of the firm of Perkins, Berling and Company. He had engaged his vessel to the Dutch East India Company for $30,000, to carry a cargo to Japan, as one of the two yearly ships permitted by the Japanese to call at Nagasaki and land goods at the Dutch factory on the island of Deshima. After but a three day stay at Batavia, the *Astrea* sailed for Manila, where she anchored on February 14, 1800. Here she remained until March 23, when she left for Salem, arriving at that port on September 15.

Thus far we have observed Bowditch as a captain's clerk, or supercargo. After three voyages to the Orient his apprenticeship was over, and during his last voyage to the East Indies he sailed as master of the *Putnam,* bound for the island of Sumatra for a cargo of pepper. On November 21, 1802, the *Putnam* put out from Beverly with Bowditch walking his own quarter-deck. May 2, 1803, the *Putnam* came to anchor in the harbor of Sooso Bay, on the pepper coast of Sumatra. Two American vessels already lay in the bay, Captain Bryant of the *George Washington,* and Captain Lane and his supercargo, Bethel, in a brig. This brig had recently arrived from the Ile de France. Each had stowed 500 peculs of pepper, and were ready to receive 3,100 peculs when it became available; Bryant required 2,000 peculs to complete his cargo, and Bethel 1,100 peculs. Captain Ingersoll had just left for the Ile de France, for the second time with a cargo of pepper. Captains Silsbee, Carnes, and another American were yet on the coast. The *Pompey* had loaded at Mingin and left shortly before the arrival of the *Putnam.* Captain Richard in the *Minerva* was at Pulo Bough, a little this side of Mingin. Bowditch visited Captain Richard and found he had received 1,950 peculs of pepper and required 600 peculs additional to

complete his loading. As no pepper was to be got at this place, Bowditch was forced to return to Sooso.

The following day, on May 4, Bowditch approached the Datu and asked for a cargo of pepper. The Rajah refused to consider the request until the two vessels in harbor had finished loading. Thinking that 400 to 500 peculs of pepper might be obtained at Pulo Coya, Bowditch went to that port on May 5, but was unsuccessful. Two days later he received a letter from Captain Farier of the *Huron* of New York. This boat also brought a despatch to Bowditch from Ingersoll and S. Skerey. From them he learned that the vessel was loaded and expected to sail on May 8. Captain Carnes and Silsbee were with Ingersoll, while the *Astrea* was at Lehwajee. Since no pepper was to be had at Sooso, Bowditch took his vessel to Tully Pas on May 8. Here he found Captain Ward in a vessel of 224 tons and 2,500 peculs of pepper about to sail. Two days later, having wooded and watered, Captain Ward left for America. Relieved of competition, Bowditch lost no time in purchasing a cargo. Yet the pepper came in slowly, for many new vessels kept arriving from the United States. Captain Barton, in a 270-ton vessel, with 2,700 peculs of pepper, arrived on May 10. May 25, Bowditch went to Sooso to forward a letter by Bryant, who was to sail for home in a few days. Two new pepper vessels had arrived at this port, Captain Hawley from Philadelphia, and Captain Barnard in the *Eliza* from Boston. Six days later, Captain Barnard and another American visited Bowditch at Tully Pas.

From this it will be seen that the competition for pepper was keen, and made more so by each new arrival. But the worst was not yet over. A keg of silver confided to Bowditch by Robinson, was found to contain but $1,399, instead of $1,500, while on May 29, a Boston brig and one from Bordeaux sailed into the port. With these newcomers clamoring for pepper the Malays could pick and choose to whom they would sell. Old contracts were dishonored when the newer arrivals made a higher offer for the pepper on hand. In this way the Datu on

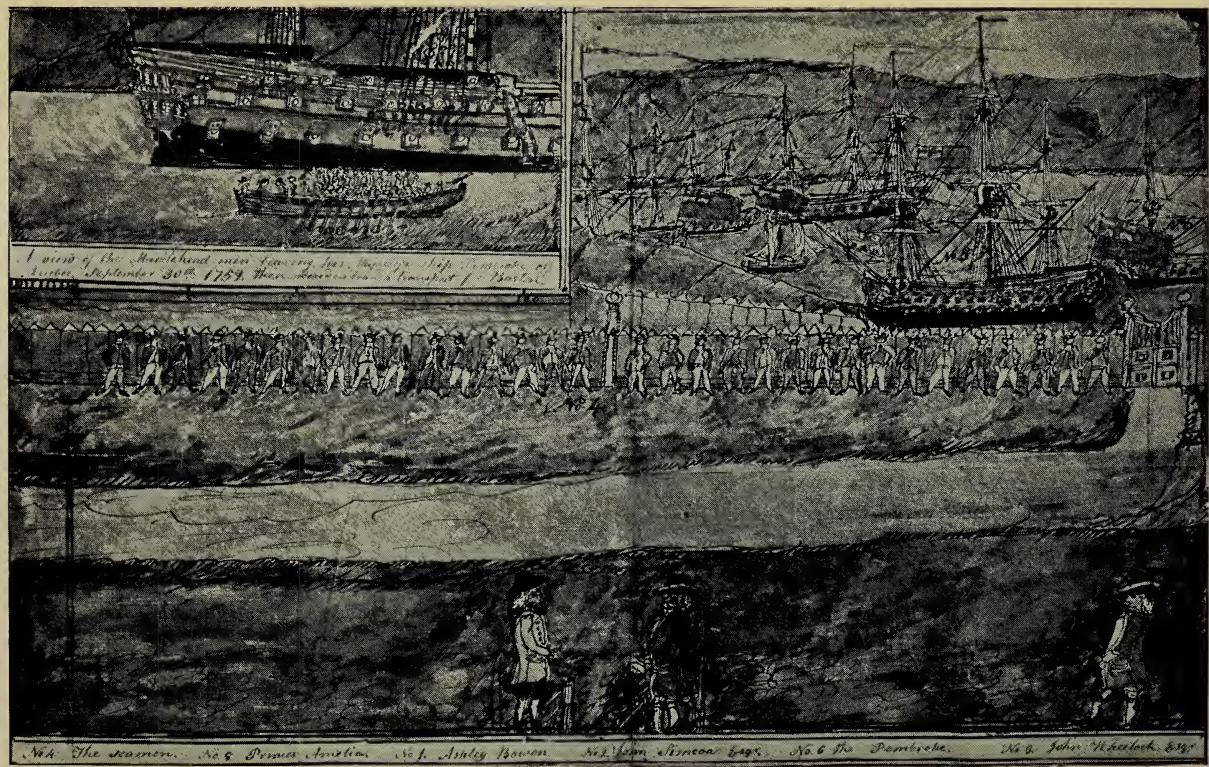
July 18 refused to deliver to Bowditch 200 peculs of pepper for which he had contracted. But Bowditch was not the only sufferer, for at Mingin, Captain Barnard had managed to purchase but 20 peculs of pepper. It had taken Captain Hawley five days to get the same amount at Nadje, but he had already stowed 2,000 peculs aboard his ship, while Barnard had some 1,700 peculs. In addition to these vessels the *General Strong* was also loading at this port.

By this time it was apparent to Bowditch that any further effort spent trying to collect a cargo would be useless, and simply time wasted. He therefore set sail for the Ile de France on July 18, and anchored off that island on August 25. Here he met his former friend M. Bonnefoi and also Ingersoll, Cabot, and Captain Goodhue of Salem. Between August 25 and August 30, when he departed for Salem, Bowditch provisioned his vessel and purchased 399 bags of coffee, at $11.75 per bag. His wooding, watering and provisioning completed, the *Putnam* turned her head towards Salem on August 30. The day after Christmas the ship sailed into Salem harbor and let go her anchor.

The pepper ports of the Sumatra coasts, as listed by Bowditch, were Analaboo, Sooso, Tangar, North and South Tully-Pas, Mingin, Laboan, Nadje, and Muckie. The method of purchasing a cargo was to contract with the local Datu for the amount and price. It is hardly necessary to say that when dealing with these treacherous Malays all credit of advances of money were never made, unless one desired to lose the cash and pepper too. When two vessels were in port, the usual procedure was for each to share the pepper as it arrived, or to take all that arrived on alternate days. Of course, it was possible to get the Datu to load a vessel before the other; but this was only carried out while it was to the interest of the chief to do so. A suitable present resulted in his forsaking the other vessel and breaking his contract. The average price for pepper in the year 1803 was from $10 to $11 per pecul. Previously it had been $8, but the great demand had caused the price to rise. The pepper was

gathered and brought in from January to May. Bowditch saw some pepper yet on the vines in July, but this was unusual. During the season of 1803, these pepper ports exported 63,800 peculs of pepper, or 4,118 tons. The vessels mentioned by Bowditch in his journal were responsible for 11,890 peculs actually on board and were awaiting the delivery of 3,700 peculs, a total of 15,590 peculs, or about a fourth of the total annual exports for 1803.[9]

9 Exports from the Pepper Ports for 1803: Analaboo, 1,000 peculs; Sooso, 18,000 peculs; Tangar, 1,500 peculs: North Tully-Pas, 6,600 peculs, usually sent to Tully-Pas; Mingin, 6,000 peculs; Laboan-Nadje, 8,000 peculs; Muckie, 18,000 peculs; South Tully-Pas, 3,500 peculs; Miscellaneous, P. Dua, etc., 1,200 peculs. Total, 63,800 peculs.



CONTEMPORARY DRAWING OWNED BY THE MARBLEHEAD HISTORICAL SOCIETY, MADE BY ASHLEY BOWEN, OF THE SHIP "PEMBROKE" AND THE MARBLEHEAD MEN ENGAGED IN THE EXPEDITION TO QUEBEC IN 1759.

Upper Left—Marblehead men leaving the "Pembroke" off Quebec, September 30, 1759, for transport for Boston.

No. 1—Ashley Bowen. No. 2—John Simcoa, Esq. No. 3—John Wheelock, Esq. No. 4—The Seamen. No. 5—"Princess Amelia." No. 6—"Pembroke."

JOURNAL KEPT ON THE QUEBEC EXPEDITION, 1759, BY ASHLEY BOWEN OF MARBLEHEAD.

From the Original in the Possession of the Marblehead Historical Society.

This journal is a paper-covered note book, seven by nine inches, in a fair state of preservation, and contains a few drawings by the author. On the cover is a colored sketch of a man-of-war. Bowen kept a series of interleaved almanacs from 1759 to 1776, all of which material has been published in the *Massachusetts Magazine,* Volumes 1 to 3. These almanacs are in possession of the Essex Institute. Other Bowen diaries are owned by the American Antiquarian Society.

Supplementing the French and Indian war notes recorded in the almanacs, this journal, which is a copy of the original in the Marblehead Historical Society, is a day-by-day log of the ship *Pembroke,* from April 12 to November 11, 1759, when Bowen returned to Boston. On the front leaf is inscribed, "Ashley Bowen, His Book, Bought at Halifax, April ye 26, 1759." Notes taken of the voyage before the purchase of the book evidently were written in at Halifax to make the log complete. That another besides Bowen made entries in the book is shown by the varying handwriting and spelling.

Ashley Bowen was born in Marblehead in 1727, the son of Nathan and Sarah Bowen. He was a mariner and rigger, and when in April of 1759, messengers were sent to Marblehead to obtain recruits for naval service at the siege of Quebec, Ashley Bowen enlisted as a midshipman. At the same time thirty-two others enlisted as common sailors. Each man received a bounty and a certificate that they should not be detained in the service longer than the time for which they enlisted; that they should be free from impressment; and be landed in Boston after their discharge.

They sailed from Marblehead on April 12, arriving at Halifax on the 16th. Sixteen were placed on board the ship *Pembroke,* a frigate of sixty guns, under command of Captain Wheelock, and sixteen on the *Squirrel.* These ships, in company with a fleet under command of Rear Admiral Durrell, sailed for the St. Lawrence and arrived before Quebec

with the expedition commanded by General Wolfe during the latter part of June.

During the Revolution, Bowen entertained loyalist principles, and suffered considerable persecution in his native town until he shipped as mate on a vessel out of the country upon the eve of his being sent to the guard ship at Boston. He died at Marblehead on February 2, 1813.

The picture from which the accompanying illustration was reproduced is a contemporary colored drawing by Ashley Bowen, in possession of the Marblehead Historical Society. On the lower part of the picture is written: "Ashley Bowen, by request of Robert Hooper, Esq., counsellor, Jacob Fowle and Wm. Bourne, Esqrs., representatives, Capt. Joseph Howard, merchant, and Col. Benjamin Pickman of Salem, enlisted to serve on board his Britainick Majesty's ships for the reduction of Quebec. General orders were to be complete on the 6th of April 1759 and I Ashley Bowen with thirty-two seamen, out of the town's quota of forty-five, sailed for Halifax on the 12th April. Arrived at Halifax ye 16. The Admiral ordered 16 on board the Pembroke, and 16 on board the Squirrel & gave me a recommendation as a midshipman on board the Pembroke."

Upon the return of the expedition, Bowen petitioned the General Court for remuneration for extra services, setting forth that he "entered into his majesty's service upon the encouragement of this government and served as a midshipman aboard his majesty's ship Pembroke up the River St. Lawrence and did duty there until the 30th of September when he with 160 N: England men under his care were ordered aboard a Transport ship for Boston. That in their Voyage it proved Sickly and thirty-five of his company died that he was exposed to great hazard and difficulty for tending them, and that he had billetted himself thirteen days after his Inlistment."[1] He was granted three pounds, four shillings.

Marblehead, April y 12 1759 This Day at 10 oClok A M Set Sail in the Schooner Appoller Alexander Seeny Commander Bound for Hallafax in Noviscotia Note—we Have Capt Gorom with a Company of Raingers on board & Sum famerlys of French and thirty two of my Seamen we have 103 Soles on board

[1] Acts and Resolves of the Province of Massachusetts Bay, Vol. 16.

Friday April ye 13 1759 — this 24 hours first parte Sum Snow Ditto Rain Wind about North Middle Clear wind at NNW Latter fair all well on board Cours made S 74 E Distence 126 m Diff of Lattd 30 D 12.

Satterday April ye 14 1759 this morning 24 hours first parte fair and Plesent Middle Smooky Wind at SSW Co N 75 E Distance 144 Diff Latt 31m N Depar 120 E

Sunday April ye 15th 1759 this 24 hours first part Close weather at 2 p m Saw Cape Sable at 4 Ditto Saw Cape Negur Wind about South Close weather at 6 Ditto Double Reeft Main Sail and fore Sail hand Gibb Middle

Monday, April ye 16 1759 This 24 hours first parte foggy at 5 p m I saw Ashmetogin Bareing NW Distance 4 Leagues at Sunsett I saw Cape Sambourer Middle Clear and Cold Littel Wind or Calm at 5 this morning we found our Self in the Choops of Hallafax and the wind Right Ahead At 8 ditto Capt Gooram with an other Gentleman went on Shore in a Barge we brought Down at noon we Anchored at Hallafax at 3 this afternoon I went on Shore and Wated on the Admirel and he gave me a very Kind Reception and Disiered me to Wate on him on the morrow and I Lodged on board ye Schooner Apoollor and all my People All is Well

Tuesday April ye 17 1759 this morning at Nine I with my People Went on Shore and Watted on Admerl Durell he sent us all on board his Ship and then sent Sixteen of us on board the Pembroke and sixteen on board the Squarell this day I wrote a Small Line to my Wife

Wednesday April ye 18 1759 this morning at Eight I turned out and gott Breakfast Note I mess with Mr Crisp at Mr Buckels on the Starboard Sid the Pumpwell in the Hallop[2] and hang in the Best Bower.

Thursday April 19 1759 This morning at 8 I turned out and found the Wind at NW and blows very harde Cold aire at 2 pm Sailed a Ship for Cape Britun and a Snow for Phillidelphea a mana War hofe In Sight

Friday April ye 20 1759 this morning at Eight I

[2] Obsolete variety of Orlop.

turned out and find Soft Warme Weather this after noon I went on Shore and came on board at Dark all Well

Sattirday April ye 21 1759 this morning at Eight I turned out and found the wind at ye SE Sum Rain Came in a Snow from Phillidelphia with Butter and other Stores for Capt Magir

Sunday April ye 22 1759 this morning turned out and found a fleet of Shiping in Sight at 10 A. M. we had our Parson come on Board and we had Prayers on Board P M Anchored hear a fleet of Ships two Snows Belonging to his Majesty and Nine Sail of Marchantmen and two Sloops from New England.

Monday April ye 23 1759 at Sunrise Signeral was maid for Sailling at 6 Ditto Bent our Mainsail Looes Sails to dri at 10 hand all Sails at Noon came in the All —— of 60 guns ye Snow Comerant a Shore at 1 pm our Long Boat and Pinnas went to her assistence

Tuesday Apr 24 1759 at 2 pm a Sign[a] for all Lieut D[o] Sent our Long Boat Pinnace and Cutter with a Stream cable and anchor To asist in heaving off the Cormorant Fier Ship which went a Shore on Cornwollace Island at 6 AM anchored hear the Cormorant [in margin] his Majesty Sloop Baltimore.

Wednesday Apr 25, 1759 Warme air pm Received on board 500 Loves of Bread A M Rec[d] on board 58 Soldiers Belonging to the Royal America

Thursday Apr 26 1759 First parte Fresh Breeses Middle Down top gallant yards A M gott them upa cros again Received on boor[d] 15 B[s] of Warter

Fryday Apr 27 1759 First parte fresh Breeses and Clowday AM a Signerl for all Lieut[s] Received on board 4 men from the Hospitel the Southa made a Signerl for our moveing Rec 200 Lovs Bread

Saterday ye 28 1759 Moderat and clear P M Sailed His Maj Ship SutherLand and Porcupine Ditto Recieved on board 6 Butts of Beer and 6 Hhd of Water Loused Sails to Dry two men flogg for Disabaying Command

Sunday April 29 1759 This 24 hours first parte mordorate middle Ditto Latter fresh Breeses A M the Long Boat imPloyed in wartoring the Ship

Monday Apr 30 1759 Modorat and Clear weather P M received on Board 7 Punchens of Wartor A M the Admirall made a Sig^{nl} to unmore D° onmored a Sig^{n} for all Lieut^{s} Lay at a Singel Anchor

Tuesday May 1 1759 D° weather P M anchored Near Vice Admiral Sanders With Seven Sail of the Line. Neptune of 90 guns, 750 men Royal William of 84 guns, 720 men Dublin, Oxford, Shrusbery, Midwaiy, and Starling Cartol. Like wise a fier Ship and Sum transpoarts Admer Durle Saluted Admer^{l} Sanders with 15 guns as Admr Sanders Returned with 15 d° and the ship with three Chears Sanders Returned one Garason saluted admirall Sanders with 13 guns Admr Sanders made Signerl of his Deveson to Move for all Lieuts Admr^{l} Sanders & Durell Saluted General Wolfe going a Shore the Garrison Returned the Sallute A M the Long Boat In play in Carying Pickets on board transpoarts we have the articelle of war Red on board and the new Act

Wednesday May 2 1759 first parte of this 24 hours Clear Middle and Lattr fogge P M anchored hear his Majestys Boom, ye Rais horse with two transports At 2 A M Departed this Life Joseph Jones Landsman

Thursday May ye 3 1759 first and middle parte light airs and fogg Latter clear at ½ pas^{t} 9 A M. Admer made a Signeral for way. at 10 wayed under Rear Admirel Durell in ye Prins Amelia with 7 Sail of the Line and two frigits and Sum transports at ½ past 11 Came two off Cornwolises Island with Smal bouts

Fryday, May 4, 1759 This 24 hours first parte Light and Hasey at 1 p m Admerel m^{d} Signeral for way Ditto waid at 3 Ditto anchoredge We could not gitt out Came past us a Cutter and brig from Plemouth saild his majasty Sloop hunter

Satterday May ye 5 1759 This 24 hours first and middle foggy with Rain Latter moderate and clear At ½ past 10 down top gall yards at 4 A M up to galt yards at 7 Do ye Admerel made sig^{ll} to way Ditto Weighed & came to Sall with Rear Adm^{r} Durell in His Majestys Ship Princess Amelia vanguard Devenshier Captain Cen-

turin Prince Orange & Pembroke Richmond & Squrel frigits Boscawen Tender and three transports the Hole fleet Consisits of 13 Sail

May ye 6th 1759 Remarks on bor^{d} Pembroke This 24 hours first parte morderet and foggy at ½ past 12 Cape Sombrough Bore SWBW 4 or 5 miles at 3 pm foggy the admerel fierd 8 guns a Signeral to Make Sail at 4 Ditto fiered again foggy at 5 P M Cape Sambrough bore NWBW 5 Leag^{s} at ½ p^{s} 5 Admerel Made a Sig^{l} for all Lieuts Clear at 8 p m Reeft fore and mizen top sail Mordorat and Cloudy the Admerell Bore EBN 1½ m Distance at 4 A M Admer Bore EBN 2 miles In Company with 12 Sail Study Gail and fine weather In two Reeft fore top Sail at ½ past 9 Do in 2 Reef main top Ditto hand mizen Top Sail Study Gails and Clowdy

May ye 7th 1759 Rem. on board ye Pembroke. This 24 hours first parte Clowdy at 3 pm Saw three Sail of Schoo^{rs} to the East ward Admer^{ll} made a Signerel for ye Richmond to Give Chais at 5 Ditto Shee shook them Proved to be English at 7 P M Santa sprit NNE 6 leagues Mordorte and Clowdy ye Adme^{l} NNE 2 m The Adm^{ll} NE 1 mile at 1 am ye Richmand fierd a gun highsted 2 Lig at the Endsine Staff at 2 Do Lay^{d} Main top Sail to the Mast at 3 Ditto Admeral maid a Signe^{l} to make sail Mordorate Brought two her head to the Southward D^{o} made sail Caberouse NNW 6 Leagues out 2 Reeft top Sail Mordorate and cloudy

May ye 8 1759 Remark on board ye Pembrook This 24 hours Mordorate Hasey at 5 P M close Reeft all three top sail a fresh Gail with much Rain Admr^{ll} SBE 2 miles Distence at 10 Do Sounded in 55 fathems fine Sand Admerell fierd a gun Evry half houre We fierd a voley of Small armes At 2 A M Admer^{ll} made a Signeral to heve two at 4 Sounded in 50 fathems at ½ Past 5 the Admer^{l} fierd 5 guns to Weare and Make Sail on the Larboard tacks at 4 minutes after fierd 6 guns at 8 much fogg Admer^{ll} fierd agan Every hour out 3 Reeft top Sails Mord^{r} and foggy

May ye 9 1759 Remk on br^{d} ye Pembrooke This 24

hours first parte fresh Gails hesey at 1 A M Spook Admerel Homes In his Maj^{s} Ship Sumesit and transports Last Sight of the Prince Amelia Captin Squrel and one of the transports Sent our boatsw on bord Admer^{l} Hallems with a Lieut at 4 p m fierd agan as a Signerell to worn ye Richmond made a Sigler of two Sail in the East at 5 Do Joyned Admer^{ll} Durell our Signerell out for a Liewt out Cutter at 6 In Cutter all our fleet togeather again Except ye Capten at 12 N the Admer^{ll} ESE ½ a mile at ½ past 12 made sail The Admer^{ll} EBS 2 miles with 11 Sail at 6 A M out 3^{d} topsails gott top gallen yards acrose at 7 Do out 2 Reeft topsails Morderate and foggy weather

May ye 10th 1759 Rem. on b^{d} Pembrooke This 24 hours first parte mordorate and foggy at half past 5 A M the Princ Orange made a Siegnerel of a Sail in the NE Admr made her Sig with ye Richmand to give Chase at 6 Do Close Reeft ye Top Sail Down top gall yards The Sail proved to be the Captin one of our Squordrin Middle Squally Admer^{ll} East 1 mile Latter Squally at 5 up top Gal at 6 A M we find us in Company with 13 Sail and a Straing Brig at 9 Do out 3 Reeft top sails Saw the land.

May 11, 1759 R^{m} on b^{d} Pembrooke This 24 hours first parte fresh Breeses and Clowdy at 1 P M Close Reeft tops at a half past 2 wore Ship fresh gails and Clowdy weather at 7 the Westernmost Land B N D 10 Leagues Admerall Bore S W B S ½ mile Distence Admirall Bore SSW ½ mile Distance In Compa with as per Last out 3 Reeft top Sails Out 2 Reeft top Sails the Admer^{ll} mad the Richmand Sign^{l} to go ahead and Discover whatt she could and the Straing Brig left in Latt 47 : 18

May ye 12 1759 Rem on Bo^{d} Pembrooke This 24 hours first parte fresh Brees and heasey weather at 3 P M Close Reeft all three top sails Down Top gallant yards thick weather with Sum Snow Admer^{ll} made Signels to Continew with Saim Sail Strong gail and Some Snow the Admer Bore NNW 1½ miles Middle moderate and Heasey with small Rain Admer^{ll} fierd a gun

evry Hour to Continew with Same Sail at 12 Admer^{ll} Bore NW½W 1½ miles latter foggy Adm^{ll} fired a gun every Hour We Retturned with a Voley of Small Armes at 10 A M mordorate and clear 11 Sails Besids our Self in Sight Clear weather

May ye 13th 1759 Rem on B Pembrooke This 24 hours first parte fresh breezis Clear weather at ½ Past 1 P M Tack Ship at 4 Do Saw the Islant St Paul Bore SBW Distance 10 leagues out 2 Reeft Top sls Ditto gott top gallant yards a Cros at 6 Do the Island St Paul SBW 12 or 13 Leagues Distence at 8 Saw Bird Island Bareing W½S 5 Leagues Middle Mordorate at 12 Admr^{ll} NEBE 1 mile Latter ditto mordorat at 7 A M out all reefs Top Sails Set top gall Sails and Stay Sails Mordorate and clear

May ye 14 1759 Rem on Bor ye Pembroke This 24 hours first parte fresh Brees and Cloudy at 2 p m In 2 Reef top Sail Ditto Bird Island Bore S½E 6 or 7 Leagues at ½ past 2 Close Reeft ye Do Strong gails and Squaly at 5 Do gott Doun top gallant yards Do In fore & Misen top Sails at 8 Do Admerel Bore ESE 2 miles Middle fresh Gails and Squily Admirel E½S½ mile at 1 A M Set fore top Sail Latter Squily at 5 Tr^{ld} in Comp with 11 Sail At 6 A M made a Signerl to Speek the Admerell Do Lay main topsail to Mast out Cutter Sent her on board Adme^{ll} Durell and he mad a Sign Prince Oring to Bare Dow. our Capt Broughton board ye Capt of mere(?). and ye Doctor of Prince Oreng at 9 made Sail

[Here appears sketch of vessel and these words:]

"The Ship Pembroke God Prosper Long our Noble King"

May ye 15 1759 Remarks on Board ye Pembroke. This 24 hours first parte mordorate and clear a great Swell from the NW out 3^{d} Reeft Top Sails Middle mordorate weather at 12 this Night Departed this Life Capt John Simcoa who formerly Commanded this Ship the Admer^{ll} Bore NEBW 1 mile out Pinie [pinnace] Mr Normand Went and Acquainted Adm^{r} Durell of Capt Simcoes Death out 2 Reef top Sails up top gall yards

fresh Brees and Clowdy Came from Admerel Mr Collings the Second Lieutenant to Command this Ship

May ye 16 1759 Rem on bd Pembroke This 24 hours first parte fresh Breeses and Clowdy the Centurion brought in to the fleet a french Sloop whom she took in Sight of the hole fleett Close Reeft top Sails Signerl for the Prince of Oreng to go a head and make the Land Returned Before Night Middle Sum Rain Admr[l] NWBN 1½ m Latter mordorate but Clowdy Saw the Land to the SW of Gaspe Bairing WBS Distance 9 or 10 Legues at 6 A M made Sail out 2[d] & 3[d] Reef top Sails Sett Small Sails at 8 fresh Breeses and heasey the Isle Bonaventure WSW Dist 6 or 7 Legues Cape Gasper WBN 6 Legue

May ye 17 1759 Rem on b[d] Pembroke This 24 hours first parte morderate and cleare weather at 4 P M Cape Gas[p] NW½W Distence 8 Leagues at 6 Do Read the Funeral Servis over the Cops of Capt John Simcoe and threw him out at the Gun rome Port ware he Sanke immedeately We histed our Endsine and Pendente half staff as Did the Admerell and the Rest of our fleet and we fired 20 half minute guns Cape Rose bore NW 5 of 6 Leagues at 8 P M Baneven SW Cape Gaspy NW½N Middle Close weather Light Airs Admer[ll] SE½ mile Latter Sum Rain at 4 A M fresh Gails and Squaley in Comp with 12 Sail abt 2 Reefe Top sails fresh Breeses with Snow and Rain

May ye 18 1759 Rem on bd Pembroke This 24 hours first parte Sum Rain a fresh Breese at 3 p m Maddellen point S 2 Leagues Modorate but Thick weather Admer[ll] WSW 1 mile Distence from the Shore 3 Leagues Middle Light Airse and heesey Admer[ll] WSW 1½ mile at 3 Light Aires and varable Latter mordorate and Clear at 6 A M Cape WSW Distence 12 or 13 Leagues Close Reeft top Sails at 11 A M John Carty fell over Board We threw a hen coop over and histed the Cutter out But Could not find him

May 19 1759 Rem[k] on bo[d] Pembroke This 24 hours first parte Light Breeses Close Weather At 3 P M

Prince Orange made a Signer for a Sail in the NW Admer^{ll} made a Sig^{ne} to Chace at 4 P M Sounded with fath Line No Bottom at 8 D^{o} Trinety Pint NNW 2 Leagues Cape Catt SSE 9 Leagues Admer^{ll} SW½W 1 mile Distenc at P M Prince Orenge Brought two her Prise a Sloop from Mount Lews from Queback with Sum Soldors Latter mordorate and Clear In Compeny with 12 Sail out all Reefs Sounded 130 fadtheme Line No bottom Prince Orangue made Signe^{ll} of a Sail the Chase Came up with us and took a Scotch Prise of 70 Guns Clowdy

May ye 20 1759 Rem^{k} on board Pembroke This 24 hours first parte Mordorate Close weather at 3 P M Sounded in 22 fathems was too Soft muddy Ground at 5 D^{o} Sounded 15 fathams Ground D^{o} at 6 West End Island of Barnube SSE 3 or 4 miles at ½ past 3 Admerl maid Signerl To Anchor Do Anchored in 14 fathams wartor Came too with Small Bower muddy ground the Boddy of the Island of Barnube EBS Distance 2½ miles Do the Island of Beeck W½S 5 or 6 miles at 8 D^{o} the Vanguard Brought a Brig Into the fleet who was taken by the french In October Last and Lay all Winter at Gasper Bay Middle Stormy with Rain at 5 A M our Ship Drove we Lett Go our Best Bower Anchor Veard about ⅔ of a Cable and a hole Cable to ye Small Bower Anchor Latter Sumthing more mordorate at 6 A M Down top Gallant yards in Sprit Sail top Sail yards the Sloop Centuren Prise Carrayed away her Bowsprit at 11 gott top Gallant yards a Cros

Remarks on Board his Majestys Ship Pembroke in the River St Larence May 21 1759 This 24 howers first parte mordorate and clear at 3 P M Gott up our Best Bower anchor and hove Short on our Small Bower Do Veard away to a hole Cable on the Small Bower at 4 A M Admerele made a Signerll to Weigh D^{o} weigh^{d} Came to Sail at 11 Admerle made a Signerll to Anchor at ½ past 11 Anchored with the Best Bower in 15 fathems Wartor at Noon the Boddy of the Island of Barnube NNW 2 or 3 miles

Tuesday May ye 22 1759 This 24 hours first parte

mordorate and clear with frost at 2 P M Carrid out a Streem Anchor Middle D° Latter Small wind at 11 A M came to Sail Small wind to the East ward

Wednesday May ye 23 This 24 hours first parte Mordorate Middle Ditto Latter mordorate with Rain at 3 P M Departed this Life John Bulson a seaman at 4 P M Sounded in 13 fathoms Wartor at 7 Brought two in 20 fatherms warter fine ground with Small Black Stone The Island of Pooma Bore SSW½W The boddy of Green Island SW the Is^l of Basque SSE

Thursday, May 24, 1759 This 24 hours first parte Light airs with Sum Rain at ½ past 12 Noon Wade at 3 D° Came two in 20 fathoms the Island of Pooma SWBW Green W the Island of Bisque ESE Middle mordorate and Clear Latter ditto at 11 A M Sett up fore top mast Sharouds

Remarks on board the Pembroke In the Rever Sa^t Larance North america. Fryday May ye 25 1759 This 24 hours first parte Mordorate and Clowdy weather this forenoon our People imployed in Excessiseing Great Guns and Small Armes Middle Do Latter fair at 10 A M Admer^l made a Signers for Capt Collings Peple Imployed in Working Junk

Saturday May ye 26, 1759 This 24 hours first parte light Airs and Varible at 3 A M Ad^m made Signerle to Way at ½ past Caim too with Best Bower In 35 fathems Wartor the Westermost pint of the Island of Vardor Green Island SW Island of Pumes SBW Island of Basque SE½E the Rever Seneguel WBN½N The Island Rouge SWBW½W at ½ past 11 Weigh Came to Sail

Sunday May ye 27 This Evening came on board Capt Willocks to Command this Ship This 24 hours first parte mordorate and Clear at 2 P M the Boats belonging to the fleet took a Schooner and Brought her Into the fleet at 4 D° anchored With our Best Bower in 10 fathams Wartor Veared To half a Cable The Westermost pint of Hair Island Bore WBS 2 or 3 miles the East most of D° N½E Cockernecker [Cacouna] NEB½E the the Eastermost Island of Pilgrim SBW Green Island

NE½E at 7 P M Veard away a hole cable at 6 A M Drove Let Go the Small bower at 11 Came to Sail

Remarks on Board His Majesties Ship Pembr^{k} in the Rever St Larance Monday May ye 28, 1759 This 24 hours first parte Clowdy a fresh gail at 5 P M Came two at the Island of Cowder [Isle aux Coudres] with all our fleet Except the Prence of Orangue and her Prise As we Came two We Broke our Best Bower about 2½ feet from the Stan Lett go Our Small Bower hofe up our Stock of Best bower and Moved with our Sheet anchor to the Eastward at 5 P M Admer Made a Signerel to Land the Troops and we All Landed our Troops on the Island of Cader [Coudres]

Tuesday May ye 29 1759 This 24 howres first parte mordorate with Sum Rain at 8 P M Imbarked all the Troops found no french on Shore Plenty of Horses Sum Calfs Hoggs & c.

Wednesday May ye 30 1759 This 24 hours first parte mordorate with Rain at 7 P M Received on board a Sheet Anchor from on board the Vanguard Bent Sheet Cable Middle and Latter fresh Gails Down top gallant Yards

Thursday May ye 31, 1759 This 24 hour firs parte fresh gail Middle and Latter Dito our Small Boat Is Dun Sarved wine a short pint a Man Very Strong tides Runes hear

Fryday June ye 1th 1759 This 24 hours first parte modorate and Clowdy weather our People Imployed in Exersising Greate Guns and Small Armes Lowsed Sail to Dry

Remarks on Board His Majesty Ship Pembroke in the Rever St Lowrance N. Amaraca Saterday June ye 2 1759 This 24 hours first parte fair at 6 P. M. The Admerle made a Signerl for All Leutrs [lighters] at Ditto our long Bote went on Board the Transpoarts and then Landed troops at 11 Cleared Hass Recivd on board 7 Hhg Rum

Sunday June ye 3^{d} 1759 This 24 hours first parte mordorate and clowdy at 5 P M Departed this Life Robart Harrosson seaman Middle and Latter fresh Gails at 7 Cleared fresh

Monday June ye 4th 1759 This 24 hours first parte fresh gails Clowdy P M Admers mad a Signerll for all Leutrs at 6 D° Middle D° Weather Latter D° at 6 A M Admerl made a Signerl to Land all the troops our Long Boat asisted Lowsed Sails

Tuesday June ye 5th 1759 This 24 hours first parte fresh Breeses and Squally with Rain middle and Latter Modorate at 2 A M Cleared Hass at 7 D° Cleared Hass at ½ past 8 Landed two french Boats about 2 Leagues to the Eastward of us foggy

Wednesday June ye 6 1759 This 24 hours first parte Mordorate Clowdy Middle Ditto Latter D° at 5 A M Cleared Harse at ½ past 11 Admerl made Signerl for a Leutr [lighter] our People Imployed in working Junk and Exerses great Guns

Thursday June ye 7 1759 This 24 hours first parte mordorate and Clowdy at 2 P M Recivd on board 30 Bll of Flower and Nin Cask of Sugar Exercised Great Guns

Fryday June ye 8 1759 This 24 hours first parte fresh Breases Clear weather Middle and Later Ditto at 6 A M we moard at 11 Do came to Sail with ye Devonsher Centurian and Squarel and three transports

Remarks on board His Majet Ship Pembroke at the Rever Sant Lawrence Saturday June 9 1759 This 24 hours first parte mordorate and clear at 3 P M came two with our Best Bower in 10 fathams Ratt Island Bore SWBS 3 or 4 Leagues South End Orlingue [Orleans] SWBW 3 Leagues Middle D° Weather Lattr Small Winds at 4 A M sent Pines [pinnace] & Cutter Well armed to Sound to the SW of us the Commendore and the othr Ships Did Likewise

Sunday ye 10 1759 This 24 hours first Mordorate and Clear Middle Ditto Latter fresh Gails & Smoke at 2 A M sent our Pines Cutter a Sounding Departed this Life William Roborts, Seaman

Monday ye 11 1759 This 24 hours first parte mordorate Comerd Sent his Boat to the Island Cuder [Isle aux Coudres] Middle D° Mordorate Latter Ditto Commods Boat Returned a Rived at the Island of Cuder

His Majes Ships Starling Castel Allseede and Richmond frigit Sum Transpoarts

Tuesday ye 12 1759 This 24 hours first parte fresh gails at 8 P M Down top Gall Mast Excr^d Great Guns

Wednesday, June ye 13 1759 This 24 hours first parte fresh gails Middle Ditto at ½ past 11 P M Departed this Life John Spiler a mareen Latter close weather Sum Rain Note, We Drink the Wartor a Long Side that Is Drawn at Low wartor

Remarks on board his maj Ship Pembroke at the Rever St Lawrance 1759 Thursday June ye 14 1759 This 24 hours first parte fresh Breases at 3 A M mordorate at 6 Ditto Came to Sail at 10 Came two with our Best Bower We moreed a Cable Eich Way Jest within The Eastermost End of the Island of Orlens

Fryday June ye 15 1759 This 24 hours first parte mordorate and Clear Middle ditto our Cutter with a Mastors Mate Rowed Garde Latter fair People Imployed in Pumping Wartor a Long Side a filling our Cask in hold at 8 P M Departed this Life Gef^r Champiness Seaman Eich Ship sent a boat Rode Garde

Satterday June ye 16 1759 This 24 hours first parte mordorate Sum Small Rain Middle Ditto Latter fresh Breeses at 8 P M Came two Schooners with Raingers on board at 8 A M came two his Majestys Sloop Porpine and a Transports Sloop Saw many frends on Shore at the Island of Orlens at noon Departed this life Phil Shervin Seaman

Sunday June ye 17 1759 This 24 hours first parte fair at 6 P M Commodore made a Signerl for his maj Sloop Porcupine to unmore and for all the Boats to Go and Surprise or take a Sloop We saw under the North Shore at 7 Do they all Left the Commendore at 8 Do we heard many Small Armes fierd at 10 D^o our pines and Cutter Returned the Squrel had a bote toke middl and Latter fair at 8 a m Commodore Begun to fier as Did all the Rest of his Maj Ships Note the Squirel halled Close in Shore and fierd about 20 guns at the Church

Remarks on bourd his Maj Ship Pembroke at the

Island of Orlenes In the River St Laur. Monday June ye 18 1759 This 24 hours first parte fair and Clowdy at 4 P M Centuren fierd Sevaril Shoot at the Church Saw mainy men as we Judged a Boulding a Battery Middle Close at ½ past 11 the Enemy fierd a fair or 6 poundes the Shot Pased us our Capt Imediately went on Board the Comendore Latter fair at 4 A M we began as did the Centuren We fired tell Eight the French have gott 3 guns at there Battery they Aime mostly at the Centure Cutt Sum of her Riging at 9 A M hofe up and moufed out of there Shott Note Some of the Shott from Shore hitt the Commodor

Tuesday June ye 19 1759 This 24 hours first parte fair and Clowdy at 8 P M a Sail hofe in Sight from the Eastward Commondore ordered the Squrel & Porcupine to hall within a bout 2 Cables Length of Ratt Island In Order to Land on the Morrow, Middle parte much Wind In Barge and Pinis Much Rain with Thunder and Lightning Latter Close Weather at 4 P M Lett go our Best Bower at 8 gott on board our Strem Anchor Struck top galla Mast

Wednesday, June ye 20 1759 This 24 hours first parte fresh Breses with Rain Middle Do latter fair

Remarks on board his Majestys Ship Pembroke Thursday June ye 21 1759 This 24 hours first parte mordorate and Clear Middle Ditto Latter at 8 A M Saw Severel Volles fierd by the Enemy Cleared Ship

Freday June ye 22 1759 This 24 hours first parte fair middle Ditto Latter Ditto at A M filled Sum Wartor

Satterday June ye 23 1759 This 24 hours first parte mordorate and Clear P M Carpentiers Imployed in fitting Swifel Stooks in our Long Boate Middle mordorate Latter Ditto at 6 A M Begun to unmore Ditto mored again with a Cable Each way Saw Sum french Lanches pase behind the Island Weather Soft

Sunday June ye 24 1759 This 24 hours first parte fair at 5 P M Anchored hear His Majestys Ship Richmond from the Island of Cader who Brought Jeneral Wolf with them Middle mordorate Latter Ditto at

6 A M land the Company of Rangers on the Island Ledegs Cleard Ship

Monday June ye 25 This 24 hours first parte fair Middle parte Light Airs with Lightning Latter fair

Tuesday June ye 26 1759 This 24 hours first parte mordorate at 4 P M Pased by us his majes^t^ Ship Lowstoff Richmond and Baltimore Bum[3] with 40 Sail of Transports at 6 Ditto We came to Sail with the Centuren and sailed as far as within 3 Leagues of Queback and we all Came two Middl Mordorat Latter Ditto at 4 A M all hands came to Sail and Sum Backed and filed Sum turnd up as far as ——— at 8 P M Came two in 40 fath

Remarks on board his majestys Ship Pembroke within Three Leagues of the toun of Queback Wednesday June ye 27 1759 This 24 hours first parte fair at 4 P M came to Sail with the hole fleet and the fleet of Transports came two at 6 and the Centuren, us and Porcypin Sailed two Miles father up at 7 We Came two in 16 fatherms wartor with the other two Ships Middle Mordorate Latter Ditto at 4 A M Came to Sail with the Centuren and Porcypin and Sailed tell we Opened the town of Queback at 6 Do Came two in 15 fathams Brown Sand with Small Stones the City of Queback was a 3½ miles Lake Caskead NBE 3 miles ye West end of Orlenes NNE ½ miles Pint Levis WSW 1 mile at 11 A M Came to Sail and Stood Down the Rever again a bout 4 miles Below

Thursday June ye 28 1759 This 24 hours first parte Strong Gails with havey Squalls of Winds Much Thunder and Lightning and heavey Rains at ½ past 12 P M Came two with the Best Bower in 17 fathams Anchored hear Admrl Sanders In his Majestys Ship Starling Castel & Southerland, Alceed & Shanon frigit with a number of Transpoarts Admer Sanders made a Signerel to Land on the Body of the Island of Orleans Departed this Life Th^o^ Shapespere Landsman & Tho^m^ Reed a mereen at 4 Strock Yards and top masts Sum Transports Drove on

[3] Bum-boat—An old term for a boat allowed to attend upon a ship in port, and supply the sailors with various small articles.

Shore on Orleon Severel Boats Drove past us at 8 mored Ship Middle parte mordorate Latter Ditto at 8 A M up top masts & yards Lussed Sails to Dry Saw many french & Indens on the South Shore

Remarks on board his Majestys Ship Pembroke at the West End of the Island of Orleon Canaday Fryday the 29 June 1759 This 24 houres first parte Squaley much Rain at 3 P M our Ship Drove Lett go our Sheet Anchor Down yards and top masts at 4 hove up Sheet Anchor Ditto Small bower found one fleve [fluke] of Small bower gone at 8 Lett go Sheet Anchor under foot Middle Dark and Dismell at ½ past 12 Night we Discovered a falls fier from the Centuren which Lay with the Southerland and Porcupine a bout 3 miles above us and Immedately the Eneme Satt fier to Seven Ship or Vesels 4 Large frigits other Smaller our Ships Cott and Came Down before them and our Ship Pembroke was Disinabled by not haveing an Anchor to our bowe and Yards and topmast Down We Veared two Cables on an End and had all Redy to cut but found the Ships Like to Drive Clear of us our Capt thought Proper to Send all our Boats to asist in towing them over to the South Shore and they Drove Cleer of our fleet three Pased on our Larboard Side and two Struck a bowe us and one abrest of us one Sank a bowe So none of them Did us any Damage at 4 A M up topmasts & yards

Satur^{d} June ye 30 1759 This 24 hours mor^{dr} and Clear Wea^{r} at 7 P M Wigh and Came to Back and fill up the River with the Centuren Southerland Trent Hunter Pillican and Richmond with Sevrrll transports at 10 Came two with the Best bower in 16 fathems water as Ditto the Rest of the fleet St Joseph Church Bare in West 3 miles A M Rec^{d} On board a flatt Bottom boat from the Sutherland

Remarks on board His Majestys Ship Pembroke at the Island Orleon Sunday July ye 1 1759 This 24 hours Mordorate and Clear Weather at 1 P M we observed our Troops to March up a long the South Shore on the Main at 4 Saw our Troops and the Enemy Engage very briskly at St Josephs Church upon Point Levee At 2

A M saw the Enemy fier very Hot in Platoons on the North Shore at 4 Sent our Long Boat and Pinnace to Land Artilery on Pinte Levee at 6 Departed this Life Richd Cash Seaman at 8 Wigh^{d} and Droped farther up the River with the Centuren Sutherland and Richmond at 9 Came two in 16 fathems water hard Sandy Ground Queback Bareing WBS 5 or 6 miles Distence anchored Admer Sanders in his Majesty Ship Starling Castol & Allceed and Baltimore Bume the Sutherland and Richmond Engaged the Enemys floating Bateries at Queback which was fiering at our Solders on Point Levee at 10 all fiering Ceased

Monday July ye 2^{d} 1759 This 24 hours mordorate and clear at 4 P M our Signeral out for an Officer at 11 heard Severell Vollies of Small Arms fierd in the Woods on the South Shore at 4 A M Sent our Pinnace and Long Boat to asist in Landing Artillery on the SW point of the Island Orleong at 10 Anchored Near the Boscawen Tender with Severell Transports the Carpenter Imployed in Resauing a Platform on the Poope for 26 pounders

Remarks in the Rever of St Lourance Tuesday, July ye 3 1759 First and mid^{l} parte mordorate and Clowdy Latter Strong gails and Hazey with Rain at 4 P M the Admer^{l} made a Sign^{r} for an Officer at 6 anchored hear his Majes^{t} Ship Squirrell with Several Transports Received on board a flatt Bottom Boat from one of the Transports the Eneme fierd a Shot from Queback up on Point Levee very near our Camp at Midnight Sent our two flatt Bottom Boats to Row a brest of Queback

Wednesday, July 4, 1759 This 24 hours fresh Breeses with Rain at 1 P M our Cutter and Long boat Went With an Officer to assist in Landing Artilleary on Point Levee at ½ past 3 Admerle made a Signel for a Levet D° made Signel for all mastors of m^{c}men at 2 A M Enemy fierd a gun on the N Shore at 8 A M ad made our Signel for an Offer Lewsed Sails to Dry at ½ past 11 Adm^{er} Sent a flag of Trwes up to Quaback

Thursday July 5 1759 The first parte of this 24 houres fresh Breses with Thinder Lightning and Rain Middle and Latter Clear at 3 P M Admer^{l} fierd a gun and hested

his Culers at 5 A M Received on board a Small Bower Anchor from the allceed at ½ past 5 our Long Boat over Satt in Gitting the Anchor on board at 8 Gott the Long Boat Cleer at Noon Received on Board 12 Casks of Brandy

Remarks on Board his Majestys Ship Pembroke Friday July 6, 1759 This 24 hours first midle and Latter partes Mordorate and Clear at 2 P M Received on Board 38 Casks of Bread Sent 2 flatt Bottom Boats to Row Guard at 4 A M Received on board 29 Cask of Breed at 10 A M our Signerl out for our Capt the Admerls pines went to the North Shore to Sound with the Admerl Mastors and Our Mastor the Enemy fierd from there Boats In order to Cut us off they wounded one of our men and Carried him off with them He belonged to the A D

Saturday 7th This 24 hours Light airs fine clear weather at 3 P M our Signerel out for an Offser [the writing here is in another hand] the Long boat Emp^{d} Landing artillerry on point Levee at ½ past 5 one of the Enemys flotting Batteries fired at our ships on the N Shore the Richmond Baltimore Racehorse & Pillican Returned it at 6 four Large Lanches Came Down from Queback and fired at theTrent Do Our Troops on Point Levee open^{d} A Battrie against them & fired several guns at them as did the Hunter, at ½ past 6 the Lanches Stood up the River and all firing Ceased, at 8 Sent our two flat Botham Boats to Row gaurd Between Queback & Point Levee at 11 A M Rece^{d} on board from one of the Transports 4 Caskes of Peas 5 of Oat Meal 3 of Cheese 8 firkins of Butter, and two Jars of Oil

Remarks on Board his Majesty's Ship Pembroke in the River St Laurence Sunday July ye 8th 1759 Light aires and fine Clear weather at 4 P M Anchored here Admir^{l} Holmes in his Majestys ship Captain with 7 Midway and several Transports D^{o} Rec^{d} on board 5 Casks of Beef 5 of Pork & 5 of Oatmeal at 7 Rec^{d} on board a flat Bothom Boat from one of the Transports A M Rec^{d} on board 3 Casks of Vinegar & a flatt Bothom Boat from one of the Transports at 11 Adm^{l} Saunders

hoist[d] a Read flag with a white Cross at his main top gallant mast head A sig[l] to Land the Troops on the N shore D° sent our four flat Bothom Boats Maned and Arm[d] with two Lieutenants to Asist in Landing as did the fleet, at ½ Past 11 the Richmond and Porcupine Run Close in shore and Begun to Cannonade the Enemys Camps and the Baltimore to Bombard them at the Same time

Remarks on board his Majestys ship Pembroke in the River St Laurence Monday July 9th 1759 First and Latter parte Light Breezes and fine Clear weather middle fresh and hazey with Small Rain at ½ past 12 P M our sig[l] out for an officer at ½ past one the Enemy in the City of Quebac Began to Cannonade our Troops on point Levee Briskly at 2 the Sutherland and Squirrell began to Cannonade the Enemys Camp on the N Shore as did the Pillican and Racehorse to Bombard, D° our Sig[l] for an officer at 3 sent our Pinnace and Longboat with an officer to Row Gaurd between Quebec and point Levee at ½ Past 3 Adm[l] Holmes in his Majestys Ship Captain got under way and stood close over on the N: Shore and came to Anchor at 6 he began to Cannonade the Enemy's Camp and Trenches Briskly, at Daylight we observed the Enemy had struck their Tents on the N. Shore and Moov'd off, at 4 A M 3 of our flat botham boats Returned haveing Landed the Troops on the N: Shore below the Caskead without any Molistation, at 10 Our Sig[l] out for an officer The ships Cannonading and Bombarding as pr Last

Remarks on board his Majestys ship Pembroke at Anchor in the River St Lawrence Tuesday July 10th 1759 Light Breezes and fine Clear weather, at 3 P M our Signal out for a Lieu[t] D° sent y[e] Pinnace and long boat with an officer to Land Artillery at ½ past 3 the Captain Sutherland & Richmond Cannonading the Enemy briskly, at 7 Sent 2 flat bothom boats to Row gaurd between Quebac & point Levee, at midnight the Enemy opend a Bomb Battrie against our Ships on the N: Shore and hove several shells amongst them, at 3 our flat bothom boats Returned & sent them Immediately to Asist in

Landing more Troops on the N: Shore Below the Caskiad at 4 the Enemy hove severa[l] Shells from the N: Shore that Bursted among Our Ships whereby they was oblidged to go(?) and Stand over towards the South Shore at 7 Anchord here his Majesty's Ship Shrewsbury and Vanguard our signal out for a Lieutenant—

Remarks on board his Majestys ship Pembroke at Anchor in the River St Lawrence Wednesday 11th At 1 P M sent our flat bothom boats to Assist in Landing Provisions for the Troops on the N: Shore below the fall, at 2 Came on a very hard Squall of wind Rain Hail Thunder and Lightning which lasted 1 hour fresh gales & Cloudy, at 6 our flat Bothom boats Returned, at 8 Sent 2 of Our flat Bothom boats to Row gaurd between Quebac and point Levee, at Midnight we Observed the Enemy to have several Shells from Quebac at our works on Point Levee, the Longboat Employd as pr Last, at 4 A M adm[l] Holms got under way and Stood Close Over on the South Shore and Came to an Anchor, at 7 Anchor'd Several Transports from point St Lawrence at 9 our Sig[l] out for an officer

Remarks on board his Majesty's Ship Pembroke In the River St Lawrence Thursday July 12th 1759 All these 24 hours Fresh Gales and Cloudy at 3 P M Returned 2 flat Bothom Boats to the Vanguard & to the Shrewsbury, D°: a brisk fire from the Town Upon Our Troops Battries on point Levee, at the Same time we observ'd the Enemy on the N: to shift thire Camp further to the Eastward, at 4 our sig[l] out for an Officer D°: Sent the Longboat to Land Artillerry on the N: Shore, at 5 we Landed our Soldiers on the N. Shore D° the Captain got under way & Dropt further up the River as did y[e] Race horse Baltimoor & Pilican in order to Bombard Quebec At 7 Anchored here Several Transports from Point St Lawrence, at 8 sent one of our flat Bothom Boats to Row gaurd, at Midnight we Obser[d] the Enemy to make a great many fires on the N: Shore at thire Camps, as did our Troops also Distance from Each Other 2 miles at 3 anchored here the Diana with Several Transports

from Point St Lawrence at 11 several private Ships Signals out on Board the admiral for Lieu^{ts}

Remarks on board his Majesty's Ship Pembroke in the River St Lawrence Friday, July 13th 1759 D° weather at 4 P M Came Down 10 floting Batteries from Quebec & fired at the Richmond D° she Return^{d} As did our 2 gun Battrie at Point Levee, at 5 the Sutherland Racehorse Baltimoor & Pillican got Underway and Stood in towards Quebec at 9 Genl wolfe hove a Sky Rocket in the aire on the N: Shore to Open the Battries on point Levee Against Que^{b} D° they began to Bombard & Cannonade Likewise the Racehorse Baltimoor & Pillican began to Bombard at the Same time, and the Enemy Return'd it D° Sent one of our flat Bothom Boats to Row Gaurd, at 6 A M anchor'd here the Lowestaff with Several Transports from Point St Laurence at 8 Our Sig^{l} out for a Lieu^{t}

Saturday 14th First part Strong gales & hazey with Rain Remain'd mod^{r} & Cloudy the Long boat Empl^{d} as pr Last at 3 P. M. Sent all our marines on Shore to point Levee to Incamp at 7 heard Several great guns fired on the N: Shore from our Battries, at 8 sent one of our flat Bothom boats to Row gaurd Before Quebec the other Emp^{d} on the N: Shore, no fireing all this Night on Either Sides at ½ past 4 A M our Sig^{l} out for an officer with the Sev^{l} other privit Ships at ½ past 10 our Sig^{l} out again for an officer Between 6 & 10 the Enemy hove Sev^{l} Shells from ye N: Shore that Bur^{d} Very near ye Squirrell D° She Return^{d} with Shot

Remarks on board his Majesty's Ship Pembroke In the River St Laurence. Sunday July 15th 1759 First part Mod^{r} and hazey with Lightning all Round Rem^{d} mod^{r} & Cloudy at 3 P M our Sig^{l} out for an officer at 9 Our Battries to the S W of Point Levee Began to Bombard Quebec, at midnight we had a very smart Engagement on the N: Shore all Round falls of Mountmarany of great guns, Small armed Howitts [Howitzers] & Bomb Shells which Lasted 3 hours at 6 Sent our Long boat and Pinnace with an officer to Land Artillery,

D° our Sig^{l} out for an officer at 10 A M Anchored here the Nascisius fire Ship from the Isle Coudery

Monday 16 Light airs & fine Clear weather at 3 P M our Sig^{l} out for an officer at 7 Sent one of Our flat Bothom Boats with an officer to wait General Wolfs or^{drs} On the N Shore the other Being Employ'd there as p^{r} Last D° our Battries to the S W of Point Levee Cannonading & Bombarding Quebec, at 11 Sent our Pinace with an officer to Row gaurd a Bris^{t} of Quebec, at 10 A M our Bom Battries to the S W of point Levee hove a shell into the Town of Quebac who Set the monistry on fire & Burnt Several houses to the wes^{d} D° a very hot firing of Shot and Shells on both sides at 11 our Sig^{l} out for officer

Remarks on board his Majestys Ship Pembroke In the River St Lawrence. Tuesday, July 17 1759 Mod^{r} & Clear at ½ Past Noon the Vanguard Shur^{d} foul of us but we got Clear Emmediately without any Damage at 11 General woolfes Battries on the N: Shore Began to Bombard the french Camps D° our Longboat Empl^{d} Landing artillery on the N: Shore at 7 a m Sent an officer with 50 men to asist in geting up Guns and Mortors to our Battries to the Sid of Point Levee at 8 our Sig^{l} out for an officer

Wednesday 18th Do Weather at 1 P M weighed and Droped further up the River at 3 Came too with the Small Bower in 15 fatham water at ½ Past 7 weighed & Droped further up the River at 9 Came too with the best Bower in 16 fath^{m} water Hard ground Quebec Bearing W S W ½ W Dist 3 miles & the falls of mountmarony N B E 3 miles at 11 Sent 50 men with an officer to asist in geting up Artillery to our Batteries to the S W of Point Levee, the Longboat Employed as p^{r} Last

Remarks on Board his Majesty's ship Pembroke In the River St Lawrence Thursday 19th D° weather at 1 P M our Signel out for a Boat without an officer D° Recieved on Board a flat Bothom Boat from the Centurion the Longboat Empl^{d} as p^{r} Last at 3 our Signel out for an officer with Several other Privit Ships, at 7 Sent 2

flat Bothom Boats with an officer to Embark Troops, at 8 Returned one of our flat Bottom Boats to the Midway at ½ Past 10 the Sutherland Squirel and 4 Transports got under way and Run up the River Past the Town of Quebec Several Shot Being fired at them D° Returned one of our flat Bottom boats to the Squirl, at the Same time the Diana got under way Intending to Pass the Town but she Drove a Shore on Point Levee at day Light we observ'd a great fire above the Town at 7 A M our Signel for an officer on Board the admiral

Remarks on board his Majesty's Ship Pembroke in the River St. Lawrence — Friday, July 20, 1759 Light Breezes and fine weather at 2 P M Adml Saunders sent his boat on board with an order for us to Cut or Slip and run up the River and Cover the Diana which was fired at by floating Batteries D° Cut or Best Bower Cable and Ran above Point Levee within 2 Cables Lengths of the Diana D° Came too with our small Bower in 15 fatham water Soft Ground Quebec bearing W S W Distance 2 miles D° Cleared Ship and Run out the Lower Deck guns out at 5 Sent the Long boat to with 2 Hawsers to asist in heaving off the Diana at 6 Saw 3 Floting Battries fire Several Shot at our Boats Crossing from the N: Shore D° General Wolfes Battries on the N: Shore fired Several Shot at them which oblidged them to Return, at 7 french vessell which was Set on fire by our Ships above the town Drove down D° Sent 1 of our flat bottom boats to tow her Clear of the fleet, at 3 A M we and the Richmond hove the Diana off the ground, at 8 Received on board 6 Quarters of fresh Beef, at 10 we received an order from Admr[l] Saunders to weigh and Drop Down to the Place where we Cut our Cable D° Hove up and got under way

Remarks on board his Majesty's Ship Pembroke In the River St Lawrence. Saturday 21st. First and Middle Parts mod[r] and fine Clear weather Latter Light Breezes and Hazey with Rain at ½ Past 12 P M Came too with y[e] Small Bower Bearing as P[r] last Empl[d] Creeping for our Best Bower Anchor and Cable at 3 anchored heare his Majesty's ship Scarborough with a

fire ship and Several Transports, all this nig^{t} our Bom Battries to the S W of Point Levee Playing Briskly on the Town of Quebec at 11 we observed a brisk Engagement on the N. Shore, at 6 A M Rec^{d} on board an officer and one 100 men from the Orford Empl^{d} heaving up the Best Bower anchor and Cable.

Sunday, 22^{d} Most Part of these 24 hours Moderate and hazey with Rain at 10 P M Departed this Life William Billes Seaman most part of this Night our Bomb Battries to the S W of Point Levee Playing away Shells and Careases[4] Into the Town of Quebec A M Unbent the Best Bower Cable and got the anchor in on the Fore Castle and unstockt it, D^{o} the Carpenters Employed Fiting a new Stock for it.

Remarks on Board his Majestys Ship Pembroke In the River St. Lawrence Monday July 23^{d} 1759 These 24 hours Moderate and Clowdy at 2 P M our Sig^{l} out for an officer. The Carpenters Empl^{d} in Stocking the Best Bower anchor at 4 The Enemy on the N: Shore to the west^{d} of the Falls Montmarany, fired Several Shot at Some of the Fleet Boats which was Crossing over from the N Shore D^{o} our Batteries at the Camp to the Easterd of the Falls fired at the Enemy again at 5 the Admiral made the Sig^{l} for all Boats without officers at 5 Sent our Pinnace to asist in Towing Stages over to the N. Shore D^{o} anchored here the Dublin from the Isle of Cuder all this Night our Bom Batteries Playing a way Shells into the Town of Quebec, at 11 a Shell from our Bomb Batteries to the S W of Point Levee Set the Cathedral Church on fire with Several houses which Burnt with great Voilance, at 2 A M The Lowstaff and Hunter got under way Intending to run up Past the Town but by Reason of a Verry hot fireing from the Green Batterie at them was oblidged to Return back again at 5 our Signal out for a Boat without an officer Employed Clearing ship and Drying sails.

Remarks on board his Majesty's ship Pembroke In the River St Lawrence Tuesday July 24th 1759. First and

[4] A hollow shell (now seldom used) intended to set fire to ships.

Middle Parts mod^{r} & Cloudy Latter Light airs and hazey with Small Rains P M Exercising small arms at 6 Rec^{d} on bo^{d} 7 Quarters of fresh Beef, all this night A Very hot firing of Shot Shells and Carcasses from our Batteries to the S W of Point Levee upon the Town of Quebec without ye Least firing from the Enemy at 8 A M the Enemy Sent a flag of Truce Down from Quebec, which the Diana brought too Being the westermost of his Majestys Ships

Wednesday 25th First and Middle Parts mod^{r} & Cloudy Latter Strong gales and Squaly with small rain P M Emp^{d} exercising small arms at 6 P M ye flag of Truce Returned to Quebec again at ½ Past 6 two floting Batteries came from the french Camp to ye west^{d} of the Falls of Montmarany and fired at one of the Ships Boats crossing from the N: Shore D^{o} our Batteries on Point Orleans and to the East^{d} of the falls fired at them which oblidged them to Return, all this Night a great firing from our Batteries to the S W of Point Levee, at Midnight a Shell from our Batteries Set a house on fire in the Town of Quebec A M our Batteries to the Easterd of the falls of Montmarany fired Several Shot at the Enemys works to the Westerd.

Remarks on board his Majestys Ship Pembroke in the River St Lawrence Thursday July 26, 1759 First and Middle Parts Fresh Breezes and Squaly with Rains Latter mod^{r} and Clear at 4 P M Adm^{l} Saunders made the Sig^{l} to Moore D^{o} We Moor^{d} Ship with a Cable Each way the Be^{t} Bow^{r} to ye South? [blotted] and Small Bow^{r} to the East: at 6 our Sig: out for an officer, D^{o} the Enemy's Batteries in Quebec and our Battries to the S W of Point Levee Bombarding and Cannonading Each other Briskly, at 8 Sent one of our Flat Bottom boats maned and armed with an officer to Row Gaurd Betwen Quebec and Point Levee

Remarks on Board his Majesty's ship Pembroke In the River St Lawrence Saturday July 28, 1789 Mod^{r} and fine Clear weather at 2 P M Adm^{l} Saunders Sent a boat on board with an order for us to Unmoor D^{o} Unmoord Ship as did the Rest of the fleet & hove into

½ a Cable on the B^{t} B^{r} at 4 a Sig^{l} out for all Lieuts: at 9 Sent one of our flat Bottom Boats Man^{d} and Armed with an officer to Row Gaurd Between Quebac & Point Leve at 11 the Adm^{l} Sent a boat on board with an order for us to Send all our flat Bottom boats Man^{d} and Arm^{d} to Row Gaurd Between Quebac and Point Levee, at ½ Past Midnight the Enemy Sent Down from Quebac upon our fleet a very large Raft of fire Stages but by ye assistance of ye Guard bo^{ts} they was Tow'd off without ye Least Damage done to ye Fleet. D^{o} our Batteries to ye S W of Point Levee Bomg and Cannonading ye Town Briskly. Emp^{d} work^{g} up Junk

Sunday 29th Light air & fine Clear weather at 6 P M ye Enemy's Batteries on ye N^{o}: Shore to ye west^{d} of ye falls fired Sever^{l} Shot at one of ye Ships Boats Crossing over from Gen: wolfes Camp on ye N: Shore at 9 Sent 2 flat Bottom Boats maned and Armed with an officer to Row Gaurd Between Point Levee and Quebac as Did the Fleet all this Night a Constant fireing of shot & Shells from our Batteries to the S W of Point Levee Upon the Town of Quebac, at 9 A M Sent 16 Empty to the Brewhouse on Point Orleans

Remarks on board his Majestys Ship Pembroke In the River St. Lawrence. Monday, July 30th 1759. Do weath^{r} at 1 P M Deliver^{d} for the Service of Genl Wolfs Battery to ye S W of Point Levee 400 wads by order of Vice adm^{l} Saunders D^{o} Depart^{d} this Life Isaac Warrin Seaman at 7 ye Centurion got under way and Stood over upon ye N Shore D^{o} ye Enemy hove Sev^{l} Shells at her which oblid^{d} her to hawl further in ye Stream, at 9 Sent one of our flat Bott^{m} Boats Long boat Barge and Pinnace to asist in Embark^{g} Troops, at 4 Sent a flat Bott^{m} Boat on shore to point orleans wth Spars to Raiz a Tent for ye Sick at 5 our Sig^{l} out for an officer, ye People Empl^{d} in working up Junk into wads and Clearing ship.

Sunday 31st Mod^{t} and Clear wea^{r} P M the Enemy fired Briskly from the town at our Batteries on Priest point D^{o} it was Return^{d} briskly, at 5 our Sig^{l} for an officer at 3 Sent a boat to Row Guard at 4 A M our

Sig[l] out for an officer at 3 all the Boats in the fleet assembled at Point Levie and Orleans to Take in Troops at 10 the Russel and three Sisters Transports got under Sail and run aShore before the Enemy's Batteries to the westard of the falls of Montmarancie and began to Cannonade them which the Enemy Return'd, the Centurion got under way and ran Down before the Said Batteries and began to Cannondae We the Richmond and Trent Moved Close over to the N: Shore Before Beauport, the Enemy hove a great Many Shells from the Batteries on the North Shore at the Ships and Boats Laying upon their Oars.

Remarks on Board his Majesty's Ship Pembroke In the River St. Lawrence Wednesday August 1 1759 First and Middle parts Moder[t] and Cloudy with Small Showers of rain. Latt[r] fresh Breezes and Cloudy at 6 P M the Troops were Landed where the Transports Ran a Shore, at the Same Time a Party under the Command of General Townshend Marched aLong the Land Below the falls in Order to joine the Main Body, as Soon as the Troops were Landed the Enemy Began a Very hot fireing with the Musquetry from there Intrenchments at the N W of the falls which Soon oblidged our Troops to Retreat back to Boats and Montmarancie with Loss of Killed and wounded, as Soon as the Troops were Embarked in the Boats the People were Taken out of the Russel and Three Sisters Transports and the Ships set on fire to Prevent their falling into the Hands of the Enemy at 11 we weighed and Stood over to Point Levie, at ½ Past Midnight anchor'd with the Best Bower in Seven Fatham Low Water at 3 A M Sent the Long boat with the Stream anchor and Cable on Board ye Centurion to asist in Warping up from the falls and 2 flat Bottom Boats to Transport Troops to Point Levie and orleans.

Thursday 2[d] Mod[t] and Cloudy W[r] P M put two of our Lower Deck guns on Shore at point Levie for the Batteries at Priest point at ½ past 9 the Enemy fired Several Shot at the Centurion as Ship passed their Batteries which She Returned Sent a flat Bottom Boat to Row Guard the People Employed working up Junk

Remarks on Board his Majesty's Ship Pembroke in the River St Lawrence. Friday August 3d 1759 Modt and Clear wr at 3 P M the Enemy sent Down a Flag of Truce on Board the Admiral, at 1 A M Sent a boat to Row Guard, Employed upon Junk.

Saturday 4th Modt and Cloudy wr P M Received on board 15 Butts of Beer from point Orleans a Very brisk firing this Night from our Batteries at point Priest, at 10 A M Victualled maned and Armed a flat Bottom boat to attend on the Camp at Montmarance

Sunday 5th Do wr P M Deliver'd to the Centurion her Powder which we had in, this Night Bombarding and Cannonading as pr Last at 10 A M weighed our Anchor to put a new Buoy and buoy rope too the other being Cut away by the rocks, Our Sigl out for an officer

Monday 6th Fore and Middle parts Hazey with rain Lattr Modt and Clear, at 2 P M the Enemy Sent a flag of Truce Down to the Adml, at 3 Sent 2 flat Bottom boats maned and armed with 7 days Provisions to take in Troops to Cary to the Ships above the Town, Sent the Boats to row Guard as P M Last. A M Dryed Sails at Noon Departed this Life Alexander Browning Seaman, Left off Serving Spirits and Broachd[5] Beer for the Ships Company

Remarks on Board his Majesty's Ship Pembroke In the River St Lawrence. Tuesday, August 7th 1759 At ½ past 1 P M the Richmond got under Sail and Stood over to the No Shore a Breast of Beauport and begun Cannonade the Enemy Working on their fire Stages and Oblidged them to Quit their work, the Enemy began to Bombard the Richmond which oblidged her to hawl off. at 4 one of the Victualing Transports got under Sail and ran down between the Island and Montmorance, at 3 Sent the Guard boats, at 3 A M the Diana made the Sigl for all Masters of Merchants Drove past upon the tide of Ebb Several of the Enemy fire Stages, which had broke a Drift.

Wednesday 8th Fore part Modt and hazey with Rain Remainder, at 4 P M Departed this Life Edward Far-

[5] Tapped a cask.

rell Seaman belonging to his Majesty^{s} Ship Orford at 8 Sent the Guard boats A M Employed Setting up the Rigging fore and aft, anchored here his Majestys Ship Sea horse

Thursday 9th At 3 P M Received 682 lbs of Fresh beef at 3 Sent the Guard Boats as usial, at 1 AM the Shells and Carcasses from our Batteries on Priest Point Set the Town on fire in two places which burnt with Great Voilence All Day and Consumed great part of the Lower Town 1 A M Employed in Repairing the Ratlings of all the Shrouds.

Remarks on Board his Majesty's Ship Pembroke in the River St Lawrence. Friday, August 10 1759 Mod^{t} and Clear w^{r} Rigged out the main yard and Lashed it ready for Taking in Guns, at 8 took on board 3 of the Devonshire's Guns from Point Levie Sent the Guard boats as usial A M Came aLong Side A Sloop to Take in the guns, the Longboat Emp^{d} at Point Levie.

Saturday 11th 1759 Do w^{r} P M put the Devonshire guns into the Sloop and took 3 more out of the Long boats and put them on board, unlashed the main yard and got it up. Received on board 12 Butts of Beer, Sent the Guard Boats out at 8 A M the admiral made the Sig^{l} for all Livetants Dryed Sails, at Noon Sailed hence his Majestys Ship Diana Emp^{d} fitting and Slinging Casks for Buoys

Sunday 12th First and middle parts moderate and Cloudy Latt^{r} Strong gales with Rain. P M Laid the Stream Anchor and Cable above Point Levie of Moorings for ye Guard Boats, and cut up a four Inch hawser for Buoy ropes for them at 8 Sent the Guard boats, at ½ past 3 his Majestys ship Lowstaff Hunter Sloop 2 Transports and 2 Tenders got under Sail in order to goe above the Town it fell Little wind which oblidged them to Come to an Anchor, the Enemy began a very hot fireing upon them till the tide of Ebb when they Droped Down the River P M Signal a Cable Each Way the Best Bower to Eastward, at 9 Received on board 706 lbs of fresh Beef.

Remarks on board his Majesty's ship Pembroke In the

River St Lawrence. Monday August 13 1759 Fresh Gales and Cloudy, Sent the Guard boats as Refore, at 8 A M our Sig^{l} out for an officer at ½ past Sent the Long boat on board the Providence Victu'ler for Provisions Employ'd Geting up all the old Provisions to put the new Undermost.

Tuesday 14th First and Latter parts D^{o} weat^{r} middle Light airs and Clear, P M Recieved from on board ye Providence Victualler of Pork and from the Rose Victualler 121 Bus^{ls} 9 Gall of Peas of oatmeal of Flour of Suit of Fruit Galls of Vinegar Gall of oil,

at 10 Sent the Guard boats this Night Brisk Cannonading and Bombarding against the Town, at ½ past 4 A M our Sig^{l} out for an officer Sent the Long boat to Point Levie to take in Timber and put it on Board of a Transport, Recieved on Board Butts of Beer and 792 lbs of fresh Beef Loosed sails to Dry

Wednesday 15th D^{o} w^{r} P M the Master with the Long boat and 20 Men Employed hawling up the Guard Boats Moor^{g} and fixing New Buoys the old Bung broke aw^{y} by the Ships, this Night a Brisk Cannonading Against the Town A M Received on board fresh Beef for the Ships Company. Employed working up Junk

Remarks on Board his Majesty's Ship Pembroke In the River St. Lawrence — Thursday August 16, 1759 Moderate and Clear weather P M our Batteries at Montmarancie play'd Very Briskly amongus ye Enemy a Shell falling in one of thire floats Blew her up, at 9 a House in the Upper Town was Set on fire by a Carase falling into it, which was Consumed in a Short Time Brisk fireing on both Sides, at A M a Sig^{l} out for a Lieutenant Rec^{d} on bo^{d} from ye Rose Victular Quarters of Beef.

Friday 17th Mod^{t} and Cloudy with Showers of Rain at 3 A M out our Sig^{l} for an Officer. Sent the Long boat maned and Armed with an Officer to Montmarancie to Embark Troops & C. Received on board 6 Butts of Beer. Loosed Sails to dry, Departed this Life Thomas Rogers Seaman Belonging to his Majestys Ship Orford

Saturday 18th Mod^{t} and Clear w^{r} at 4 P M our Sig^{l}

out for an Officer Received from on Board one of the Transports 27 Seamen Raised on the Continant, Sent the Orford's Long boat to take Cannon out of one of Ships and put on Shore at Point Levie Received on Board Fresh Beef for the Ships Companys use Employed Getting up Hoops and Staves &c in order to put on board a Transport for that Purpose.

Remarks on Board his Majesty's Ship Pembroke In the River St Lawrence—Sunday, August 19, 1759 D^{o} w^{r} at 4 P M our Sig^{l} for an Officer Rec^{d} from board the Grampus Transport a flat Boat at 8 Sent at 3 Sent 2 Boats to Row Guard with an officer, at 10 Sent the flat Boats to Point Orleans to Embark Troops for Montmarance, this Night Brisk firing on both Sides, at 4 A M Sent the Long boat for Rum and Wine, at Noon Rec^{d} on Board 3 Puncheons of Rum from the Grampus and 14 Pipes of Wine from the King of Prussia Emp^{d} Starting ye Rum into Iron bo^{d} Cask

Monday 20th P M Recieved on board 456 lb of Fresh Beef for the Ships Company and 3 Butts of Beer Emp^{d} Stowing away the Rum and Wine, at 8 Sent 2 boats to Row Guard, at 4 A M hawled the flat Boats on shore to Repaire them, Emp^{d} getting the hoops and Staves out of the hould and Packing them up.

Tuesday 21st Mod^{t} and Cloudy with Showers of Rain P M Rec on Board 5 Pipes of Wine from the King of Prussia Transport, all the Pursers Lumber, put on Board the John and Jane Transport, Sent the Guard boats as usual A M Recieved on Board from the Victualler 40 Casks of Bread Q^{ty} 5387 lb Empl^{d} airing the Bread Room, and Starting ye Wine into Iron bound Cask

Remarks in the River St Lawrence Wednesday Aug. 22 1759 First Part Strong gales and Cloudy with Rain, Remain^{r} Mod^{r} at 8 P M Sent 2 Boats Maned and Armed with an officer to Row Guard as p^{r} last at 6 A M Sent the flat Bottom Boat Maned and Armed with an Officer to Montmarancey at 11 Punished Den. McMahon for Drunkness

Thursday 23^{d} Fresh Breezes and Cloudy Remain^{r} Mod^{r} and Clear P M Cleared hawse at 8 Sent 2 boats

Maned and Armed to Row Guard as p^{r} Last A M Rec. on board 64 Barrells and 74 Baggs of Bread From the Burnet Transport, Clear^{d} Ship & dry^{d} Sail

Friday 24th Mod^{r} and Clear, at 5 P M a Sig^{l} out for all Lieutenants Rec^{d} on board 40 Barrells of Bread from ye Industry Transports A M Sent 9 Empty Butts to the Brewhouse on Point Orleans and Rec^{d} 5 full ones D^{o} sent 24 Men upon Liberty on Shore to point Orleans, at 7 the enemy Sent Down a flag of Truce from Quebac D^{o} the Richmond Sent her Boat out to meet them and Immediately the flag of Truce Returned.

Saturday 25th D^{o} Weather P M a Very Brisk fireing from Our Batteries to the S W of Point Levie up on the Town Received on Board A Disarter Belonging to the Train of Artillery A M Employ^{d} Cleaning Ship and Working up Junk

Remarks In the River St Lawrence Sunday August 26, 1759 Mod^{r} and Clear, at 5 P M our Sig^{l} out for an officer D^{o} the Adm^{l} Sent a boat on board with an order for us to unmoor D^{o} unmoor'd at 7 Weiged and Dropt further up the River at 9 Came too with the B^{t} B^{r} In 13 fatham water Quebac Bearing S W B W½W distance 2 miles Montmarancy N N E 2 miles and our Camp on Point Levie S W B S½S ½ Mile at 6 Sailed Down the River his Majesty's Ship Alcead D^{o} our flat bott^{m} boat Returned from Montmarancy having assist^{d} In Burning and Distroying the Inhabitants housed upon the N Shore to the Eastward of Montmarancy. at 8 A M our Sig^{l} out for an Officer, D^{o} Rec^{d} on board 4 Barrells of Oatmeal and one of Pork from the Rose Transport, Came on Board Alexander Flint Seaman from above the Town which was Wounded in one of our flat Bottom boats at 9 sent 5 Empty Butts to the Brewhouse on point Orleans and Recieved 6 full ones

Monday 27th Do w^{r} at 2 P M moored Ship with a Cable each way, at 5 the Dublin made the Sig^{l} for all Lieutenants D^{o} a Very brisk firing from our Batteries at Montmarancy up on the Enemy accationd by a Sarjant belonging to Oatways Rigement which Diserted from us, at 9 Sent 2 boats maned and arm'd with an officer

to Row guard at 4 A M our 2 flat bottom boats Returned from above the Town having had one Man Killed At 5 Sent 12 Men to Point Orleans A wooding for the Ship the Sailmakers Employ'd Repairing the Jib and the People working up Junk.

Remarks In the River St Lawrence Tuesday August 28 1759 Most part of these 24 hours fresh breezes and Cloudy with Showers of Rain, at 4 P M Dropt up and Anchored hear his Majesty's Ship Alcead, at 7 Rec^{d} on board a Lanch load of wood D^{o} Sent 2 boats Man'd and Armed to Row Guard as p^{r} uast at ½ past 8 the Lowesstoff Hunter and 2 Transports and a Sloop got under way and run past the Town Under an Excisive hot Cannod^{g} and Bombarding from the Enemy upon them at 8 A M the Dublin made the Sig^{l} for a Court Marshial D^{o} Sent 6 Empty Butts to the Brew house on Point Orleans and Rec^{d} 9 full ones on board, at 9 our Sig^{l} out for a Lieutenant at 11 Sent the Longboat to Montmarancy to Take in Artillery

Wednesday 29th First part fresh gales with Showers of Rain Rem^{d} more Mod^{r} and Cloudy P M Rec^{d} on board a boat Load of wood from Point Orleans Sent 2 Boats Maned and Armed to Row guard As p^{r} Last at 9 A M a Sig^{l} for all Lieutenants, at 10 Sent 2 of our flat Bottom Boats to be Haul'd aShore on point Livie D^{o} Dry^{d} Sails

Thursday 30th Mod^{r} and Cloudy P M Rec^{d} on Board a Boat Load of Weed from Point Orleans, Sent 2 Boats Man'd and Arm'd with an officer to Row guard as p^{r} Last A M Employed Cleaning Ship and Filling the Middle Floor of Water in the fore Hold at 9 Read the Captains Commission to the Ships Company.

Remarks in the River St Lawrence Friday August 31 1759 Mod^{r} and Cloudy P M a very hot firing from our Batteries to the S W of Point Levis up on the Town the Cooper Employ'd Repairing the water Butts and the People filling the Middle Teer of Water in the Fore hold, Sent the Long boat and flat Bottom boat with an officer to Montmarancy to Take in Artillery at 6 A M Our Sig^{l} out for an Officer at 7 Sent the Barge with 20 men to

asist in Drawing Cannon at at Montmarancy, Punish'd Jn° Cooly and Florance Donnahoo Belonging to the Orford for Leaving thire Officer upon Duty on Shore, at Noon Sent the flat Bottom Boat to asist in Transporting Troops from one Ship to another

Satterday, Septm 1th 1759 [Here the handwriting changes back to the original] This 24 hours first parte Clear middle and Latter heasey Note I could not get a Copy of Mr Jams Willsons Journal to Copy any more of it and I must do as well as I can myself

Sunday 2d This 24 hours mordorate and heasy middel Blows fresh Latter mordorate P M Came up Sum transportes from below

Monday 3 This 24 hours first parte fair, at 2 A M our first Lieut with pinis and Cutter and Long boat Went to Mount Morancy to Imbark Gen Wolf from thence I went in the Cutter and Randevesed on board the Porcupine till 9 at which time the Solders Sett fier to all the houses and Marched Doun to the Landing and Imbarked and Came to Point Leve

Remarks in the Rever St Laurence Tuesday Septem 4, 1759 This 24 hours first parte Clowdy at noon We all Sett of from a boat two mles Below the East End of Orelens with all Generall Woolfs troops and they Begun to Cannonale us as we Pased over Briskly But we all all Boats from the Shiping was mand & armd to make a faint on Charles Rever Boats all Returned to their Re-Came threw Safely at 3 P M Landed on Point Levie spect Ships Middle and Latter Parts fair

Wednesday 5th This 24 hours first parte Sum Rain Middel and Later Ditto A M Lewes Sail To Dry our Boats Rowed Gured between Quebeck and point Levee

Thursday 6th This 24 hours first part Sum Rain Middel and Latter ditto

Friday 7th This 24 hours first part fair weather middel much firing at Munktons battery on the Town with Shott and Shel Close weather Latter part I had the Command of our Pinis to Row Garde Note there came a halk down from above and I was the only Boat that fiered at her at Dorning we all repaired to our Ships

Remarks in the Rever St Lawrence Satterday Septem 8 1759 This 24· howers first parte middle and Latter much Rain

Sunday 9 This 24 hours first middle & Late parts Much Rain

Monday 10 This 24 hours fair middorate Weather Lewes Sails to Dreay Middel and latter ditto

Tuesday 11 This 24 hours Clair weather this Evening our Batterys at ye SW of Point Leve Cept a Constant fiering at Queback

Wednesday 12 This 24 hours first parte fresh gail middle Ditto Latt mordorate Anchored hear His Magites Ship Orfoard and Prince of Orengue with Sum Transpoarts Sailed Sum Transports

Thursday 13 first part at 6 P M Admerl made a Signel for all Boats maned and almed and we went and madd a faint at the Rever St Charles and at 11 I Repaired on board our Ship Pembroke

Remarks in the Rever St Lawrence Thursday Septem 13, 1759 This 24 hours first middle & Latter partes Cleare weather at 2 A M a Smart fiering to the S West of us at 5 D° Gener Woolf Landed a bout 3 Miles above the town P M Moaderate he Took the first Poaste? at 8 Gen Wolf In fio ye Enemey and fell in the feald of Battel General Mount Calm droped at the Same Time with Wolf F I N I S

Friday 14 This 24 hours first parte Moraderate at 4 P M Admr[1] maid Signere for all Boats mand and almed & 19 men and an Offeser to go a bove the town at 8 the Boats made a faint on Chals Rever A M Lewsed Sail to Drie

Saterday 15 This 24 first parte mordorate and clear P M hand Sails Middel Clowdy Latter much Wind and Rain We Recived 20 Long Boats a Long Side and Moared hem a Starne tell flood at 12 Night all the Boats Sett of as did our one Long Boat with a Masters Mate Anchored heer His Maj^ts^ Ship Northumberland from the Is Madam

Remarks in the Rever St Lawrence Sunday 16 This 24 hours first Middel & Latt Parts Clear our Batterys

Continewing fiering of Shott and Shels at 6 A M Sent for fresh Beef

Monday Septem 17 Ditto weather at 2 P M Sailed His Majes^{s} Ship Captain Admerall Sanders made a Signer for all Lieutenants and we Clear^{d} Ship in alder to go against the town of Quebac at 10 o'clock A M Admer made a Signell to on more Ditto on mored as Did his Ship and the other Nine Sail of the Line at 11 Sail of the Line and the Richmond frigit at 11 Anchor^{d} all the fleet and moarded abot a mile and a half Below Queback our Batteries fireing as Before

Tuesday 18 This 24 hours first parte close weather P M our Batteries all Cesed fiering middle and Latter much Wind and Rain at 7 A M our Shiping hiested there Colors and the Enemy Hiested two flags of Tuse one on the Barbet and the other on the Sittydell Sum boats came past the town

Remarks in the Rever St Lawrence Wednesday Septem 19 1759 This 24 hours first Middle and Latter Parts Clear at 3 P M we Had the Happiness of Seeing English Colours Marched Into the Citty of Quebick and our Troops Soon Struck thire flags of truce at 6 our Barge went with a Masters Mate to take Possession of the Lower Town Most of the Ships Sent a boat to the Lower town, this Evening Came doun all the Boats that was Above the town A M our Signer out for an Offeser at 9 Admeral made a Signerl to on more Cleared Horse Did not on more the Orfords People and Boats went on board thier Ship

Remarks in the Rever St Lawrence Thursday Septem 20, 1759 This 24 hours first parte Close weather Sum Rain Mid mordorate Latter fair at 8 A M ad^{m} made a Sig^{n} to on more D^{o} on mored as Did the Rest of the fleet

Friday 21 This 24 hours first parte fair at 3 P M Ad^{m} Made Sig^{nl} to way Ditto way^{d} and Drop^{d} up the River at 6 Came two with our Best Bower and Veared away and more^{d} We Leay in 14 fathems a Brest of Quebec all the fleet Mored Below us in the Bason Middle & Latter Parts 24 hours a smart Brees to the West ward

our flatt Bothum Boats Imployed in Landing Provisions to the town of Queback at noon the Garroson Salluted the fleet with 15 guns

Satterday or Sunday 22 This 24 hours first middil & Latters parts Mordorate this Evening Came on Board of us Some English Prisoners Sum belonging to Marblehead (3 P M) Moses Hooper and Crew taken on Grand Bank

Sunday or Monday 23 or 24 This 24 hours first middel & Latter partes mordorate with Sum Rain our Long Boat & flatt Bothum Boats all Imploy[d] in Landing Provesons at Quebeck at 2 P M I had a battel with Mr Dunkin a Masters Mate on account of William Colby and put under an arrest with a merene at our Berths

Remarks In the Rever St Lawrence Monday, Septem 24 1759 This 24 hours first parte Sum Rain Middel mordorate Later fair Lewesed Sails to Dry our Long Boatts and flatt Botom Boates all Im ployed in Landing Provisions on Shore at Queback I am under an ARist and mr Dunken on account of William Colby

Tuesday 25 This 24 houres first Middel and Latter partes Modorate weather P M Hand Sails A M all our Boatts Im ployed In Landing Provisions at Queback I am Restored to my Duty again By John Wellock Esq[r] our Commander

Wednesday 26 This 24 hours first Middel & Latter parts Clowdy Weather Blowing harde with a Strong Tide our Boatts Im ployed as Before I had the Command of our flatt botom Boat

Thursday 27 This 24 hours first Middle & latter parts Mordorate Weather our Boatts imploy[d] as Before I had the Comand of the Cutter this day In assisting our Long Boat landin Provesions on Shore at Quebeck

Friday 28 This 24 houres first Middel and Latter partes Mordorate Weather our Boatts Imployed as Before I went in a flatt buttom Boat and landed Provisions from a Transport To the Citty of Quebeck

Remarks on board his majest Ship Pembroke in the River St Lawrence Satterday Septem 29 1759 This 24 hours first parte Blows very harde at A M Down

River St Lawrence. Monday August 13 1759 Fresh Gales and Cloudy, Sent the Guard boats as Refore, at 8 A M our Sig^{l} out for an officer at ½ past Sent the Long boat on board the Providence Victu'ler for Provisions Employ'd Geting up all the old Provisions to put the new Undermost.

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Remarks in the Rever St Lawrence Thursday Septem 13, 1759 This 24 hours first middle & Latter partes Cleare weather at 2 A M a Smart fiering to the S West of us at 5 D° Gener Woolf Landed a bout 3 Miles above the town P M Moaderate he Took the first Poaste? at 8 Gen Wolf In fio ye Enemey and fell in the feald of Battel General Mount Calm droped at the Same Time with Wolf F I N I S

Friday 14 This 24 hours first parte Moraderate at 4 P M Admr^l^ maid Signere for all Boats mand and almed & 19 men and an Offeser to go a bove the town at 8 the Boats made a faint on Chals Rever A M Lewsed Sail to Drie

Saterday 15 This 24 first parte mordorate and clear P M hand Sails Middel Clowdy Latter much Wind and Rain We Recived 20 Long Boats a Long Side and Moared hem a Starne tell flood at 12 Night all the Boats Sett of as did our one Long Boat with a Masters Mate Anchored heer His Maj^ts^ Ship Northumberland from the Is Madam

Remarks in the Rever St Lawrence Sunday 16 This 24 hours first Middel & Latt Parts Clear our Batterys

Continewing fiering of Shott and Shels at 6 A M Sent for fresh Beef

Monday Septem 17 Ditto weather at 2 P M Sailed His Majes^{s} Ship Captain Admerall Sanders made a Signer for all Lieutenants and we Clear^{d} Ship in alder to go against the town of Quebac at 10 o'clock A M Admer made a Signell to on more Ditto on mored as Did his Ship and the other Nine Sail of the Line at 11 Sail of the Line and the Richmond frigit at 11 Anchor^{d} all the fleet and moarded abot a mile and a half Below Queback our Batteries fireing as Before

Tuesday 18 This 24 hours first parte close weather P M our Batteries all Cesed fiering middle and Latter much Wind and Rain at 7 A M our Shiping hiested there Colors and the Enemy Hiested two flags of Tuse one on the Barbet and the other on the Sittydell Sum boats came past the town

Remarks in the Rever St Lawrence Wednesday Septem 19 1759 This 24 hours first Middle and Latter Parts Clear at 3 P M we Had the Happiness of Seeing English Colours Marched Into the Citty of Quebick and our Troops Soon Struck thire flags of truce at 6 our Barge went with a Masters Mate to take Possession of the Lower Town Most of the Ships Sent a boat to the Lower town, this Evening Came doun all the Boats that was Above the town A M our Signer out for an Offeser at 9 Admeral made a Signerl to on more Cleared Horse Did not on more the Orfords People and Boats went on board thier Ship

Remarks in the Rever St Lawrence Thursday Septem 20, 1759 This 24 hours first parte Close weather Sum Rain Mid mordorate Latter fair at 8 A M ad^{m} made a Sig^{n} to on more D^{o} on mored as Did the Rest of the fleet

Friday 21 This 24 hours first parte fair at 3 P M Ad^{m} Made Sig^{nl} to way Ditto way^{d} and Drop^{d} up the River at 6 Came two with our Best Bower and Veared away and more^{d} We Leay in 14 fathems a Brest of Quebec all the fleet Mored Below us in the Bason Middle & Latter Parts 24 hours a smart Brees to the West ward

our flatt Bothum Boats Imployed in Landing Provisions to the town of Queback at noon the Garroson Salluted the fleet with 15 guns

Satterday or Sunday 22 This 24 hours first middil & Latters parts Mordorate this Evening Came on Board of us Some English Prisoners Sum belonging to Marblehead (3 P M) Moses Hooper and Crew taken on Grand Bank

Sunday or Monday 23 or 24 This 24 hours first middel & Latter partes mordorate with Sum Rain our Long Boat & flatt Bothum Boats all Imploy[d] in Landing Provesons at Quebeck at 2 P M I had a battel with Mr Dunkin a Masters Mate on account of William Colby and put under an arrest with a merene at our Berths

Remarks In the Rever St Lawrence Monday, Septem 24 1759 This 24 hours first parte Sum Rain Middel mordorate Later fair Lewesed Sails to Dry our Long Boatts and flatt Botom Boates all Im ployed in Landing Provisions on Shore at Queback I am under an ARist and mr Dunken on account of William Colby

Tuesday 25 This 24 houres first Middel and Latter partes Modorate weather P M Hand Sails A M all our Boatts Im ployed In Landing Provisions at Queback I am Restored to my Duty again By John Wellock Esq[r] our Commander

Wednesday 26 This 24 hours first Middel & Latter parts Clowdy Weather Blowing harde with a Strong Tide our Boatts Im ployed as Before I had the Command of our flatt botom Boat

Thursday 27 This 24 hours first Middle & latter parts Mordorate Weather our Boatts imploy[d] as Before I had the Comand of the Cutter this day In assisting our Long Boat landin Provesions on Shore at Quebeck

Friday 28 This 24 houres first Middel and Latter partes Mordorate Weather our Boatts Imployed as Before I went in a flatt buttom Boat and landed Provisions from a Transport To the Citty of Quebeck

Remarks on board his majest Ship Pembroke in the River St Lawrence Satterday Septem 29 1759 This 24 hours first parte Blows very harde at A M Down

yards and top mast Middle Ditto Latter Clowday our Boatts Im ployed as Before Landing Stors at Quebick

Sunday Septem 30 This 24 hours first parte Blows very hard and a Strong Tide middel and Latter Ditto at 6 A M our Signerel out for a Leu^{t} Ditto out Pinis mr Noronend went to Answer it he Brought orders for me and all the Men That Came with me to Gitt Redy to Go on Board a Transporte Which we did at 4 this afternoon we ware all put on board a Catt called the ——— and I went on board My Brother and Returned and Lodg on board the Catt Note my Brother Nathan Bowen was master of Thomas Martin's Schooner

Monday October 1 Mordorate weather We are ordered on board the Ship Thorenton John Eksha? master

Tuesday 2 I stayed on board Th. Martine this day to assist him with six of my men to Cler his Cables and Save his Schooner

Wednesd 3 Mordorate weather I tarry on board Martin as his vessel was foul of 5 Ships with there Cables a crose each other

Thursday 4 on board T Marting a Smart gail

Friday 5 Smart gail Strong flood many Ships Drove

Sater 6 I with 6 of my People assisting Marting

Sunday 7 Assisting Marting on board a Ship

Monday Octo ye 8 We Sailed with the Ship Thorington for Boston from Quebeck Wind Easterly Small G we have Coll William How Passenger on board

Tuesday ye 9 Sailed down the Rever as far as the Is Cuder [Isle aux Condres.]

Wednesday ye 10 pased by Cuder and Left 33 Decker a Shore

Thursday ye 11 anchored at Heare Island Wind East

Friday ye 12 Lying at Heare Island Wind N E

Saturday ye 13 Lying as per Last Wind NE

Sunday ye 14 Lying as per Last Much Wind N E

Monday ye 15 Lying as per Last Wind N E

Tuesday ye 16 Lying as per last Wind N E

Wednesday ye 17 Lying as per Last Mordorate Wind N E

Thursday ye 18 Lying as per last Mordorate Wind N E

Friday ye 19 this day Sailed from Heare Island under Convoy of His Majesties Ship Scarboro Wind N W

Saterday ye 20 this Day mordorate Wind Westerly

Sunday ye 21 this Evening a Smart Gail from ye South

Monday ye 22 at noon gaspy W S W 5 Leagues Wind North

Tuesday ye 23 Wind Southerly Soft weather or Rain

Wednesday ye 24 this day Wind Westerly Latt 48–45^{m} N

Thursday ye 25 at noon Came past the I^{s} St Paols wind west

Friday ye 26 this day a brest of Lewesburg wind wester

Saterday ye 27 this day we are about 10 Leag from Cape Saml

Sunday ye 28 this day Saw Many Sails Smart Wind Westerly

Monday ye 29 I Expect ye are to the westerd of Cape Saml W West

Tuesday ye 30 this day a Smart Gail to the West ward

Wednesday ye 31 this day a dead Wind at N W

Thursday Novem ye 1 this day Smart wind at N W Cold

Friday ye 2 this day Small Winds to the West ward

Saterday ye 3 this day Wind to ye South ward

Sunday ye 4 this day a Smart Gail at W S W

Monday ye 5 this day Mordorate on bent Main topsal Wind S W

Tuesday ye 6 this day saw ponopscut hills Wind West

Wednesday 7 this day Saw ye Saim Land wind Westerly

Thursday ye 8 this day a Small brees to the Southward

Friday ye 9 this day arived at Boston Wind S E

Saterday ye 10 I tarried at Boston

Sunday ye 11 I came Over the fery and Took horse and Came to Marble head Safe & Sound

FINIS

I tarried on Shore this Wintor. About the Twentyeth of January 1760 I Petisioned To the General Courte and They Gave me £3.4s.

CATALOGUE OF PORTRAITS IN THE ESSEX INSTITUTE, SALEM, MASSACHUSETTS.

(*Continued from Vol. LXX, page* 184.)

25. Mrs. Ann Brown. Oil, by Henry C. Pratt. Canvas, 30 in. x 26 in. Half length, three-quarters to right. Dark hair parted in center and brought over ears. A "V" neck unfinished dress. Reddish brown background.

Deposited by the Peabody Museum, 1916.

The identity of Mrs. Ann Brown is unknown. It is probable that she was in some way connected with the Pratt family, as her portrait was found as a backing on that of Capt. Joseph Pratt. No certain connection has yet been discovered.

26. William Brown, 1769-1802. Miniature by Hugh Bridport. Measurements, 2¾ in. x 2¼ in., oval. Half length, face nearly front. Young man wearing gray wig. White stock, frilled shirt, blue scarf shows under white waistcoat, dark coat. Seascape background, small vessel on horizon.

Bequest of Sarah B. Blanchard, 1893.

William Brown, mariner, was born in Salem, about 1769. He commanded the *Brutus,* a ship owned by the Crowninshields, and on February 22, 1802, was lost when that vessel foundered on Cape Cod, in company with the *Volusia* and the *Ulysses,* when these three vessels were but one day out from Salem on a voyage to Europe. Captain Brown managed to reach the shore but, after great suffering, perished from cold and exposure. He was unmarried, but at the time of his death was betrothed to Miss Priscilla Webb of Salem. He was interred at Provincetown. [See Bentley, *Diary,* vol. 2, p. 419; Felt, *Annals of Salem,* vol. 1, p. 313; *Essex Inst. Hist. Colls.,* Hitchings and Phillips, Ship Registers of the District of Salem and Beverly, vol. 40, p. 49.]

27. Frances (Howard) Bryant, 1791-1823. Miniature by unknown artist. Measurements, 2⅞ in. x 2¼ in. Head and shoulders, almost full face,

slightly to right. Curling dark brown hair, dark eyes look front. Lace collar and gold brooch, long gold necklace, dark dress. Warm neutral background.

Gift of Miss Mary F. Ropes, 1914.

Mrs. Frances (Howard) Bryant was born February 17, 1791, the daughter of John and Jemima (Ashby) Young Howard. Her father was a native of Marblehead and lived to the age of ninety-four years. He was a soldier in the Revolution and a member of Brig. Gen. John Glover's Marblehead Regiment. Frances Howard was the wife of Timothy Bryant (sometimes called junior), whom she married in Salem, May 19, 1816. He was a Representative to the Massachusetts General Court in 1823-1824. Mrs. Bryant died in Salem on August 8, 1823. [See *Essex Inst. Hist. Colls.*, vol. 4, p. 85, vol. 42, p. 55; Howard, *Abraham Howard and His Descendants*, p. 16.]

28. Francis Cabot, 1717-1786. Oil, by Henry Sargent. Canvas, 5 in. x 5½ in. Head and shoulders, three-quarters to right. Gray-haired elderly man, ruddy complexion. Black stock, black coat. Dark brown background. Less than one-quarter life size.

Gift of Mrs. Francis H. Lee, 1915.

Francis Cabot, son of John and Anna (Orne) Cabot, was born in Salem, May 22, 1717. The family lived on Essex Street upon the site of the present (1934) Mansfield block. This house he inherited from his father, and here he resided until his death. Like his brother Joseph, with whom he was associated in business, he became a wealthy and successful merchant. He was also engaged in privateering ventures, profiting greatly thereby. His first wife, whom he married in Portsmouth, New Hampshire, June 20, 1745, was Mary Fitch, daughter of Jabez and Elizabeth (Appleton) Fitch. She was born in Ipswich, March 24, 1723-4, and died in Salem, June 18, 1756. On June 21, 1770, he married Mrs. Elizabeth (Clarke) Winslow-Gardner. She was born in Boston, November 13, 1716, and was the daughter of William and Hannah (Appleton) Clarke and widow of William Winslow of Boston and

of Samuel Gardner of Salem. There were no children by this marriage and she died in Salem, June 15, 1785. Francis Cabot died in Salem, April 12, 1786, and his inventory mentions a store and houses in Salem, also real estate in Lynn and Danvers, six pews in the North Meeting House and one-fourth interest in the brig *Hannah,* three-eighths in the schooner *Sebastian,* one-fourth in the brig *William,* and one-third in the brig *Leopard.* [See Briggs, *Cabot Genealogy,* vol. 1, p. 49; *Essex Inst. Hist. Colls.,* vol. 4, p. 275, vol. 17, p. 136; Gardner, *Gardner Memorial,* p. 94.]

29. Joseph Cabot, 1720-1767. Miniature by unknown artist. Measurements, 1¾ x 1⅜ in., oval. Head and shoulders. Face nearly front, eyes front. Gray wig, pale complexion, white stock tied in bow knot, frilled shirt front, white waistcoat, dark blue coat with metal buttons. Light gray background.

Gift of Mrs. Francis H. Lee, 1915.

Joseph Cabot, son of John and Anna (Orne) Cabot, was born in Salem on July 24th, 1720, and lived all his successful business life in that place. He early inherited his father's business talents and with his brother Francis became a partner in the splendid mercantile establishment which was to be the foundation of many large fortunes. He built a beautiful home on Essex Street which is still (1934) standing, one of Salem's well known and much admired dwellings. He engaged in foreign commerce, was part owner of several vessels, among which were the brigantines *Salem* and *Union,* and otherwise carried on his large and prosperous trade. He was never much concerned in political life though he was a patriotic and public-spirited citizen. His wife, whom he married in Salem, March 30, 1744, was Elizabeth Higginson, daughter of John and Ruth (Boardman) Higginson, and a direct descendant of the Rev. Francis Higginson of Salem. After Joseph Cabot's death, which occurred on December 8, 1767, Mrs. Cabot removed with the younger portion of her family to Beverly where she spent her

remaining days. She died on October 25, 1781, at the age of fifty-nine years. Mr. and Mrs. Cabot were the parents of eleven children, many of whom lived to mature years, becoming useful and well-known citizens. [Briggs, *Cabot Genealogy,* vol. 1, p. 51; *Essex Inst. Hist. Colls.,* vol. 4, p. 275, vol. 37, p. 79, vol. 31, p. 93.]

CABOT, MARGARET, see GERRISH, MARGARET (CABOT).

30. ELEANOR (FORRESTER) CARLILE, 1797—. Oil by James Frothingham. Canvas, 33½ in. x 26 in. Seated figure, half length, face full, three-quarters facing right, dark brown hair, parted in center. Low neck, white dress, holds blue silk shawl embroidered in gold thread in right hand. End of sofa in foreground. Dark background.
Gift of Miss Mary E. Cumming, 1927.

Eleanor (Forrester) Carlile was the daughter of Simon and Rachel (Hathorne) Forrester and was baptized in Salem on January 21, 1797. She married Rev. Thomas Carlile on June 30, 1816. He was then rector of St. Peter's Episcopal Church and the family lived in Barton Square. There were five children by this marriage. Four years after his death, which occurred in 1824, Mrs. Carlile married Rev. Thomas Winthrop Coit, who was in charge of St. Peter's Church from 1826 to 1829, when he accepted a call to Christ Church, Cambridge. During their stay in that city two children were born to them: Winthrop Saltonstall Coit, on January 2, 1829, and Charles Forrester Coit, on June 30, 1830. They had another son, Thomas Gurdon Coit, born March 10, 1835, either in Cambridge or Lexington, Ky., where Mr. Coit was for a time President of Transylvania University. The Coit family removed successively to New Rochelle, New York, Hartford, Conn., and Troy, New York. Mr. Coit died in 1885, while holding the Chair of Church History in the Berkeley School of Divinity at Middletown, Conn. [See *Essex Inst. Hist. Colls.,* vol. 3, p. 216; Gavet, *Historical Sketch of St. Peter's Church; Salem Vital Records* (printed); *Historical Catalogue of*

Brown University, p. 104; Felt, *Annals of Salem,* vol. 1, p. 380; *Dictionary of American Biography,* vol. 4, p. 278; Chapman, *The Coit Family,* p. 186.]

31. ELEANOR FORRESTER CARLILE, 1818-1858, ELIZABETH FORRESTER CARLILE, 1817—, THOMAS FORRESTER CARLILE, 1819—, MARY LOUISA GARDINER CARLILE, 1822-1872. Miniature, unfinished, four children. Measurements, 2⅜ in. x 3⅛ in. All blue eyed. Blue gray background around heads.
Gift of Miss Mary E. Cumming, 1927.

Eleanor Forrester Carlile, daughter of Rev. Thomas and Eleanor (Forrester) Carlile, was born in Salem April 20, 1818, and married February 1, 1838, Rev. Gurdon Saltonstall Coit, who was her step-father's younger brother. She died in 1858. They had nine children. Elizabeth Forrester Carlile, daughter of Rev. Thomas and Eleanor (Forrester) Carlile, was born in Salem March 23, 1817. She married —— King. Thomas Carlile, son of Rev. Thomas and Eleanor (Forrester) Carlile was baptized in Salem July 6, 1819. He married Augusta Deshon, a cousin of the Coits. Mary Louisa Gardiner Carlile, daughter of Rev. Thomas and Eleanor (Forrester) Carlile was baptized in Salem June 1, 1822, and married John Mitchell Mason, a lawyer of Yonkers, N. Y., on May 6, 1845. They had eleven children. She died at Yonkers on February 4, 1872. [See Chapman, *The Coit Family,* p. 187; *Cambridge Vital Records* (printed); *Mss. furnished by Miss Mary E. Cumming of Yonkers, N. Y.; Salem Vital Records* (printed), vol. 1, p. 155.]

32. MARY LOUISA GARDINER CARLILE, 1822—. Oil, by E. D. E. Greene (1851). Oval canvas, 31 in. x 26½ in. Half length, face nearly front, head tilted to right, eyes front, long dark brown hair parted in center, curls at side of face. Small white collar, red silk bow tie, round neck, gold necklace, dark dress, fur-edged coat over shoulders. Dark brown background.
Gift of Miss Mary E. Cumming, 1927.

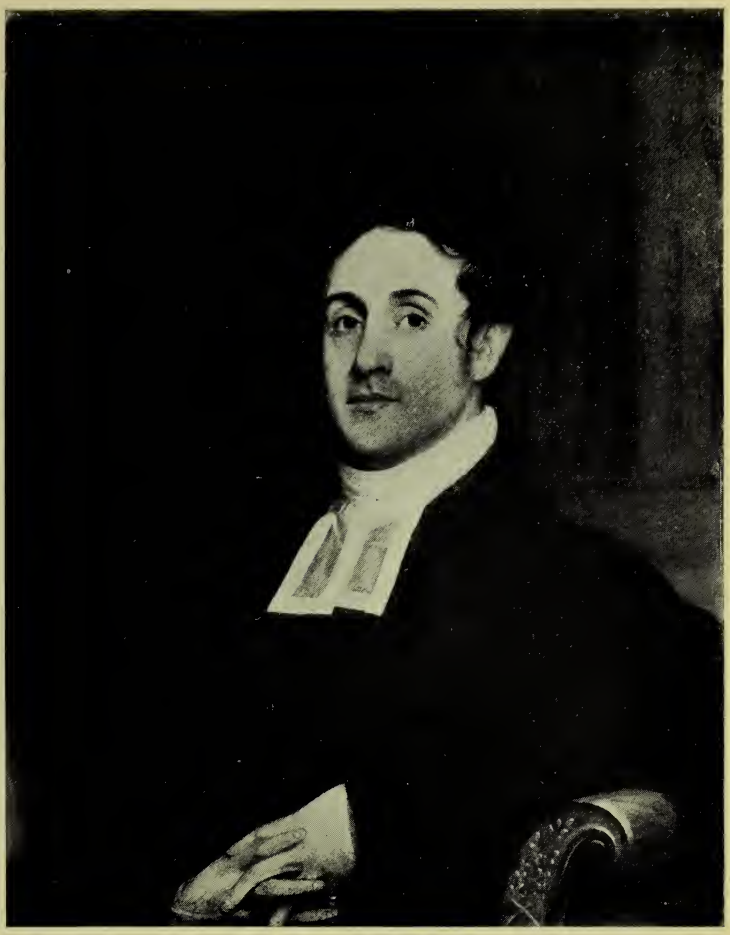
Mary Louisa Gardiner Carlile, daughter of Rev. Thomas and Eleanor (Forrester) Carlile was baptized at Salem June 1, 1822, and married John Mitchell Mason of Yonkers, N. Y., on May 6, 1845. She died at Yonkers on February 4, 1872. [See *Mss. furnished by Miss Mary E. Cumming of Yonkers, N. Y.; Salem Vital Records* (printed).]

33. Rev. Thomas Carlile, 1792-1824. Oil, by James Frothingham. Canvas, 33½ in. x 26 in. Seated figure, half length, face nearly front, arm resting on arm of sofa. Dark curling hair, fingers interlocked, stock and clergyman's neckband, black robe. Dark background, columns on right.

Gift of Miss Mary E. Cumming, 1927.

Rev. Thomas Carlile was a native of Providence, R. I., born on January 12, 1792, the son of John and Nancy (Dana) Carlile. He was graduated from Brown University in 1809 and from Harvard in 1814. In 1816 he came to Salem and the next year was given the rectorship of St. Peter's Episcopal Church in this city, which continued to be his charge until his resignation in 1822. He connected himself socially with Salem's activities and was admitted to the Essex Lodge of Free Masons in 1820. During his charge as rector St. Peter's Church was thoroughly renovated, a new organ installed and many improvements made towards which Mr. Carlile was a liberal contributor. On June 30, 1816, he married Eleanor Forrester, daughter of the wealthy and influential merchant Simon Forrester, whose wife was Rachel Hathorne. The Carliles lived in Barton Square and were the parents of five children, all of whom were born in Salem. One of these children, Catherine, died there at the age of sixteen months. Mr. Carlile's death occurred in Providence March 28, 1824. His widow, Eleanor, married in 1828 Rev. Thomas Winthrop Coit, who was rector at St. Peter's Church from 1826 to 1829. [See Mrs. Eleanor (Forrester) Carlile for references.]

34. John Carlton, 1770-1847. Miniature by William Verstile, set in gold. Measurements, 2½ in x



REV. THOMAS CARLILE
No. 33

2¼ in. oval. Half length, face nearly front. Wearing bangs and short side whiskers, white stock and vest, black coat.

Bequest of George Rea Curwen, 1900.

Capt. John Carlton, U. S. N., the son of Col. Samuel and Eunice (Hunt) Carlton, was born in Salem, Nov. 6, 1770. His father, whose early life was spent upon the sea, engaged in the Northern Army of the Revolution, holding a Lieutenant Colonel's commission under Colonel Brewer in the campaign of 1777, and was also with Washington at Valley Forge. On his maternal side John Carlton was descended from the Bowditch family of Salem and inherited their love of the sea. His first ventures were in the merchant service, being sailing master on the *Ontario* on a voyage to Peru, commander of the ship *Putnam* when she was captured by the Malays in the Straits of Singapore where several of her crew were massacred, was captain of the ship *Recovery,* the 207-ton ship *Susan,* and also of the 132-ton brigantine *Three Friends* owned by the Gardners. He joined the United States Navy, receiving his commission as a sailing master in 1815 from James Madison and held this post on the *John Adams.* He was present as an officer on the *Constitution* at her engagement with the *Java* and distinguished himself for his bravery. Serving under Bainbridge, Hall and Biddle for some time, he became an intimate friend of these commodores and attained both fame and position for his gallant deeds. He was unmarried at the time of his death which occurred at Philadelphia on August 12, 1847, and his funeral was attended by many officers of the Navy and a detachment of Marines. [See *Essex Inst. Hist. Colls.,* vol. 3, p. 175, vol. 41, pp. 324, 327, 375, vol. 42, p. 89; *Salem Vital Records* (printed); Bentley, *Diary,* vol. 3, pp. 78, 80, 257; vol. 4, pp. 46, 125, 305, 604; Putnam, *Salem Vessels and Their Voyages,* vol. 1, pp. 23, 24, 41.]

35. John Carnes, 1756-1796. Oil, by unknown artist. Canvas, 25½ in. x 32 in. Half length, three-quarters face to right, eyes front, gray hair.

White stock and frilled shirt front, blue naval uniform with brass buttons, white waistcoat. Left arm across, points to right rear. Holds telescope. Seascape background. British frigate on right, American frigate on left.

Gift of William P. Goodhue, 1863.

John Carnes, son of John and Hannah (Peele) Carnes, and brother of Jonathan Carnes, who was one of the earliest of the East India navigators, was baptized in Salem on February 1, 1756. His wife was Lydia, the eldest daughter of Richard and Lydia (Gardner) Derby, and they were married in Salem on September 12, 1782. Captain Carnes was engaged in privateering for several years and commanded the brig *General Lincoln* of 14 guns and 75 men. He was also the principal bonder of this vessel as well as of the 220-ton ship *Hector,* of 20 guns and 120 men, on which he served as commander on the Penobscot Expedition when she was destroyed to prevent capture. In 1781 the ship *Porus,* carrying 20 guns and 140 men was also commanded by him as was the brig *Lion* in 1778 and he was also her principal bonder. He was master of the privateers *Montgomery* and *Mohawk,* being listed on these two as of Beverly, although there is no evidence that he ever lived in that city. Captain Carnes died at the Cape of Good Hope on December 12, 1796. His widow passed away in April, 1800. [See *Naval Records of the American Revolution,* pp. 394, 396, 420; *Essex Inst. Hist. Colls.,* vol. 3, p. 167, vol. 14, p. 291; Gardner, *Thomas Gardner and Some of His Descendants,* p. 153; Bentley, *Diary,* vol. 1, pp. 219, 230, vol. 2, pp. 111, 218, 334; *The Holyoke Diaries,* Salem, 1911, p. 109; *Essex Co. Probate Records,* Dockets 4709, 4710, 4711.]

36. Esther (Gerrish) Carpenter, 1751-1794. Oil, by unknown artist in Italy. Canvas, 39 in. x 30 in. Standing figure, three-quarters length, three-quarter head. Blue dress, lace trimmed, mauve sash, ornament in hair. Bouquet of flowers in right

MRS. ESTHER (GERRISH) CARPENTER
No. 36

hand, left hand holds flowers in glass vase which stands on marble-topped gilt table.

Gift of Mrs. Francis H. Lee, 1916.

Mrs. Esther (Gerrish) Carpenter was born in Salem on February 16, 1751-2, the daughter of Benjamin and Margaret (Cabot) Gerrish, who lived on Essex Street near the North Church. On December 1, 1774, she married as his first wife, Benjamin Carpenter, and died in Salem, July 28, 1794. Benjamin Carpenter married, second, her sister, Abigail Gerrish, and soon after her death he married, third, Mrs. Deborah Austin Lee. Mr. Carpenter was a member of the Salem Marine Society and of the East India Marine Society; he was also a Revolutionary soldier and a sea captain of note. He died in Cambridge in 1823, at the age of seventy-two years. [See *Essex Inst. Hist. Colls.,* vol. 3, p. 133, vol. 5, p. 29; Briggs, *Cabot History and Genealogy,* vol. 1, p. 42; *Salem Vital Records,* vol. 1, p. 349, vol. 5, p. 139.]

37. Henry Carwick, 1758-1818. Oil, by unknown artist. Canvas, 23¼ in. x 17¼ in. Waist length, head three-quarters to right, eyes front, curling reddish brown hair, white stock tied in bowknot, high-cut waistcoat buttoned up to stock, dark blue coat with brass buttons. Blue gray background.

Gift of Heirs of Mrs. Catherine E. Pitman, 1904.

Henry Carwick, the son of John and Sarah (Moses) Carwick, was baptized in Salem, November 19, 1758. He married on March 25, 1786, Mehitable, daughter of Ebenezer and Mehitable (Buttolph) Ward, whose descent may be traced from Miles Ward, the first of the name in America. He died on August 14, 1818, and his wife passed away on October 29, 1848, at the age of eighty-four years. [See Perley, *History of Salem,* vol. 2, p. 304; *Essex Inst. Hist. Colls.,* vol. 5, p. 212; *Salem Vital Records,* vol. 1, p. 160, vol. 3, p. 194, vol. 5, p. 141; *Salem Gazette,* Aug. 18, 1818.]

38. Charles I. 1600-1649. Oil portrait. Canvas, 40 x 34 in., by George Peter Alexander Healy, after

Van Dyck's portrait in Windsor Castle. Head in three positions, full face, profile and three-quarters.

Bequest of Francis Boardman Crowninshield Bradlee, 1928.

This copy was painted by order of Louis Napoleon and hung in the Tuileries until the sacking in 1848 at which time it was purchased by Josiah Bradlee of Boston, grandfather of Francis B. C. Bradlee. [See *Encyclopedia Britannica,* Eleventh Edition, vol. 5, p. 906; *Annual Report of the Essex Institute,* 1928.]

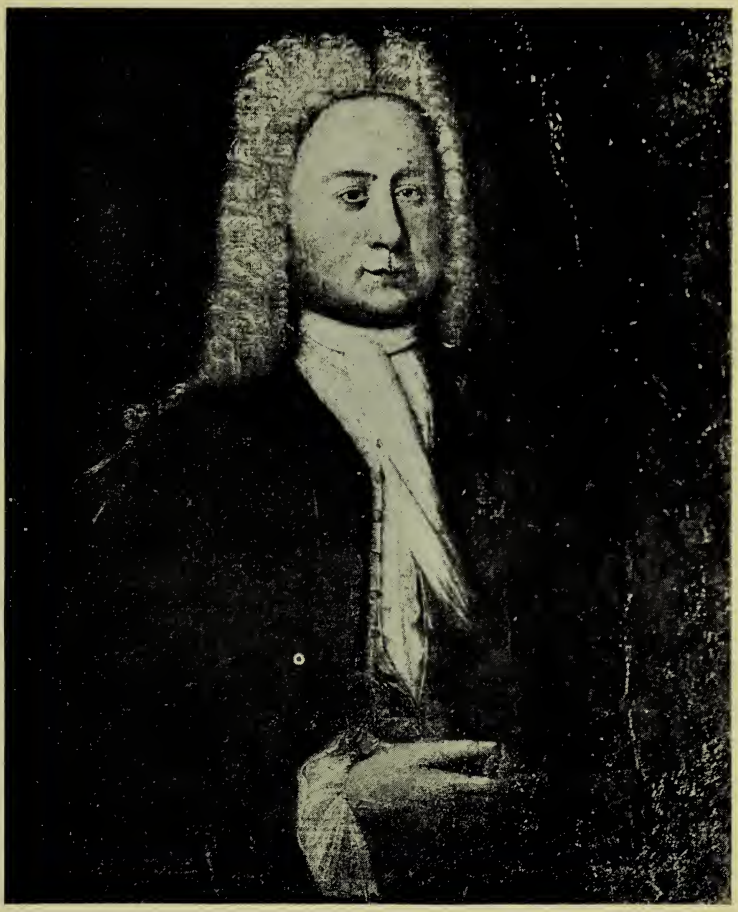
39. Richard Checkley, 1694-1742. Oil, by unknown artist. Canvas, 29½ in. x 24½ in. Half length, face nearly front, long gray curling wig, tied cravat, brown velvet coat, gold embroidered waistcoat cut high, small metal buttons, linen cuffs. Right hand across waist, index finger pointing to right.

Gift of Willard W. Woodman, 1914.

Richard Checkley was born October 4, 1694, in Boston, the son of Col. Samuel and Mary (Scottow) Checkley. He was an apothecary in Boston and was called "Doctor" by courtesy. He married Sarah Walley, daughter of John, Jr. and Elizabeth (Alden) Walley, on January 10, 1720, in Boston. The Checkleys were connected by marriage with the Lynde family of Salem. Richard Checkley died May 7, 1742, and is buried in the Granary Burying Ground, Boston. It is probable that the Checkleys had no children as he left his property to the children of his brother Samuel. [See Whitmore, *Heraldic Journal,* vol. 2, p. 131; Savage, *Genealogical Dictionary of New England,* vol. 1, pp. 369, 370; *N. E. Hist. and Gen. Reg.,* vol. 2, p. 349.]

40. Sarah (Walley) Checkley, 1695—. Oil, by unknown artist. Canvas, 29½ in. x 24½ in. Half length, face nearly front. Dark brown hair, low cut dress, white chemisette, linen undersleeves, red silk wrap. Holds robin on index finger of right hand in lower right corner.

Gift of Willard W. Woodman, 1914.



RICHARD CHECKLEY
No. 39

Sarah (Walley) Checkley was born in Boston on April 27, 1695, the daughter of John, Jr. and Elizabeth (Alden) Walley. Her mother was the daughter of John Alden and grand-daughter of the first John Alden of Plymouth. Mrs. Elizabeth (Alden) Walley married, as her second husband, Simon Willard. Sarah Walley married Richard Checkley in Boston, January 20, 1720, and died after 1742. [See *Boston Record Commissioners' Ninth Report,* p. 224, *Twenty-eighth Report,* p. 86; Willard, *Willard Memoir,* pp. 368, 400.]

41. William Cheever, 1797-1823. Oil, by unknown artist. Canvas, 28 in. x 23 in. Young man, half length, three-quarters head. Black coat, white stock and vest. Right hand in coat.

Gift of Heirs of Miss Sarah A. Cheever, 1908.

William Cheever was born in Salem, July 20, 1797, the son of James and Sarah (Browne) Cheever. His father was second lieutenant on the *Grand Turk,* Revolutionary privateer, and afterwards an officer at the Salem Custom House. His mother was a descendant of Philip English. William Cheever died on the brig *Padang* in 1823. He was an uncle of Edward E. Chever. [See *Salem Vital Records,* vol. 1, p. 175, vol. 5, p. 150; Perley, *History of Salem,* vol. 3, p. 41; *Cheever Mss.,* Essex Institute.]

42. Edward E. Chever, 1828-1905. Oil, by J. Harrison Mills. Canvas, 28 in. x 22 in. Half length, three-quarters to right, eyes right, head tilted back to left. Brown hair, bald on top of head, full brown beard, low white collar, narrow black tie. Gray brown coat, low cut waistcoat. Gray brown background.

Gift of Mrs. Eben S. Beaupré, 1909.

Edward English Chever, California pioneer, was born in Andover November 20, 1828, the son of James W. Chever, master mariner, who commanded the privateer *America,* and his wife, Lydia (Dean). His early education was received in Salem, but at the age of sixteen he

went to Kendall County, Illinois, where he resided until 1848, when he returned to the east and sailed from Boston for California on the first vessel that started for the gold country. His home was for some time on Feather River in California, where being in close proximity to the Indians of that section, he learned their language. In 1854 he returned to his home in Illinois, only to leave it at the outbreak of the Civil war when he enlisted in the 89th Illinois Volunteer Infantry, serving until the end of the war, then returned to the west where he died in 1905. [See Perley, *History of Salem,* vol. 3, p. 41; *Andover Vital Records,* vol. 1, p. 103; *The Fraternal Record, San Francisco Newspaper,* for November 5, 1887; *Cheever Mss.,* Essex Institute.]

43. Ward Chipman, 1779-1858. Miniature, oval, set in gold locket. "W. C." engraved on ivory on reverse. Measurements, 2¾ in. x 2¼ in. Half length, face nearly front, hair brushed back, short side whiskers. White stock and vest, dark coat, open, metal buttons.

Gift of Heirs of Mary Hodges Perkins, 1922.

Ward Chipman, son of Thomas and Elizabeth (Millett) Chipman, was born in Salem, August 22, 1779. In 1804 he was master of the 150-ton snow *Phenix,* owned by William Gray, jr. and altered to a brigantine in 1800. He was long engaged in trading in which he was most successful. His wife was Mary, daughter of Joseph and Mary (Andrew) Hodges, who was born in Salem on December 18, 1785, and died on April 18, 1858. They had one child, Anstice, who married Daniel Perkins of Salem. Mr. Chipman died at Salem, on January 20, 1858. [See Hodges, *Genealogical Record of the Hodges Family in New England,* p. 45; Chipman, *Chipmans of America,* p. 148; *Essex Inst. Hist. Colls.,* vol. 11, p. 308; Hitchings, *Ship Registers of the District of Salem and Beverly,* p. 145; *Salem Vital Records,* vol. 1, p. 177, vol. 3, p. 211; Perley, *History of Salem,* vol. 3, p. 25.]

Chubbuck, Hannah, see Worcester, Hannah (Chubbuck-Thompson).

44. Deborah (Gedney) Clarke, 1677—. Oil, by John Smibert. Canvas, 21 in. x 17 in. Head and shoulders, face nearly front. White cap, covered by black hood, shoulder cape. Dark gray background.

Gift of Heirs of Mary C. Anderson, 1880.

Deborah (Gedney) Clarke, twin daughter of Bartholomew Gedney and his first wife, Hannah (Clarke), was baptized in Salem, November 25, 1677. Her father, who began life as a ship carpenter, became Judge of Probate for Essex County, member of the Court of Assistants, also Colonel and Commander in Chief of the military forces of the County. The Gedneys lived near the northern corner of Summer and High Streets in Salem. On October 16, 1701, Deborah Gedney married Francis Clarke of Boston. They had eight children, most of whom were born in Boston. Mrs. Deborah (Gedney) Clarke died after 1727. She was the grandmother of Lord Bryan Fairfax of Virginia. [See *Salem Vital Records,* vol. 1, p. 352, vol. 3, p. 410; *Essex Inst. Hist. Colls.,* vol. 16, p. 249; *Boston Record Commissioners' Twenty-fourth Report,* pp. 27, 34, 55, 74, 89; Briggs, *Cabot History and Genealogy,* vol. 1, pp. 39, 40.]

Clarke, Harriet, see Mack, Harriet (Clarke).

45. Rev. John Clarke, 1755-1798. Miniature by Lovett. Measurements, 2⅛ in. x 1¼ in. Oval. Head and shoulders, gray hair, white stock, dark coat. Pale blue background.

Gift of Heirs of William and Esther C. Mack, 1895.

46. Rev. John Clarke, 1755-1798. Oil, by Henry Sargent. Canvas, 33½ in. x 25 in. Head and shoulders, three quarters facing right. Eyes front, gray hair, white stock, clergyman's neckband, black coat. Dark blue background.

Gift of Heirs of William and Esther C. Mack, 1895.

Rev. John Clarke, the son of Captain John and Sarah (Pickering) Clarke was born at Portsmouth, N. H., April

13, 1755, where the family lived for some time before removing to Salem. His mother was a sister of Col. Timothy Pickering. Rev. Mr. Clarke attended the Boston Latin School and was graduated from Harvard College in the class of 1774. He received the degree of A. M. in 1777 and then took up the study of divinity after teaching for a short time. His reputation as a preacher was early established and in 1778 he was ordained colleague pastor with Rev. Dr. Channing over the First Church in Boston, where he remained until his sudden death April 2, 1798. He married, on June 7, 1780, Esther, daughter of Timothy and Rebecca (Taylor) Orne. They had four children and she died in Salem on September 25, 1848, aged ninety years. [See Ellis, *History of the First Church in Boston,* p. 208; Ellery and Bowditch, *The Pickering Genealogy,* vol. 1, pp. 191-194.]

47. John Clarke, 1737-1784. Miniature, by A. Mauvais. Measurements, 6 in. x 2½ in. Full length, face two-thirds front. Standing figure, feet apart, left arm across body pointing back toward a battle field on left of picture. Large tree on right. Red coat, three-cornered hat, white waistcoat, waist sash, high boots, sword.

Gift of Heirs of Mary C. Anderson, 1880.

48. John Clarke, 1737-1784. Miniature, oval, by unknown artist, on ivory. Measurements, 1½ in. x 1⅛ in. Face two-thirds front. Head and shoulders. Officer's uniform, three-cornered braid-trimmed hat, red tunic with braid and epaulets, black stock.

Bequest of George Rea Curwen, 1900.

John Clarke, whose descent may be traced from Francis Clarke, the first of that branch in America, was the son of John and Ann (Furness) Clarke, and was born in Salem on January 29, 1737. He married Ann Jones Gascon or Gascoigne. Their only child, John Jones Gascon Clarke was born abroad and died in England, unmarried, after 1834. Mr. Clarke served as Lieutenant under General Wolfe in 1759 at the conquest of Quebec and

received his title of Major as a reward for his bravery. His home was well known in Salem as the Clarke House and was on the eastern corner of North and Essex Streets. Later this house became the residence of his sister, Deborah Fairfax (Clarke), the wife of Dr. John Hartley Anderson, whose daughter occupied it many years and lived to a great age. John Clarke died October 10, 1784, and his wife passed away on August 21, 1821, aged sixty-eight years. [See *Essex Inst. Hist. Colls.,* vol. 16, pp. 272-276; *Salem Vital Records,* vol. 1, p. 184, vol. 3, p. 220, vol. 5, p. 154; *Newbury Vital Records,* vol. 2, p. 105.]

Cole, Anne Warren Brazer (Ives), see Richardson, Anne Warren Brazer (Ives) Cole.

49. Thomas Cole, 1779-1852. Oil, by Charles Osgood. Canvas, 35½ in. x 29 in. Seated, three-quarters length, face nearly front. Brown hair, gold-rimmed glasses pushed upon forehead. Black stock, black coat and waistcoat. Holds book in left hand which rests on table at left. Dark warm background.

Gift of Heirs of Mrs. Nancy D. Cole, 1891.

Thomas Cole, son of Jonathan and Hannah (Palfray) Cole, was born in Boston, December 24, 1779, and was graduated from Harvard College in the class of 1798. On June 25, 1801, he married Hannah Lucas Cogswell, born in Marlborough, Massachusetts, the daughter of William and Abigail (Dawes) Cogswell, and they resided in Boston until 1808, when they removed to Salem, where Mr. Cole taught for some time in the Young Ladies' Academy. He was an active member of the American Academy of Arts and Sciences, occupying the first rank of microscopists. He was affiliated with Essex Lodge of Free Masons in Salem, serving as its master from 1816 to 1819. Mrs. Hannah Lucas (Cogswell) Cole died on August 19, 1838, and on July 6, 1842, Mr. Cole married Nancy D. Gale, born in Boston, the daughter of Joel and Abigail (Davis) Gale. Mr. Cole died June 24, 1852, at Salem, and his wife survived him, her death occurring in Salem, at 28

Chestnut Street, January 13, 1890, aged ninety-five years. Thomas and Hannah Lucas (Cogswell) Cole had two children, the second of whom, Jonathan, was born in Marblehead and was the father of Thomas Palfray Cole, who married Anne Warren Brazer Ives of Salem. [See *Salem Directory,* 1851; Jameson, *The Cogswells in America,* p. 158; *Boston Record Com. Twenty-fourth Report,* p. 329; *Essex Inst. Hist. Colls.,* vol. 3, p. 207, vol. 9, 2d pt., p. 31; *Salem City Hall Records,* vol. 6, p. 94, vol. 18, p. 30; *Salem Gazette,* July 9, 1852.]

50. Benjamin Colman, 1804-1892. Oil, by Charles Osgood. Canvas, 28 in. x 23 in. Half length, three-quarters to right, eyes front. Dark brown curling hair, white collar, black stock, low-cut pale yellow waistcoat, high-collared dark coat, metal buttons, square black pin in shirt front. Dark warm background.

Gift of Miss Laura Colman, 1917.

Benjamin Colman was born in Augusta, Maine, July 23, 1804, the son of Samuel and Susanna (Atkins) Colman, daughter of William and Abigail (Beck) Atkins of Newburyport. His father, born in Newbury, was a physician in Hallowell and Augusta, Maine, for twenty years and removed from there to Newburyport in 1806, where he had a drug store and also a private school for boys and girls. Benjamin Colman married, May 29, 1828, Elizabeth W. Jelly of Salem, daughter of William and Jane (Woods) Jelly, both of whom were born in Scotland. Benjamin Colman and his wife resided on Winter Street in Salem for many years. Mr. Colman was an auctioneer, also a member of Salem's old-time militia and was one of those to greet Lafayette at the time of his visit to Salem. Mrs. Colman died February 16, 1890, and Mr. Colman's death occurred June 18, 1892. They had seven children, born in Salem. [See North, *History of Augusta, Me.,* pp. 208, 332; Currier, *History of Newburyport,* vol. 2, p. 294; *Salem Vital Records,* vol. 3, p. 234; *Salem Evening News,* Jan. 10, 1892; *Salem City Hall Records,* Book 18, pp. 32, 61.]

(*To be continued*)

BRIG "CORINTH" OF NEWBURYPORT, 299 TONS, BUILT AT NEWBURYPORT IN 1834

From a water color showing the brig entering the Texel, July 1, 1841

Courtesy Marine Research Society

SHIP REGISTERS OF THE DISTRICT OF NEWBURYPORT.

1789-1870.

Compiled from the Newburyport Custom House Records, now in Possession of the Essex Institute.

(*Continued from Vol. LXX, Page* 200.)

Cherub, sch., 104 tons; built Amesbury, 1826; length, 67 ft. 10 in.; breadth, 19 ft. 2 in.; depth, 9 ft. 2 in. Reg. June 5, 1826. John Litch of Newburyport, David Nudd of Hampton, David Chase of Seabrook, owners; John Litch, master. Reg. Jan. 8, 1830. David Nudd of Hampton, N. H., David Chase of Seabrook, N. H., John Wills, owners; Richard Picket, master.

Chesapeake, barque, 247 tons; built Baltimore, Md., 1845; length, 101 ft. 4 in.; breadth, 25 ft. 4 in.; depth, 10 ft. 9 in.; billet head. Reg. Aug. 1, 1848. Joseph S. Pike of Salisbury, George Merrill of Boston, Charles French, Jacob Horton, owners; Joseph S. Pike, master.

Chilton, of Plymouth, barque, 277 tons; built Newbury, 1847; length, 106 ft. 2 in.; breadth, 25 ft. 2¼ in.; depth, 11 ft. 6 in.; billet head. Reg. June 9, 1847. Benjamin W. Pickett, William Pickett, Josiah Bartlett, all of Newbury, Allen C. Spooner, William L. Finney, Henry Finney, all of Plymouth, owners; Josiah Bartlett, master.

China, sch., 84 tons; built Sussex Co., Md., 1829; length, 67 ft.; breadth, 21 ft.; depth, 7 ft.; figure head, a man bust. Reg. Aug. 4, 1834. Ephraim W. Allen, William Ashby, jr., both of Newburyport, Thomas Dickson, Timothy Dodd, both of Boston, owners; Nehemiah A. Bray, master.

China, brig, 176 tons; built Belfast, Me., 1849; length, 85 ft.; breadth, 23 ft. 9 in.; depth, 9 ft.; billet head. Reg. Jan. 3, 1855. William S. Dodge, Samuel Clanin, Jabez L. Pearson, William H. Pearson, James Horton, John B. Goodwin, owners; Henry Leman, master. Reg. Nov. 17, 1855. William S. Dodge, Samuel Clannin, Moses B. Moulton, Jabez L. Pearson, William M. Pearson, James Horton, John B. Goodwin, Eben P. Goodwin, owners; Moses B. Moulton, master.

Chusan, barque, 240 tons; built Newbury, 1840-41; length, 100 ft.; breadth, 23 ft.; depth, 11 ft. 6 in.; billet head. Reg. Feb. 4, 1841. Nicholson Broughton of Marblehead, owner; John Broughton, master.

CICERO, ship, 307 tons; built Salisbury, 1801; length, 93 ft. 5 in.; breadth, 27 ft. 7 in.; depth, 13 ft. 9½ in.; figure head, man. Reg. July 21, 1801. Leonard Smith, owner; Nathaniel Stanwood, master. Reg. May 29, 1802. James Prince, Isaac Adams, owners; Isaac Adams, master.

CIRCLE, barque, 145 tons; built Newburyport, 1807; length, 85 ft. 3 in.; breadth, 23 ft. 6 in.; depth, 8 ft. 3 in. Reg. Oct. 21, 1809. Thomas Cross, owner; Thomas Cross, master.

CITIZEN, sch., 104 tons; built Amesbury, 1802; length, 65 ft. 11 in.; breadth, 20 ft. 3½ in.; depth, 9 ft. 1½ in. Reg. Sept. 16, 1802. Francis Dodge, Allen Dodge of Georgetown, owners; Allen Dodge, master. Reg. Aug. 7, 1809. Robert Ober of Georgetown, D. C., Isaac Tenney, owners; Joseph Bamford, master.

CITIZEN, ship, 303 tons; built Salisbury, 1807; length, 24 ft. 1½ in.; breadth, 27 ft. 2½ in.; depth, 13 ft. 7¼ in. Reg. July 17, 1807. Washington Bowie, Franciston Dodge, both of Georgetown, Allen Dodge, Ebenezer Dodge, owners; Ebenezer Dodge, master.

CITIZEN, sch., 129 tons; built Newbury, 1821; length, 75 ft. 5½ in.; breadth, 22 ft.; depth, 9 ft. Reg. Aug. 16, 1827. John H. Spring, owner; John H. Spring, master.

CITIZEN, brig, 129 tons; built Newbury, 1821; length, 75 ft. 5½ in.; breadth, 22 ft.; depth, 9 ft. Reg. May 25, 1829. John Wills of Newbury, owner; Nathaniel S. Osgood, master. Reg. Jan. 15, 1833. John N. Wills, Charles Wills, owners; Bailey Chase, master. Reg. Mar. 26, 1834. John N. Wills, Charles Wills, owners; Mark Wadleigh, master. Reg. Dec. 10, 1835; billet head added. Daniel Granger, owner; John Emerton, master. Reg. June 24, 1836. Daniel Granger, Joseph B. Hervey, owners; John Emerton, master. Reg. Dec. 17, 1836. Daniel Granger, Joseph B. Hervey, owners; Bailey Chase, master. Reg. June 10, 1837. Daniel Granger, William Hervey, owners; Henry Griffin, master. Reg. Apr. 7, 1838. Daniel Granger, owner; Henry Griffin, master.

CLARISSA ANDREWS, ship, 390 tons; built Salisbury, 1831; length, 124 ft. 10 in.; breadth, 26 ft. 3½ in.; depth, 13 ft. 1¾ in.; billet head. Reg. Dec. 9, 1831. Theodore Chase of Boston, William Chase, Christopher S. Toppan, Jacob W. Thompson, all of Portsmouth, N. H., owners; Jacob W. Thompson, master.

CLARISSA CURRIER, ship, 999 tons; built Newbury, 1851; length, 176 ft. 1 in.; breadth, 35 ft.; depth, 17 ft. 6 in.;

billet head. Reg. Feb. 17, 1851. Joseph J. Knapp, John Currier, jr., Charles Lunt, all of Newbury, Thomas Bunting, Moses Davenport, Samuel Knapp, owners; Samuel Knapp, master.

CLIFFORD WAYNE, ship, 304 tons; built Newbury, 1822; length, 99 ft. 4 in.; breadth, 26 ft. 4 in.; depth, 13 ft. 2 in.; billet head. Reg. Oct. 22, 1822. Francis Allyn of New York, N. Y., Edward Williams of Savannah, Ga., Samuel Whitwell, George Bond, Benjamin Seaver, all of Boston, owners; Francis Allyn, master.

CLINTON, sch., 83 tons; built Salisbury, 1839; length, 66 ft. 8 in.; breadth, 18 ft.; depth, 7 ft. 11 in. Reg. July 18, 1839. Peter Sparhawk of Marblehead, owner; Thomas H. Adams, master.

COLUMBIA, bgtne., 138 tons; built Ipswich, 1785; length, 68 ft. 6 in.; breadth, 21 ft. 9 in.; depth, 10 ft. 10½ in. Reg. Sept. 7, 1795. David Coffin, owner; Edmund Moses Baker, master.

COLUMBIA, bgtne., 90 tons; built Wells, 1788; length, 54 ft. 11 in.; breadth, 21 ft.; depth, 7 ft. 4½ in. Reg. May 3, 1791. Moses Brown, owner; Stephen Holland, master.

COLUMBIA, ship, 206 tons; built Newbury, 1794; length, 82 ft. 11 in.; breadth, 23 ft. 11 in.; depth, 11 ft. 11½ in. Reg. Dec. 12, 1794. Samuel Coffin, owner; Joseph Noyes, master.

COLUMBIA, sch., 87 tons; built Plymouth, 1801; length, 66 ft. 10 in.; breadth, 18 ft. 10 in.; depth, 7 ft. 11 in. Reg. May 18, 1804. Joshua Carter, owner; Edward Swain, master. Reg. Dec. 21, 1804. Amos Atkinson of Newbury, owner; Caleb Woodbury, master. Reg. Dec. 24, 1805. Amos Atkinson, owner; James Stewart, master. Reg. Apr. 24, 1809. Thomas Follansbee, owner; John Roberts, master. Reg. Jan. 10, 1810; 99 tons; figure head, man. Thomas Follansbe, owner; John Roberts, master.

COLUMBIA, sch., 20 tons; "Condemned and Forfeited in the District Court at Boston at a special Court held July 5th, 1823, for a breach of the Revenue laws as appears by an Enrolment No. 62 issued in this District on the 9th. of Aug. 1823 Now Surrendered property transferred"; length, 36 ft. 5 in.; breadth, 11 ft. 4 in.; depth, 5 ft. 8 in. Reg. Nov. 16, 1824. Jeremiah Hatch of Deer Isle, owner; Richard Greenlaw, master.

COLUMBIA, sch., 84 tons; built Newbury, 1835; length, 64 ft. 1 in.; breadth, 19 ft. 2 in.; depth, 5 ft. 10 in.; billet

head. Reg. Aug. 24, 1840. John B. Hanson, William McCollister, William Hale, jr., Timothy N. Porter, all of Dover, N. H., owners; Timothy N. Porter, master.

COLUMBIA, sch., 69 tons; built Scituate, 1834; length, 60 ft. 10 in.; breadth, 18 ft. 2 in.; depth, 6 ft. 8 in.; figure head, female. Reg. Jan. 24, 1842. Albert Wood of Newbury, John Wood, owners; Edward Currier, master. Reg. Jan. 17, 1843. Albert Wood of Newbury, John Wood, owners; George W. Dennis, master.

COLUMBUS, sch., 59 tons; built Pownalborough, 1791; length, 56 ft. 8 in.; breadth, 17 ft. 9 in.; depth, 6 ft. 11 in. Reg. Jan. 13, 1796. Ebenezer Choat, John Pilsbury, owners; Ebenezer Choat, master. Reg. Mar. 3, 1797. Ebenezer Choate, John Pilsbury, owners; Ebenezer Choate, master. Reg. Nov. 29, 1797. John Pilsbury, Ebenezer Choate, owners; Ebenezer Choate, master. Reg. Apr. 9, 1799. John Pilsbury, Ebenezer Choat, owners; John Rogers, master.

COLUMBUS, ship, 195 tons; built Salisbury, 1800; length, 80 ft. 3 in.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in.; figure head, man. Reg. July 18, 1800. Ebenezer Stocker, of Newbury, William Faris, Thomas C. Amory, of Boston, Oliver Putnam, owners; Caleb Tappan, master. Reg. Feb. 11, 1802. Joseph Coffin Boyd of Portland, John Parker Boyd of Boston, owners; John Lake, master.

COLUMBUS, ship, 287 tons; built Amesbury, 1801; length, 91 ft.; breadth, 27 ft.; depth, 13 ft. 6 in. Reg. Oct. 28, 1802. William Moores of Nantucket, owner; John Sherman, master.

COLUMBUS, ship, 594 tons; built Newbury, 1836; length, 136 ft. 2 in.; breadth, 31 ft.; depth, 15 ft. 6 in.; billet head. Reg. Dec. 17, 1836. Ebenezer Stone, William Balch, Nathaniel Noyes, jr., Richard Stone, owners; Isaac S. Coffin, master.

COMBINE, sch., 99 tons; built Scituate, 1820; length, 67 ft.; breadth, 19 ft. 4 in.; depth, 8 ft. 10¼ in.; billet head. Reg. June 13, 1831. Ebenezer Bartlett, owner; Joseph A. Somerby, master. Reg. Aug. 18, 1831. Bayley Chase, owner; Bayley Chase, master.

COMBINE, of Beverly, brig, 132 tons; built St. George, Me., 1823; length, 68 ft. 2 in.; breadth, 22 ft. 8½ in.; depth, 10 ft. 2 in.; billet head. Reg. Apr. 28, 1825. Josiah Gould of Beverly, owner; Thomas Downing, master.

COMMERCE, bgtne., 173 tons; built Newburyport, 1790; length, 76 ft. 2 in.; breadth, 23 ft.; depth, 11 ft. 6 in. Reg. May 27, 1790. Benjamin Frothingham, Andrew Froth-

SHIP "COLUMBUS," OF NEW YORK, 594 TONS, BUILT AT NEWBURYPORT IN 1836

Courtesy Marine Research Society

ingham, owners; Charles Goodrich, master. Reg. Oct. 5, 1796. Andrew Frothingham, Benjamin Frothingham, owners; Tobias Ham, master.

COMMERCE, sch., 86 tons; built Pepperelborough, 1794; length, 60 ft. 6 in.; breadth, 21 ft.; depth, 7 ft. 3 in. Reg. May 5, 1810. John Woodwell of Newbury, owner; Joseph Curtis, master. Reg. Dec. 21, 1813. Jeremy Stickney, owner; Jeremy Stickney, master.

COMMERCE, brig, 128 tons; built Newbury, 1804; length, 74 ft. 3 in.; breadth, 22 ft. 10½ in.; depth, 8 ft. 10 in. Reg. Dec. 21, 1804. Elias Hunt of Newbury, owner; Ephraim H. Toppan, master.

COMMERCE, of Newbury, brig, 167 tons; built Newbury, 1804; length, 74 ft. 6 in.; breadth, 22 ft. 10½ in.; depth, 11 ft. 5¼ in. Reg. Aug. 7, 1806. Elias Hunt, owner; Ephraim H. Tappan, master. Reg., Mar. 14, 1812. Eleazer Johnson, William Borroughs, owners; William Borroughs, master. Reg. Mar. 29, 1815. Ebenezer Johnson, owner; John Newman, master.

COMMERCE, sch., 94 tons; "Decreed forfeited for a breach of the laws of the U. S. by the District Court held at Boston in the month of Dec. 1813 as also appears by a temporary certificate of Registry No. 13 in the District of Passamaquady on the 20th day of April 1815 now surrendered"; length, 65 ft. 6 in.; breadth, 20 ft. 4 in.; depth, 8 ft. Reg. June 23, 1815. John R. Noyes of Newbury, owner; George Kilborn, jr., master. Reg. March 20, 1816. John M. Noyes, owner; Joseph Noyes 4th, master. Reg. June 21, 1817. Amos Knight, Paul Thurlo, Moody A. Thurlo, all of Newbury, owners; Moody A. Thurlo, master.

COMMODORE, sch., 66 tons; built Essex, 1834; length, 59 ft. 9 in.; breadth, 17 ft. 1 in.; depth, 7 ft. 5 in.; billet head. Reg. July 8, 1854. Thomas Sweet of Ipswich, owner; Thomas Sweet, master.

COMMODORE PREBLE, ship, 349 tons; built Amesbury, 1808; length, 102 ft. 1 in.; breadth, 27 ft. ¾ in.; depth, 13 ft. 11⅜ in.; figure head, man. Reg. Jan. 16, 1809. Benj[amin] Merrill, Amos Toppan, James Locke, owners; James Clarkson, master.

COMMONWEALTH, ship, 1245 tons; built Newburyport, 1854; length, 195 ft.; breadth, 37 ft.; depth, 18 ft. 6 in.; billet head. Reg. May 18, 1854. William Currier, jr., James L. Townsend, of firm of Currier & Townsend, Thomas Nickerson, Pliny Nickerson, of firm of Nickerson & Co.,

Nehemiah P. Mann of Boston, Albert Dunbar of Brewster, Thomas Nelson Hastings, Thomas Hastings, Harvey Scudder, of firm of H. Scudder & Co., East Cambridge, owners; Isaac N. Knapp, master.

CONCLUSION, sch., 96 tons; built Georgetown, Me., 1828; length, 66 ft. 11 in.; breadth, 19 ft. 10 in.; depth, 8 ft. 5 in.; billet head. Reg. Jan. 4, 1832. Ebenezer Bartlet, owner; Joseph A. Somerby, master. Reg. July 27, 1832. Ebenezer Bartlet, owner; John Brown, master. Reg. Feb. 17, 1834. Caleb Norwood jr., of Gloucester, owner; Caleb Norwood, jr., master.

CONCORD, ship, 171 tons; built Salisbury, 1795; length, 77 ft. 3 in.; breadth, 22 ft. 7½ in.; depth, 11 ft. 3¾ in. Reg. Jan. 30, 1796. William Duncan of Concord, N. H., owner; Benjamin Calley, master.

CONCORD, ship, 321 tons; built Newbury, 1832; length, 118 ft. 10 in.; breadth, 24 ft. 2½ in.; depth, 12 ft. 1¼ in.; billet head. Reg. Sept. 21, 1839. Ephraim Harding of Roxbury, Ebenezer Hale of Newbury, Enoch S. Williams, William LeCraw, owners; William LeCraw, master.

CONFIDENCE, sloop, 73 tons; built Duxbury, 1792; length, 63 ft. 8 in.; breadth, 19 ft.; depth, 7 ft. Reg. Oct. 3, 1794. Theophilus Bradbury, Francis Bradbury, owners; Francis Bradbury, master. Reg. Jan. 2, 1797. Thomas Woodbridge Hooper, John March, owners; John March, master. Reg. Dec. 18, 1797. John March, Thomas Woodbridge Hooper, both of Newbury, owners; John March, master.

CONGRESS, bgtne., 153 tons; built Newbury, 1792; length, 71 ft. 1 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in. Reg. June 26, 1792. Timothy Dexter, owner; Isaac Wharf, master. Reg. Feb. 12, 1793. Timothy Dexter, owner; Samuel Dexter, master.

CONSTELLATION, brig, 142 tons; built Newbury, 1800; length, 69 ft. 4 in.; breadth, 21 ft. 2½ in.; depth, 11 ft. 3 in. Reg. Dec. 20, 1800. Isaac Green Pearson, owner; William Parsons, master.

CONSTELLATION, pink stern sch., 45 tons; built Newbury, 1819; length, 52 ft. 10 in.; breadth, 14 ft. 7 in.; depth, 6 ft. 9½ in. Reg. Apr. 24, 1820. Gideon Woodwell, jr., Moses Stevens, Samuel Kilborn, all of Newbury, owners; Joseph Hutchings, master.

CONSTITUTION, sch., 85 tons; built Newbury, 1817; length, 63 ft. 8 in.; breadth, 19 ft. 5½ in.; depth, 8 ft. ½ in. Reg. Apr. 15, 1817. Richard Brown, Thomas Martin, both of Marblehead, owners; Richard Brown, master.

CONSTITUTION, ship, 1188 tons; built Newburyport, 1853; length, 183 ft.; breadth, 37 ft. 6 in.; depth, 11 ft. 9 in.; billet head. Reg. June 15, 1853. James A. Patteson of New York, Thomas Buntin, Charles Buntin, Currier & Townsend, Charles J. Brockway, owners; Charles Buntin, master.

CONTRACT, sch., 84 tons; "Condemned as a prize at the District Court of Cape Fear at Raleigh on the 8 day of Sept. 1814 as appears by a Temporary Certificate of Registrey No. 159 issued at the Port of Passamaquody on the 27th September 1816 now surrendered"; length, 66 ft. 10 in.; breadth, 19 ft. 6 in.; depth, 7 ft. 5 in. Reg. Oct. 9, 1816. Peter Le Breton of Newbury, owner; Edmund Lewis, master. Reg. June 2, 1817. Peter Le Breton, Robert Jenkins, owners; Edmund Lewis, master. Reg. Mar. 30, 1818. David Knight, Joseph Edwards, owners; Edmund Lewis, master.

CONVOY, sch., 81 tons; built Newbury, 1828; length, 63 ft. 10 in.; breadth, 20 ft. ½ in.; depth, 7 ft. 5 in.; billet head. Reg. Mar. 5, 1829. Joseph Bartlet, jr., of Newbury, owner; Enoch C. Toppan, master. Reg. Aug. 5, 1829. Ezekiel Crowell, Zadock Crowell, Jolly Hallet, all of Yarmouth, owners; Ezekiel Crowell, master.

COOPER'S FANCY, of Mount Desert, pink stern sch., 47 tons; built Sullivan, Me., 1823; length, 54 ft.; breadth, 15 ft. 1½ in.; depth, 6 ft. 8 in. Reg. Nov. 1, 1839. Joseph Davis of Mount Desert, Me., owner; Joseph Davis, master.

COPERNICAN, bgtne., 118 tons; built Newbury, 1815; length, 71 ft. 9 in.; breadth, 21 ft.; depth, 9 ft. 1 in. Reg. Sept. 26, 1815. William Dummer Little of Newbury, owner; Nathaniel Coffin, master.

COPIA, ship, 315 tons; built Newcastle, Me., 1832; length, 110 ft.; breadth, 25 ft. 1½ in.; depth, 12 ft. 6¾ in.; a figure head. Reg. Nov. 13, 1832. Thomas Buntin, Charles J. Brockway, Joseph B. Hervey, Moses Davenport, jr., John Osgood, owners; John C. Hoyt, master. Reg. June 25, 1839. Samuel Stevens, Daniel Knight, Moses Davenport, Thomas Buntin, Amos Tappan, owners; Daniel Knight, master.

CORINTH, brig, 299 tons; built Newbury, 1834; length, 115 ft.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in.; billet head. Reg. Jan. 19, 1835. John N. Cushing, Philip J. Cushing, owners; George D. Griffin, master. Reg. Sept. 12, 1842. Philip J. Cushing, John N. Cushing, owners; Thomas A. Smith, master.

CORNELIA, sch., 94 tons; built Haverstraw, N. Y., 1829;

length, 74 ft.; breadth, 23 ft.; depth, 7 ft.; billet head. Reg. Dec. 3, 1863. W. H. Hemmenway of Machias, Me., owner; Franklin Sanborne, master.

CORNELIA, sch., 71 tons; built Exeter, N. H., 1838; length, 59 ft. 6/10 in.; breadth, 17 ft. 1/20 in.; depth, 8 ft. 1/10 in.; billet head. Reg. Mar. 25, 1848. Lot Chase of Harwich, Remark Chase of West Harwich, owners; Lot Chase, master.

COUNTRY'S WONDER, sch., 89 tons; built Rowley, 1814; length, 63 ft. 3 in.; breadth, 19 ft. 1 in.; depth, 8 ft. 7 in. Reg. Nov. 29, 1814. John Perley, Ebenezer P. Perley, both of Rowley, owners; John Francis Jamin, master.

COURIER, sch., 82 tons; built Hallowell, 1795; length, 66 ft. 3 in.; breadth, 19 ft. 8 in.; depth, 7 ft. 3¾ in. Reg. Nov. 4, 1803. Micajah Lunt, Anthony Knap, owners; David Hart, master. Reg. March 20, 1804. Micajah Lunt, Anthony Knap, owners; David Hart, master.

COURIER, of New York, ship, 554 tons; built Newburyport, 1855; length, 135 ft.; breadth, 30 ft.; depth, 15 ft.; billet head. Reg. Apr. 19, 1855. George T. Elliott, Frederick G. Foster, co-partners, both of New York, owners; William Wolfe, master.

COURRIER, ship, 379 tons; built Newbury, 1842; length, 115 ft. 10 in.; breadth, 26 ft. 11 in.; depth, 14 ft. 5½ in. billet head. Reg. Dec. 1, 1842. William Wolfe, Andrew Foster, Frederick G. Foster, George T. Elliot, all of New York, N. Y., owners; William Wolfe, master.

COWPER, barque, 391 tons; built Quincy, 1826; length, 112 ft.; breadth, 27 ft. 11 in.; depth, 13 ft. 11 in.; billet head. Reg. Dec. 28, 1844. Samuel Stevens, owner; William Le Craw, master.

CREOLE, brig, 146 tons; built Phippsburg, Me., 1841; length, 84 ft.; breadth, 23 ft. 5½ in.; depth, 8 ft. 5½ in.; billet head. Reg. Apr. 5, 1850. Leonard S. Young of Trenton, Me., Alva O. Wilcox of Madison, Conn., owners; Leonard S. Young, master.

CROCODILE, a pink stern sch., 39 tons; built Newburyport, 1814; length, 48 ft. 10 in.; breadth, 14 ft. 1 in.; depth, 6 ft. 7½ in. Reg. Mar. 17, 1815. Joseph Gerrish, Jacob Gerrish, owners; Nathaniel Coffin, master. Reg. Feb. 1, 1816. James Marble, Demerick Marble, Samuel Sprague, all of Hingham, owners; James Marble, master.

CROWN POINT, ship, 1098 tons; built Newburyport, 1856; length, 182 ft.; breadth, 36 ft. 1 in.; depth, 18 ft. ½ in.;

billet head. Reg. Dec. 11, 1856. Isaac H. Boardman, Henry Cook, Albert Currier, Joseph B. Morss, William H. Brewster, John Currier, jr., Rufus Smith, owners; Henry Cook, master.

CRUSOE, barque, 342 tons; built Newbury, 1849; length, 113 ft. 1½ in.; breadth, 25 ft. 9¾ in.; depth, 12 ft. 10⅞ in.; billet head. Reg. Jan. 25, 1849. Foster Waterman, Sidney Bartlett, Allen C. Spooner, all of Boston, John Russell, Thomas Russell, William Thomas, Robert Cowen, all of Plymouth, owners; William Bisbee, master.

CUMBERLAND, ship, 334 tons; built Haverhill, 1810; length, 101 ft. 6 in.; breadth, 27 ft. 4 in.; depth, 13 ft. 8 in. billet head. Reg. Oct. 31, 1810. Benjamin Willis of Portland, owner; John L. Lewis, master.

CUPID, sch., 137 tons; built Salisbury, 1810; length, 78 ft. 7 in.; breadth, 21 ft. 9 in.; depth, 9 ft. Reg. Mar. 28, 1811. Obadiah Huse of Boston, owner; Edward Rumney, master.

CYGNET, sch., 126 tons; built Eastport, 1804; length, 76 ft. 2 in.; breadth, 21 ft. 8 in.; depth, 8 ft. 9 in. Reg. Sept. 15, 1804. Francis Cook of Eastport, Ezekiel Prince, owners; Francis Cook, master.

CYGNET, pink stern sch.; 48 tons; built Rowley, 1823; length, 52 ft. 5 in.; breadth, 15 ft. 3 in.; depth, 7 ft. ½ in. Reg. Dec. 16, 1824. Seth Sweetser of Newbury, owner; Edmund Gage, master. Reg. May 15, 1827. John Dean, owner; Jonathan Green Chase, master. Reg. June 10, 1840. Nathan Osgood of Blue Hill, Me., owner; Nathan Osgood, master.

CYNTHIA, of Salem, barque, 374 tons; built Haverhill, 1833; length, 124 ft. 2½ in.; breadth, 25 ft. 7 in.; depth, 12 ft. 9½ in.; billet head. Reg. Jan. 17, 1834. Emery Johnson, David Pingree, both of Salem, owners; William Graves, master.

CYRUS, bgtne., 105 tons; built Amesbury, 1796; length, 61 ft. 4 in.; breadth, 20 ft. 2 in.; depth, 10 ft. 1 in. Reg. Apr. 30, 1796. Thomas Brown, owner; Benjamin Toppan, master.

CYRUS, sch., 111 tons; built Newburyport, 1800; length. 73 ft. 3 in.; breadth, 22 ft. 9½ in.; depth, 7 ft. 9½ in. Reg. Jan. 31, 1801. Nathaniel Knap, Nathaniel Knap, jr., Robert Campbell, owners; John A. Putnam, master. Reg. May 21, 1803. Nathaniel Knap, Nathaniel Knap, jr., owners; Jacob Stone, master. Reg. Sept. 20, 1804. Nathaniel Knap of Newbury, Nathaniel Knap, jr., owners; Eliphalet Chase,

master. Reg. Apr. 15, 1805; altered to a brig. Nathaniel Knap, Nathaniel Knap, jr., owners; Eliphalet Chase, master.

CZARINA, of Boston, brig, 218 tons; built Newbury, 1829; length, 93 ft. 1 in.; breadth, 22 ft. 10 in.; depth, 11 ft. 5 in.; billet head. Reg. July 10, 1829. Edmund Baylies, Thomas P. Curtis, both of Boston, John N. Cushing, owners; Alden Gifford, master.

D. A. WILSON, sch., 19 tons; built Newburyport, 1869. Reg. 1869. J. Pickett, Beverly, owner.

DANIEL, sch., 88 tons; built Salisbury, 1806; length, 70 ft. 8 in.; breadth, 20 ft. 3¼ in.; depth, 7 ft. 10 in. Reg. Dec. 26, 1806. Daniel Webster, Daniel Webster, jr., Robert Morrill, all of Salisbury, Willabee Hoyt, David Lowell, both of Amesbury, owners; Barnard Lowell, master. Reg. Dec. 29, 1807. Daniel Webster, jr., Daniel Webster and Robert Morrill, all of Salisbury, David Lowell and Willabe Hoyt, of Amesbury, owners; Samuel Fowler, master. Reg., Dec. 1, 1809. Willabee Hoyt, David Lowell, both of Amesbury, Heirs of Robert Morrill, Daniel Webster, jr., Daniel Webster, all of Salisbury, owners; William Colby, master. Reg. Oct. 24, 1811. Daniel Webster, jr., of Salisbury and David Lowell of Amesbury, Daniel Webster and Heirs of Robert Morrill of Salisbury and Willabee Hoyt of Amesbury, owners; William Colby, master. Reg. May 15, 1815. Daniel Webster of Salisbury, David Lowell of Amesbury, Willabee Hoyt of Amesbury and the Heirs of Daniel Webster and Robert Morrill of Salisbury, owners; William Colby, master. Reg. Jan. 2, 1818. Heirs of Daniel Webster, Daniel Webster, Robert Merrill, all of Salisbury, David Lowell, Willabee Hoyt, both of Amesbury, owners; William Colby, master. Reg. June 24, 1818. Pardon Brockway, George Rapall, William Remick, owners; George Rapall, master.

DANIEL AND MARY, brig, 84 tons; built Amesbury, 1798; length, 62 ft.; breadth, 18 ft. 7 in.; depth, 8 ft. 5½ in. Reg. Dec. 20, 1798. Daniel Farley, Samuel Swett, both of Boston, Ebenezer Farley, owners; Daniel Farley, master.

DASH, sch., 77 tons; built Salisbury, 1801; length, 63 ft. 4 in..; breadth, 18 ft. 2¾ in.; depth, 7 ft. 8¾ in. Reg. Apr. 14, 1801. Phillip Besom of Marblehead, owner; Joshua Goss, master.

DEBORAH, sch., 36 tons; built Stratham, N. H., 1785; length, 46 ft. 4 in.; breadth, 15 ft. 2 in.; depth, 6 ft. 1 in. Reg. Sept. 10, 1796. Henry Poor, John Bragdon, Gilman Frothingham, Benjamin Knight, owners; John Bragdon,

master. Reg. Dec. 11, 1797. Pearson Brown, Mayo Gerrish, both of Newbury, owners; Moses Brown 3d, master.

DECATUR, bgtne., 197 tons; built Salisbury, 1812; length, 81 ft. 6 in.; breadth, 24 ft. 7 in.; depth, 11 ft. 5½ in.; billet head. Reg. Aug. 1, 1812. Benjamin Pierce of Newbury, Micajah Lunt, Daniel Farley, owners; William Nichols, master.

DECATUR, of Kittery, sch., 42 tons; built Newbury, 1819; length, 50 ft. 4 in.; breadth, 14 ft. 1½ in.; depth, 6 ft. 9 in. Reg. Dec. 15, 1824. John Phillips of Kittery, owner; Furber Fletcher, master.

DECLARATION, sch., 120 tons; built Bangor, Me., 1841; length, 76 ft. 6 in.; breadth, 21 ft. 2 in.; depth, 8 ft. 6 in.; billet head. Reg. Nov. 5, 1846. Nicholas Varina, Isaac H. Boardman, Benjamin P. Dow, owners; Nicholas Varina, master. Reg. Oct. 10, 1845. Isaac H. Boardman, Benjamin P. Dow, Nicholas Varina, owners; Nicholas Varina, master.

DELIA WALKER, ship, 426 tons; built Newbury, 1840; length, 125 ft. 9 in.; breadth, 27 ft. 2½ in.; depth, 13 ft. 7¼ in.; billet head. Reg. Oct. 20, 1840. Dennis Condry, Lewis L. Condry, both of Newbury, owners; Lewis L. Condry, master.

DELIGHT, sch., 88 tons; built Salisbury, 1794; length, 66 ft. 8 in.; breadth, 21 ft. 9 in.; depth, 7 ft. 3 in. Reg. June 6, 1794. Gorham Parsons, Ebenezer Parsons, both of Boston, owners; James Jones, master.

DELIGHT, bgtne., 118 tons; built Amesbury, 1796; length, 65 ft. 10 in.; breadth, 20 ft. 6 in.; depth, 10 ft. 3 in.; figure head, woman. Reg. Nov. 9, 1796. Joseph Hoyt of Amesbury, owner; Samuel Fowler, master. Reg. May 24, 1797. Joseph Hoyt of Amesbury, owner; Samuel Fowler, master.

DELTA, ship, 313 tons; built Newbury, 1821; length, 100 ft. 4 in.; breadth, 26 ft. 7 in.; depth, 13 ft. 3½ in.; billet head. Reg. June 25, 1821. Thomas M. Clark, Edward S. Rand, owners; Joseph Hooper, master. Reg. Nov. 21, 1827. Thomas M. Clark, Edward S. Rand, owners; James Clarkson, master. Reg. Sept. 2, 1828. Thomas M. Clark, Henry Frothingham, owners; Gyles C. Stone, master.

DEMOCRAT, pink stern sch., 46 tons; built Newbury, 1817; length, 52 ft. 10 in.; breadth, 15 ft. 6 in.; depth, 6 ft. 6½ in. Reg. Mar. 25, 1819. John B. Lincoln, Calvin Gardner, Isaiah Whiton, jr., Josiah Wilden, Laban Souther, Charles Hersey, all of Hingham, owners; Samuel Stodder, master.

DENNIS, sch., 38 tons; built Newbury, 1821; length, 50 ft. 3 in.; breadth, 15 ft. 9½ in.; depth, 5 ft. 8¼ in. Reg. Jan. 8, 1822. Isaac Adams, owner; Dennis Condry, master.

DESIRE, bgtne., 118 tons; built Salisbury, 1786; length, 62 ft. 7 in.; breadth, 21 ft. 3 in.; depth, 10 ft. 3 in. Reg. Mar. 3, 1790. William Bartlet, owner; Benjamin Pearson Ingalls, master.

DESPATCH, brig, 118 tons; built Newbury, 1817; length, 68 ft. 7 in.; breadth, 19 ft. 4½ in.; depth, 10 ft. 2½ in. Reg. Apr. 27, 1830. John C. Hardy, John Wood, owners; John C. Hardy, master.

DESPATCH PACKET, sch., 89 tons; built Ellsworth, Me., 1828; length, 67 ft. 3 in.; breadth, 18 ft. 10 in.; depth, 8 ft. 1¼ in. Reg. June 23, 1829. James Wilson of Sullivan, Me., Benjamin Tinker, Joseph Tinker, John Whittier, Joseph Jordan, all of Ellsworth, Me., owners; James Wilson, master.

DEXTER, sch., 76 tons; built Cohasset, 1803; length, 65 ft.; breadth, 18 ft. 11 in.; depth, 7 ft. 2 in. Reg. Dec. 15, 1821. John Groves of Wiscasset, Me., owner; John Groves, master.

DIAMOND, sloop, 38 tons, built Haverhill, 1792; length, 47 ft. 6 in.; breadth, 16 ft. 6 in.; depth, 5 ft. 11 in. Reg. Dec. 7, 1793. James Prince, owner; John Buck, master. Reg. Aug. 27, 1796. John Prince, Ezekiel Prince, owners; John Prince, master.

DIAMOND, ship, 341 tons; built Haverhill, 1819; length, 103 ft. 7 in.; breadth, 27 ft. 3½ in.; depth, 13 ft. 7¾ in.; billet head. Reg. Oct. 1, 1819. William Gray of Boston, owner; Daniel Beckford, master.

DIAMOND, brig, 280 tons; built Salisbury, 1830; length, 106 ft. 2 in.; breadth, 24 ft. 1½ in.; depth, 12 ft. ¾ in.; billet head. Reg. Dec. 15, 1830. Francis Todd, owner; Francis B. Todd, master.

DIANA, brig, 124 tons; built Newbury, 1795; length, 71 ft. 6 in.; breadth, 22 ft. 2½ in.; depth, 9 ft. 2 in. Reg. Nov. 2, 1795. Charles Sigourney of Boston, William Rea of Murphysborough, N. C., owners; John Somerby, master.

DILIGENCE, bgtne., 102 tons; built Arundel, 1784; length, 68 ft. 8 in.; breadth, 22 ft. 2 in.; depth, 7 ft. 11 in. Reg. Nov. 21, 1789. Philip Spaulding, owner; Abner Lowell, master. Reg. Nov. 6, 1790; George Searle, Joseph Tyler, owners; Daniel Richards, master.

DISPATCH, sch., 118 tons; built Newburyport, 1817; length, 68 ft. 6 in.; breadth, 19 ft. 4½ in.; depth, 10 ft. 2½ in.

Reg. Jan. 18, 1819. Philip Coombs, owner; Hezekiah Foster, master. Reg. Nov. 10, 1820. William Davis, owner; Nathan Brown, master. Reg. Apr. 6, 1824. Daniel Knight, owner; Daniel Knight, master. Reg. Aug. 14, 1824. Phillip Coombs, owner; Amos Noyes, master. Reg. Aug. 24, 1825. Daniel Knight, owner; Noah D. Haskell, master. Reg. Dec. 10, 1828; altered to a brig. Daniel Knight, owner; Daniel Knight, jr., master.

Dispatch Packet, sch., 102 tons; built, Bath, Me., 1815; length, 70 ft. 1 in.; breadth, 20 ft. 9 in.; depth, 8 ft. 1 in. Reg. May 1, 1821. Ebenezer Wheelwright of Newbury, owner; Jeremiah Wheelwright, master. Reg. Oct. 3, 1821. Ebenezer Wheelwright, Lewis Folsom, owners; Lewis Folsom, master.

Dolly, bgtne., 150 tons; built Sheepscot, 1783; length, 72 ft. 9 in.; breadth, 21 ft. 10 in.; depth, 10 ft. 11 in. Reg. Nov. 24, 1789. Josiah Smith, owner; Josiah Smith, master.

Dolly, sch., 111 tons; built Salisbury, 1807; length, 72 ft. 1 in.; breadth, 21 ft. 7½ in.; depth, 8 ft. 2¼ in. Reg. Dec. 9, 1807. James Locke, Benjamin Merrill, Israel Morrill and Robert Fowler of Salisbury, owners; Benjamin Newman, master. Reg. Sept. 8, 1809. Stephen Holland, Benjamin Merrill, owners; John Denny, master. Reg. June 28, 1815. Ebenezer Wheelwright of Newbury, George Rogers, owners; Nathaniel Rogers, master.

Dolphin, sch., 28 tons; built Newmarket, N. H., 1783; length, 41 ft. 10 in.; breadth, 12 ft. 8 in.; depth, 6 ft. 2 in. Reg. June 19, 1809. Ephraim Titcomb, owner; Joseph Reed, master.

Dolphin, bgtne., 144 tons; built Exeter, N. H., 1784; length, 71 ft. 4 in.; breadth, 21 ft. 8 in.; depth, 10 ft. 10 in. Reg. Mar. 2, 1790. Samuel Knap, owner; Enoch Knap, master.

Dolphin, sch., 70 tons; built Amesbury, 1784; length, 59 ft.; breadth, 18 ft. 9 in.; depth, 7 ft. 5 in. Reg. Oct. 26, 1789. Samuel Coffin, owner; John Goodwin, master. Reg. June 20, 1791. Benjamin Rogers, owner; Benjamin Rogers, master. Reg. Feb. 6, 1795. John Balch, Samuel French, owners; John Buck, master. Reg. Jan. 13, 1796. John Balch, Samuel French, owners; Abel Stanwood, master. Reg. Jan. 11, 1798. John Pilsbury, Samuel French, owners; Henry Stover, master.

Dolphin, sch., 19 tons; built Newbury, 1791; length,

38 ft. 9 in.; breadth, 11 ft. 5 in.; depth, 5 ft. 1 in. Reg. Aug. 2, 1796. Jonathan Pearson, George Kilborn, owners; George Kilborn, master.

DOLPHIN, sloop, 82 tons; built Thomaston, 1793; length, 66 ft. 6 in.; breadth, 21 ft.; depth, 6 ft. 10½ in. Reg. Feb. 18, 1801. Solomon Haskell of Newbury, Mark Haskell, Ignatius Haskell, both of Deer Isle, owners; David Hoyt, master. Reg. Jan. 7, 1802; altered to a sch. Mark Haskell, Ignatius Haskell, both of Deer Isle, owners; Thomas Follansbee, master. Reg. June 13, 1809; 92 tons. Solomon Haskell of Newbury, Ignatius Haskell, John Raynes, both of Deer Isle, owners; John Elliot, master. Reg. Jan. 13, 1810. Ignatius Haskell, John Raynes, both of Deer Isle, Solomon Haskell, Enoch Titcomb, both of Newbury, owners; Enoch Titcomb, master. Reg. Jan. 15, 1810. Ignatius Haskell, John Raynes, both of Deer Isle, Solomon Haskell, Enoch Titcomb, both of Newbury, owners; Richard Welch, master.

DOLPHIN, sloop, 78 tons; built Pembroke, 1794; length, 64 ft. 3 in.; breadth, 20 ft. 3 in.; depth, 7 ft. 1 in. Reg. Nov. 16, 1797. Ebenezer Steele, owner; Richard Toppan, master. Reg. May 25, 1798; altered to a sch. Ebenezer Steele, owner; Richard Toppan, master. Reg. May 1, 1799. Edmund Bartlet, jr., owner; Eleazer Johnson, master. Reg. Mar. 21, 1800. John Pearson, jr., owner; Thomas Buntin, master.

DOLPHIN, bgtne., 198 tons; built Newbury, 1811; length, 80 ft. 10 in.; breadth, 22 ft. ½ in.; depth, 12 ft. 7½ in. Reg. Dec. 17, 1811. Benjamin Peirce of Newbury, owner; William Nichols, master.

DOLPHIN, sch., 79 tons; built Newburyport, 1816; length, 63 ft. 9 in.; breadth, 18 ft. 7½ in.; depth, 7 ft. 9 in. Reg. Jan. 19, 1822. William Davis, owner; Joseph L. Colby, jr., master. Reg. Dec. 22, 1823. William Davis, owner; Henry Griffin, master. Reg. Jan. 21, 1825. William Davis, owner; Steven Clark Parsons, master. Reg. Dec. 17, 1825. William Davis, owner; Stephen C. Parsons, master. Reg. Oct. 31, 1827. William Davis, owner; William Titcomb, master. Reg. May 15, 1830. William Davis, owner; William Titcomb, master. Reg. Feb. 9, 1831. William Davis, owner; William Titcomb, master. Reg. Dec. 13, 1831. William Davis, owner; Henry Griffin, master. Reg. Jan. 21, 1833; 110 tons; billet head. William Davis, owner; Henry Griffin, master. Reg. Mar. 10, 1834. William Davis, owner; John C. Hardy, master. Reg. Mar. 5, 1836. William Davis, owner; James

Cook, master. Reg. Jan. 5, 1843. Daniel N. Johnson, Joseph Stover, jr., owners; John H. Remick, master. Reg. Apr. 16, 1847. John D. Piper of Camden, Me., owner; John D. Piper, master.

DOMINGO, barque, 229 tons; built Newbury, 1849; length, 99 ft. 6 in.; breadth, 24 ft. 3¼ in.; depth, 10 ft. 7 in. billet head. Reg. Nov. 3, 1849. Charles Thompson, jr., David F. Davidson, both of Boston, Nehemiah A. Bray, owners; Nehemiah A. Bray, master.

DORCAS HAWES, sch., 52 tons; built Barnstable, 1817; length, 57 ft. 4 in.; breadth, 18 ft. 3 in.; depth, 5 ft. 2 in. Reg. Sept. 5, 1846. David B. Brown, East Machias, Me., owner; Oliver Johnson, master.

DOVE, sloop, 76 tons; built Salisbury, 1792; length, 63 ft. 2 in.; breadth, 19 ft. 4 in.; depth, 7 ft. 4 in. Reg. Apr. 6, 1792. William Bartlet, owner; Benjamin Lurvey, master. Reg. May 5, 1794. William Bartlett, owner; William Trow, master. Reg. June 18, 1795; altered to a brig. William Bartlet, owner; Benjamin Wyatt, master. Reg. Apr. 29, 1799. William Bartlet, owner; Joseph Tyler, master.

DOVE, sch., 53 tons; built Derby, Conn., 1793; length, 55 ft. 1 in.; breadth, 17 ft. 11 in.; depth, 6 ft. 5 in. Reg. Aug. 22, 1796. John Rowe, owner; William Greenough, master. Reg. May 26, 1801. Ebenezer Stocker of Newbury, Thomas C. Amory of Boston, owners; Eleazer Johnson, master.

DOVE, brig, 147 tons; built Newbury, 1800; length, 71 ft. 9 in.; breadth, 21 ft. 1 in.; depth, 11 ft. 3½ in.; figure head, woman. Reg. Oct. 28, 1800. Isaac Adams, Nicholas Pierce, owners; Nicholas Pierce, master. Reg. Apr. 18, 1815; altered to a bgtne., 132 tons; billet head. Thomas Morrison, owner; Thomas Morrison, master.

DOVE, brig, 107 tons; built Amesbury, 1809; length, 68 ft. 4 in.; breadth, 21 ft. 1 in.; depth, 8 ft. 8 in. Reg. Mar. 13, 1809. David Coffin, owner; George Norton, master. Reg. May 2, 1810. Thomas Morrison, owner; Thoms Morrison, master.

DOVE, sch., 76 tons; built Haverhill, 1817; length, 62 ft. 7 in.; breadth, 18 ft. 10 in.; depth, 7 ft. 6 in. Reg. June 24, 1817. Israel Stone, John Stone, James Stone, all of Beverly, owners; Joshua Foster, master.

DOVE, of Newbury, bgtne., 145 tons; built Newbury, 1817; length, 77 ft. 5 in.; breadth, 20 ft. 7 in.; depth, 10 ft. 3½ in.; billet head. Reg. Oct. 30, 1817. Benjamin Pierce of Newbury, owner; Nathaniel Page, master.

DOVE, sch., 71 tons; built Amesbury, 1825; length, 60 ft. 2 in.; breadth, 18 ft. 2 in.; depth, 7 ft. 7¼ in. Reg. May 25, 1827. Philip Coombs, Stephen Tilton, owners; Robert Follansbee, master. Reg. Mar. 22, 1828. Joshua Bassett, jr., of Yarmouth, Thomas Percival, James Smith, Amasa Smith, John Smith, Asa Young, Enoch T. Cobb, all of Barnstable, owners; Joshua Bassett, jr., master.

DRAGON, barque, 289 tons; built Newbury, 1850; length, 110 ft.; breadth, 24 ft.; depth, 12 ft. Reg. Mar. 21, 1850. Henry L. Williams, Henry F. Daland, both of Boston, Tucker Daland of Salem, owners; J. P. Williams, master.

DRAKE, pink stern boat, 42 tons; built Deer Isle, 1813; length, 51 ft. 6 in.; breadth, 14 ft. 7 in.; depth, 6 ft. 5¾ in. Reg. Dec. 14, 1814. Paul Thurlo of Newbury, David Thurlo of Deer Isle, owners; Wingate H. Pilsbury, master.

DRAPER, ship, 291 tons; built Newbury, 1816; length, 96 ft. 9 in.; breadth, 26 ft. 1½ in.; depth, 13 ft. ¼ in.; billet head. Reg. Aug. 19, 1816. Edmund Kimball, Francis Todd, owners; William Adams, master.

DREADNOUGHT, ship, 1413 tons; built Newburyport, 1853: length, 200 ft.; breadth, 39 ft.; depth, 19 ft. 6 in.; figure head, flying dragon. Reg. Nov. 1, 1853. David Clark of Hartford, Conn., David Ogden, Daniel Girard, William G. Lord, Suchart T. D. Gebhard, E. D. Morgan, Thomas Richardson, Francis B. Cutting, William H. Gebhard, all of New York, owners; Samuel Samuels, master.

DRIVER, ship, 1594 tons; built Newburyport, 1854; length, 209 ft.; breadth, 40 ft. 6 in.; depth, 20 ft. 3 in.: billet head. Reg. Sept. 5, 1854. Ira Peck of Hartford, Conn., David Ogden, Edwin D. Morgan, Dominick L. Lawrence, David & Joseph Ogden trustees of Grace W. Ogden, James Stuart, Charles A. Secor, Zeno Secor, Nicholas Holbertson, William Currier, James L. Townsend, all of New York, owners; Nicholas Holberton, master.

DROMO, ship, 365 tons; built Amesbury, 1815; length, 105 ft. 10 in.; breadth, 27 ft. 11 in.; depth, 13 ft. 11½ in.; billet head. Reg. Dec. 23, 1815. Thomas Hale, Ebenezer Hale, Reuben Jones, all of Newbury, Joseph Balch of Boston, owners; Reuben Jones, master.

DRYAD, brig, 262 tons; built Haverhill, 1810; length, 93 ft.; breadth, 25 ft. 4 in.; depth, 12 ft. 8 in. Reg. Mar. 30, 1810. Pickering Dodge of Salem, owner; Richard Bowditch, master. Reg. Oct. 10, 1815. Thomas M. Clark, John Pearson, both of Newbury, John Boardman, Edmund Kim-

ball, owners; James Buffington, master. Reg. Dec. 22, 1817; billet head. John Pearsons, John Boardman, owners; Nathan Plummer, master.

DUCK, pink stern sch., 59 tons; built Deer Isle, 1815; length, 60 ft.; breadth, 15 ft. 7 in.; depth, 7 ft. 2 in. Reg. June 21, 1817. David Thurlo of Deer Isle, Moody Thurlo, Jesse Thurlo, both of Newbury, owners; Jesse Thurlo, master. Reg. Feb. 14, 1821. David Thurlo of Deer Isle, Me., Moody A. Thurlo, Jesse Thurlo, both of Newbury, owners; Mayo Gerrish, master.

DUCK, sch., 52 tons; built Newbury, 1826; length, 51 ft.; breadth, 16 ft. 1½ in.; depth, 7 ft. 6 in.; billet head. Reg. Dec. 4, 1827. Colman Bartlet of Plymouth, William Churchill, Bridgham Russell, Jacob H. Loud, all of Plymouth, owners; Colman Bartlett, master.

E. A. WILLIAMS, sch., 54 tons; built Newburyport, 1854; length, 60 ft. 3 in.; breadth, 17 ft. 4 in.; depth, 6 ft.; billet head. Reg. May 24, 1854. Warren Dockham of North Berwick, Me., owner; David Ingersoll, jr., master.

EAGLE, sch., 97 tons; built Wells, 1784; length, 66 ft. 2 in.; breadth, 21 ft. 8 in.; depth, 7 ft. 10 in. Reg. Aug. 9, 1796. Philip Aubin, Edmund Kimball, owners; Benjamin Pierce, master. Reg. Jan. 24, 1798. Jonathan Dalton, Edmund Kimball, owners; Jonathan Dalton, master. Reg. June 11, 1798. Edmund Kimball, owner; Jeremiah Goodhue, master.

EAGLE, sch., 71 tons; built Salisbury; length, 58 ft. 10 in.; breadth, 18 ft. 2 in.; depth, 7 ft. 10 in. Reg. Mar. 27, 1792. William Gerrish, Paul Gerrish, Enoch Gerrish, all of Newbury, owners; Mayo Gerrish, master.

EAGLE, sch., 97 tons; built Newburyport, 1817; length, 61 ft. 10 in.; breadth, 18 ft. 3½ in.; depth, 9 ft. 11 in. Reg. Aug. 16, 1817. Nicholas Johnson, jr., John N. Cushing, owners; William H. Mitchell, master. Reg. June 26, 1839; billet head. John Wood, John H. Wood, Albert Wood, owners; William T. Varina, master. Reg. Dec. 13, 1839. Edward C. Wood, owner; William C. Varina, master.

EAGLE, sch., 74 tons; built Elliot, Me., 1830; length, 73 ft. 1 in.; breadth, 18 ft. 4 in.; depth, 7 ft. 5 in.; billet head. Reg. Dec. 24, 1840. Edward E. Wood, owner; William C. Varina, master. Reg. Oct. 15, 1841. Edward E. Wood, owner; Avery Sylvester, master.

EAGLE HEAD, sch., 85 tons; built Bucksport, 1851; length, 75 ft. 6 in.; breadth, 19 ft. 8 in.; depth, 4 ft. 10 in. Reg. May 11, 1863. J. W. Smith of Somerville, owner; Obadiah Hill, master.

EAST INDIAN, ship, 897 tons; built Newburyport, 1856; length, 172 ft.; breadth, 33 ft. 6 in.; depth, 16 ft. 9 in. Reg. Mar. 4, 1856. Stephen Tilton, Stephen Tilton, jr., Joseph B. Tilton, of firm of Stephen Tilton & Co., Boston, John Atkinson, Frederick A. Tilton, of firm of Atkinson & Tilton, of Boston, William Lecraw, owners; William Lecraw, master.

EBENEZER, ketch, 129 tons; built Salisbury, 1797; length, 74 ft. 1 in.; breadth, 20 ft. 3 in.; depth, 9 ft. 10 in. Reg. Aug. 17, 1797. William Farris, Ebenezer Stocker, owners; Samuel Chase, master.

ECHO, ship, 280 tons; built Salisbury, 1812; length, 95 ft. 2 in.; breadth, 25 ft. 10½ in.; depth, 12 ft. 11¼ in.; figure head, the bust of a woman. Reg. Mar. 2, 1815. Ebenezer Wheelwright of Newbury, Robert Jenkins, Peter Le Breton, Jeremy Stickney, owners; Jeremy Stickney and William Mumford Niles, masters.

ECONOMY, pink stern sch., 36 tons; built Amesbury, 1828; length, 46 ft. 1 in.; breadth, 14 ft. 1 in.; depth, 6 ft. 6½ in. Reg. Apr. 16, 1833. William Lane of Deer Isle, Me., owner; William Lane, master.

EDDYSTONE, ship, 949 tons; built Newburyport, 1856; length, 173 ft.; breadth, 34 ft. 5 in.; depth, 17 ft. 2½ in.; billet head. Reg. Dec. 10, 1856. Edward D. Peters, of Boston, J. S. Stubbs, Franklin Spofford, Henry Darling, Enoch Barnard, Jabez Snow, John Sherman, all of Bucksport, Me., owners; J. S. Stubbs, master.

EDITH, ship, 1115 tons; built Newburyport, 1864; length, 182 ft. 8 in.; breadth, 36 ft. 3½ in.; depth, 18 ft. 1¾ in. Reg. Jan. 22, 1864. Charles Carow of New York, owner; John H. Child, master.

EDMUND, sloop, 91 tons; built Salisbury, 1788; length, 64 ft.; breadth, 21 ft.; depth, 8 ft. 1 in. Reg. Nov. 27, 1789. William Bartlett, owner; Ebenezer Stone, master. Reg. June 8, 1792; altered to a bgtne. William Bartlet, owner; Moses Tenney, master. Reg. Jan. 30, 1797; 122 tons. William Barteltt, owner; Samuel Rolfe, master.

EDWARD, ship, 231 tons; built Newburyport, 1792; length, 85 ft. 6 in.; breadth, 25 ft.; depth, 12 ft. 6 in. Reg. Oct. 25, 1792. Joseph Tyler, George Searle, John Donaldson of Philadelphia, Pa., owners; William Orne, master.

EDWARD, sch., 54 tons; built York, 1798; length, 56 ft.; breadth, 17 ft. 1 in.; depth, 6 ft. 7 in. Reg. July 31, 1799. Benjamin Shaw of Newbury, Peter Shaw, John Conant, both of Beverly, Barnabas Shaw of Boston, owners; Christopher

Bassett, master. Reg. June 7, 1803. Thomas Ham, Daniel Ham, George Ham, all of Portsmouth, owners; Daniel Ham, master.

EDWARD, brig, 156 tons; built Freeport, 1801; length, 80 ft. 6 in.; breadth, 23 ft. 6 in.; depth, 9 ft. 6 in. Reg. June 9, 1807. Samuel Tenney, Mathew P. Dole, John Pearson. owners; Mathew P. Dole, master.

EDWARD, bark, 201 tons; built Freeport, 1801; length, 82 ft.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in. Reg. May 26, 1809. Moses Emery of Newbury, John Pearson, owners; Moses Emery, master.

EDWARD, ship, 246 tons; built Newbury, 1807; length, 89 ft. 9 in.; breadth, 25 ft. 2½ in.; depth, 12 ft. 7¼ in. Reg. June 20, 1807. Jacob Little of Newbury, owner; Jeremiah Eliot, master.

EDWARD, bgtne, 228 tons; built Amesbury, 1810; length, 88 ft.; breadth, 24 ft. 3¾ in.; depth, 12 ft. 1⅞ in.; figure head, man. Reg. Jan. 25, 1811. Robert Foster, owner; Isaac Edes, master.

EDWARD, sch., 107 tons; built Amesbury, 1817; length, 74 ft. 9 in.; breadth, 22 ft. 3¼ in.; depth, 7 ft. 5½ in. Reg. June 18, 1817. John Wade of Boston, Edward Harvey, Joab Hunt, Joseph Adams, Samuel Alley, owners; Samuel Alley, master.

EDWARD of Boston, ship, 674 tons; built Newbury, 1851; length, 148 ft. 1 in.; breadth, 31 ft. 6 in.; depth, 15 ft. 9 in.; billet head. Reg. Jan. 9, 1851. Charles Wills of Newbury, B. A. Gould of Boston, Edward S. Moseley, owners; Stephen P. Bray, master.

EDWARD BURNETT, sch., 192 tons; built Newburyport, 1869. Reg. 1869. I. H. Boardman and others, owners.

EDWARD EVERETT, of Provincetown, sch., 94 tons; built Salisbury, 1848; length, 69 ft. 8 in.; breadth, 19 ft. 1 in.; depth, 8 ft. 1 in.; billet head. Reg. Mar. 4, 1848. N. F. Frothingham, John Simmons, both of Boston, Lysander Mayhew, Daniel Small, Francis Small, Solomon Bangs, Alexander Gross, all of Provincetown, owners; Lysander Mayhew, master.

EDWARD LAYMEYER, sch., 164 tons; built Newburyport, 1859; length, 91 ft.; breadth, 24 ft. 10 in.; depth, 8 ft. 3 in.; billet head. Reg. June 27, 1859. Robert Bayley, jr., Robert Bayley, Charles M. Bayley, owners; C. E. Bayley, master.

EDWARD KOFFISCH, barque, 249 tons; built Newbury, 1845; length, 105 ft. 4 in.; breadth, 23 ft. 8 in.; depth, 11 ft.; figure

head, a man. Reg. Mar. 21, 1845. Robert Bayley, Robert Bayley, jr., Charles M. Bayley, owners; Charles M. Bayley, master.

EDWARD SOMGEX, sch., 164 tons; built Newburyport, 1859; length, 91 ft.; breadth, 24 ft. 10 in.; depth, 8 ft. 3 in.; billet head. Reg. Oct. 25, 1862. Robert Bayley, jr., Robert Bayley, and Charles M. Bayley, owners; William H. Bayley, master.

EDWIN, brig, 128 tons; built Amesbury, 1800; length, 71 ft. 3 in.; breadth, 21 ft. 2 in.; depth, 9 ft. 10½ in.; figure head, woman. Reg. Aug. 18, 1800. Thomas M. Clark, Orlando B. Merrill, owners; Anthony Knap, master. Reg. July 2, 1801. Thomas March Clark, Orlando B. Merrill of Newbury, Robert Foster of Amesbury, owners; Robert Follansbee, master.

EDWIN, ship, 276 tons; built Newbury, 1803; length, 91 ft. 7 in.; breadth, 26 ft. 4 in.; depth, 13 ft. 2 in. Reg. Feb. 23, 1804. Orlando B. Merrill, Farnum Howe, both of Newbury, Thomas M. Clark, Edward Little, owners; Jonathan Titomb, jr., master. Reg. Apr. 21, 1807. Thomas M. Clark, Orlando B. Merril and Thomas Hale, both of Newbury, owners; James Lowell, master.

EDWIN, sch., 103 tons; built Pembroke, 1836; length, 73 ft. 5 in.; breadth, 19 ft.; depth, 8 ft. 4 in.; billet head. Reg. Dec. 8, 1849. George W. Knight, Stephen Coker, owners; Benjamin Small, master. Reg. Nov. 11, 1853. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Michael Dailey, master. Reg. April 13, 1858. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Edward Saville, master.

EFFORT, sch., 86 tons; built Salisbury, 1838; length, 66 ft. 8 in.; breadth, 18 ft. 3 in.; depth, 8 ft. 1½ in. Reg. Apr. 25, 1838. Benjamin Hawkes of Marblehead, owner; William G. Bridges, master.

EGERIA, barque, 582 tons; built Newburyport, 1864; length, 141 ft.; breadth, 30 ft.; depth, 15 ft.; billet head. Reg. May 19, 1864. William H. Adams of Bangor, Me.; George A. Emery of Hampden, Me., Calvin Adams of New York, owners; —— Rogers, master.

ELCANO, ship, 1210 tons; built Newburyport, 1864; length, 195 ft. 3 in.; breadth, 36 ft. 5 in.; depth, 18 ft. 2½ in.; billet head. Reg. Nov. 17, 1864. John N. Cushing, William Cushing, Nicholas Johnson, John Currier, jr., owners.

ELEANOR, sch., 102 tons; built Newburyport, 1805; length,

69 ft.; breadth, 21 ft. 2½ in.; depth, 8 ft. 2 in. Reg. Dec. 3, 1805. Joseph Sevier, owner; Moses Wells, master.

ELEANOR, sch., 81 tons; built Essex, 1851; length, 65 ft. 8 in.; breadth, 19 ft. 3 in.; depth, 7 ft. 5 in.; billet head. Reg. Apr. 20, 1852. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; John C. Ramsdell, master.

ELISABETH COATES, brig, 140 tons; built Salisbury, 1790; length, 68 ft. 1 in.; breadth, 22 ft. 1 in.; depth, 11 ft. ½ in. Reg. Jan. 26, 1805. Jacob Little, Timothy Gordon of Newbury, owners; John Elliot, master.

ELIZA, sch., 96 tons; built Kennebunk, 1773; length, 69 ft. 2 in.; breadth, 21 ft. 11 in.; depth, 7 ft. 6 in. Reg. Jan. 27, 1791. Nathan Long, Adams Morrell, Jonathan Morrell, all of Amesbury, John Morrell, Phillip Wadleigh, Phillip Rowell, Jonathan Morrell, Benjamin Currier, all of Salisbury, owners; John Bagley, master.

ELIZA, bgtne., 133 tons; built Saco, 1781; length, 68 ft. 5 in.; breadth, 21 ft. 4 in.; depth, 10 ft. 8 in. Reg. Dec. 31, 1789. Tristram Coffin, owner; William Faris, master.

ELIZA, sch., 37 tons; built Middleborough, 1787; length, 47 ft. 11 in.; breadth, 16 ft. 4 in.; depth, 5 ft. 8 in.; figure head, fiddle. Reg. July 3, 1790. Jonathan Young, owner; Jonathan Young, master. Reg. Jan. 27, 1795. Jonathan Young, Jeremiah Young, owners; Jonathan Young, master.

ELIZA, sloop, 67 tons; built Warren, R. I., 1788; length, 56 ft. 6 in.; breadth, 18 ft. 4 in.; depth, 7 ft. 8 in.; figure head, woman. Reg. Aug. 25, 1792. Benjamin Pearson Ingalls, owner; Benjamin Pearson Ingalls, master.

ELIZA, ship, built Newbury, 1790; length, 105 ft.; breadth, 30 ft. 4 in.; depth, 15 ft. 2 in.; figure head, woman. Reg. Apr. 19, 1790. Benjamin Joy of Boston, owner; Benjamin Joy, master.

ELIZA, ship, 299 tons; built Haverhill, 1792; length, 93 ft. 5 in.; breadth, 27 ft. 2 in.; depth, 13 ft. 7 in.; figure head, woman. Reg. Jan. 25, 1793. Benjamin Joy of Boston, owner; Caleb Gardner, master.

ELIZA, bgtne., 176 tons; built Haverhill, 1792; length, 75 ft. 10 in.; breadth, 23 ft. 3 in.; depth, 11 ft. 7½ in. Reg. Dec. 5, 1792. James Reid, Robert MacGregore, both of Goffstown, N. H., owners; Henry Elkins, master. Reg. July 9, 1794. Robert McGregore of Goffstown, N. H., owner; Henry Elkins, master. Reg. Oct. 16, 1797. Robert McGregore of Goffstown, N. H., Cornelius Mansiss, jr., of Haverhill, owners; Cornelius Mansiss, jr., master. Reg. July

26, 1798, altered to a ship. Cornelius Mansiss, jr., of Haverhill, Robert McGregore of Goffstown, N. H., owners; Cornelius Mansiss, jr., master. Reg. May 24, 1802; figure head, woman. Isaac Adams, owner; Samuel Sweet, master. Reg. Feb. 7, 1804. Thomas Buntin, John Boardman, owners; Thomas Buntin, master. Reg. June 3, 1805. Thomas Buntin, owner; Joseph Buntin, master.

ELIZA, brig, 98 tons; built Marshfield, 1794; length, 71 ft.; breadth, 21 ft. 2 in.; depth, 7 ft. 7 in. Reg. Feb. 27, 1799. John Pettingel, owner; Nathaniel Smith, master. Reg. July 10, 1802. Abraham Jackson, owner; Christopher Bassett, master. Reg. Jan. 31, 1804. Abraham Jackson, owner; William Andrews, master.

ELIZA, bgtne., 154 tons; built Newbury, 1794; length, 71 ft. 4 in.; breadth, 22 ft. 6 in.; depth, 11 ft. 3 in. Reg. Sept. 24, 1794. John Pettingell, Leonard Smith, owners; Eliphalet Hale, master.

ELIZA, sch., 112 tons; built Machias, 1795; length, 69 ft.; breadth, 22 ft.; depth, 8 ft. 8 in. Reg. Apr. 22, 1799. George Norton, Joseph Bragdon, Philip Coombs, James Hodge, owners; George Norton, master. Reg. July 21, 1800. John Pearson, jr., owner; Daniel Griffin, master. Reg. July 7, 1801. John Pearson, John Rollins, Mathew P. Dole, owners; Mathew P. Dole, master. Reg. May 26, 1804. John Pearson, owner; Joseph Stover, master.

ELIZA, brig, 159 tons; built Newbury, 1802; length, 79 ft. 1 in.; breadth, 23 ft. 4½ in.; depth, 9 ft. 11½ in. Reg. Aug. 27, 1803. Duncan Nillage, David Coffin, David Coffin, jr., George C. Harton, owners; George C. Harton, master. Reg. Mar. 8, 1803. David Coffin, owner; Thomas Buntin, master.

ELIZA, brig, 112 tons; built Machias, 1795; length, 69 ft.; breadth, 22 ft.; depth, 8 ft. 8 in. Reg. Dec. 4, 1805. John Pearson, owner; Matthew P. Dole, master. Reg. Mar. 22, 1809. John Pearson, owner; James Gibson, master.

ELIZA, sch. 99 tons; built Scituate, 1801; length, 70 ft.; breadth, 21 ft. 4 in.; depth, 7 ft. 9 in. Reg. July 9, 1805. John Buck, John Boardman, owners; Edward Wadleigh, master.

ELIZA, sloop, 79 tons; built Bristol, 1801; length, 63 ft. 8 in.; breadth, 18 ft. 7½ in.; depth, 7 ft. 8½ in. Reg. Dec. 20, 1804. Ebenezer Hale, Timothy F. Ford, owners; William Colby, master. Reg. May 23, 1809. Timothy T. Ford, owner; Nicholas Brown, jr., master. Reg. May 22, 1810.

Benjamin Greenleaf Boardman, owner; William H. Mitchell, master.

ELIZA, brig, 74 tons; built Bristol, 1801; length, 63 ft.; breadth, 19 ft.; depth, 7 ft. 2 in. Reg. Feb. 17, 1820. William B. Bannister, Christopher Basset, owners; George Rapall, master.

ELIZA, brig, 190 tons; built Newbury, 1802; length, 79 ft. 10 in.; breadth, 23 ft. 5½ in.; depth, 11 ft. 8¾ in.; figure head, woman. Reg. Mar. 29, 1805. David Coffin, David Coffin, jr., George C. Harton, owners; George C. Harton, master. Reg. Dec. 28, 1807; altered to a ship. David Coffin, owner; George Norton, master. Reg. Mar. 2, 1815. Ebenezer Wheelwright of Newbury, owner; Daniel Stone, master.

ELIZA, of New Windsor, sch., 66 tons; built Weymouth, 1803; length, 63 ft. 6 in.; breadth, 19 ft. 9 in.; depth, 6 ft. 2 in. Reg. Aug. 9, 1817. Nathaniel Swasey of New Windsor, N. Y., owner; Nathaniel Swasey, master. Reg. Jan. 11, 1819. Anthony Davenport, Anthony Davenport, jr., owners; Charles Davenport, master.

ELIZA, sch., 98 tons; built Glastonbury, Conn., 1816; length, 71 ft. 3 in.; breadth, 21 ft. 9 in.; depth, 7 ft. 4½ in. Reg. Apr. 15, 1819. John Pearson, John Boardman, owners; John Raynes, master. Reg. Feb. 4, 1820. John Pearson, John Chickering, owners; William S. Hatch, master. Reg. June 27, 1820. John Chickering, owner; William B. Hatch, master.

ELIZA HUPPER, of St. George, sch., 132 tons; built Prospect, Me., 1832; length, 81 ft. 6½ in.; breadth, 23 ft. 1 in.; depth, 8 ft. 1 in. Reg. July 17, 1840. Levi Hupper, John Hupper, jr., John Hupper, all of St. George, Me., Josiah Hill of Machias, Me., Ichabod Macumber, Bela Hunting, both of Boston, Ezekiel Sawyer of Fairhaven, owners; Levi Hupper, master.

ELIZABETH, bgtne., 154 tons; built Exeter, N. H., 1784; length, 72 ft.; breadth, 22 ft. 7 in.; depth, 11 ft. 3 in. Reg. Oct. 21, 1789. David Coats, owner; Abel Coffin, master.

ELIZABETH, bgtne., 102 tons; built Haverhill, 1793; length, 69 ft. 7 in.; breadth, 21 ft. 3 in.; depth, 8 ft. 1 in. Reg. Feb. 11, 1794. Moses Brown, John Greenleaf, Sewell Toppan, owners; Sewell Toppan, master. Reg. Oct. 3, 1795. William Russell, Sewell Toppan, Moses Brown, owners; Joseph Russell, master. Reg. July 10, 1797; 138 tons. Moses Brown, William Russell, Sewell Toppan, owners; William Pickett, master. Reg. Feb. 11, 1799. Moses Brown, Moses

Morse and James Duncan, jr., both of Haverhill, owners; Moses Morse, master. Reg. Dec. 4, 1800. Moses Brown, James Duncan, jr., of Haverhill, owners; William Huse, master. Reg. Mar. 16, 1804. James Duncan, jr., of Haverhill, Moses Brown, owners; Christopher Bassett, master. Reg. August 13, 1804. James Duncan of Haverhill, Moses Brown, owners; Christopher Bassett, master. Reg. Apr. 24, 1805. Moses Brown, owner; Christopher Basset, master.

ELIZABETH, sch., 80 tons; built Salisbury, 1801; length, 63 ft. 8 in.; breadth, 18 ft. 10½ in.; depth, 7 ft. 9 in. Reg. May 25, 1801. Hale Hilton of Beverly, owner; Mack Woodbury, master.

ELIZABETH, ship, 237 tons; built Haverhill, 1801; length, 87 ft. 9 in.; breadth, 24 ft. 11 in.; depth, 12 ft. 5½ in.; figure head, woman. Reg. Mar. 20, 1802. Benjamin Pierce, owner; Benjamin Pierce, master. Reg. Nov. 10, 1802. William Rotch, jr., of New Bedford, owner; John Shearman, master.

ELIZABETH, sloop, 43 tons; built Bristol, 1797; length, 50 ft.; breadth, 17 ft. 9 in.; depth, 6 ft. 1 in. Reg. August 25, 1804. John Rogers of Orrington, owner; John Rogers, master.

ELIZABETH, brig, 119 tons; built Newbury, 1803; length, 74 ft. 6 in.; breadth, 21 ft. 10½ in.; depth, 8 ft. 5½ in. Reg. Feb. 16, 1804. Benjamin Peirce, owner; Jonathan Moulton, master. Reg. Feb. 20, 1806. Benjamin Pierce, owner; Henry Furlong, master. Reg. May 5, 1807. Benjamin Pierce, owner; William Remick, master. Reg. Mar. 21, 1815. Benjamin Peirce of Newbury, owner; Henry Furlong, master.

ELIZABETH, ship, 278 tons; built Newbury, 1804; length, 93 ft.; breadth, 26 ft. 2 in.; depth, 13 ft. 1 in. Reg. Nov. 9, 1804. Samuel Coffin, owner; James Adams, master.

ELIZABETH, brig, 218 tons; built Newbury, 1827; length, 91 ft. 10 in.; breadth, 23 ft. 1 in.; depth, 11 ft. 6½ in.; billet head. Reg. July 31, 1827. James Cody, Henry Sigourney, both of Boston, owners; James Cody, master.

ELIZABETH, sch., 86 tons; built Salisbury, 1839; length, 65 ft. 6 in.; breadth, 18 ft. 3 in.; depth, 8 ft. 3 in.; billet head. Reg. Nov. 25, 1839. John G. Butman of Beverly, owner; John G. Butman, master.

ELIZABETH AND JANE, bgtne., 91 tons; built Charleston, S. C., 1816; length, 61 ft. 10 in.; breadth, 20 ft. 7 in.; depth, 8 ft. 6 in.; billet head. Reg. Mar. 4, 1822. Matthias Varina,

owner; Matthias Varina, master. Reg. Mar. 7, 1822. Matthias Varina. Samuel Swasey, owners; Matthias Varina, master. Reg. Sept. 12, 1823. Matthias Varina, owner; Stephen Cross, jr., master.

ELIZABETH AND REBECCA, sch., 75 tons; built Haverhill, 1818; length, 61 ft. 9 in.; breadth, 18 ft. 7 in.; depth, 7 ft. 7 in. Reg. Apr. 30, 1818. Josiah Obear, James Haskell, both of Beverly, owners; Isaac Haskell, master.

ELIZABETH ANN, sch., 99 tons; built Amesbury, 1847; length, 73 ft. 5 in.; breadth, 19 ft. 8 in.; depth, 7 ft. 10 in.; billet head. Reg. Oct. 16, 1847. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; William H. Kitching, master. Reg. Mar. 21, 1848. John Eldridge, John R. Lavender, Robert Lavender, jr., Joseph Atkins, jr., Paul L. Bangs, Hilliard Johnson & Co., Joseph A. Lavender, William R. Lavender, all of Provincetown, owners; Robert Lavender, jr., master.

ELIZABETH ANN, brig, 128 tons; built Amesbury, 1848; length, 84 ft. 2 in.; breadth, 20 ft. 1 in.; depth, 8 ft. 5 in.; billet head. Reg. Oct. 4, 1848. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Joseph L. Goodwin, master.

ELIZABETH COATS, bgtne., 140 tons; built Salisbury, 1791; length, 68 ft. 1 in.; breadth, 22 ft. 1 in.; depth, 11 ft. ½ in. Reg. Nov. 22, 1791. John Greenleaf, owner; Thomas Greenleaf, master. Reg. July 6, 1797. William Pierce Johnson, owner; Eleazer Johnson, master. Reg. May 1, 1804. William Peirce Johnson, owner; Ephraim Hunt Toppan, master. Reg. July 27, 1805. Timothy Gordon of Newbury, owner; John Elliot, master.

ELIZABETH CUSHING, ship, 888 tons; built Newburyport, 1857; length, 162 ft. 6 in.; breadth, 34 ft. 6 in.; depth, 17 ft. 3 in.; billet head. Reg. Nov. 6, 1857. John N. Cushing, William Cushing, Henry Johnson, Thomas Pritchard, jr., owners; Thomas Pritchard, jr., master.

ELLEN, sch., 127 tons; built North Yarmouth, Me., 1831; length, 78 ft. 4 in.; breadth, 25 ft. 2¼ in.; depth, 8 ft. 5 in. Reg. Aug. 1, 1835. John Moody, Michael Titcomb, Ezra Lunt, Ezra Lunt, jr., all of Newburyport, Moses Pettingell of Newbury, owners; Ezra Lunt, master.

ELLEN RIZPOL, sch., 100 tons; built Essex, 1856; length, 72 ft.; breadth, 19 ft. 10 in.; depth, 8 ft.; billet head. Reg. Apr. 2, 1862. Stephen Cook of Provincetown, owner; John Hill, master.

ELLEN MARIA, brig, 167 tons; built, Newbury, 1808; length, 75 ft.; breadth, 22 ft. 9½ in.; depth, 11 ft. 4¾ in.; figure head, woman. Reg. June 19, 1809. Isaac Adams, Samuel Swett, owners; Samuel Swett, master.

ELSINORE, ship, 688 tons; built Newburyport, 1866. Reg. 1866. Ezra Peck and others, N. Y., owners.

ELVIRA, sch., 64 tons; built Salisbury, 1832; length, 61 ft. 9 in.; breadth, 17 ft. 2 in.; depth, 6 ft. 11 in.; billet head. Reg. May 6, 1857. William Marsh, Jeremiah Greenleaf, owners; William Marsh, master. Reg. Apr. 26, 1858. William F. Marsh, Jeremiah Greenleaf, owners; William Marsh, master. Reg. July 11, 1859. William F. Marsh, Jeremiah Greenleaf, owners; William Marsh, master.

EMERALD, ship, 435 tons; built Newbury, 1833; length, 127 ft. 8½ in.; breadth, 27 ft. 3 in.; depth, 13 ft. 7½ in.; billet head. Reg. Oct. 7, 1833. Francis Todd, Francis B. Todd, owners; Francis B. Todd, master.

EMILY, pink stern sch., 25 tons; built Newbury, 1814; length, 41 ft. 11 in.; breadth, 12 ft. ½ in.; depth, 5 ft. 10 in. Reg. Nov. 22, 1824. Daniel Stuart, jr., of Wells, owner; Daniel Stuart, jr., master.

EMMA V., sch., 149 tons; built Scituate, 1852; length, 87 ft. 3 in.; breadth, 33 ft.; depth, 8 ft. 9½ in.; billet head. Reg. Dec. 19, 1863. Isaac H. Boardman, Nathan B. Blake, jr., William Sanborne of Seabrook, N. H., owners; Robert L. Gove, master. Reg. Dec. 9, 1864. Isaac H. Boardman, Nathan B. Blake, jr., and William Sanborn of Seabrook, N. H., owners; Frank W. Seaver, master.

ENCHANTRESS, sch., 159 tons; built Newburyport, 1859; length, 87 ft. 11 in.; breadth, 23 ft. 9 in.; depth, 8 ft. 7 in.; billet head. Reg. May 22, 1863. James A. Williamson of N. Y., owner; D. A. Roberts, master.

ENDEAVOR, sch., 19 tons; built New Haven, Conn., 1793; length, 38 ft.; breadth, 12 ft. 3½ in.; depth, 4 ft. 11½ in. Reg. Nov. 7 , 1794. John Coit Stanton of New York, owner; John Coit Stanton, master.

ENGINEER, sch., 165 tons; built Trenton, N. J., 1861; length, 87 ft. 6 in.; breadth, 34 ft. 3 in.; depth, 9 ft. 3 in.; billet head. Reg. Jan. 13, 1864. Warren Currier, Eben Sumner, William H. Swasey, Thomas H. Phillips of Salisbury, owners; Thomas H. Phillips, master.

ENTERPRISE, sch., 93 tons; built Amesbury, 1796; length, 69 ft. 10 in.; breadth, 21 ft.; depth, 7 ft. 4½ in. Reg. May 16, 1796. William Blackler of Marblehead, owner; Samuel Wardwell, master.

ENTERPRISE, bgtne., 174 tons; built Dorchester, 1808; length, 75 ft.; breadth, 23 ft. 4 in.; depth, 11 ft. 8 in. Reg. Nov. 24, 1812. Nathaniel Smith, Addison Plummer, both of Gloucester, owners; Nathaniel Smith, master.

ENTERPRISE, brig, 113 tons; built Essex, 1826; length, 68 ft. 3 in.; breadth, 20 ft. 6 in.; depth, 9 ft. 4¼ in. Reg. Oct. 1, 1831. Enoch Gerrish of Newbury, Ebenezer Stone, Nathaniel Noyes, jr., owners; Enoch Gerrish, master.

ENVOY, bark, 589 tons; built Newburyport, 1869. Reg. 1869. J. Barry, jr., and others, owners.

EOS, bgtne., 272 tons; built Haverhill, 1810; length, 92 ft. 6 in.; breadth, 25 ft. 11 in.; depth, 12 ft. 11½ in. Reg. Dec. 1, 1810. Joseph Balch of Boston, Philip Currier of Newbury, William Eaton, Paul Titcomb, Samuel Nichols, owners; Samuel Nichols, master.

EQUALITY, sch., 101 tons; built Duxbury, 1801; length, 63 ft. 3 in.; breadth, 19 ft. 3 in.; depth, 9 ft. 3 in. Reg. Mar. 25, 1818. John Boardman, Abner Caldwell, owners; Thomas Stallard, master.

EQUALITY, sloop, 50 tons; built Yarmouth, 1807; length, 51 ft. 4 in.; breadth, 17 ft. 9 in.; depth, 6 ft. 8 in. Reg. Apr. 20, 1816. Elijah Shiverick of Yarmouth, Mathew Cobb of Barnstable, John Hallet and Freeman Hallet of Yarmouth, owners; Elijah Shiverick, master.

ERIE, sch., 113 tons; built Marshfield, 1838; length, 76 ft. 8 in.; breadth, 20 ft.; depth, 8 ft. 3¾ in.; billet head. Reg. June 3, 1850. Starks W. Lewis of New York, Robert Bayley, Robert Bayley, jr., owners; F. M. Kezer, master. Reg. Jan. 6, 1851. Starks W. Lewis of New York, Robert Bayley, Robert Bayley, jr., owners; John Disney, master.

EROS, bgtne., 127 tons; built Bradford, 1810; length, 66 ft. 2 in.; breadth, 19 ft. 11½ in.; depth, 11 ft. 2 in. Reg. July 9, 1810. David Coffin, owners; Joseph Gerrish, master.

ESHCOL, brig, 145 tons; built Truro, 1847; length, 82 ft. 6 in.; breadth, 22 ft. 6 in.; depth, 8 ft. 11 in.; billet head. Reg. June 17, 1854. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Jere Lunt, master.

ESSEX, ship, 238 tons; built Amesbury, 1799; length, 87 ft. 7 in.; breadth, 25 ft.; depth, 12 ft. 6 in. Reg. May 7, 1804. David Harris, Sylvanus Macy, of Nantucket, owners; David Harris, master.

ESSEX, ship, 308 tons; "A Prize taken in 1780"; length, 101 ft. 5 in.; breadth, 26 ft. 2 in.; depth, 13 ft. 1 in.; figure head, lion. Reg. June 8, 1790. Joseph Marquand, owner; Nathan Young, master.

Essex, bgtne., 143 tons; built Newburyport, 1783; length, 68 ft. 10 in.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in. Reg. Nov. 27, 1789. Anthony Davenport, Moses Brown, owners; Moses Brown, master.

Essex, ship, 238 tons; built Amesbury, 1799; length, 87 ft. 7 in.; breadth, 25 ft.; depth, 12 ft. 6 in. Reg. Oct. 11, 1799. William Bartlet, owner; George Jenkins, master.

Essex, ship, 256 tons; built Newbury, 1801; length, 86 ft. 7 in.; breadth, 26 ft. 2½ in.; depth, 13 ft. 1¼ in.; figure head, woman. Reg. Dec. 16, 1801. William Orne of Salem, owner; Joseph Orne, master.

Essex, sch., 108 tons; built Amesbury, 1801; length, 76 ft. 4 in.; breadth, 22 ft. 1 in.; depth, 7 ft. 4½ in. Reg. May 12, 1801. John Davenport, owner; William Storey, master. Reg. Nov. 16, 1802. Benjamin Wyatt, Amos Toppan, Philip Coombs of Newbury, owners; Ebenezer Webster, master. Reg. June 3, 1803. Benjamin Wyatt of Newburyport, Philip Coombs and Richard Pike, both of Newbury, owners; Ebenezer Webster, master. Reg. Mar. 22, 1804. Richard Pike, Philip Coombs, both of Newbury, Benjamin Wyatt, owners; Ebenezer Webster, master. Reg. Nov. 19, 1805. Richard Pike, Jacob Little, both of Newbury, William Eaton, Leonard Smith, Benjamin Wyatt, Edward Toppan, Robert Foster, owners; Jonathan Eveleth, master. Reg. May 27, 1806. William Cook, Zebedee Cook, Leonard Smith, James Kimball, Richard Pike, Benjamin Wyatt, owners; John Denney, master. Reg. June 30, 1807. Leonard Smith, owners; Samuel Brown, 3d, master.

Essex, ship, 325 tons; built Salisbury, 1810; length, 100 ft. 7 in.; breadth, 27 ft. 1 in.; depth, 13 ft. 6½ in. Reg. Aug. 9, 1810. Benjamin Merrill, owner; Edmund Wingate, master.

Essex, bgtne., 293 tons; built Newbury, 1812; length, 94 ft. 1 in.; breadth, 26 ft. 9 in.; depth, 13 ft. 4½ in. Reg. July 3, 1812. William Bartlet, owners; William Bartlet, jr., master.

Essex, sch., 106 tons; built Newbury, 1814; length, 69 ft. 10 in.; breadth, 21 ft. 9 in.; depth, 8 ft. 2 in. Reg. June 3, 1815. John Coombs of Newbury, Phillip Coombs, Nicholas Falch, owners; Nicholas Falch, master. Reg. Mar. 7, 1817. John Coombs of Newbury, Philip Coombs, Nicholas Falch, owners; Nicholas Falch, master. Reg. July 13, 1818. John Coombs of Newbury, Philip Coombs, owners; Benjamin Barber, master.

Essex, sch., 78 tons; built Salisbury, 1817; length, 63 ft. 5 in.; breadth, 18 ft. 5 in.; depth, 7 ft. 8½ in. Reg. Apr. 28, 1817. Samuel Thompson, Nathaniel Adams, Sans Stanley, Ebenezer S. Twisdan, all of Marblehead, owners; Samuel Thompson, master.

Essex, pink stern sch.; 42 tons; built Newbury, 1819; length, 51 ft.; breadth, 14 ft. ½ in.; depth, 6 ft. 9 in. Reg. Apr. 13, 1820. Thomas Paine of Wellfleet, owner; Thomas Paine, master.

Essex, bgtne., 200 tons; built Amesbury, 1820; length, 84 ft. 8 in.; breadth, 23 ft. 2½ in.; depth, 11 ft. 7¼ in.; billet head. Reg. Oct. 26, 1820. William Gray of Boston, owner; Daniel Wise, jr., master.

Essex, brig, 272 tons; built Newbury, 1839-40; length, 105 ft. 6 in.; breadth, 23 ft. 10 in.; depth, 11 ft. 11 in.; billet head. Reg. Jan. 27, 1840. John N. Cushing, Henry Johnson, owners; Oliver O. Jones, master. Reg. Oct. 9, 1840. Stephen Jackman, jr., of Newbury, Philip J. Cushing, Nathaniel Hills, William Pritchard, John Raynes, owners; John Raynes, master.

Euphrasia, ship, 486 tons; built Newbury, 1842; length, 131 ft. 7 in.; breadth, 28 ft. 5 in.; depth, 14 ft. 2½ in.; figure head, female. Reg. Oct. 17, 1842. Thomas Buntin, John Porter, Charles Buntin, owners; Charles Buntin, master. Reg. Oct. 30, 1849. Charles J. Brockway of Newbury, Thomas Buntin, Charles Buntin, William Balch, Benjamin P. Dow, owners; Charles Buntin, master.

Eustace, sch., 236 tons; built Newburyport, 1864; length, 100 ft. 3 in.; breadth, 27 ft. 3 in.; depth, 9 ft. 7 in.; billet head. Reg. July 22, 1864. Mathew W. Furlong of San Francisco, owner; M. W. Furlong, master.

Eveline, brig, 196 tons; built Kennebunk, Me., 1839; length, 86 ft. 2 in.; breadth, 23 ft. 9¾ in.; depth, 10 ft. 10¾ in.; billet head. Reg. Feb. 23, 1844. Samuel Walton, William A. Cheeney, Robert Fowler of Salisbury, owners; Samuel Walton, master. Reg. Jan. 26, 1847. George L. Johnson of Boston, owner; Stephen F. Goodwin, master.

Evelyn, sch., 162 tons; built Addison, Me., 1861; length, 91 ft. 1 in.; breadth, 25 ft. 8¼ in.; depth, 7 ft. 11 in.; billet head. Reg. May 15, 1862. Obed T. Crowley, John Gage, Augustus Knowles, William Gage, Leander A. Knowles, all of Addison, Me., George Harris of Columbia, George Lord of Harrington, Me., owners; Obed T. Crowley, master.

Everglade, sch., 158 tons; built Blue Hill, Me., 1852;

length, 88 ft.; breadth, 24 ft. 1 in.; depth, 8 ft. 6 in.; billet head. Reg. Dec. 17, 1860. A. H. Colman, Amos Coffin, owners; Stephen Bragg, master.

EXCHANGE of Ipswich, sloop, 56 tons; built Duxbury, 1816; length, 58 ft. 7 in.; breadth, 18 ft. 11 in.; depth, 6 ft. Reg. June 6, 1827. Silvanus Caldwell of Ipswich, Daniel Cogswell, Joseph Farley, owners; Silvanus Caldwell, master.

EXCHANGE of Beverly, sch., 80 tons; built Salisbury, 1836; length, 65 ft. 2¾ in.; breadth, 18 ft. 4 in.; depth, 7 ft. 8 in. Reg. Apr. 23, 1836. Abraham Edwards, Richard Pickett, both of Beverly, owners; Isaac Prince, master.

EXPERIMENT, brig, 114 tons; built Amesbury, 1803; length, 75 ft.; breadth, 22 ft. 4½ in.; depth, 7 ft. 10½ in. Reg. May 9, 1809. John Pilsbury, Joseph Brown, 3d, owners; Joseph Brown, 3d, master. Reg. Nov. 29, 1805. John Pilsbury, Samuel French, jr., owners; Joseph Brown, 3d, master. Reg. Nov. 5, 1806. John Pilsbury, Samuel French, jr., owners; Joseph Brown, 3d, master. Reg. Mar. 21, 1810. William Hoyt, John Boardman, William Eaton, John Wood, jr., owners; John Odiorne, master. Reg. Oct. 9, 1810. John Boardman, John Wood, William Hoyt, owners; Aaron Sweet, master. Reg. Mar. 7, 1812; altered to a bgtne., 167 tons. John Boardman, John Wood, owners; Aaron Sweet, master.

EXPERIMENT, sch., 114 tons; built Amesbury, 1803; length, 75 ft.; breadth, 22 ft. 4 in.; depth, 7 ft. 10½ in. Reg. Jan. 9, 1804. John Pillsbury, Samuel French, jr., owners; Joseph Brown, 3d, master. Reg. Dec. 21, 1804. John Pilsbury, Samuel French, jr., owners; Joseph Brown, jr., master.

EXPRESS, barque, 208 tons; built Haverhill, 1837; length, 96 ft. 2 in.; breadth, 23 ft. 7 in.; depth, 10 ft. 3 in.; billet head. Reg. Dec. 9, 1837. William Caldwell of Haverhill, Charles Hill of Boston, owners; Mayo Gerrish, master.

EXPRESS, sch., 72 tons; built Dorchester, Va., 1846; length, 72 ft.; breadth, 24 ft. 2 in.; depth, 5 ft. 6 in.; billet head. Reg. July 25, 1859. Nicholas S. Boss of Newport, R. I., Charles D. Tyng, owners; N. S. Boss, master.

FACTOR, brig, 148 tons; built Salisbury, 1809; length, 70 ft. 10 in.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in. Reg. Aug. 28, 1809. Tracy Patch of Hamilton, Phineas Cole of Salem, David Coffin, owners; Tracy Patch, master. Reg. Apr. 19, 1815. John M. Noyes, Edmund Kimball, Thomas M. Follansbe, Amos Knights, owners; Thomas M. Follansbe, master.

FACTOR, bgtne., 122 tons; built Bradford, 1810; length, 64 ft. 8 in.; breadth, 20 ft.; depth, 11 ft. 1 in. Reg. June 22, 1810. Robert Follansbe, owner; Robert Follansbe, master.

FAIR AMERICAN, ship, 252 tons; built Newbury, 1792; length, 86 ft. 8 in.; breadth, 26 ft.; depth, 13 ft.; figure head, woman. Reg. Feb. 16, 1793. Thomas Brown, Stephen Gorham of Boston, owners; Thomas Hadway, master.

FAIR AMERICAN, ship, 257 tons; built Amesbury, 1795; length, 89 ft. 5 in.; breadth, 25 ft. 8½ in.; depth, 12 ft. 10¼ in. Reg. Aug. 6, 1795. Thomas Brown, owner; Samuel Chase, master.

FAIR AMERICAN, bgtne., 145 tons; built Amesbury, 1796; length, 71 ft. 5 in.; breadth, 21 ft. 9 in.; depth, 10 ft. 10½ in. Reg. Aug. 15, 1796. John Knight, Richard Calley, owners; Richard Calley, master.

FAIR TRADER, brig, 132 tons; built Bucksport, 1816; length, 85 ft. 5½ in.; breadth, 23 ft. 5½ in.; depth, 8 ft. 5½ in. Reg. Oct. 1, 1828. Stephen Tilton, owner; David R. Lecraw, master. Reg. May 5, 1831. Stephen Tilton, John T. Ross, owners; John T. Ross, master.

FAIRY, sch., 82 tons; built Newbury, 1825; length, 61 ft. 9 in.; breadth, 17 ft. 4½ in.; depth, 8 ft. 9 in. billet head. Reg. June 6, 1825. John Wills, jr., Andrew Cunningham, Charles Cunningham, both of Boston, owners; Thomas P. Jenkins, master.

FALCON, sch., 60 tons; built Newbury, 1823; length, 57 ft. 1 in.; breadth, 16 ft. 1½ in.; depth, 7 ft. 6 in. Reg. Dec. 6, 1823. Thomas Buntin, owner; Thomas Morrison, jr., master. Reg. Jan. 23, 1833. Josiah L. Foster, William Stanley, 3d, William Dodge, Josiah Foster, 3d, Ezra Batcheldor, all of Beverly, owners; Thomas Small, master.

FALCON, of Steuben, sch., 140 tons; built Steuben, Me., 1841; length, 78 ft. 6 in.; breadth, 22 ft. 10 in.; depth, 9 ft.; billet head. Reg. July 5, 1848. Daniel Godfrey, L. Smith, John Boynton, all of New York, E. Whitaker, George Whitaker, both of Goldsboro, Me., Benjamin Godfrey, Henry D. Leighton, James Moore, jr., Henry D. Moore, Almond Leighton, all of Steuben, Me., Ivory J. Parrott of Cherryfield, Me., owners; Ivory J. Parrott, master.

FALCON, barque, 509 tons; built Newburyport, 1851; length, 137 ft. 7 in.; breadth, 28 ft. 4 in.; depth, 14 ft. 2 in.; billet head. Reg. Dec. 30, 1851. John E. Lodge of Boston, George W. Jackman, jr., owners; George W. Jackman, jr., master.

FAMA, brig, 131 tons; built New Castle, Me., 1833; length, 76 ft. 5¾ in.; breadth, 21 ft. 5½ in.; depth, 9 ft. 1 3/6 in.; billet head. Reg. Oct. 12, 1835. Charles W. Storey of Newburyport, William Scull of Philadelphia, owners; William Callagan, master.

FAME, sch., 84 tons; built Newbury, 1791; length, 65 ft. 9 in.; breadth, 19 ft. 10 in.; depth, 7 ft. 6 in. Reg. Apr. 25, 1791. William Coombs, owner; Solomon Haskell, master.

FAME, sch., 29 tons; built Bradford, 1797; length, 40 ft. 4 in.; breadth, 14 ft. 8 in.; depth, 6 ft. 1½ in. Reg. Mar. 6, 1798. Benjamin Lunt, jr., Joseph Lunt, Benjamin Leigh, owners; Benjamin Lunt, jr., master.

FAME, brig, 83 tons; built Newbury, 1800; length, 63 ft. 11 in.; breadth, 19 ft. 6½ in.; depth, 7 ft. 9¼ in. Reg. July 13, 1801. John Carlton, John Berry Titcomb, owners; Andrew Davis, master.

FAME, ship, 254 tons; built Amesbury, 1800; length, 87 ft. 8 in.; breadth, 25 ft. 11 in.; depth, 12 ft. 11½ in.; figure head, man. Reg. Dec. 18, 1800. Nathaniel Long of Amesbury, Edmund Freeman, owners; Edmund Freeman, master.

FAME, sloop, 51 tons; built Duxbury, 1803; length, 55 ft. 8 in.; breadth, 18 ft. 3 in.; depth, 6 ft. Reg. Aug. 1, 1809. Benjamin Lunt, Tristram Lunt, Joseph Lunt, Enoch Lunt, all of Newbury, owners; Tristram Lunt, master.

FAME, sch., 110 tons; built Haverhill, 1804; length, 72 ft. 6 in.; breadth, 22 ft. 3 in.; depth, 8 ft. Reg. Dec. 29, 1804. William Davis, John Pearson, owners; Jeremiah Young, master. Reg. Nov. 28, 1805. William Davis, John Pearson, owners; Jeremiah Young, master. Reg. Aug. 15, 1806. John Pearson, William Davis, owners; William Davis, master. Reg. June 19, 1807. John Pearson, William Davis, owners; Jonathan Titcomb, jr., master. Reg. Dec. 21, 1810; altered to a bgtne., 156 tons. William Davis, owner; Daniel Dennis, master. Reg. July 21, 1815. William Davis, owner; Augustus Ryan, master. Reg. Oct. 21, 1816. William Davis, owner; William Davis, jr., master. Reg. Dec. 30, 1819. William Davis, owner; Abel Coffin, master. Reg. Jan. 9, 1821. William Davis, owner; Henry Griffin, master. Reg. Nov. 19, 1821. William Davis, owner; Henry Griffin, master. Reg. Dec. 23, 1822. William Davis, owner; Henry Griffin, master. Reg. Jan. 5, 1824. John Merrill, owner; Lewis Folsom, master.

(*To be continued*)

BOOK REVIEWS

Gardner Memorial. A Biographical and Genealogical Record of the Descendants of Thomas Gardner, Planter, through his son Lieut. George Gardner. Compiled and arranged by Frank A. Gardner, M.D. 1933. 295 pp., octavo, cloth, illus. Privately printed, Salem, Massachusetts.

Dr. Gardner, who is a genealogist of ability and accuracy, has extended in this volume the record of the descendants of the George Gardner branch of this distinguished family, which was not included in his previous work on the Salem Gardners. Especially it traces the descendants of Samuel Pickering Gardner, who removed from Salem to Boston in 1793. The fact that many of these later descendants have attained eminence in many branches of endeavor has made it desirable that their records be preserved. Therein may be found the life stories of many leaders in the varied learned professions, in maritime and financial lines, in church, state, and military endeavors, and in art, music and extensive philanthropies. This volume may be said to be as perfect an example of what a family genealogy should be as has been seen in many a year. The compiler's well-known method of arrangement, with its amazing amount of biographical material, gives a complete picture of this family through eleven generations. It is not like so many genealogies, merely a record of names and dates, for Dr. Gardner has exercised infinite pains in delving into source material for well-rounded sketches of the members of this family. The index is all that could be desired in a work of this sort, not only the page being indicated, but the genealogical number of the person as well. The book has numerous illustrations, and the typography is excellent, it being from the press of Newcomb & Gauss Co. of Salem.

The Smith of Smiths, Being the Life, Wit and Humour of Sydney Smith. By Hesketh Pearson, with an introduction by G. K. Chesterton. 1934. 336 pp., octavo, cloth, illus. New York and London: Harper & Brothers. Price, $3.00.

This is the first biography of the wittiest man of England of the early nineteenth century—the Rev. Sydney Smith,

whom Macaulay called "The Smith of Smiths." Born in Essex in 1771, he was educated at Oxford, and took orders in the Church of England. After serving as a country curate he went to Scotland, where he had a conspicuous part in the founding of the *Edinburgh Review*. G. K. Chesterton in the Introduction truly characterizes Smith as "a bubbling and boiling fountain of fancies and fun, which played day and night; and I doubt if any man in the modern world could have beaten him at that game; comic indeed, but of a sheer creative power." In the preface, Mr. Pearson happily devotes considerable space to an estimate of Smith as seen through the eyes of contemporaries. Probably no man had more devoted friends or more bitter enemies. The shafts of his satire often fell with telling effect. Sir Walter Scott said, "You can't say too much about Sydney." Lord Byron called him "The loudest wit I e'er was deafened with." Thomas Moore told that "Sydney at breakfast made me actually cry with laughing. I was obliged to start up from the table." Abraham Lincoln was one of his warmest admirers, and Queen Victoria "used to go into fits of laughter at the sayings of Sydney Smith." As editor of the *Review*, he, more than any of his contemporaries, was responsible for securing the emancipation of the Catholics. This biography is amusing from cover to cover, and after reading it, one is not surprised that Charles Dickens remarked, "I wish you would tell Mr. Sydney Smith that of all the men I ever heard of and never saw, I have the greatest curiosity to see and the greatest interest to know him."

LAFAYETTE, A REVOLUTIONARY GENTLEMAN. By Michael de la Bedoyere. 1934. 316 pp., octavo, cloth, illus. New York: Charles Scribner's Sons. Price, $3.00.

The author of this new biography of Lafayette is an Englishman with some French ancestry, whose purpose in writing the book was to show the great importance of the relations between the two great revolutions of the eighteenth century, Lafayette being the link between them. The average American knows Lafayette only as the general who came over from France to help us fight the British in 1777. In this book we get not only this phase of his career set forth in a concise and illuminating manner, but we have the story of his later life, when he was for a time the most powerful figure in revolutionary France. He had the opportunity to

clinch Napoleon's downfall, and he came back after twenty-two years of retirement to take the lead in the revolution that put Louis Philippe on the throne. The first part of the volume is given over to the story of how the young nobleman was inspired to take up the cause of the colonists—he was but twenty years of age when he received his commission in the American army—his acquaintance with our agents in Paris, his dislike of the English, and his democratic success in this country. His was a puzzling personality. He belonged to the *ancien régime,* was entirely out of his class and time, was still very much of the nobleman and thoroughly French in his nationalism. Returning to France at the conclusion of the American Revolution, at the age of twenty-five, he was hailed as the hero of two worlds. He found himself a citizen of the United States and a subject of the French King, and his loyalty to this country and to Washington in particular often in later years drew from the French derision and sneers. In fact, during some of his darkest hours, he seriously considered removing with his family to Hartford, Connecticut, where he owned some land. He was an ardent exponent of American principles and urged their acceptance in France, as far as compatible with their form of government. His tour through this country in 1824 was a triumphal march and was as balm to the spirit of a man who had been receiving in his native land so much abuse and calumny. This book comes at an opportune time, the centennial of the death of Lafayette, and should have a special interest.

My Great-Grandfather's House in Exeter, New Hampshire. By James Emery Brooks. 1032. 59 pp., octavo, cloth, illus. Privately printed. Address the Author: Glen Ridge, New Jersey.

This interesting volume contains genealogical and biographical material relating to the Samuel Brooks and allied families. Samuel Brooks was born in Medford, Massachusetts, and from his brothers descended Rev. Charles Brooks, the historian, Peter Chardon Brooks, the Boston merchant, and Bishop Phillips Brooks. Other families included are Pike, Emery, James, Giddings, Thompson, etc. A family register traces the various descendants to the present time. There is also a plan of the central part of Exeter, showing locations of houses, redrawn from Merrill's map of 1802, which is very useful. Recommended to genealogical libraries.

THE GIBBS FAMILY OF RHODE ISLAND and Some Related Families. By George Gibbs. 1933. 188 pp., octavo, cloth, illus. Privately printed. New York: The Derrydale Press.

This genealogy is a record of the descendants of James Gibbs and his wife Sarah, who settled in Newport and Bristol, Rhode Island, through George[2], George[3], Francis S.[4] and George.[5] This distinguished family intermarried with the Channing, Wolcott, Hosmer and other prominent families of that state and of Connecticut. The writer has been very successful in his project to gather and preserve family data, which was being rapidly dispersed, and to make a connected story. His efforts should be appreciated by the family generally, inasmuch as he has produced a handsome volume filled with interesting biographical material. The illustrations are beautiful photogravures, and include the Gilbert Stuart portraits of George Gibbs, and his wife Mary Channing Gibbs; of George Gibbs, 3d, and his wife (Laura Wolcott), the former by John Vanderlyn; Francis S. Gibbs and his wife (Eliza Hosmer); George Gibbs, 5th, the author; Oliver Wolcott, Sr., and his wife (Lorraine Collins), both by Earle; Oliver Wolcott, Jr., and his wife (Elizabeth Stoughton), both by Trumbull; Marianne Wolcott (Mrs. Chauncey Goodrich), by Trumbull. Family residences and heirlooms are also reproduced. A worthwhile volume, recommended to geneological libraries.

SAINTS, SINNERS AND BEECHERS. By Lyman Beecher Stowe. 1934. 450 pp., cloth, large octavo, illus. Indianapolis: The Bobbs-Merrill Company. Price, $3.75.

Seldom has it been given to one family to acquire the distinction that came to the Beechers during the nineteenth century. This biography by Mr. Stowe, who is a grandson of Harriet Beecher Stowe, tells the amazing story of Rev. Lyman Beecher and his eleven children in such a readable and absorbing manner that one reluctantly lays down the book at the last page. There is no attempt to extol their virtues unduly, nor to minimize their weaknesses, and consequently we have a series of well-rounded character sketches, amusing, instructive and altogether delightful. The father was a clergyman of the old conservative school, who succeeded sooner or later in having all but one of his sons ordained to the ministry, although some were inclined to be more liberal and others almost radical in their beliefs. They all had

strong wills and were fearless in their support of principles which they believed to be right. The father was a pioneer in the Ohio country, as were two of the sons. There were pastorates there and in Boston and Hartford. But the Beechers were never merely pastors. Lyman was a teacher, a reformer, a theological professor, and a near heretic, as the author depicts him, an anti-slavery sympathizer although not a Garrison abolitionist. Catherine swung away from orthodoxy and as an educator helped make education possible for American women. Henry Ward and Harriet hated intemperance and slavery; the former as a preacher in Brooklyn made the Plymouth Church famous throughout the country, and the latter by her writing of "Uncle Tom's Cabin" and thirty-two other books, besides numerous magazine articles. William Henry was a country parson. Edward had charge of Illinois College, which was established by students of Yale for the promotion of religion. Charles was the real scholar of the family and curiously enough was a musician of ability. Thomas K. established the first institutional church in America at Elmira, N. Y. Isabella, the youngest daughter, was prominent in the suffrage crusades. James was a soldier and sailor. Mary Foote, wife of Thomas C. Perkins, was the only "purely private" member of the family.

The chapter relating to Henry Ward Beecher and his famous trial is particularly enlightening, coming from the pen of a member of the family, and there are amusing anecdotes of Harriet Beecher Stowe, whose propensity for doing as she pleased might account for the fact that she was "not received in the best society in Boston." It is related that on one occasion, when she was being entertained at the Claflin's in Newton and many distinguished people had been invited to meet her, she suddenly disappeared. Search was made and she was found in her bedroom about to retire for the night, on the pretext of a headache. No amount of persuading could induce her to change her mind. Mrs. Stowe was for many years a resident of Andover, Massachusetts, where her husband, Prof. Calvin E. Stowe, taught in the Theological School and where both are buried. Theodore Parker said that Dr. Beecher was "the father of more brains than any other man in America," and those brains were used along lines which he laid down.

ALICE JAMES. HER BROTHERS. HER JOURNAL. Edited, with an Introduction by Anna Robeson Burr. 1934. 253 pp., octavo, cloth, illus. New York: Dodd, Mead & Company. Price, $2.50.

Alice James was the sister of Henry, William, Bob and Wilkey James, and daughter of the philosopher, Henry James, who was such a figure in the literary life of the nineteenth century. Alice was an invalid from the age of sixteen years, and she died in 1892, at the age of forty-four in England, where she had made her home for a few years. That she was endowed with the family talent of writing is evident from her journal, which is now published for the first time. Had her health not failed, there is little doubt that she would have risen to as great heights as her distinguished brothers. Miss Katharine Peabody Loring, an intimate friend, in the autumn of 1889, went to England to be near her, and remained a member of the household until Miss James' death. Much of the latter part of the Journal, which covers the years 1889 to 1892, was dictated to Miss Loring. The pages are filled with wit and satire, and although written for her own diversion, Miss James made so many comments on the English mind and on the events and celebrities of the time, that it is exceedingly good reading from every point of view. Her comments on Miss Loring as one of the "Peabody Lorings," in contradistinction to another family of the same surname, is one of the amusing bits, as are her anecdotes of Holmes, Lowell, Gladstone, Browning, Bernhardt, Arnold, and Queen Mary. Miss Burr, in the introduction, devotes the first half of the book to sketches of the James' family life in Concord, Massachusetts, and Newport, Rhode Island, as well as to James' correspondence hitherto unpublished. An index would have added to the usefulness of the volume.

DESCENDANTS OF THOMAS FOX OF CONCORD, MASSACHUSETTS. Compiled by George Henry Fox, M. D. 1933. Address: 145 East 54th Street, New York City.

Five mimeographed books, arranged in useful form, containing data of descendants of sons of Thomas; Eliphalet Fox of Concord; Jehiel Fox of Canaan, Hoosick Falls and Chester, N. Y.; John Fox of New London, Conn.; Isaac Fox of Medford Mass., and New London, Conn.; and Samuel Fox of New London, Conn. Five generations are traced in each family. This is a commendable method of publishing a genealogy with a minimum of expense. Recommended to genealogical libraries.

THE CHINESE, THEIR HISTORY AND CULTURE. By Kenneth Scott Latourette. 1934. 2 vols., 506 + 389 pp., octavo, cloth, map. New York: The Macmillan Company, Price, $7.50.

Dr. Latourette, who is professor of Missions and Oriental History at Yale, has made a great contribution in these volumes toward the understanding of the Chinese people. Here in one comprehensive book is a full account and interpretation of their history and civilization, summarizing all our knowledge concerning them, both old and new, and portraying the various features of Chinese life in their relative importance as moulders of the nation. The Chinese, with a population of about four hundred million, have developed their political and social institutions, their philosophy, and their economic life with fewer contributions from without than any of the great powers. In literature and art, also, the Chinese have been leaders. The changes that are being experienced in the Orient today will have their effect in the years to come, and no one at this time can predict the outcome. Dr. Latourette considers that an understanding of the Chinese is of the utmost importance today for Europe and America. This is a work that will be read with profit by all who are interested in the Far Eastern question, and there is no one more competent to write upon the subject than Dr. Latourette. The chapters on missions, as might be expected, are very full, as are those on politics. He has given us not so much on other aspects, especially art, but enough is provided to obtain the main facts. A timely book of great merit.

FORM OF BEQUEST

I give, devise and bequeath to the Essex Institute, a corporation duly incorporated in the Commonwealth of Massachusetts, and located in the City of Salem, in said Commonwealth, ...

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ANNUAL REPORT

OF

THE ESSEX INSTITUTE

FOR THE YEAR ENDING

May 1, 1934

WITH

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SALEM, MASS.
PRINTED FOR THE ESSEX INSTITUTE
1934

Printed by
Newcomb & Gauss Co.
SALEM, MASS.
1934

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ESSEX INSTITUTE

May, 1934 — May, 1935

PRESIDENT

WILLIAM CROWNINSHIELD ENDICOTT

VICE-PRESIDENTS

Stephen Willard Phillips	Term expires May, 1938
Henry Davis Sleeper	Term expires May, 1937
John Frederick Hussey	Term expires May, 1936
Lawrence Waters Jenkins	Term expires May, 1935

COUNCILLORS

Term expires May, 1938

William Ezra Northey
George Swinnerton Parker
William Osborne Safford

Term expires May, 1937

James Duncan Phillips
Josiah Foster Smith
Richard Hall Wiswall

Term expires May, 1936

William Dismore Chapple
Claude Moore Fuess
Willis Henry Ropes

Term expires May, 1935

Thomas Henry Billings
Philip Little
Augustus Peabody Loring, Jr.

SECRETARY

Howard Corning

TREASURER

Chester Francis Voorhees

LIBRARIAN

Harriet Silvester Tapley

COMMITTEES AND CURATORS

OF THE

ESSEX INSTITUTE

MAY, 1934 — MAY, 1935

FINANCE COMMITTEE

THE PRESIDENT, *Chairman, ex-officio*

William Dismore Chapple — Stephen Willard Phillips
John Frederick Hussey — Josiah Foster Smith

BUDGET COMMITTEE

James Duncan Phillips, *Chairman*

George Swinnerton Parker — Richard Hall Wiswall

LIBRARY AND PUBLICATION COMMITTEE

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Howard Corning — Lawrence Waters Jenkins

LECTURE COMMITTEE

Josiah Foster Smith, *Chairman*

Ralph Cowan Browne — William Osborne Safford

HOUSE COMMITTEE

John Frederick Hussey, *Chairman*

Lawrence Waters Jenkins — William Ezra Northey

MUSEUM COMMITTEE

Lawrence Waters Jenkins, *Chairman*

John Frederick Hussey — James Duncan Phillips

COMMITTEE ON PRESERVATION OF PEIRCE-NICHOLS HOUSE

John Frederick Hussey, *Chairman*

Willis Henry Ropes — Stephen Willard Phillips

COMMITTEE ON RELATIONS WITH THE PEABODY MUSEUM

William Ezra Northey, *Chairman*

William Oliver Chapman — Stephen Willard Phillips

COMMITTEE ON RECEPTIONS

Mrs. Henry Perkins Benson, *Chairman*

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Mrs. Howard Corning
Mrs. George Francis Dow
Mrs. William Crowninshield Endicott
Mrs. John Frederick Hussey
Mrs. Lawrence Waters Jenkins
Mrs. Philip Little
Mrs Henry Lowell Mason
Miss Marion Winchester Nichols
Mrs. William Ezra Northey
Miss Elizabeth Stuart Osgood
Mrs. George Swinnerton Parker
Mrs. James Duncan Phillips
Mrs. Stephen Willard Phillips
Miss Harriet Charlotte Rantoul
Mrs. Josiah Foster Smith
Mrs. Richard Wheatland
Mrs. Alden Perley White
Mrs. McDonald Ellis White

CURATORS

Curator of Art—Philip Little
Curator of Manuscripts—Lawrence Waters Jenkins
Curator of Museum—Howard Corning
Curator of Music—Joshua Phippen
Curator of Numismatics—Willis Henry Ropes

EDITOR OF PUBLICATIONS

Harriet Silvester Tapley

ADDRESS OF THE PRESIDENT.

At the last Annual Meeting our late beloved President, Alden Perley White, presided, and was also present on the following day at the opening of the David Pingree House. Little did we think at that time his end was so near. His personality was a marked one. His intellectual attainments and his love of art, of music, and of literature was great; his sense of justice, his love of his fellowmen and his keen sense of humor never failed. In fact he had all those qualities which endeared him to everyone who knew and admired him. I am afraid that he wore himself out with the affairs of life, for he never spared himself, either in his professional career or in the daily calls made upon him. As President of the Essex Institute he did his work preeminently well, and under his régime the Institute prospered. I am glad that we possess a fine bronze bust, made in 1923 by Mrs. Nathaniel Horton Batchelder, née Evelyn Beatrice Longman, which will perpetuate his strong intellectual face which impressed his own generation and will impress those to come. In July, 1933, on a lovely summer day, his remains were laid at rest. His funeral took place in the Tabernacle Church in Salem—filled to the doors with relatives and friends anxious to pay final tribute to his memory. It was one of those extraordinary occasions where one had little sense of death and where the general feeling was that Death had been swallowed up in Victory. His personality seemed to pervade that Church.

Some twelve hundred dollars has been raised by friends of Judge White as a gift to the Essex Institute, to create a Memorial Fund, the income of which is to be used in the purchase of books for our library. I trust that members may feel like adding to this Fund from time to time, as I think with his interest in the Institute no Memorial could be more fitting and more agreeable to him.

No event of great interest has happened during the past year. Each member of the staff of the Institute does his best to increase the efficiency of the work. Our Secretary, Howard Corning, has shown his continued in-

terest and ability in administering the varied affairs of the Institute. We are indeed fortunate to have him with us.

Our membership is far below what it should be. I again urge everyone present to propose the names of possible new members: either life members who pay $75, and no further dues; sustaining members who pay $10 a year; contributing members who pay $5 a year; active members who pay $3 a year; and corresponding members, who pay nothing but add to the distinction of our membership. The following table shows that our membership from death and resignations has been reduced by 80:

Members	1933-1934	1932-1933
Life Members	96	96
Sustaining	90	114
Contributing	75	89
Active	539	564
Corresponding	1	18
	801	881

During the year 12 members have died and 22 members have withdrawn, and 36 have been dropped for nonpayment of dues. Transfers have been made, 2 from Sustaining to Contributing, and 3 from Sustaining to Active. 37 members have been added this year and 20 last year. It was in 1930 that we had our largest membership, 970 in all. In the County of Essex, scattered through the various cities and towns we ought to have several thousand people who would be willing to pay $3 a year for the privilege of belonging to the Institute, which serves the whole county, and is known not only here but in foreign lands.

The David Pingree House was a wonderful gift and our gratitude to the donors is very deep and very lasting. It was one of those gifts which you hear about but which when made seems almost too good to be true. As you know, the house was built in 1804 by John Gardner, who married Sarah West, daughter of William West and Sarah Bickford, his wife. In 1811 he sold the house to

Nathaniel West; in 1814 Nathaniel West sold the house to Joseph White, and in 1834 the Estate of Joseph White sold the house to David Pingree, Senior. David Pingree, Junior, who was for a long time one of our honored Councillors, was born and died in this house. In the middle of the last century individuals as well as architects were anxious to improve old houses by modernizing them. The Pingree house was no exception to the rule. Some of the handsome old carved wooden mantelpieces were taken out and replaced by marble ones. The railing and balustrade on the staircase, which had been designed by McIntire, were pulled out and were replaced by a handsome mahogany railing and balustrade with a very elaborate newel post. Fortunately the wooden mantelpieces were stored in the garret, and pieces of the staircase railing and balustrade were kept, so that the mantelpieces can be replaced and the railing and balustrade in the hall can be copied. Otherwise the house was not much mutilated. Now the Council of the Institute are restoring the house as far as they can, but until that is properly done the house has been closed, for the reason that when the work is finished people will appreciate the great beauty of the house much more than if they had seen it either before or after restoration. No museum in the country has a finer specimen of a McIntire house. When it is finished in the proper manner, with mirrors, pictures, furniture, glass, china and silver,—many beautiful specimens of which belong to our Museum,—I am sure that the David Pingree House will add much distinction and fame to our Museum, as well as added interest to those who visit Salem.

The finances of the Institute have been well managed by an able Treasurer and an able Finance Committee, who have given much thought and time in considering the various problems one has to face, particularly in these trying days. In examining the Report of the Treasurer you will notice that the deficit is $2,080.46 for the fiscal year; that the income from our investments is about the same as the preceding year, due somewhat to the investment of new principal, and that the General Expenses were somewhat greater than was expected, but this condi-

tion will always be with us, as it is difficult if not impossible to estimate what may or will happen.

Many years ago, when I had the honor of being your President, the question of preserving and restoring the old Market House or Town House was being considered. At that time I urged all members of the Institute to take an interest in the question and do all in their power to save the building. I hope we as a body had some influence in the recent restoration. I shall ask you to pass a vote expressing to his Honor the Mayor of the City and other members of the City government sincere congratulations upon the restoration of the building, which has been done in a perfect manner by the well-known architect, Philip Horton Smith. The restored Town House is a great addition to our historical buildings. My friend, Stephen Willard Phillips, at a recent meeting of the Council drew attention to the fact that the newly-restored building had been referred to by the press and some individuals as the City Hall Annex. Do not ever call it that —call it what it really was named originally, the old Market House, or the Town House; though as the building has been now restored the latter name would seem to be more appropriate than the former.

The City can do another very important restoration. Save Derby Wharf as a park. Some years ago money was raised to purchase the wharf, with the intention of deeding the wharf then to the City, but the City did not consider it possible at that time to accept the gift and the money subscribed was returned to the donors. The wharf should be restored as it was in the days when the Derby ships sailed the seas, thus creating a typical example of how wharves were built when Salem was a great commercial center. Use your good influence to bring this about. Recreation grounds could be furnished near Derby Street, and a public Landing Stage, which is much needed, could be built at or near the end of the wharf. As I said in one of my annual addresses: "Modern needs are pressing, but when a town has a history of nearly three hundred years no drastic changes should be made to mar its ancient buildings unless in extreme cases."

REPORT OF THE SECRETARY

Last year, owing to the fact that the Pingree House was to be shown for the first time the following day, the attendance at the annual meeting was small. Perhaps I have relied too much on this fact, but it seemed to me a good idea, if possible, to hold our annual meeting in our own building, despite the friendly offices of the Peabody Museum. I hope you are not too crowded.

This room in which you have gathered has been cleared of most of its material and is now available for meetings or exhibitions. One of our exhibitions of last year was our collection of Rogers groups and this lasted through the summer. It certainly was a satisfactory exhibition, because numberless people came to see it and people who had heard of it and not seen it wrote us from all over the country. A good many of these were offers to sell, but as we then had the largest collection of these groups in the country, it was rather difficult to find one we wanted. We have, however, added two groups, one of which is unique, being a model for a proposed statue of General Stark, to be erected by the State of New Hampshire in Statuary Hall in Washington. It was never accepted, was given by Mr. Rogers to one of General Stark's descendants, and you may see it in the front window of the hall in which this meeting is being held. It is a very spirited and satisfactory piece.

The only other exhibition this year was an Exhibition of Stencils and their application in decoration. We are greatly indebted to Miss Janet Waring, of Yonkers, N. Y., and Monterey, Mass., for lending us her collection. Miss Waring is an expert and an authority in these matters, having studied under some of the old craftsmen. Curiously enough, the stencils which Miss Waring loaned, and which she found in New Hampshire, were the property of a Salem man by the name of Eaton. The exhibition was supplemented by pieces of furniture marked with the original stenciling and loaned by various friends. Miss

Waring also loaned us four wall panels illustrating a very prevalent mode of decoration before the use of wall paper and these panels were made from original stencils which were also shown. Miss Waring's collection was supplemented by a collection which Mrs. George S. Parker kindly obtained for us from Peterborough. This is only the second exhibition of this kind of work and I hope most of you saw it.

This room is being used for meetings of those clubs which specialize in some particular hobby. The Rushlight Club met here last winter. We are expecting this month a meeting of the Clock Club, and at some future date the Pewter Collectors' Club. I have also extended an invitation to the Boston Numismatic Society, which will meet here some time next fall. We will be glad to extend our facilities to members of any other organizations who are interested in our exhibits.

Speaking of coins, Willis H. Ropes has given a great deal of time and energy this past winter to arranging our collection, which is now in excellent order. We are very much indebted to him for his interest and perseverance.

From Miss Tapley you will hear in detail about the library and our publications. We are publishing the last of the vital records. The state subsidy was withdrawn. We had committed ourselves to quite an expense and it seemed better to recover part of it rather than let the manuscripts lie in our files.

Last July the directors decided to send the Historical Collections to all members. This also increased our expenses somewhat, but it, I hope, is increasing the interest of the members in what we are doing, and I trust may be continued.

Through the generosity of James Duncan Phillips we are publishing the Marblehead town records, and I am in hopes that the Institute may continue this valuable work with other towns and societies.

Our manuscript collection is growing steadily and we have had some important additions. I hope that before long we may be able to publish a catalogue of our collec-

tion and be able to make this very valuable material available to students.

We have made one great stride towards this in the last two months and the work is continuing for at least another month. Through the ability and interest of Mayor Bates we were able to have eleven workers assigned to us on the CWA project, who are opening up and putting in order the Custom House records now in our custody. All of these records were practically as they came to us, tied up in bundles and, of course, hard to get at. These have all been opened, the papers put chronologically in order and boxed, labelled and put upon shelves.

In addition we were also assigned workers to enable Dr. Frank A. Gardner to put in order his very valuable information on the citizens of Salem who took part in the French and Indian and in the Revolutionary wars. Dr. Gardner has been working on this for thirty years, and we are fortunate to be able to have him put his extensive knowledge in condition for publication. Only part of the work is done, about 25 per cent, I should say, but I am in hopes that it may be continued until it is all in order.

Under the PWA we were assigned an artist who has assisted in a catalogue of our portraits. The first installment of this catalogue appears in the current number of the Historical Collections and is a valuable document. It is being published through the generosity of Stephen W. Phillips. In addition to writing a description of the portraits for this catalogue, F. Waldo Murray, the artist in question, has cleaned and varnished a number of our pictures and the thorough overhauling has resulted in our finding a number of very interesting pictures which had been forgotten. Mr. Murray has also copied three portraits of the Orne family, now owned by Robert Saltonstall, through whose courtesy we were permitted to have these copies made. I am in hopes that Mr. Murray's skill may be used in further copying.

Two young artists were also assigned, who are producing a miniature historical model. Some of you may have seen at the Concord Antiquarian House a reproduction of

the Battle of Concord Bridge. It occurred to me that such a reproduction would be interesting here, and these young men are reproducing the famous Leslie's retreat, based on the picture which has been in the Institute for some time. This type of pictorial representation is being used a great deal in the big museums and I think a few added here in Salem will be of great educational value.

Pursuant to a vote of the board of directors we are completing the necessary improvements in the Pingree House, such as restoring the old stair rail and taking out modern fireplaces and painting and papering the upper hall. William G. Rantoul is giving a great deal of his time to seeing that the restorations are as they should be. Some time in June the house will be opened again, and with the addition of suitable hangings which have been loaned or donated, I trust it will please you all.

We had an interesting and successful lecture course this winter. This course had been outlined by Judge White, and after his death was taken over by Rev. Thomas H. Billings, and due credit should be given him for its successful season. The lecture course follows:

Dec. 4, 1933. Dr. Henry Lefavour, ex-President of Simmons College, "The Development of Simmons."

Jan. 15, 1934. Mr. Charles H. Taylor, Vice-President of the American Antiquarian Society, "Jacob Perkins, Inventor."

Feb. 12. Sir Herbert Ames. "The Polish Corridor."

Mar. 19. Dr. Claude E. Fuess, of Phillips Academy, Andover, "The personality of Calvin Coolidge."

Apr. 23. President Mary E. Woolley, of Mt. Holyoke College, "Present Situation at Geneva."

There has only been one change on our staff, due to the death of Miss Sweet. I cannot say too much about the interest and enthusiasm with which everybody has co-operated to keep the Institute at a high level.

Our membership this year is as follows: Active 539, contributing 75, sustaining 90, life 96, and corresponding 1; total membership, 801. This is a reduction of 80 from last year. I think, on the whole, we have been very fortunate in retaining so many. Another indication

of the sustaining interest is the fact that the visitors to the museum this year gained over last year. To be sure the gain was only 14, being 13,837 for this year, against 13,823 last year, but anything in the nature of a gain should not be overlooked in these times.

The list of gifts during the year will be published in the annual report. It is too long to read now. We have received a large number of interesting and valuable objects from all over the country, which have been duly acknowledged. I wish, however, to express publicly thanks and appreciation for the gifts and loans, both large and small.

Respectfully submitted,

HOWARD CORNING,
Secretary.

REPORT OF THE LIBRARIAN.

The importance of the Library as an historical reference and research treasure house has been brought most forcibly to our attention this past year. We have been visited by probably the greatest number of workers along these lines in our history. The variety of their interests is noteworthy. At the risk of being tiresome, it may be significant of the breadth and diversity of the Library to give some idea of the subjects involved.

One desires information on American shipping to the Mediterranean before 1812; another on the life of Lafayette; a physician is writing of the devastating epidemic of throat distemper in Essex County, 1735-1740; a student from the University of Edinburgh asks about the business of the Hancocks, John and Thomas; another from New Jersey is writing of the relations of the United States government with the American Indians; early Mormon Temples interests one young man from Brooklyn, N. Y.; a member of a Roman Catholic brotherhood asks for access to witchcraft manuscripts; a staff member of the New York Zoological Society is seeking whaling data; a medical student is obtaining an historical background for a sanitary survey of Salem; records relating to the old China trade are sought for college dissertations, as are the subjects of shipbuilding in the State of Maine, and Salem merchants of the seventeenth century, together with biographies of Celia Thaxter, Hugh Peter, William Oakes and Rev. Joseph Emerson.

Others have come to us for New England diaries; sermons before 1700; for costume in America; examination of old seals on manuscripts; ancient fishing methods and markets; impressment for debt in the seventeenth century; mid-nineteenth century domestic architecture of the "gingerbread" period; early American horticulture; maritime history of New Hampshire; and material on early Indian raids, which was sought by a teacher in a Roman Catholic sisterhood.

There seems to be a revival of interest in the lives and works of Jones and Lydia Very, the nineteenth century Salem poets. Two writers from different parts of the country have been making studies, one especially concerning Jones Very's philosophy in his association with Ralph Waldo Emerson. A descendant of Noah Webster has been preparing a bibliography of her distinguished ancestor. From a western college comes an inquiry in regard to Thackeray's visit to America, which has a local connection.

It seems that when Thackeray was on a lecture tour in this country, some effort was made by a few Salem people to have him give a course of lectures here. The distinguished author wrote to William Wetmore Story that he would deliver a course in Salem for $1,000. Whereupon the interested group inserted a notice in the *Salem Gazette* in December, 1855, to the effect that the necessary amount must be subscribed at once at the rate of $3 for two tickets or $2 for a single seat, if the great man were to appear. As nothing further is reported, it is to be assumed that the sale of tickets languished.

The history and educational philosophy of early Massachusetts Academies, 1760 to 1830, was a subject upon which our manuscripts could give much appreciated assistance. Hawthorne is a never-failing source of interest to writers, and his theological, philosophical and political outlook has appealed to a professor in Boston University; also a well-known member of the faculty of Yale University found in our file of the *Salem Advertiser,* which, by the way, is unique in this country, much material for a study of the Great Romancer; and there have been renewed visits from Manning Hawthorne and Henry W. Longfellow Dana, great-grandson and grandson, respectively, of Hawthorne and Longfellow, who are collaborating on a new book on certain aspects of their ancestors' lives.

We have had, of course, the usual number of persons interested in the Quaker poet, who have come to examine our fine Whittier collection. Among new Whittier letters added is one written in 1881, referring to the part he

had in assisting Mr. Mireck with the "History of Haverhill." Mr. Corning has recently arranged with the Huntington Library in California for photostats of 380 Whittier letters, written mainly to his publishers, Ticknor and Fields.

Many friends have been generous to the Library the past year. Mr. Matt Bushnell Jones of Boston has sent us a fine collection of eighteenth century Americana, which is greatly appreciated. Mr. Stephen Willard Phillips is sponsoring the work of publishing a catalogue of our more than 400 portraits, covering the past three centuries, together with those owned by the Peabody Museum and those exhibited in other public buildings in the city. Mr. William Dismore Chapple has contributed toward the purchase of some valuable manuscripts, mainly returns of taxable property in Newburyport during the middle of the nineteenth century, which have proved useful in a study of manufactures following the decline of the shipping industry.

One of our most important acquisitions is a Revolutionary broadside printed in Salem by Samuel and Ebenezer Hall in 1774, at the time when the Provincial Congress was sitting in Salem. We were fortunate in securing this at a minimum cost, due to the good offices of Mr. Amos E. Jewett of Rowley. Mr. Jewett has also deposited in our Library a typed copy of letters and diaries of Leonard W. Noyes of Newburyport, a California pioneer, which is a remarkable collection of manuscripts relating to the activities of the forty-niners, and is considered the best California material, aside from the Sutter papers, that has ever come to light. In exchange of favors with the American Antiquarian Society of Worcester, we have secured five photostats of the broadsides of Jonathan Plummer, the Newburyport eccentric, making our set fairly complete.

Other manuscripts of interest and value received are: a Revolutionary orderly book kept by an English officer in New York during 1778 and 1779; Enos Reynolds' account, as an eye-witness, of Gen. Israel Putnam at the Battle of Bunker Hill; records of the Beverly Social

Library; ledgers of the *Salem Gazette* and *Salem Mercury,* 1833-1850, the gift of Rev. Henry Wilder Foote; and the usual number of log books and account books, which are always acceptable.

We have added quite materially to our China and Marine libraries. Our Hakluyt Society set has been nearly filled out, and the Naval Chronicle set is now complete. Many new titles have been added to our Essex County imprints, and we prize very highly the two volumes of "The Love Letters of Nathaniel Hawthorne," published by the Dofob Society of Chicago, which we have coveted for years, and which we were able to pick up at a very reasonable figure. It will be remembered that these letters were sold by Julian Hawthorne to Mr. W. K. Bixby of St. Louis, who sponsored the publication in an edition of only sixty-two copies.

From Mr. Richard Clarke Manning we have received many books and manuscripts which are, of course, most desirable on account of their connection with the Hawthorne family. There are letters and bills concerning the Salem and Lowell Stage business, and also an interesting collection of papers, including proprietors' records, relating to Raymond, Maine.

The number on our regular Library staff has remained the same during the year. Last summer we lost one of our associates in the passing of Miss Fannie N. Sweet, who was an efficient assistant, and who bravely struggled against an illness of several years' duration. To fill the position made vacant, we have been fortunate in securing the services of a trained cataloguer, Miss Sylvia Stuart, a graduate of Simmons College and Library School. This year we have completed a catalogue of books on the Civil War, and are now giving our attention to our large collection of juveniles, of which we have nearly 4,000 volumes.

Several unusually large collections of manuscripts have been received the past year, notably the Hale papers, covering the activities of this Newburyport family in the eighteenth and nineteenth centuries in shipping and other interests; and the Little papers, also from a distinguished

Newburyport family. The latter is the most important collection of family papers that has found its way here for a long time. Col. Moses Little and his son Col. Josiah Little were concerned with the so-called Pejepscot settlements in western Maine, the former as one of the proprietors and the latter as agent, from about 1750 to the first quarter of the nineteenth century. The collection comprises proprietors' records and valuable plans of the townships, with hundreds of letters and bills in relation thereto. These manuscripts should be consulted by anyone preparing a history of that section of Maine.

During the past year hundreds of family papers have been arranged and placed in manuscript boxes, and in connection with our account books, thousands of business papers have been similarly treated. Our very large collection of Price Currents has been arranged chronologically and is now available. The Pingree papers and account books have been another valuable accession. This collection consisted of eight chests relating to early nineteenth century shipping, and later railroad and other industrial interests, particularly the lumber business. These papers also have been arranged in boxes and are available for research purposes.

The greatest find among our own uncatalogued manuscripts has been one of the deeds by which Sir Edmund Andros conveyed land in the Colony to one of his henchmen in 1687. This deed is elaborately engrossed on parchment with the Andros seal appended at the bottom. The seal is three inches in diameter and is protected by a metal box. It is in a very good state of preservation and is believed to be the only one yet discovered in this country.

The greater part of the last summer was spent in sorting duplicate newspapers, and as a result we find that we have hundreds of volumes of Salem and Boston papers —several very good runs—which have some monetary value. This is an accumulation of a hundred years and it gives us great satisfaction to have accomplished at last, with much strenuous labor, this very necessary piece of work.

To all members of the staff much praise should be given for their continued devotion to the work of the Institute. That so much has been accomplished is due in large measure to their co-operation and loyalty. We look forward with confidence to still greater achievements in the year to come.

The additions to the Library have been as follows:

	Volumes	*Pamphlets*	*Serials*
By donation and exchange	1,037	1,800	2,131
By purchase	524	300	772
Total accessions	1,561	2,100	2,903

Respectfully submitted,

HARRIET SILVESTER TAPLEY,
Librarian.

REPORT OF THE BUDGET COMMITTEE

To the Board of Directors

Gentlemen:

During the year just passed, the income from all sources showed a deficit of $2080.46. We have prepared an itemized Budget, which gives the smallest amount with which it seems possible that the Institute can get along. Your Budget Committee is sorry to reduce the expenditures to this extent, but unless we can devise methods of raising additional funds, even with these figures there will be a deficit of $2552 next year.

We have reduced the General Corporation expenses $100 to $8100. The Building and Grounds expenses have had to be increased $1000 to $7477, because our big insurance premiums come in this year. Our Library Expenses less the amount received from the Special Funds have been reduced to $3990. The Museum expense has been left at $800. For Museum Objects a nominal appropriation of $100 is recommended. The Publication Department has a substantial income of its own from sales, etc. This year its net debit was $836. Next year, for various reasons connected with receipts from the Vital Records and similar expenses connected therewith, it will probably come through with a debit of $265, which is recommended. The care of the Ward House is placed at $700, and the maintenance of the Pingree House at $595.

We began the year 1933 with a balance on hand of $1320, of which $372.07 was transferred by vote of May 8th to the Peirce-Nichols Fund, leaving a balance of $948.78. Deducting this from our deficit leaves a net deficit in our cash account of $1131.68. In other words, unless we had that amount of cash on hand we should borrow that amount of money from the bank. Instead of that, we are to all intents and purposes borrowing it from our Special Restricted Funds, for the restricted funds show an unexpended balance of $4304.34, from which we have over-expended for other special funds

$1703.11, and also a net deficit for the year of $1131.68, so we have actually drawn from unexpended balances of special funds which are restricted and must be replaced, $2869.79, and even from this source we only have a balance left a little more than $100 in excess of our balance of last year, and on May 1st next year, if no funds are raised, we shall be borrowing $1100 from the bank.

It is years since the Institute has accomplished so much with so little money. In the opinion of your chairman its publications and library work are the most important of its activities and those which are most likely to bring it greater national repute, and consequently, outside funds. It is unfortunate to have to cut down the appropriations for these activities, and we believe an effort should be made to increase our resources this coming year. There appear to be four ways of doing this: (1) Some slight increase in income from our invested funds; (2) an increase in membership and a request to members to step up into the contributing class; (3) a definite appeal for gifts, as, for instance, for twenty-five $100 a head underwriters; and (4) some definite entertainment or other plan for the raising of money.

It should be made perfectly clear that we already owe our special funds $2869.79 which should be repaid now. Receipts from four special funds are overdrawn, namely, the Natural History Fund, the Museum Objects Fund, the Codman Vital Records Fund, and the Probate Records Account. All are being slightly reduced by sales or other receipts, but it will take at least twelve years to clean up the Natural History Fund, and three times as long as that to wipe out the Probate Records Account, at the present rate of sales.

Respectfully submitted,

James Duncan Phillips

REPORT OF THE TREASURER

EXHIBIT A

CONDENSED BALANCE SHEET

April 30, 1934

ASSETS

Cash on hand and in Savings Banks—see Schedule 1	$64,683.53	
Bonds—Book value	215,092.74	
Stocks—Book value	194,686.22	
Mortgages	8,000.00	
Real Estate—see Schedule 4	192,437.28	
Cousins' Collection of Pictures	4,000.00	
Loan to Photograph Dept.	250.83	
Total		$679,150.60

LIABILITIES AND FUNDS

Funds—Principal and Income Restricted Schedule 5	$3,002.32	
Funds—Principal Invested, Income Restricted Schedule 6	131,337.41	
Funds—Principal Invested, Income Unrestricted—Schedule 7	137,333.33	
Funds—Principal and Income Unrestricted Schedule 8	406,042.99	
		$677,716.05
Income Funds		1,434.55
Total		$679,150.60

EXHIBIT B

INCOME — UNRESTRICTED

May 1, 1933 — May 1, 1934

Income from Investments:		
Income from Bonds	8,696.11	
Income from Stocks	4,477.67	
Income from Savings Banks	2,044.57	
Other Income from Funds, etc.	2.64	
Income from Mortgages	510.00	
		$15,730.99
Income from Restricted Funds—available for General Purposes:		
Unexpended Income—Derby Tomb Fund	21.93	
Miscellaneous Acct.—Restricted Funds	293.48	
Trustee Charges for handling certain funds	49.54	
		364.95
Donations—Unrestricted:		
James Duncan Phillips	250.00	
Claude M. Fuess	10.00	
George S. Parker	150.00	
J. Frederick Hussey	500.00	
		910.00
Other Income:		
Real Estate—78 Federal Street	177.85	
Miscellaneous Receipts	661.85	
Annual Dues	2,485.00	
		3,324.70
Total Income available for General Purposes		$20,330.64

EXPENSES

I.	General Corporation Expense	$8,205.12	
II.	Buildings and Ground Expense	6,411.02	
III.	Library Expense	4,274.89	
V.	Museum Expense	761.79	
VI.	Appropriation for Museum Objects	100.00	
VII.	Publication Department—Deficit	836.63	
VIII.	Ward House	750.00	
	Pingree House Expense	1,071.65	
	Total Expenditures of Unrestricted Income		22,411.10
	Deficit, year ending April 30, 1934		2,080.46
			$20,330.64

EXHIBIT C

CHANGES IN PRINCIPAL CASH

May 1, 1933 — May 1, 1934

RECEIPTS

Donations and Bequests:		
David Pingree Bequest	$10,000.00	
On account of Abbie C. West Bequest	2,500.00	
Balance Bequest Annie J. Spinney	750.00	
Balance Bequest Elizabeth Wheatland	194.55	
Additional Gift of Mrs. Ira P. Vaughan, "In Memory of Ira Vaughan"—making a total of $10,000	5,000.00	
Additional Gifts to John Bertram Memorial Fund	400.00	
Alden Perley White Fund	1,136.11	
		$19,980.66
Interest added to Savings Bank books and funded:		
Salem Savings Bank Book No. 10863, China Library Room Fund	40.95	
Salem Five Cents Savings Bank Book No. 13945, John James Currier Fund	8.49	
Salem Five Cents Savings Bank Book No. 28749, Building Fund	49.05	
Salem Five Cents Savings Bank Book No. 28755, Hamilton Church Silver Fund	3.66	
		102.15
Liquidation on stock Natl. Fabric & Finishing Co.		8.00
Transfer of Photograph Dept. Profit to Loan to Photograph Dept.		122.69
Payment by Frank Nowak of Mortgage		1,000.00
		$21,213.50
Balance Principal Cash, May 1, 1933		62,078.55
		83,292.05

DISBURSEMENTS

Securities Purchased:		
5,000 Bell Tel. Canada 5's, June, 1957	$5,037.50	
5,000 Penn. R. R. Co. 5's, 1968	5,225.75	
100 shares Lynn Gas & Elec. Co.	9,775.00	
Miscellaneous Cost, Securities	4.82	
		$20,043.07
Balance Principal Cash, May 1, 1934		63,248.98
		$83,292.05

SCHEDULE 1

CASH

April 30, 1934

Cash—Segregated to Funds, Principal and Income Restricted:		
Salem Savings Bank No. 10863	$1,201.17	
Salem Five Cents Sav. Bank No. 13945	248.36	
Salem Five Cents Sav. Bank No. 28749	1,445.08	
Salem Five Cents Sav. Bank No. 28755	107.20	
Cash, uninvested	.51	
		$3,002.32
Cash—Segregated to Funds, Principal Invested, Income Restricted:		
Uninvested Cash, Merchants Nat. Bank, Salem		1,632.77
Cash—Segregated to Funds, Principal Invested, Income Unrestricted:		
Overinvested Cash, Merchants Natl. Bank, Salem	(41.17)	
Salem Savings Bank No. 14097	4,837.91	
Salem Five Cents Sav. Bank No. 7812	4,473.85	
		9,270.59
Cash—Segregated to Funds, Principal and Income Unrestricted:		
Uninvested Cash, Merchants Natl. Bank, Salem, Mass.	8,843.30	
Andover Savings Bank, Andover, Mass., No. 41295	3,000.00	
City Five Cents Sav. Bank, Haverhill, No. 63545	500.00	
Salem Savings Bank, Salem, No. 48549	15,000.00	
Salem Five Cents Sav. Bank, No. 13791	15,000.00	
Salem Savings Bank, No. 41191	5,000.00	
Warren Five Cents Sav. Bank, No. 51686	2,000.00	
		$49,343.30
Total Principal Cash		63,248.98
Income Cash		1,434.55
		$64,683.53

SCHEDULE 4

REAL ESTATE

April 30, 1934

Real Estate—Segregated to Funds, Principal Invested, Income Restricted:		
Peirce-Nichols House, 80 Federal Street, Salem	$10,000.00	
Very House Memorial, 154 Federal Street, Salem	3,200.00	
Ship Rock, Peabody, Mass.	200.00	
Pingree House, 128 Essex St., Salem	30,000.00	
		$43,400.00
Real Estate—Segregated to Funds, Principal and Income Unrestricted:		
Essex Institute Buildings, 132-134 Essex Street	142,564.76	
78 Federal Street, Salem	6,472.52	
		149,037.28
Total to Exhibit A		$192,437.28

SCHEDULE 5

FUNDS — PRINCIPAL AND INCOME RESTRICTED

Bell Tablet Fund:		
For Purchasing and Maintaining a Tablet at site of early experiments, Est. in 1920	$ .51	
China Library Room Fund		
To be applied to providing suitable "room for China Library," Established 1902	1,201.17	
John James Currier Fund:		
Accumulation from sale of histories to be disposed of by directors, Established 1914	248.36	
Building Fund—1929-1930	1,445.08	
Fund to Purchase Hamilton, Mass., Church Silver—1931	107.20	
Total Exhibit A		$3,002.32

SUMMARY

Cash—Schedule 1	$3,002.32

SCHEDULE 6

FUNDS — PRINCIPAL INVESTED, INCOME RESTRICTED

Nancy D. Cole Bequest—"Ichabod Tucker Fund"—Historical Dept. and the purchase of books and binding. Established in 1890	$5,000.00
Essex Historical Society Fund. Est. in 1848. "Historical purposes"	700.00
Augustus Story Bequest. Est. in 1882. "Purchase, preservation and publication of historical material, proceedings and memoirs"	10,000.00
James A. Emerton Bequest. Est. in 1889. "Support of Historical Collections"	10,000.00
Martha G. Wheatland Bequest. Est. in 1885. "Purchase of Books for the Library"	10,800.00
Nancy D. Cole Bequest—"Thomas Cole Fund." Est. 1890. "Purchase of books and apparatus for the Microscopical Dept. and for the Library	5,000.00
Salem Lyceum Fund. Est. in 1899. "Support of Free Lectures"	3,000.00
Essex County Natural History Fund. "Natural History or Horticulture"	700.00
William Mack, M.D., Bequest. "Purchase of rare and expensive works of merit in medicine and surgery"	5,000.00
Lydia A. Very Bequest—"Burial Lot." "Care of Very family burial lot"	8,592.88
Harriet P. Fowler Bequest. "Salary of an assistant librarian who shall have charge of the donations made by Miss Fowler"	3,000.00
Frederick Lamson Bequest. "Purchase of objects for the Museum, illustrating early New England life and customs"	1,000.00
Elizabeth C. Ward Bequest. Est. 1901. "Purchase of books and pictures relating to China and the Chinese"	9,000.00
Lydia A. Very Bequest—"Very House Memorial." "A memorial of my brothers, Jones Very and Washington Very"	3,200.00
Peirce-Nichols House Memorial, 80 Federal Street, Salem	10,000.00
Peirce-Nichols House Preservation Fund. Repairs to Peirce-Nichols House	8,000.00
Miscellaneous	6,708.70
Caroline R. Derby Bequest. "Care of the Derby Tomb, balance to be used for general purposes of the Institute"	500.00
Gift of the Heirs of David Pingree	30,000.00
Alden Perley White Fund	1,136.11
Total to Exhibit	$131,337.41

SUMMARY

Total of Funds—6—Fwd.		$131,337.41
Cash—Schedule I	$1,632.77	
Bonds—Schedule II	25,102.33	
Stocks—Schedule III	61,202.31	
Real Estate—Schedule IV	43,400.00	
		$131,337.41

SCHEDULE 7

FUNDS — PRINCIPAL INVESTED, INCOME UNRESTRICTED

Endowments and Memorial Funds

May 1, 1934

Original Account. Est. in 1848	$500.00
Life Membership Fund. Est. in 1848	9,325.00
Charles Davis Bequest. Est. in 1870	5,000.00
Robert Peele and Elizabeth R. Peele Bequest. Est. in 1882	2,120.00
Harriet Rose Lee Fund. Est. in 1915	2,000.00
Permanent Fund, Miscellaneous	5,903.14
Manuscript Preservation Donation. Est. in 1878	1,000.00
Insurance Fund. Est. in 1904	13,760.19
Daniel Pingree Endowment Fund. Est. in 1922	5,000.00
Bequest of Margaret D. Phillips. Est. in 1927	1,000.00
"Stephen H. Phillips Fund"—James Duncan Phillips, Donor	5,000.00
In Memory of Ellen Peabody (wife of William Crowninshield Endicott) 1833-1927. Donor, William Crowninshield Endicott	5,000.00
In Memory of Fanny Peabody (wife of William Powell Mason) 1840-1895. Donor, William Crowninshield Endicott	5,000.00
In Memory of Clara Endicott Peabody (wife of Arthur Lithgow Payson) 1828-1856	5,000.00
In Memory of Eliza Endicott Peabody (wife of George Augustus Gardner) 1834-1876	5,000.00
In Memory of Hon. Stephen Goodhue Wheatland, 1824-1892. Donor, Mrs. Stephen Willard Phillips	20,000.00
In Memory of Ira Vaughan, 1864-1927. Donor, Mrs. Ira Vaughan	10,000.00
In Memory of Bradstreet Parker, 1897-1918, and Richard Perkins Parker, 1900-1921. Donor, George Swinnerton Parker	5,000.00
In Memory of Thomas Franklin Hunt, 1841-1898. Donor, Mrs. Richard Spofford Russell	5,000.00

In Memory of Joseph Peabody	500.00
In Memory of Mary Whittredge	25.00
In Memory of Hon. Benjamin Pickman, 1763-1843 and Anstiss Derby Pickman, 1769-1836. Donor, Hon. Robert Walcott	100.00
Total to Exhibit A	$137,333.33
Total of Funds, Schedule 7	$137,333.33

SUMMARY

Cash—Schedule 1	$9,270.59	
Bonds—Schedule 2	103,105.55	
Stocks—Schedule 3	24,957.19	
		$137,333.33

SCHEDULE 8

FUNDS — PRINCIPAL AND INCOME UNRESTRICTED

Abby W. Ditmore Bequest—Established 1875	$1,500.00
William B. Howes Bequest—Est. 1879	25,000.00
Esther C. Mack Bequest—Est. 1885	4,000.00
George Plumer Smith Legacy—Est. 1898	4,770.00
Elizabeth Wheatland Legacy—Est. 1900	7,626.66
J. Henry Stickney Legacy—Est. 1900	1,000.00
Walter Scott Dickson Legacy—Est. 1900	27,080.88
Elizabeth C. Ward Legacy—Est. 1901	6,973.22
William J. Chever Legacy—Est. 1902	20,000.00
Susan S. Kimball Legacy—Est. 1903	1,000.00
Gen. Charles L. Peirson Donation and Bequest —Est. 1909 and 1922	1,100.00
Abigail and Mary E. Williams Bequest—Est. 1913	500.00
Abel H. Proctor Legacy—Est. 1921	5,000.00
General Fund Miscellaneous	2,947.57
Robert Osgood Bequest—Est. 1926	15,000.00
Edward Morse Bequest—Est. 1926	5,000.00
Annie F. King Bequest—Est. 1926	500.00
Mary S. Cleaveland Bequest—Est. 1927	3,828.14
Mary T. Saunders Bequest—Est. 1927	1,000.00
Lucy A. Lander Bequest—Est. 1927	2,500.00
Francis B. C. Bradlee Bequest—Est. 1928	1,000.00
Helen D. Lander Bequest—Est. 1928	1,000.00
M. S. Emilio Bequest—Est. 1928	6,270.51
Essex Institute Preservation and Expansion Fund, 1929	42,390.93
James V. Eagleston, in memory of Capt. John Eagleston, 1929	1,600.00
Loan from Vital Records Committee	3,000.00
Bequest of Annie G. Spinney, 1931-1933	1,000.00

In Memory of William Sutton, 1800-1882. Donor, Mrs. William Sutton	5,000.00
John Bertram Memorial Donors—Miss Caroline O. Emmerton Mrs. David Mason Little Mrs. George Hodges Shattuck Mr. David Kimball Mrs. Katharine Kimball Baker Mrs. Talbot Aldrich Mrs. Rosamond de Laittre	3,950.00
In Memory of Arthur W. West. Mrs. Arthur W. West, Donor	2,000.00
In Memory of William Page Andrews. Donor Mrs. William Page Andrews	1,000.00
In Memory of Willard Silsbee Peele. Donor, Frances Welles Hunnewell	1,000.00
In Memory of Alpheus Hyatt. Donor, Mrs. Alpheus Hyatt	1,000.00
Clement Stevens Houghton Endowment Fund	500.00
Harold Peabody Endowment Fund	500.00
In Memory of Rev. Edmund B. Willson. Donor, Miss Lucy Burr Willson	500.00
In Memory of Thomas Gardner. Donor, Mrs. Robert Wales Emmons	250.00
In Memory of James Jackson Higginson. Donor, Mrs. Charles Jackson	100.00
In Memory of Henry Tucker Daland. Donor, Mrs. Francis Ward Chandler	100.00
In Memory of David Appleton White and Caleb Foote: Donors—Arthur Foote Mrs. John Boies Tileston Mrs. Eliza Orne White Miss Mary Wilder Tileston, Jr.	300.00
In Memory of William Gray. Donor, Stephen M. W. Gray	100.00
In Memory of Robert Rantoul. Donor, Mrs. Robert Rantoul	100.00
In Memory of Richard and Ellen W. Harrington. Donor, Mrs. Ella Harrington Harris	50.00
In Memory of Dr. J. Francis Tuckerman. Donor, Miss Jane Francis Tuckerman	25.00
In Memory of Lucy Saltonstall Tuckerman. Donor, Miss Jane Francis Tuckerman	25.00
In Memory of Rev. James Potter Franks. Donor, Miss Sarah Tucker Franks	25.00
In Memory of David N. Pousland. Donor, Arthur Proctor Pousland	25.00
In Memory of Kate Tannatt Woods. Donor, Thought and Work Club	25.00
In Memory of William Crowninshield Waters, 1830-1911. Donor, Miss Mary Devereux Waters	25.00
In Memory of Robert Samuel Rantoul. From his Children	6,000.00
In Memory of Charles Stuart Osgood	3,000.00
In Memory of Thomas Gardner	500.00

David Pingree Donation, 1932	25,000.00	
George Wilbur Hooper, 1932	5,000.00	
Contribution of Stephen Willard Phillips, 1932	5,000.00	
Bequest of Abbie C. West, 1933	2,500.00	
Bequest of David Pingree, 1933	10,000.00	
George L. Ames Legacy—Est. 1898	122,224.65	
Bequest of Mary Eliza Gould—Est. 1923	11,512.24	
Frank Cousins Bequest—Est. 1927	2,109.59	
Bequest of Lucy W. Stickney—Est. 1930	30,108.60	
Total—to Exhibit A		$406,042.99

SUMMARY

Cash—Schedule 1	$49,343.30	
Bonds—Schedule 2	86,884.86	
Mortgages—Schedule 2	8,000.00	
Stocks—Schedule 3	108,526.72	
Real Estate—Schedule 4	149,037.28	
Cousins Collection of Photographs	4,000.00	
Loan to Photograph Department	250.83	
		$406,042.99

NECROLOGY.

Edward Curling Albree of Swampscott, Mass., was elected to Active Membership Mar. 21, 1898, and died Feb. 7, 1934.

Philip Payne Pinel Arrington of Salem, Mass., was elected to Active Membership June 4, 1917, and died Dec. 20, 1933.

James Cochran Batchelder of Salem, Mass., was elected to Active Membership May 2, 1910, and died May 20, 1933.

Miss Anna Gower Endicott of Salem, Mass., was elected to Active Membership June 6, 1898, and died Aug. 11, 1933.

Mrs. Alpheus Hyatt of Princeton, N. J., was elected to Sustaining Membership Apr. 7, 1930, and died Nov. 10, 1932.

Henry Winsor Packard of Salem, Mass., was elected to Active Membership Apr. 3, 1916, and died Dec. 8, 1933.

Charles Henry Preston of Hathorne, Mass., was elected to Active Membership Apr. 15, 1889, and died Feb. 10, 1934.

Henry Nettleton Sweet of Boston, Mass., was elected to Life Membership Jan. 5, 1920, and died July 28, 1933.

Eben Baker Symonds of Salem, Mass., was elected to Active Membership Feb. 3, 1913, and died Dec. 7, 1933.

Mrs. Peter Francis Terry of Beverly, Mass., was elected to Active Membership Jan. 2, 1899, and died Feb. 14, 1934.

Alden Perley White of Salem, Mass., was elected to Active Membership Mar. 17, 1884; transferred to Sustaining Membership June 7, 1920, and died July 9, 1933.

Frank Wood of New Bedford, Mass., was elected to Active Membership Jan. 4. 1915, and died Jan. 3, 1933.

DONORS TO THE MANUSCRIPT COLLECTIONS

Albree, John
Barker, Mrs. Mary
Batchelder, Alice S.
Blaisdell, James C.
Blunt, Mrs. E. S.
Bosworth, Mrs. Charles F.
Commann, Isabella M.
Chapple, William D.
Corning, Howard
Daland, Mrs. John
Endicott, William C.
Foote, Rev. Henry W.
Hagar, Helen C.
Harvard School of Business Administration
Hutchinson, Grace
Jelly, Mrs. William M.
Jewett, Amos E.
Kittredge, Mrs. Joseph
Law, Mrs. Edward
Lull, Robert W.
Manning, Richard C.
Peabody Museum, Salem
Ropes, Willis H.
Stanley, Mrs. Ralph D.
Very, Nathaniel T.
White, Mrs. Alden P.
Williams, Elizabeth D., Estate of

GIFTS AND LOANS TO THE MUSEUM, 1933-1934

Allen, Miss Mary. Model of Manila hut, Japanese lamp, 2 pieces of striped silk pina cloth.

Baldwin, James R., Andover. Scales for weighing gold and silver coins, miscellaneous collection of flints, tinder, bullets, etc., as a loan.

Batchelder, Miss Alice S., Danvers. Rob Roy cloak.

Belknap, Henry W. Pipe-tongs and skewers.

Bingham, Miss Clarissa A. Liqueur set, 2 bed warmers, dining table, sofa, footstools, 6 chairs, 2 engravings.

Boston Globe Library. 2 photographs of President and Mrs. Coolidge in Salem.

Budd, Mrs. Mary R., Schenectady, N. Y. Drawing of Jesse Smith, as a loan.

Bush, Henry A., Melrose. Petticoat, quilted and handwoven, worn by Huldah (Putnam) Flint, sister of Israel Putnam.

Cole, Mrs. Leland H. Engraving, "The Last Days of Webster at Marshfield."

Corning, Howard. Letter-fold.

Curtis, Miss Mary, Hamilton. Clothing.

Ellis, Mrs. William H., Dorchester. Rogers' group, "Neighboring Pews."

Endicott, William C., Danvers. Mantel carved by McIntire, from the Lindens in Danvers, marble bust of Virginia Dare, dark red velvet draperies, portable desk, 2 moquette carpets, 3 gilt and blue velvet curtain holds, cane.

Evans, Miss Edith, Brookline. 3 shawls, 3 pairs of shoes, 5 pairs of silk stockings, 2 ivory backscratchers, handbag, purse, fan, etc.

Fessenden, Miss Anna. Pair of vases from home of the late Miss Anna G. Endicott.

Frazier, Ida D. F., in memory of Wallace E. Ship clamp, which formerly belonged to Brooks family.

Gosse, Mrs. Charles H., Roxbury. Sword, formerly belonging to father of donor, Lt. Col. Henry Merritt, memorial, 2 drawings, photograph of Lt. Col. Merritt, scrap book, sash.

Griffen, Walter, Peabody. Fire engine "Alert," built in 1851 by General Sutton for his son who formed a fire company of boys.

Griffen, Walter, Estate of, Peabody. Water pitcher.

Harris, Mrs. Walter L. Photograph of Otis P. Lord.

Heard, Miss Alice, Ipswich. Parasol, as a loan, clothes worn by men of American Legation in China at time of General Ward.

Herman, Mrs. Alice, Clifton. Parasol.

Hitchcock, Mrs. Albert W. Shaving case.

Hook, Miss Maria C., Boston, Bequest of. Organ, built in Salem about 1827-30 by George G. Hook, at the age of 20, later of the firm of Hook and Hastings, and father of the donor.

Huebener, Edward A., Dorchester. Playing cards.

Hutchinson, Miss Grace, Dedham. Fan, carried at wedding of mother of donor.

Jackson, Miss Kate, Andover. 2 hair bracelets.

Jelly, Miss Martha A. Picture showing how to display the flag.

Jelly, Mrs. William M. Lithograph of Col. Albert A. Pope.

Jenkins, Lawrence W. Sleeves of about 1850.

Kelly, Messrs. Arthur W. and Edward P., Ballardvale. Printed handkerchiefs, as a loan.

Knights, Walter. Pocket book, Edison phonograph with records.

Laight, Miss Ellen B. Sofa and chandelier.

Lockwood, Mrs. Hamilton DeForest, Boston. Worsted bag.

Lowe, Frank W., Boston. Daguerreotype of donor at age of 5 or 6.

Manning, Prof. Richard C., Gambier, Ohio. Oil portrait of Nathaniel Hawthorne by Charles Osgood, autograph of Hawthorne, chair and bench which belonged to Hawthorne family, kitchen utensils, garden implements, pottery, candlesticks, snuffers, tapers, 3 dolls which belonged to Miss Rebecca B. Manning, toys, silver, watch, watch-key, lithograph of Hawthorne, crib which belonged to Robert Manning family, carpet-bag marked R. M., arms of Burnham family, etc.

Mansfield, Miss Marcia Tucker. Miniature of Mrs. Mehitabel Pedrick Story, wife of Dr. Elisha Story of Marblehead, painted by Verstille.

Moisan, Leander. Clay pipe.

Monks, Miss Olga, Boston. Concert-grand piano, given by George Peabody of Salem to his daughter, Mrs. William C. Endicott.

Moxie Company, Boston. Life-size figure of horse.

Munroe, Mrs. Rebecca K., Montclair, N. J. Sideboard, as a loan.

Murguiondo, Mrs. P. H. de, Brooklyn, N. Y. Gold watch, brooch, gold funeral ring.

Newcomb, Miss A. W. 6 valentines.

Nichols, Miss Charlotte S. Gold ring and earrings.

Nichols, Miss Millicent. Pieces of Canton and bed ornaments.

Nowell, Miss Edith M., Brookline. Pewter plate, glasses, bottles, snuff box, shawl, scarf, toy dishes, candlesticks, tea set, etc., as a deposit.

Patch, Mrs. Harriet Millet (Jackman). 2 canes, one made of wood from Witch House.

Patten, Mrs. William N. Paisley shawl and dress for child.

Peabody Museum. Oil painting of vessel, "Ann Maria," as a loan, carved wooden mantel.

Peirson, Mrs. Horatio P. Silhouette, Rev. Thomas Barnard.

Pingree, David, Estate of. Marble bust of Anna Maria Pingree, pair of busts, Apollo and Aphrodite, candelabra, table, hat-rack, 7 engravings, painting, etching, 2 oil portraits of unknown man and woman, 2 lithographs, Rogers group, "George Washington."

Pond, The Misses. Nursery lamp.

Ropes, Willis. Salt dish, baby dress, 2 hobby horses, hand mirror.

Shreve, Mrs. Benjamin D. Yellow brocaded satin draperies, as a loan, and harness.

Smith, Edwin B., Los Angeles, California. Oil portrait of Joseph E. Sprague.

Stearns, Richard S., Jr., Boston. Brass kettle.

Stromberg, John. Horse equipment.

Sweet, Henry N., Estate of. One-pound brass cannon.

Tapley, Miss Harriet S., Danvers. French shawl of about 1830; and silhouette of Moses Black, Jr.

Taylor, Charles H., Boston. Massachusetts cent die, designed by Jacob Perkins.

Tibbetts, Frank A., Estate of, New York. Sampler made by Lucy Beadle, 1817.

Twombly, Miss Louise O., Amesbury. Stockings knit by Miss Mary R. Rowell, about 1860.

Very, Nathaniel T., Marblehead. Wheelbarrow, formerly used on Whipple's coal wharf.

Whipple, Miss Lizzie B. Buttons for infants' clothes.

Whitwell, F. S., Boston. Marble bust of Marian Cabot (Devereaux) Silsbee.

Williams, Mrs. Clarence C., Hamilton. Dinner service, 147 pieces of Sevres china.

Williams, Elizabeth D., Bequest of. Oil portrait of John Tucker Daland.

Williams, Elizabeth D., Estate of. 3 coats for child, 7 infant's dresses, 5 pairs of socks for infant, shoes and mocassins, seal of Henry L. Williams, 7 badges, 6 fans, toys, 3-piece bedroom set, draperies and tie-backs, lithograph of Rufus Choate, photograph of Williams family at Niagara Falls, etc.

Willson, Miss Alice B. Dressing gown of Chinese silk, and necklaces, etc., from various parts of the world.

Woodbury, Joseph Glover. Two flags flown over Salem Railroad Station during Civil War.

DONORS TO THE LIBRARY

		VOL.	PAM.
Albree, John	2 Circulars		
Allen, Lucius, Fla.			1
Appleton, Gen. Francis H., Boston			1
Barker, Mrs. Mary		6	14
Batchelder, Alice S.		1	
Bell, Mrs. George P., Danvers		1	
Bigelow, Mrs. Frederick H.	Sheet Music	26	23
Brooks, Miss Jenny			42
Buffum, Hugh S., Iowa	Program		
Burrill, Ellen M., Lynn			1
Butler, Harriet B. C.		1	
Carter, Mrs. Marion P., Attleboro			1
Cole, Mary R.		1	
Comstock, Samuel W.			1
Cook, F. H.	Newspapers		
Corning, Howard	1 Broadside, 9 Circulars	1	1
Currier, Thomas F.			3
Cutten, George B.			1
Davis, Walter G., Portland			2
Duren, Mrs. Charles M.	13 Circulars		5
Emery, The Misses, Newburyport		31	5
Endicott, William C.	1 Plan	86	1
Etheridge, Mrs. Mary P.	Programs, Circulars		35
Evans, John B.		1	
Farwell, Herbert C.		1	
Follansbee, H. S.	Newspaper, Tickets		
Ford, Kenneth	2 Circulars		
Fuess, Claude M.			1
Gardner, George P., Boston		1	
Harris, Bessom S.			7
Hayden, Charles			1
Holcomb, Mrs. L. R., Delaware			1
Holden, Agnes J., New York City			1
Jenkins, Col. Lawrence W.	Photostats, 16 typed sheets	20	42
Jewett, Amos E., Rowley		1	
Jones, Matt B.		24	2
Katz, Mrs. Leo, New Jersey	1 Circular		
Kelly, Mrs. Edward P.			7

	VOL.	PAM.
Ladd, Miss J. Eirene, Boston		1
Lapham, Alice G.		26
Leach, F. Phelps	1	
Leach, Miss Harriet	87	225
Little, Clara L. .....Miscellaneous		
Lovejoy, Dr. Edw. D., Cal.	23	9
Lowe, Frank W., Boston	1	
Manning, Richard C.	288	109
Manny, Frank A., Boxford		7
Miller, F. J. .....Maps		
Moore, Henry D. B. B., Conn.	3	
Morrison, S. E., Cambridge		1
Mudge, Florence A. .....Programs		
Murphy, Owen D.	1	
Newell, Lewis W.		1
Nicholson, Paul C., R. I.	1	
Osborne, Florence M. .....Newspaper		1
Osgood, Elizabeth S.	93	
Phillips, J. Duncan	1	1
Pickman, Dudley L.	1	
Pond, Katherine A.	1	1
Rantoul, Harriet		24
Ropes, Willis H. .....Bookplate, Circular	3	15
Ross, Mrs. M. D., Jamaica Plain	25	95
Sao-Ke, Alfred Sze, Chinese Minister to U. S.		1
Seymour, George D., Conn.		2
Silvester, Caroline F.		7
Smith, J. Foster .....Newspaper	4	49
Stewart, Randall	1	
Stokes, Richard L., N. Y.	1	1
Talcott, J. Frederick, New York City		1
Tapley, Harriet S.		2
Tapley, Walter A.		2
Treadwell, Anne	5	
Tyler, Marion, Middleton		20
Very, Nathaniel T. .....Program		121
Webber, Harry E. .....Cards, Circular, Posters		
White, Alden P.	4	
Wilder, Frank J. .....Music		
Wilkins, Mrs. Fred E., Danvers	1	
Williams, Elizabeth D., Estate of	55	19
Willson, Alice B. .....Programs		
Woodbury, Alice .....Map		

THE ESSEX INSTITUTE HISTORICAL COLLECTIONS

VOL. LXX—OCTOBER, 1934

ISSUED QUARTERLY

SALEM, MASS.

PRINTED FOR THE ESSEX INSTITUTE

ESSEX INSTITUTE HISTORICAL COLLECTIONS

The Historical Collections are published quarterly with illustrations, each volume containing a complete index. Subscription $3.00 per annum.

Entered at the Post Office in Salem, Massachusetts, as second class matter under the Act of March 3, 1879.

CONTENTS—OCTOBER, 1934

Deacon Jacob Sanderson to Saml Mc Intire Dr

1802			
July 31	to Carving Sofa & working top rail		£ 1 " 7 " 0
Augt 19	to Carving 8 Bed Pillars	—	" 13 " 6
Octo 9th	Do 1 Do Bed Pillars @ 21/	—	1 " 1 "
	Do — Do — @ 13/6	—	" 13 " 6
Nov 8th	Do — Do — @ 10/6	—	" 10 " 6
	Do — Do @ 21/	—	1 " 1 "
1803			
Feb 7th	Carving Sofa & working top rail		1 " 7 "
May 13th	Cutting 9 ft mahogany Beads @ 8d p^r ft		" 6 "
			£ 6 " 19 " 6
Salem 13th May 1803			$ 23 " 25 " 0

Received in full pay for my Father
Saml F. Mc Intire

Messrs C & J Sanderson to Sam^ll Mc Intire Dr

1795			
May 11th	to Cutting 6 Chair backs @ 5/8	—	0 " 5 " 8
July 1st	to Cutting 6 Chairs @ Do	—	5 " 8
17th	to Carving 6 Chairs @ 4/2 each	—	1 " 5 "
Augt 15th	to Carving 2 Posts @ 2/6 each	—	" 5 "
Sep^t 1st	to making pattern for a Banister	—	" 1 " 6
			£ 2 " 2 " 10
13 M.	20 feet C^r Birch — & 6 Coppers	—	3 " 8
			1 " 19 " 2

Salem 25th Sep^t 1795 Received Payment
Saml Mc Intire

BILLS OF SAMUEL McINTIRE TO THE SANDERSONS FOR CARVING AND CUTTING FURNITURE.

From the Sanderson Manuscripts in possession of the Essex Institute.

ESSEX INSTITUTE

HISTORICAL COLLECTIONS

Vol. LXX October, 1934 No. 4

ELIJAH AND JACOB SANDERSON, EARLY SALEM CABINETMAKERS

A Salem Eighteenth Century Furniture Trust Company

By Mabel M. Swan

[This article will be deprinted and extra-illustrated. Persons who have authenticated pieces of furniture made by any Salem cabinetmakers, with bills for the same, will assist in this work by notifying the Essex Institute. It is desired to obtain as many examples of Salem cabinetmaking as possible.—Editor.]

Research is far from being a dull, uninteresting search for dry facts of the long ago. It can afford glimpses of the past as full of adventure and romance as anyone could desire. Logs of sailing vessels, diaries of old sea captains, and even ledgers, account books, bills, and invoices are packed with real adventure, if one but takes time to translate them.

If you doubt this, read the following story which I have woven from the facts found in manuscript volumes labelled "Elijah Sanderson," in the Essex Institute,—an account of the surprising ventures of a coöperative cabinetmaking enterprise instituted in Salem by three cabinetmakers, Elijah and Jacob Sanderson and Josiah Austin.

It is a long story, and in order to understand the nature of this furniture trust company, I shall begin at the beginning rather than relate first what is perhaps the most important contribution of the Sanderson records, namely, Samuel McIntire's work as a furniture carver for these cabinetmakers.

Elijah and Jacob Sanderson were Salem's most prominent cabinetmakers. In 1779, in partnership with Josiah Austin, they instituted a coöperative business venture in which cabinetmakers, carvers, gilders, turners, upholsterers and many other craftsmen contributed their respective parts in the making of furniture for exportation to the southern states, the East and West Indies, the Madeiras, South America, and Africa,—wherever a cargo could be disposed of to the best advantage.

There had been merchant venturers in Salem long before this, traders who dealt in other goods than furniture, and it was doubtless the wealth acquired by these men, as well as the promise of adventure, which influenced the two Sanderson brothers to come to Salem from Watertown, where they had served their apprenticeships. Here, at first with Josiah Austin under the name of the E. & J. Sanderson Company, and later with other partners, they sent out twice a year cargoes of furniture which amounted to thousands of dollars. Elijah was born in Watertown, October 10, 1751, the son of Jonathan and Mary Sanderson. Jacob was born six years later. He married Katherine Harrington of Watertown in 1781, and, generally known as "Deacon" Sanderson, was a much respected selectman of Salem in 1795. He died in 1810.

In 1781 Elijah married Mary Mulliken of Lexington, the sister of Samuel Mulliken, clockmaker. Elijah must have been a very conspicuous figure in Lexington, after the story of his connection with Paul Revere's ride had become generally known. Fifty years later, the Salem *Gazette* of February 18, 1825, printed the story with the notice of Elijah's death:

Died in this town Deacon Elijah Sanderson aged 73. A worthy and honest man and a useful member of society. He was at the Battle of Lexington; on the evening of the 18th of April, 1775, he saw a party of nine British officers pass up through Lexington where he then resided. It being unusual to observe British officers pass into the country at evening his attention was attracted. In the evening he and one or two of his neighbors followed to ascertain what were their intentions; when they had followed as far as Lincoln, the officers who had so posted themselves as to command the

road, made prisoners of Mr. Sanderson and his companions and led them aside into the fields and detained them there until about 2 o'clock in the morning, when the officers in the road made prisoner of Colonel Paul Revere who had escaped from Boston after the British troops had embarked and was rushing into the country to sound the alarm. Colonel Revere informed them that their movements were detected and the country alarmed notwithstanding their precautions. They then ordered their prisoners to mount and returned toward Lexington. When they arrived near the Meeting House they heard the Alarm Bell ringing; the British officers then ordered their prisoners to dismount, cut their saddle girths and bridles to prevent them reaching their countrymen. The British officers then started off at full speed, and soon met the British troops marching on to Concord. When they came up to the Meeting House at Lexington they rushed on huzzaing, and fired. The militia soon dispersed.

But in spite of this association with Paul Revere, and the extent of the exportation ventures of the Sanderson Company, if it had not been for a series of lawsuits which brought the company to a rather inglorious end, it is doubtful if the Sanderson manuscript volume of bills and papers would ever have been preserved to reveal the coöperative nature of Salem furniture making, to disclose many new names of Salem cabinetmakers and carvers, and to establish the connection of Samuel McIntire and his son with these cabinetmakers.

The earliest bill of the work of this company recorded in the volume is dated Salem, May 5, 1779:

Deacon Jacob Sanderson Dr to one half this bill	
to Cash paid Wm Fiske	£1:10:0
to Cash paid Wm Fiske	1:10:0
to 6 screw rings	0:2:0
to Cash paid Wm Fiske	0:18:0
to trucking some furniture	0:3:0
to Cash paid Wm Fiske	1:10:0
paid Josiah Austin for pine timber	
2 pounds of Spanish brown	0:1:0

William Fiske was a cabinetmaker who also had served an apprenticeship in Watertown, but at the time of this

bill was working for the Sandersons. After 1800, he is found in Roxbury, where he joined the colony of craftsmen who centered around the Willard clockmakers. There, in addition to making furniture, he made clockcases for the Willards.

Josiah Austin, the partner of the Sandersons, was also a cabinetmaker, and an excellent one, too, if one can judge from the price of a desk and bookcase which he made for Elias Hasket Derby in 1782:

Salem 8th May 1782

Received of Elias Hasket Derby Esq
Twenty four pounds sixteen shillings in full for one mehogany swelld Desk and Low Bookcase.

Josiah Austin

Apparently the three partners were undaunted by superstition, for on December 13, 1788, the schooner *Ruth* lay alongside Derby Wharf with a varied cargo stowed securely away awaiting what proved to be a rough passage "to the southward." The invoice listed:

Sundry Cases and parcells of Household Furniture ten Casks Earthenware — fourteen thousand of Bricks and a number of Window Frames and Sashes Shipt by Josiah Austin and Elijah and Jacob Sanderson on board the Schooner Ruth John Peters Master bound to South Carolina and any of the other Southern States one half on Account and Risk of said Josiah Austin and the other half on Account and Risk of the said Elijah and Jacob Sanderson and goes Consigned to the said Elijah Saunderson for Sale and Returns

4 Clocks with mehogany Cases @ £20	£80 : 0 : 0
1 Mehogany Desk & book case	24 : 0 : 0
1 do Desk	12 : 0 : 0
1 do Bureau	7 : 10 : 0
2 Black Walnut Desks & Book Cases	30 : 0 : 0
4 do do do @ 5 :10	22 : 0 : 0
4 do do 4ft tables @ 60/	24 : 0 : 0
2 Burch " @ 36/	3 : 12 : 0
1 Mehogany Clawfoot Bedstead Compleat	7 : 10 : 0
1 do plain	6 : 0 : 0
6 Burch 3½ ft tables	9 : 0 : 0

4 Burch side tables	£4 : 16 : 0	
2 do card tables	2 : 8 : 0	
3 do breakfast tables	2 : 5 : 0	
4 oak plain bedsteads	3 : 0 : 0	
3 Black Walnut Swelld Desks	22 : 10 : 0	
2 Burch Desks	7 : 4 : 0	
4 Maple Desks	14 : 8 : 0	
240 Squares 7 by 9 window sashes	6 : 0 : 0	
276 Squares 10 by 14 do	12 : 1 : 6	
1 Easy Chair	4 : 0 : 0	
9 Window Frames	5 : 8 : 0	
1 cask Earthen Ware	2 : 12 : 2	
1 do do	1 : 10 : 0	
1 do do	3 : 16 : 6	
1 do do	2 : 1 : 1	
1 do do	2 : 5 : 6	
9 M brick	10 : 16 : 0	
18 Burch Chairs	10 : 16 : 0	
1 Back Gam mon Board & men	2 : 10 : 0	345 : 19 : 1
2 Swelld mehogany desks	24 : 0 : 0	
3 plain do do	22 : 10 : 0	
7 do cherrytree	31 : 10 : 0	
3 Swelld mehogany bureau	22 : 10 : 0	
6 mehogany 4ft tables	21 : 12 : 0	
4 Burch Card tables	3 : 12 : 0	
2 Swelld Mahogany Card tables	7 : 4 : 0	
1 Swelld Mahogany Desk & Bookcase	24 : 0 : 0	
1 do do do	24 : 0 : 0	
6 Mahogany bedsteads compleat	36 : 0 : 0	
132 Squares 9 by 12 window sashes	4 : 2 : 6	
432 do 7 by 9 do	10 : 16 : 0	
2 Mahogany card tables	6 : 0 : 0	
17 window frames	10 : 4 : 0	
1 easy chair	4 : 0 : 0	
12 Burch chairs @ 12/	7 : 4 : 0	
6 Black chairs 4/6	1 : 7 : 0	
3 Burch breakfast tables	2 : 5 : 0	
36 common chairs 3/6	6 : 6 : 0	
1 Mahogany lightstand	0 : 12 : 0	
1 Mahogany stand table	3 : 0 : 0	
5 M bricks	6 : 0 : 0	
1 Cask earthenware	3 : 0 : 8	
1 do do	3 : 0 : 2	

1 Cask earthenware		2:4:8
1 do	do	2:4:2
1 do	do	2:11:2
		£637:15:1

Salem Dec 13 1788
Errors excepted

Josiah Austin
Elijah Sanderson
Jacob Sanderson

Mr Elijah Sanderson you having the consignment of the foregoing articles contained in this invoice our Orders are that you dispose of them to the best advantage you can for our interest & purpose Ceeder & Mahogany or such other goods as you may find best to answer this market & the most for our interest

Josiah Austin
Elijah Sanderson
Jacob Sanderson

The foregoing Invoice we acknowledge to be a true Invoice of Goods shipt on board the Schooner Ruth John Peters Master & Elijah Sanderson Supercargo Dec 13 1788

John Peters
Elijah Sanderson

The schooner *Ruth* proceeded to Charleston, South Carolina, where five weeks later she disposed of the following articles of furniture at auction, and brought back, in addition to many pounds sterling, 53 logs of cedar, as her supercargo had been ordered. The following list of the names of the purchasers of this furniture early in January, 1789, should help in identifying some of this Salem made furniture:

Sales at auction

Jan
1789 20 Purchasers for Mr Sanderson

Chas Lessesne	1 walnut Desk	£2:6:0
Abn Newton	1 do Bureau	2:10:0
Martin & Wrighton	2 do tables 30/	3:0:0
Mrs Duvees	2 small do 9/	0:18:0
John Blair	1 desk	1:17:4
Simpson	6 chairs 2/10	0:17:0
Middleton	1 bedstead	0:9:0

Middleton	1	Bureau	£2 : 9 : 6	
Solo Smith	6	chairs 2/7	0 : 15 : 6	
Mr Annister	1	Desk & Book-case	12 : 15 : 0	
do	1	bedstead	2 : 18 : 0	
John Hopkins	1	Mahogany desk	7 : 10 : 0	
George F. Newman	1	Desk	2 : 4 : 0	
Mr Annister	1	Mahogany Bureau	4 : 0 : 0	
do	1	Bedstead	3 : 5 : 0	
Thomas Ball	1	Table	1 : 10 : 0	
Gregson	1	Bedstead	3 : 0 : 0	
Hume & Peacock	2	Blk Walnut Desks	9 : 4 : 0	
Dawson	1	Bk Walnut Bureau	2 : 15 : 0	
Hume	1	Mahogany do	3 : 14 : 8	
Thomas Harris	1	Bedstead	0 : 9 : 0	
Wm White	6	chairs @ 2/7	0 : 15 : 6	
Thomas Moore	6	common chairs 3/	0 : 18 : 0	
Montague Simon	6	do 2/11	0 : 17 : 6	
Moncreif	1	Bk Walnut Desk	4 : 2 : 0	
Gen Sumpter	1	mahog do	4 : 5 : 0	
Mr Hume	1	do do	7 : 5 : 0	
Wm Cooke	1	table	0 : 14 : 0	
John Miller	1	Beauro	4 : 5 : 0	
John Martin	1	Desk	2 : 2 : 0	
Wm Bailey	1	Do	2 : 2 : 0	96 : 19 : 2
John Martin	1	table	0 : 15 : 6	
John Martin	1	table	0 : 12 : 6	
Sam'l House	1	mahogany stand	0 : 5 : 6	
Jon'n Belcher	1	Bedstead	0 : 9 : 0	
Edward Garvin	1	table	2 : 6 : 0	
Morton Brailsford	1	Desk & Book-case	12 : 15 : 0	
Sam'l House	2	pr Card tables	3 : 0 : 0	
Manwle	4	windows	0 : 7 : 0	
Hume	1	easy chair	1 : 10 : 0	
Hume	1	pr scollop Card tables	0 : 4 : 0	122 : 4 :

The procedure which the furniture trust company followed in obtaining a cargo of furniture varied. When furniture of their own production was insufficient, they purchased from other cabinetmakers. Often they shipped furniture of other cabinetmakers on commission and on the account and at the risk of the company. Then, too, there were friendly connections and family ties which had to be taken into account. Elijah's wife was the sister of Samuel Mulliken (1761-1842) the clockmaker, which may have accounted for the two clocks which John Mulliken, his brother, entrusted to the care of the company in 1799, and also for the letter Levi Hutchins, another clockmaker, wrote Jacob in 1807:

Jacob Sanderson I would thank you to ship the tim Pease I this day Leve with you with those 3 that I sold to you and in general to conduct with it for me as you do by your owne and you will oblige yours
Salem January 4 1807

Levi Hutchins

One of the most interesting invoices lists a cargo of fifty cases of mahogany furniture valued at more than five thousand dollars, which was supplied by ten prominent Salem cabinetmakers:

Invoice of Fifty Cases Mehogany Furniture shipped by Elijah Sanderson on board Brig Wellcome Return Jeremiah Briggs Master Bound to the Coast of Brazil on his own account and risk consigned to the said Master for Sales and Return also 3 Cases Bamboo chairs on Deck viz 41 chairs.

On the back of this invoice, which was dated 1803, were the names of the following cabinetmakers, with the value of their respective contributions of furniture:

Elijah Sanderson	$1337.
Jacob Sanderson	975.75
Deacon Adams	1187.
Frans Pulcifer	450.70
William Appleton	420.50
Richard Austin	378.75
Josiah Austin	237.75
Nathaniel Appleton	226.50
William Hoock	187.53
Will Luther	217.50

SECRETARY IN THE MUSEUM OF THE ESSEX INSTITUTE,
ATTRIBUTED TO THE APPLETONS ABOUT 1807.

But even though these cabinetmakers were all prominent men whose furniture was known to be of a fine type, the pieces made by Elijah were the best, and he not only branded with his initials all of the pieces which he made for exportation, but he wrote on the back of this invoice special orders to Jeremiah Briggs, the supercargo of the brig, as well as master:

It often happens that furniture shipt by different people on board the same vessel is invoiced at different prices some higher and some lower of the same kind and quality and sometimes there is a difference in the goodness of the work and stock and when the whole is sold together at a particular rate for the invoice and all the different invoices sold together, it is a disadvantage to those whose furniture put at a lower rate is of a quality to have it sold together—therefore I wish you to sell mine by itself—not to mix it in a bargain with others and let me have the benefit of the sale of my own—you will find that my furniture is all marked with a brand E S on the back of each piece besides the mark on the case.

The pieces marked E S on this invoice included a set of three dining tables, four feet by twelve, valued at $75, twelve cooling "Bedits" at $7.50, two ladies' secretaries and bookcases valued at $85 each, circular washstands, circular bureaux, straight-front bureaux with turned and reeded legs, bedsteads, cornices, and eight-day clocks.

Deacon Adams, whose furniture was valued at $1,187, was the well-known Nehemiah Adams, who was born in 1769 in Ipswich and died in 1840 in Salem. At one time he had a shop at Newbury and Williams street until he was burned out in 1798. In 1804 Adams was a member of the firm of Williams (a chairmaker) and Ives (a cabinetmaker), and his shop was located on Brown Street. Adams seems always to have had a varnish man located in or over his shop, and Bentley calls attention in his diary to the fact that Adams's shop was burned four times, and affirms that one fire at least was caused by boiling varnish.

Francis Pulcifer was born about 1771, and died in 1823 in Salem. He was in partnership with Samuel Frothingham on Church Street until they removed to

Court Street in 1795. The partnership was dissolved in December, 1795, when Pulcifer continued the cabinet-making business alone.

William Appleton was born in 1765 and died in 1822 in Salem. His shop was a few doors west of the Sun Tavern in 1794, and in July of that year he advertised for "two journeymen at the Cabinet Making Business to whom the highest wages will be given."

The following bill of wood purchased from William Appleton by E. & J. Sanderson shows the use of inlay by both the Sandersons and William Appleton:

August the 29
1799 Messrs E & J Sanderson Dr. to William Appleton

To 157 ft Black Ebony @ 4 cents per C	$6.28
1 stick of white holly	1.50
	7.78

Rec'd Payment
Wm Appleton

The following is an invoice of furniture sent out by William Appleton in January, 1805, with the Sanderson Co.:

Invoice of 21 Packages of Mahogany Furniture

one pair Card Tables @ $14	$28.
one do do @ 14	28
one do do @ 14	28
one Ladies Secritary Tamboor	30
Two cases cont'g 1 Ladies Secritary with glass doors	36
one sideboard with secritary	57
one secritary bookcase	60.
Two cases cont'g 1 Ladies Secritary with glass doors	38.
Two do do	38
one sideboard	50
one sideboard	50
1 pair Card Tables @ 14	28
Two sophas @ 50	100
Five large packing boxes @ 3	15
Fourteen small do	28
	$793

Richard Austin, who was born in 1774, and died in 1826, was a chairmaker.

Nathaniel Appleton was a partner in the cabinetmaking firm of Appleton and Ives at Derby and Hardy Streets, in 1806.

William Hook was born in 1777 and died in Roxbury in 1867. After serving his apprenticeship under John Swett, he came to Salem in 1796, and worked for Edmund Johnson for two years. Then, after working for Jacob Sanderson for a year, he set up in business for himself at Essex and Court Streets.

When Elijah did not go out as supercargo the responsibility for the sale of the furniture rested often upon the captain and, as the following letter shows, there were other difficulties than those of navigation which he encountered:

Richmond April 11th 1803

Deacon Sanderson & Co
Capt Sanderson

Dear Sir as I have not Recev'd any letter from you as I expected I have taken a freight for Yourop & shall send your money home & every man's money that comes under the same head as Yourn. the goods are not sold as yet Part of them are sold I have tried them twice at vendue but sold Very Little and what is sold is Very Lo I don't know jest the price but not so much as I wish But they will be Sold this week I expect as I shall try all in my Power to git them Sold. the Reason they don't sell quick their is Ben a Vessel here from New York with firniture & sold it very lo, but I shall do the best I can for your Enterest there is no way of selling goods here but by Vendue & I shall make a great loss for times is Very dull at present here. I don't see any way but to send the Money by Post as there is no one here bound that way Trusting these may find you in as Good Health as they leave me your most obedient & humble Servt

Elias Grant

The following invoice of thirty-eight cases of mahogany furniture, valued at over $2,000 and sent out by Jacob Sanderson in 1806, carried explicit instructions to the Captain:

Invoice of 38 Cases of mahogany furniture ship't on board the Schooner Prince by Jacob Sanderson on his own account and risk bound to the Madeiras and West Indies and back to Salem, George Taylor Master and Consin'd to said Master for Sales and returns as hereafter mentioned. Marked and numbered as in the margin viz—

I S 123456	Six Cases containing six ladies secretaries	$243.
789& 10	four do do four sweld buros	150.
11,12,13	Three do do two gentleman's desks & bookcases	
No 14 to 27	were also gentleman's desks and bookcases nine in all @ $90 each	810
28 & 29	Two cases containing on large and Eligant secretary & bookcase	100
30 & 31	Two cases containing four card tables	90
32–	one do do one Eligant Sideboard	100
33 & 34	two do do two do do	180
35,36,37,38	Four do do four gentleman's desks without bookcases	132
	Twelve bidits and Pans @ 8	96
	four candle stands ovel @ 9	36
	Two wash hand stands @ 12	24
	Six portable desks @ $12	$72
		$2213

Capt Taylor Sir – you having the Consinement of the above invoice you will sell the same for the most they will fetch and conduct with the proceeds as you are directed in the Order given for this Voyage – it is agreed that the above Invoice is equal to one hundred and seven Barrels in bulk for which you may deduct Two Dollars pr Barrel for the freight ought to the medarias– one Dollar will be alowd Pr Barrel or that porposhion from the madeiras to the West Indies– the freight from the West Indies home as Customary – your Commitions also as Customary on such a voyage

with Respect

your friend

Jacob Sanderson

Salem June 20 1806

Jacob Sanderson's shop was on Federal Street, as was also the "Sanderson Cabinet Wares," and in addition to the journeymen workmen whom the Sandersons employed

CHEST OF DRAWERS AND DRESSING MIRROR MADE BY WILLIAM HOOK IN 1818.

From the George R. Curwen Collection in the Essex Institute.

they had numerous apprentices. Labor troubles could be as annoying then, before the day of labor unions, as they are today, and, in 1798, Elijah brought suit against a Mr. Radson for inducing one of his apprentices to leave:

Mr Elijah Sanderson to S. Putnam Dr

1798
Dec 3 For writ and advising with you in your suit against B. Radson
Special declaration for enticing away apprentice $5.

This suit may have suggested to the Sandersons the wisdom of providing free educational advantages to their apprentices as an added inducement to holding them. In 1803 Jacob received the following bill:

Dr Capt Jacob Sanderson to Dan Parker
To instructing four Apprentices six weeks at .25 per week each $6.
Salem March 16th 1803
Received payment
Daniel Parker

Five years later, Jacob was still providing them with educational opportunities:

Dea^{n} Jacob Sanderson to A. Flanders Dr

1808
March 19th For his apprentices tuition at my evening school from Feb 1st to March 11th at four dollars per quarter $3.54
Rec'd Pay'nt
Asa Flanders

The following item at the end of a bill, dated 1803, and rendered by Thomas Hodgkins, who worked for Jacob, shows Jacob's provision for his apprentices during his absence from his shop:

to my time and services in Ceping your tools and superintending your apprentices and Business in your absents from the Shop as Pr Power given me up to this date $21.

In October, 1794, Daniel Clarke, who had previously worked in Boston, came to Salem to work for the Sander-

sons, and, if one can judge from the bills of his work, he must have been a very valuable journeyman, for he not only did cabinet work for them but he was a carver and turner as well, and further, drafted and cut his own patterns. He was born in 1768, and died in Salem in 1830. He married Mary Sanderson, and named two of his seven children after Jacob Sanderson.

The first bill of his work for the Sandersons follows:

1794 Messrs E & J Sanderson Dr to Daniel Clarke

Oct 7	To repairing a work bentch 3/6	£0:3:6
15th	Turning a stand pillar 1/6	0:1:6
29th	Making two Pembroke tables 19/each	1:18:0
Nov 9	Turning 2 sets mehogany Bedstead Pillars @ 4 each	0:8:0
12th	Turning 2 handles for Mr Prescott	0:1:4
17th	Making a circular front Bureau Fin'ing thro'out	2:17:0
Dec 3	Making ditto finished & decorated	2:17:0
8	Decorating 15 Card Tables @ 2/each –	1:10:0
17th	Making a Clock Case with assistance	1:10:0
1795		
Jan 13	Making 2 Clock Cases repairing the Block and turning the Mouldings	4:15:0
Feb 4	Making 2 Clock Cases and turning the Mouldings for the same	4:15:0
5th	Mending a broken Clock Case Hand	0:1:6
8th	Making a Spring Clock Case	0:15:0
11th	Making ditto 15/ altering a Clock Case Hand	0:17:6
18th	Turning a stand pillar 1/6	0:1:6
March 18th	Making a Sideboard	5:2:0
April 18th	Making ditto	5:2:0
May 8th	Finishing an easy chair	0:9:0
10th	Making a set of Ht back Chairs	3:12:0
12th	Turning a set of Urns for a field Bedstead	0:3:6
June 7th	Making a set of Ht back chairs with 4 Parterres in each	4:4:0
July 2d	To cutting the patterns for and making 4 chairs	2:10:6
22d	Making a set of open back'd chairs	3:12:0
25th	Turning Pillars etc for a tambour table	0:3:8
Aug 4th	Turning a set of bedstead pillars	0:4:0
6th	Turning 2 sets of Desk Pillars	0:1:10

23d	Turning an old set of Field Bedstead Pillars &c	0 : 2 : 6
	Turning a set of Urns for a Field Bedstead	0 : 3 : 6
	Turning a stand pillar	0 : 1 : 9
Sep r 2d	Making a set of Ht open back Chairs drafting carving and cutting the Paterns	4 : 16 : 0
		£52 :19 : 4

Credited to Daniel Clarke on this same bill were the following items:

1794		
Dec 17th	By 15 pairs of Shoes @ 4/8 per pair	£3 : 10 : 0
	Mapel Stuff for a Bedstead	0 : 2 : 4
1795		
Jan 13th	Pine Stuff for a small Clost about 20 ft	0 : 3 : 4
	Ditto for 2 school bentches about 8ft each	
	By taking a letter from the Post Office and change taken	0 : 1 : 3
Feb 11th	Mr Jenks Bill for a soffa	2 : 3 : 6
	Mr Chandlers Bill for making	0 : 12 : 0
	Cash rec	3 : 0 : 0
March 5	Mr Jenks bill for findings	1 : 13 : 11½
	Mr Chandlers bill for making	0 : 14 : 0
	Cash 60/	3 : 0 : 0
April 28	Mr Jenks bill broadcloth &c	3 : 14 : 3
	Mr Chandlers bill for making	0 : 14 : 0
July 15	By a Holdfast	0 : 7 : 0
27	Sundrys at Mr Northeys	0 : 12 : 16
Sep 11	By 48 weeks Board to this day	25 : 18 : 0

But in 1795 Daniel Clarke was not the only craftsman who was drafting patterns, cutting patterns, and carving chairs. Samuel McIntire was doing similar work for the Sandersons, although his bills show no record of his making the chairs as Daniel Clarke's did. Among the Sanderson papers I found four bills of furniture carving done by Samuel McIntire and his son Samuel Field. These are particularly valuable, not only in specifying the work but in adding much to our scanty documentary proof of McIntire's work as a furniture carver. Until now only three bills of furniture carving by Samuel McIntire have been known. These three were:

Madam Elizabeth Derby to Sam'l McIntire Dr

to Carving Bass Mouldings & Brackets for a Case Drawers	
Made by Mr Lemon @ 39/	£1 : 19 : 0
to Carving Frieze Roses &c for the top	1 : 4 : 0
	£3 : 3 : 0

Salem 22 Oct 1796

Received payment

Sam'l McIntire

1797 Mr E. H. Derby to Samuel McIntire Dr

Nov 14	to Carving 2 Bed pillars @ 4 dollars & 2 do @ 10/	£1 : 14 : 0
1798		
Feb 17	To carving 8 chairs @ 10/6 each	£4 : 4 : 0

The first bill of carving done by Samuel McIntire for the Sandersons is as follows:

Messrs E & J Sanderson to Samuel McIntire Dr

1795			
May 11th	to cutting 6 chair backs	@ 5/8	£0 : 5 : 8
July 1st	to cutting 6 chairs	@ do	0 : 5 : 8
17th	to Carving 6 chairs	@ 4/2 each	1 : 5 : 0
Aug 15th	to carving 2 Roses	@ 2/6 each	0 : 5 : 0
Sep 1st	to making pattern for a Banister		0 : 1 : 6
			2 : 2 : 10
	Cr by 20 feet Birch & 6 Cypress		3 : 8
			£1 : 19 : 2

Salem 25th Sept 1795

Received payment

Samuel McIntire

A comparison of this bill with that of Daniel Clarke, which covers the same period, discloses very similar work. On May 10, Clarke listed the making of a set of Hepplewhite chairs at £3:12:0. On May 11, McIntire cut 6 chair backs at £0:5:8. July 1st, McIntire cut 6 chairs at £0:5:8; on July 2d, Clarke cut the patterns and made 4 chairs for £2:10:6. On July 17th, McIntire carved 6 chairs for £1:5:0. On September 2d, Clarke drafted and cut the patterns, carved and made a set of Heppelwhite chairs for £4:16:0.

Mr Jacob Sanderson to Sam^a Mc Intire Dr

1807 Augt 11th	To Reeding & Carving 4 legs for work table	$ 3 " 0 " 0
27th	to Carving & fluting 18 Chairs @ 6/ each	18 " "
Sep^t 29th	to Carving Pr Arms 4/6	" 75 "
Octo 21st	to Carving 12 leaves for window Cornice @ 1/6	3 " "
	to Composition to Amount of 5/10	" 97 "
Novr 6th	to Carving Bellows Tops 24/	4 " "
		$ 29 " 72 " 0

Salem 6th May 1808

Received Payment
Sam^a Mc Intire

1799 E & J. Sanderson to Sam^a Mc Intire Dr

July 3^d	to 6 Pr Rofs @ 5 Doll^s	$ 5 " 0 " 0

Salem 4th Octo^r 1799

Received Payment
Sam^a Mc Intire

BILLS OF SAMUEL McINTIRE TO THE SANDERSONS FOR CARVING AND CUTTING.

From the Sanderson Manuscripts in possession of the Essex Institute.

The second McIntire bill of carving done for the Sandersons is dated 1799, and is much less important:

E & J Sanderson to Samuel Mc Intire Dr
July 3rd
to 6 Pr Roses @ 5 Dolls $5.
Salem 4th Oct 1799
Received payment
Samuel McIntire

In the meantime, Daniel Clarke had become established in his own shop, and advertised in the Salem *Gazette* in August of 1796:

Daniel Clarke

Respectfully acquaints his friends and the Public that he has taken a Shop in Essex Street for carrying on the Cabinet Business in its several branches. He indulges the hope from his attentive experience in Boston etc etc that his exertions will meet their Commands.

In March, 1799, he sent out a shipment of his own furniture with the Sandersons:

Daniel Clarke's Adventure with E & J Sanderson

Received of Mr Daniel Clarke on Board the Snow Fanny George Taylor Master bound to the havana one Mahogany desk.. Four Lolling Chairs.. Two round and one Square Card Tables & Two Light Stands included in our Invoice of this date – which we Promis to pay to said Clarke or order the Neat Amount of Sales of the above Peases of Furniture at the havana or Elswhair they may be sold on the safe arivel of the Property or Proceeds in the united states of America and Poart of Discharge in sd States – The intrest of the above obligation is the Risk of the Property to be on the Shipper untill it arives as above But the use of the same for the subscribers home for the freight out – E & J Sanderson

On February 11, 1800, Daniel Clarke again advertised, this time announcing that he "respectfully acquaints his friends and the public that he has removed to his new shop in Chestnut Street near Summer and Norman Street where he continues the Cabinet Business in its several branches and hopes for the opportunity to manifest his gratitude for past favors by strict attention to the future."

On June 24, 1803, he advertised:

Wanted

An Apprentice to the Cabinet Making Business; a steady active lad from 13 to 15 years of age.

The next bills of carving by both Daniel Clarke and Samuel McIntire again cover the same period, 1802 and 1803. The McIntire bill is receipted by Samuel Field McIntire, and doubtless represents the work of the younger McIntire, as this was the time when the senior McIntire was particularly busy designing the exterior and interior of many Salem houses:

Deacon Jacob Sanderson to Sam'l McIntire Dr

1802			
July	31	to carving Sofa and working top rail	£1:7:0
Aug	19	to Carving pr Bed Pillars	0:13:6
Oct	9	Do pr Bed Pillars @ 21/	1:1:0
		Do Do @ 13/6	0:13:6
		Do Do @ 10/6	0:10:6
Nov	8	Do Do @ 21/	1:1:0
1803			
Feb	3	Carving Sofa and working top rail	1:7:0
May	13	Cutting 9 ft mehogany Beads @ 8d per ft	0:6:0
			£6:19:6
			$23:25:0

Received in full pay for my Father
Sam'l F. McIntire

Whether these sofas were destined for exportation or for some customer of the Deacon in Salem, I have been unable so far to determine. An invoice dated April 19, 1805, of the cargo of the ship *Exeter,* bound to the East Indies, listed among its nineteen cases of mahogany furniture "six Sophias" valued at $100 each, with a following item, "a box with the Sophia coverings." These sofas must have been carved and unusually "elegant," if one can judge from the price, for on a bill of furniture made by Nehemiah Adams, dated July, 1810, when Caleb Burbank had become a member of this furniture exporting company, the following item appears, "2 Soffies carved $64." A note at the foot of the Adams bill called attention to the fact that these two carved sofas with a secre-

tary and bookcase were not cased and were "left at home del'd to Mr. Stockes." This was doubtless F. Stokes, an English carver, to whom Jacob Sanderson owed money at the time of Jacob's death in 1810.

Daniel Clarke's bill for 1802 and 1803 is for carving, turning, and reeding:

Deacon Jacob Sanderson to Daniel Clarke Dr

1802			
Feb	20	To carving 2 Sets Chairs @ 2	$4.0
April	23	To turning a large Urne	0.30
May	12	To turning 1 pr Bed Pillars	1.50
	16	To turning set Urns for Field Bed	0.47
	23	To turning ditto	0.47
June	15	To turning set Field Bed Pillars	1.75
		To turning urns for do	.47
July	23	To carving set Chairs @ 3	3.
Aug	8	To turning Stand Pillar	0.25
	20	To turning Ditto	0.25
Sep	3	To carving set Chairs @ 3	3.0
Oct	10	To reeding 1 pr Bed Pillars	1.25
1803			
Jan	10	To ½ thousand Pine Board	8.0
			$24.71

Salem Jan'y 20th 1803

Rec'd Pay
Dan'l Clarke

The next bill of Samuel McIntire is dated four years later, and lists carving, reeding, and fluting:

Mr Jacob Sanderson to Sam'l McIntire Dr

1807			
Aug	11	to Reeding & Carving 4 legs for Worktable	$3.0.0
	27th	to Carving & fluting 18 Chairs @ 6/ each	18.0.0
Sept	29	to Carving 1 pr Arms 4/6	0.75.
Octr	21	to Carving 12 leaves for window Cornace @ 1/6	3.0.
		to Composition to amount of 5/10	.97.
Novr	6th	to Carving Bellows top 24/	4.0.
			$29.72.0

Salem 6th May 1808

Received Payment

Sam'l Mc Intire

Samuel McIntire had apparently not yet become accustomed to itemizing his bills in dollars and cents, as he continues the three places usually accorded to pounds, shillings and pence. The last item on this bill is particularly interesting, "to carving bellows top," as in the February, 1933, number of *Antiques* a bellows top, which was illustrated, was ornamented with some very excellent carving of the typical McIntire basket. An editorial note called attention to the fact that the carving was sufficiently good to be that of the elder McIntire. Samuel Field McIntire advertised in 1815, four years after his father's death, the carving of furniture and bellows tops. A year later Samuel D. Howe also advertised a Salem Bellows Manufactory:

Samuel D. Howe informs his friends and the public that he continues the manufacture of Bellows of all kinds viz, Carved and ornamented – Plain and turned – Painting of any kind the purchaser may fancy. Old bellows repaired. New bellows exchanged for old.

One of the most valuable contributions of these Sanderson papers and bills is the surprising revelation of the coöperative nature of the making of Salem furniture. In fact, there appears to have been a spirit similar to that in Roxbury, where so many craftsmen gathered in order to obtain work from the Willard clockmakers. From the following bill to Capt. John Derby, one would naturally surmise that the fire-screen had been made by Jacob Sanderson, cabinetmaker, until one reads the actual bills sent to Jacob:

Capt John Derby to Jacob Sanderson Dr

1802

Dec 27 to Fire Screen with a leaf to sett candlestick on $8.

1803

Jan 11 to Pembroke Table Veneered 14.

Rec'd Payment

Jacob Sanderson

Thomas Hodgkins, who superintended the Sanderson workshop in Jacob's absence, included these same items in his bill of work done for Jacob on December 23 and 24:

FIRE-SCREEN, MADE BY THOMAS HODGKINS
FOR JACOB SANDERSON, AND OWNED
BY THE ESSEX INSTITUTE.

This is one of the two known examples of this type
in this country.

Mr Jacob Sanderson to Thomas Hodgkins Dr

1802			
Dec	23	to making Pembroke Table Veneered	$4.
	24	to do one fire Screene with a flap	2.

The bill for the varnishing and polishing of this table was sent by Robert Cowan directly to Capt. John Derby:

1803			
Jan	9	To varnishing & polishing a pembroke Table made by Sanderson	$5.

A comparison of these charges is enlightening. Sanderson charged Derby $14 for the table. Hodgkins charged Sanderson $4 for making it, and Capt. John Derby paid for the varnishing and polishing $5, leaving Sanderson a difference of $10 to cover materials and profit.

The remainder of the Hodgkins bill follows:

1803			
Jan	28	to Two Gentleman's Secretary	$22.
	29	to mending an old sideboard	2.
Feb	7	to making 2 sash cornard Cardtables	8.
do	18	to 1 do Gentleman's riting desk	4.50
do	25	to 2 do do do do	9.
March	9	to 1 do do do do	4.50
do	27	to 1 do dressing glass frame and stand	2.75
do	28th	to do 2 Sash cornard Card tables	8.
		to making saw frame and fixing do	1.
			$67.75
		deduct one gentleman's desk	4.50
			63.25
		Cr by Cash at Sundra times	25.
			$38.25

Whether Thomas Hodgkins' position as superintendent of the apprentices prevented him from attending night school with them, the spelling in the bills which he presented Jacob testify to his needing ample instruction. The following bill of his work in 1808 and 1809 contains the names of several persons for whom the work was intended:

Salem July 29 1808

Mr Jacob Sanderson to Thomas Hodgkins Dr

July	29	to putting a band to set of dinning tables	$1.
Aug	13	to making one pare of card tables with reeded legs	10.
	22	to making one sideboard with reeded legs	18.50
	23	to making one stool for fire	1.50
	24	to making one pine coffin	2.
Sept	7	to making tow wash stands	6.
	10	to reading six sideboard leags	2
	13	to making one sett of dinning tables	15.
Oct	10	to making one corner night table	4.
	11	to reperring one Commode	.75
	13	to making one Common bested into prest bested	.75
	19	to making two Chare stools and tow foot stools	3.66
	22	to making one beanch	3.
		to reperring owld furinture	1.25
	21	to making one set of stairs	6.
	23	to making one box for Mrs. Allen	.75
	31	to making one gentleman desk and bookcase	16.
Nov.	6	to making one box for Dean	.75
	8	to making one teable for prince	.75
	10	to making one beunch	3.
	12	to making one pine coffin	2.
	17	to making one Candle stand	1.50
	24	work for prince	.33
	28	to making one gentleman's desk and bookcase	16.
Dec	4	to making one pine card table . Jon. prince .	2.50
		tow round pieces of mehoguny	.25
	14	to making one side bourd with reed leages	18.50
	18	to making one four foot table	3.
	20	to making one field bested	4.50
Jan	3	to making one pare cf Card tables read leages	10.

to making six trevling desks	12	
		172.24
Cr by coffin for Mr Clark and box for Dean		7.
		$165.24
to my Serveses in Wheating Saws and Superintending Shop & so forth to this date		14.
		$179.24

Salem January 4 1809

Received payment in full to this date

Thomas Hodgkins

In 1799, the same year that William Hook worked for the Sandersons, Henry Stuart was a journeyman workman in the Sanderson shop, apparently an adept workman at making tables:

1799	Messrs E & J Sanderson to Henry Stuart	Dr
th 2	to one pare of tambord tables	$20.0.0
April		
th 10	to one pare tambord tables	40.0.0
May		
th 5	to one pare tambord tables	20.0.0
June		
th 13	to one pare Sash Conard tables	8.0.0
th 23	to one pare Sash Conard tables	8.0.0
th 25	to one dining table top	1.50.0
July		
th 1	to one Sash Conard table	4.0.0
th 15	to one pare Sash Conard tables	8.0.0
23	to one pare Sash Conard tables	7.67.0
26	to one dining table	3.0.0
Aug		
th 1	to one pare Sash Conard tables	7.67.0
th 8	to one pare Sash Conard tables	8.0.0
th 15	to one pare Sash Conard tables	8.0.0
th 21	to one pare pembrock tables	6.64.0
th 26	to one pare tambord tables	20.0.0
th 30	to one pare Sash Conard tables	7.67
Sept	to one Bench maid	2.0.0
		$180.18.0

Sup Cr by 27 weeks Board to 27 September $54
by Cash receved at Sundra times 78.10
——— 132.10

$ 48.8

Receved payment the Ballance in full
of all amounts

Henry H. Stuart

Two other workmen or apprentices of the Sandersons were a Mr. Gavit and Mr. Chase to whom Micaiah Johnson, one of the large family of Johnson chairmakers, delivered chairs which he had made for the Sandersons in 1794.

The Johnsons were a most interesting family of cabinetmakers and chairmakers who deserve more space than this article can give them. They dated back to Jonathan Johnson, who was born in 1683 and died in 1741. Edward was the first and only chairmaker in Lynn and in his will he described himself as a joiner. He was born in Lynn in 1722 and died in 1799. He had ten children. Most of his sons went to Salem where they worked as chairmakers and cabinetmakers, and were also employed in the erection of some of Salem's finest residences. Among these sons were Jedediah, 1759-1821; Edmund, who died in 1811; Samuel B., who was married in Salem in 1818; William, a cabinetmaker in Salem in 1825; Micaiah, and Edward.

The earliest record of the work of these Johnsons for the Sandersons is in 1795, and shows the work of Jedediah:

Messrs E & J Sanderson to Jedediah Johnson from
March 6 1793 to Jan 30 1795 Dr
Sundra Charges for Chairs and note given up to
Jan 30 1795 £18:18:8
Salem January 30 1795
Received payment in full of all demands to the above date
Jedediah Johnson

Jedediah must have been a superior chairmaker, for in 1798 he was employed by Elias Hasket Derby to make the following chairs for him:

To 5 High top Chairs	@	18/	£4:10:0
To 3 Table Chairs	@	15/	2:5:0
To 4 Low Chairs for children			0.16.0

Edward and Micaiah Johnson were also employed by the Sandersons from 1793 to 1795:

Mister E & J Sanderson to Edward Johnson	Dr
to the amount of Painting and Glaising and chair work from July 11 1793 to February 3 1795 amounting to	33:6:7
to my Note of hand to ballance accounts	1:18:1
	£35:4:8

The bill of Micaiah Johnson is more explicit:

1794		Elijah and Jacob Sanderson to Micaiah Johnson	Dr
feb	1	to bottoming 6 burch chairs @ 2/	£0:12:0
		to two low chairs @ 4	0:8:0
	17	to bottoming a gnait chair @ 3	0:3:0
	22	to six dyning chairs white @ 5/6	1:13:0
March	27	to bottoming 3 chairs @ ½	0:3:6
		to mending one chair 1/	0:1:0
May	5	to bottoming 6 burch chairs @ 2/	0:12:0
	29	to six dyning chairs @ 7¾	2:2:0
		to bottoming six burch chairs @ 2/	0:12:0
June	9	to bottoming six burch chairs @ 2/	0:12:0
		to two round top chairs @ 9/	0:18:0
July	8	to twelve dyning chairs @ 7/	4: 4: 0
		to two round top chairs @ 10/	1:0:0
	20	to bottoming four chairs @ 2/	0:8:0
Aug	23	to bottoming two chairs @ 2/	0:4:0
	29	to six fanback chairs white delivered to Chase	2:2:0
Novem	6	to six fanback chairs @ 9/	2:14:0
	9	to three dyning chairs delivered to Mr Gavit	1:1:0
		to three dyning chairs delivered to Mr Gavit	1:1:0
decem	2	to six dyning chairs @ 7/	2:2:0
Jan	17	one low chair @ 4/	0:4:0
			£22:17:6

The Johnsons had many apprentices and, like the

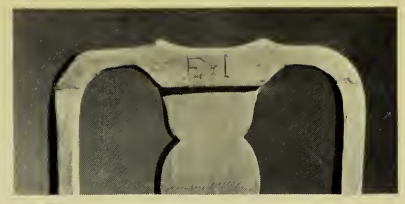
Sandersons, they, too, had their labor troubles, for an apprentice had not far to go to find a vessel upon which he could obtain work when he tired of learning the chairmaking or cabinetmaking business. The two apprentices who ran away from Edmund Johnson in 1801 must have been very promising young men, for sixty dollars reward was a very large sum to be offered in those days. Their description is very amusing and they must have presented a very colorful picture from the description of their appearance which Edmund gave:

60 Dollars Reward

Ran away from the Subscriber on Monday night the 28th of September two indented apprentices to the cabinet making business named Stephen Holt and Robert Holman, each about 19 years of age and natives of Andover. Said Stephen is 5 ft 11 inches high, slim built, and remarkable in his walk from the suppleness of his joints; wore away a chocolate coloured coat with steel buttons, a plaid swansdown waistcoat, light blue pantaloons, light worsted stockings and a black hat. Said Robert is 5 ft 6 inches high of a fresh complexion and dark short hair; wore away a striped shirt, blue coat with yellow buttons, marseilles quilted waistcoat spotted with blue, blue pantaloons, white cotton stockings and black hat. whoever will take up either or both said runaways and return them to the subscriber or secure them in any way and give him notice thereof shall have a reward of 30 dollars for each and all necessary charges paid – All persons are forbid harboring or trusting said runaways and masters of vessels are particularly cautioned against carrying them to sea as they would avoid the penalty of the law.

Edmund Johnson

Edmund Johnson was a very enterprising cabinetmaker and apparently had sufficient capital to enable him to send out his own ventures rather than send them out at the risk of the Sanderson Company. The similarity of the furniture which all these Salem cabinetmakers made impresses one with the futility of attempting to establish the author of any piece without knowing its pedigree. The following is an invoice of five cases of furniture which Edmund Johnson shipped on board the Ship *John* bound to Surinam in June, 1799:



SHOWING THE INITIALS "E. I.," ON BACK OF CHAIR, THE MARK OF EDMUND JOHNSON.

AN EXAMPLE OF THE WORK OF EDMUND JOHNSON.

From the original owned by Harriet S. Tapley.

One Swell'd Mahogany Desk & Book Case	@	$110.
Two Swell'd Mahongany Bureaus @ $44 each		88.
Three Mahogany Travelling Desks @ $15		45
		$243

The Markes of the above Furniture are as follows
E – I NI & 2 & O Salem

Capt Ropes the above invoice being all of Mahogany and well finish'd work you will sell for the most you can get and place the neat proceeds of the Sum at the foot of the owner's acc't no freight to be deducted as per agreement

Your humble Serv't
Edmund Johnson

N.B. The Travelling Desks are in the Book Case.

On the back of the invoice appear the captain's orders:

It is understood that the within mentioned property is ship'd on board Ship John Joseph Ropes Master on the following conditions. that upon its arrival in the West Indies it is to be sold for the most it will fetch & the Net Proceeds to be disposed of as Capt J Ropes may choose and bring it to Salem on said Ship John and in thirty days after the safe arrival of the property to the owner of the Ship John the said Edmund Johnson is to be paid the Net Am't of Sale of Furniture in the West Indies after deducting commission & other Charges. it is understood that the furniture & proceeds are to be at the risk of the shipper out & home.

Another Salem chairmaker who did a great amount of chairmaking for the Sandersons was Richard Austin, who was born about 1774, married Isabel Symonds in 1797, and died in 1826. The following bills represent his work for the Sandersons in 1805 and 1806:

Deacon Jacob Sanderson Dr in Acct with Richard Austin
1805

April 12	to 6 flag Bottom Chairs	$5.
Capt	to 6 Bamboo Chairs (not Stript)	15.
Ward	to 2 do with Arms and Rockers	8.50
	to 6 white do Stript Grean	16.
June 1	to 6 Bamboo Chairs Gold Leaf	20.
Mr	to 1 do with Arms and Rockers	5.50
Pinder	to painting 2 Set Cornishes	4.

Aug	1	to 12 fan back chairs	24.
Nathan		to 8 Bamboo do Gold Leaf	26.67
Read Esq.		to 8 do stript Yellow	21.33
		to 2 do with Arms and Rockers	9.
		to painting set of Cornishes	2.
	10	to painting Wash Stand	1.50
	30	to painting set cornishes for Mr Waters	2.
	31	to 2 Bamboo Chairs with Arms and Rockers	9.
Sept	2	to painting set cornishes for Mrs Lander	2.
	25	to 8 Bamboo Chairs Gold Leaf for do	26.67
Sept	26	to painting set Cornishes for Mrs Beckford	2.
Oct	8	to 6 Bamboo Chairs Gold Leaf	20.
Mrs		to 1 do with Rockers	3.83
Rodgers		to Painting & Gilding set Cornishes	4.50
Nov	7	to 12 Bamboo Chairs	32.
Mr		to 2 do with Arms & Rockers	9.
Page		to 6 Flag Bottom Chairs	5.
		to 1 do with Rockers	1.25
		to painting set Cornishes	2.
		to varnishing Arm'd Chair	.25
Decem	14	24 Bamboo Chairs	64.
		to 2 Seteas	24.
		to painting set Cornishes	2.
1806			
Feb	6	to 12 Bamboo Chairs @ 16/	32.
		to 1 do with Arms and Rockers	4.50
		to painting 2 set Cornishes	4.
April	10	to 1 Bamboo Chair with Rockers Gold Leaf	3.83
for	15	to 6 Bamboo Chairs	16.
Mrs	18	to 6 Bamboo Chairs Gold Leaf	20.
Hobs	26	to 2 do with Arms and Rockers	11.
			$468.33
		my note to Ballance	36.83
			$505.16

The following items were credited to Austin and because of the casing of some of them, suggests that he, too, sent out some ventures:

May 4	By Cash on Acct	$22.25
June 20	By 1 ladies Secretary & Caseing do	31.50
July 6	By Cash	14.75
Aug 15	By 1 Straightfront Mehogny Burow	18.

Sept 27	By 1 ladies secretary	30.
Oct 11	By Cash	15.
Nov 18	By Cash	86.75
Dec 14	By 2 Ladies Secretaries & Caseing do	62.
20	By 1 painted cradle	5.
21	By 1 Mehogany Bedstead	16.
1806		
Jan 7	By 1 set Bed Cornishes	4.
28	By 1 set Curtain Rods	1.
	By 2 Mehogany Card Tables	28.
Feb 4	By 1 Sweld front Mehogany Desk	30.
March 22	By Cash on Acct	40.
31	By 1 Straight front Mehogany Desk	30.
April 25	By 1 pine Wash Stand	4.50
30	By Cash	20.
		$475.75
May 27	By Cash	29.41
		$505.16

Like a wheel within a wheel this coöperative cabinet-making proceeded in Salem, and as in the case of the Burpee Chair Manufactory, which provided chairs for the Sandersons, some of their chairs are recorded as having been made by John Doggett in Roxbury. Nor were the Johnson chairs always made in their shops, as the following bill shows:

1808 Deacon Jacob Sanderson to Isaac Stone Dr

May 11	to 6 Bamboo Chairs delivered to Sam'l Johnson	$16.
Oct. 10	to 2 Arm Rocking Chairs del. do	9.
		$25

Salem August 2 1809
Received Payment
Isaac Stone

Another chairmaker who provided chairs for the Sandersons was James C. Tuttle, who advertised in the *Salem Gazette* on August 19, 1796:

James C. Tuttle
Cabinet and Chair Maker

Informs his customers and the public that whereas they

have called on him heretofore for Chairs made in the Philadelphia style which he was not able to supply them with he flatters himself that he is now able to answer their demands with all kinds of Philadelphia or Windsor Chairs and Settees made in the newest style and fancy; warranted work and well painted with different colors as the buyer chooses.

Also cabinet work of all sorts and common chairs as usual.

Those who wish for such kind of work he would humbly thank to call on him at his shop at the head of Federal Street on the corner adjoining Boston Street where they may be supplied at the shortest notice.

Wanted a Journeyman (a good workman) at the above Philadelphia and Windsor chair work. None else need apply.

Five years later he again advertised:

James C. Tuttle
Cabinet and Chair Maker

Informs his customers & the public in general that he has Windsor Chairs (so called) ready made in the different fashions, warranted work and painted different colours for Sale on reasonable terms for cash or country produce at his Cabinet and Chair Store in Boston St between Essex and Federal Street—

Also

Settees and Cabinet work

at any suitable notice & every demand in the above mentioned branches of business will meet the strictest attention.

Another workman for the Sandersons was William S. Parker, who worked for them in 1809. The following bill shows the particular pieces which he made:

Deacon Jacob Sanderson to William S. Parker Dr

1809		
Feb		
	To making a cornis	$1.50
	To making light stand	1.50
	To making cornis	1.50
	To making table	1.
		$5.50

Jacob Sanderson himself was a skilled turner, and in addition to Daniel Clarke's work for him in that line,

Nathaniel Safford, turner and carver, and Jonathan Gavet were also employed by the Deacon.

One infers from the following bill of Safford's that the furniture sent out late in 1800 by the Sandersons included many bedsteads:

1800	Mr Jacob Sanderson to Nathaniel Safford		Dr
Oct 7	To turning two set of highbedstead pillars		$3.
	To one set of field do		2.50
20	To two field pillars		1.25
23	To one set of field pillars		2.50
30	To one set of high pillars		1.50
	To one fire screen pillar		.25

Salem December 25 1800

Nathaniel Safford

Jonathan Gavet, a turner, (1731-1806), was also working at this time for the Company:

1801	Capt Jacob Sanderson to Jon Gavet		Dr
Novem	13	to turning 2 washstand moldings	£0:2:0
	14	to turning 6 urns	0:6:0
March	19	to turning 2 washstand moldings	0:2:0
April	9	to turning 2 washstand mldgs	0:2:0
May	13	to turning 2 washstand moldings	0:2:0
June	16	to turning 2 washstand mldgs	0:2:0
July	15	to turning bedpillars	0:9:0
	29	to turning stand pillars	0:1:6
	29	to turning stand pillars	0:1:6
August	10	to turning standpillars	0:1:6
Sept	17	to turning 5 bedposts	0:18:9
	22	to turning bedpillars	0:9:0
Oct	2	to turning Clock case mldg	0:2:0
	7	to turning washstand moldg	0:1:0
	28	to turning 2 washstand moldg	0:2:0
Novem	4	to turning 2 standpillars	0:3:0
		to turning 2 washstand pillars	0:2:0
			3:7:3
		deduct – the two upper charges are rong they being carryed in the former account	0:8:0
			£2:19:3

The wholesale manner in which this furniture-making was carried on as early as 1801 is surprising. But even more surprising is one item in the inventory of Jacob Sanderson's estate at the time of his death in 1810,—namely "twenty dozen beauro fronts"!

In such an extensive undertaking, the amount of hardware purchased was naturally very large, and the Sandersons patronized Abijah Northey (1741-1816), Robert Peele, George Dean, and Benjamin Frost. The following is one of the earliest bills of hardware:

Messrs E & J Sanderson	Salem	10th Dec 1795
Bot of Benj Frost		
6 doz Rose Handles @ 10/		£3 : 0 : 0
2 pr Brass Candlesticks		0 : 16 : 8
5¼ doz Rose Handles @ 12/		3 : 3 : 0
3 doz Commode @ 15/		2 : 6 : 6
12 doz Escutions @ 2/		1 : 4 : 0
2 10/12 doz Desk Hinges @ 12/		1 : 14 : 0
6 M each 2 by 3 brads @ 2/8 & 3/4		14 : 2 : 5
deduct 1 doz Escutions		2
		£14 : 0 : 5

Archelaus Fuller and Robert Cowan worked for the Sandersons, painting and varnishing various articles of furniture. Fuller for a time had his shop in the loft over Nehemiah Adams' shop and Bentley refers to him in his diary in October, 1809.

Robert Cowan was an Englishman of much ability who had a paint and varnish shop on the corner of Beckford and Essex Streets in the upper portion of the building. He did some very fine work in lettering, and it was he who painted a "carpet for entry way measuring 20 yards" for Elias Hasket Derby. This must have been far from ordinary painting, for the bill amounted to £3 :8 :4. He was a person of much ingenuity and was the first to bring into use gum copal as a varnish. Two of his bills follow:

Salem 1802

Jacob Sanderson to Archelaus Fuller Dr

Novem 2	Varnishing sideboard	$12.00
	Received Payment	

Archelaus Fuller

Mr Jacob Sanderson to Robert Cowan Dr

1803	April 6	
	to Coffin Plate Lettered & Clasp for Mrs Dana	$3.33⅓
	June 7	
	to Varnishing Portable desk	1.75
		$5.08⅓

the above for Mr Derby

Received Payment

Robert Cowan

This furniture exporting business of the Sandersons not only gave employment to cabinetmakers, chairmakers, carvers, gilders, and painters, but upholsterers were attracted to settle near this group of craftsmen. Among these was William Lemon, who came to Salem on one of the Derby vessels in 1795, and a year later wrote to one of the Sandersons:

Mr Sanderson

Will you please let me know if there is 6 or 12 chairs to be done in hair seating and whether stript or plain.

Jonathan Bright, Benjamin Nourse, and John Bott were other upholsterers who were kept busy by the Sandersons, stuffing chairs, sofas, and lolling chairs which seem to have had a tremendous vogue in those days.

The following bill of Jonathan Bright is typical of the work done by these upholsterers:

Dr Capt Jacob Sanderson in Acc't with Jonathan Bright

1801		
June 12	To Stufing 2 Lolling Chairs	$11.
	To ditto Caning Chairs	8.
	Hanging 7 Roles paper	3.50
	20⅞ Bordering	1.75
Sep 9	Stufing Easy Chair	8.50

Jan 4 1802		
Cap	Ditto 6 Chairs	20.
Rust	Ditto 2 Lolling Chairs	9.
	to Covering do and Seating	10.60
May 3		
Shiping	Stufing 4 Sofas	68.
	Seating 12 Chairs	36.
	Stufing 2 Lolling Chairs	8.
Marblehead	Do 1 do do	4.
Cap	Ditto 6 Chairs	20.
	Ditto 5 Lolling Chairs	4.50
Crowninshield	Ditto Easy Chair	8.50
	Cushing for Do	3.24

Against this account Bright was credited with the following items,—a most interesting account emphasizing the upholsterer's method of turning about and exchanging his work for some chair frames which he upholstered and doubtless sold:

By Light Stand	$5:0:0
2 Lolling Chair frames	10:0:0
Easy Chair frame	6:0:0
8⅛ yd Hairseating	9:39
July 29 Cash	16:0:0
Aug 3 Cash by Sofa	37:0:0
2 foot stools	2:0:0
Easy Chair frame	6:0:0
Brass Nails	8:0:0
By Cash Mr Barton	24.50
By Easy Chair	6
	$129.89

Jonathan Bright, who came from Boston to Salem, was a brother of George Bright, the Boston cabinetmaker. In 1800 he advertised in the Salem *Gazette:*

The Subscriber begs leave to inform the public that he has taken the shop on Federal Street opposite Mr Edmund Johnson's Cabinet Shop for the purpose of carrying on the

Upholsterer's Business

in its various branches – flattering himself he shall be able to give general satisfaction to all who may please to favor

him with their custom; and hopes by a close application to his business to merit the patronage of the public.

A much earlier bill of work by Benjamin Nourse for the Sandersons is very similar and shows that in 1794 the Sandersons were making sofas as well as lolling chairs:

	E & J Sanderson to Benj Nourse	Dr
1794 August	to stuffing 2 Lolling Chairs	£1 : 10 : 0
Sept 1	to stuffing one soffe	2 : 14 : 0

In 1799 John Bott rendered the following:

Mr E J Sanderson	to John Bott	Dr
To trimming & stuffing two Sofes at $14		$28.
Oct 9	To Stuffing & Bottoming twelve Mahogany Chairs with hair cloth Bottoms	28

Jonathan Ireland, jun., the blacksmith, found his services much in demand by this furniture exporting Company, and he was constantly called upon to "mend plain irons, fix saws, cut plain iron, alter hinges, and supply them with hooks, rivets, hinges, clasps, staples etc." His advertisement in the Salem *Gazette* on February 11, 1800, clearly shows the variety of his work:

Wanted – an active Lad about 14 years old as an Apprentice to the Black and Whitesmith Business. Apply to

Jonathan Ireland, jun.

who respectfully informs the public that he continues to carry on the

Black and Whitesmith Business

at his shop in Mill Street; where among the various work he executes are the useful and ornamental work of buildings; Fanlights for Iron Sashes; Palisading; Electric Conductors; Ornamental Scroll Work for lamp branches; Foot Scrapers etc.

All kinds of Carriage Ironed

Surgeons Instruments, Steel Trusses, Kitchen Furniture, Tinmans Silver and Coppersmiths, Pump and Ropemakers and Edge Tools made. Bells hung, Stamps and Brands neatly cut. Locks and Jacks repaired etc etc. Constant attention given and every favor acknowledged.

In addition to these records of the extensive exportation of the E. & J. Sanderson Company, numerous bills

are preserved of their furniture making for private families:

Mr Aaron Wait to E & J Sanderson Dr

1796		
May 20	to mahogany Buro	$25
	to do 6 chairs hair bottoms	48
	to 1 sideboard with draws	50.
	1 Pembroke table	9.
	1 4ft table	12.
	1 Buro with doors	28
	6 chairs stuft in canvas	36.
	1 ovel stand	5
	2 bedsteads	24.
	2 bed bottoms per do	8.
	1 Easy Chair stuft	12.
	4 ft mahogany for your house	1.12
	2 card tables with inlaid work	24.
		282.12
	to Pembroke table	1.67
		$283.79

Mr Aaron Wait to Jacob Sanderson Dr

1807		
March 5	to Bed Cornish	$4.
	to Painting & Gilding said Cornish	4.25
June	to pd for 3 Carved Sheeves Wheet & Gilding the same after the 2 above charges on do	3.50
		$11.75

Received payment

Jacob Sanderson

Samuel Page to Jacob Sanderson Dr

1804		
June 5	to 1 Canted Cornard buro	$25.
	to 1 dining table 4 by 4½ ft	16.
	to 2 Sash Cornard Card tables at $14	28.
	to 1 ovel stand	5.50
	to 1 High post bedstead	16.
	to 1 bed bottom for do	4.50
	to 1 cord bedstead	3.50

to 1 painted card table	5.50
to 1 Toylet do	2.
to 1 Bedcornish & Painting the same	6.
to 12 Squair top chairs	5.
to 1 do do with armes & rockers	4.50
to 6 flag bottom chairs	5.
to 1 do do with rockers	1.25
to 1 sett Cirting rods with hooks and eyes	1.
	$155.75

Doctor Read to E & J Sanderson Dr

1794

Oct 25 to Pine sideboard with 2 drawers $4.

1798

Oct 6 to Trundle Bedstead 3.

May 2 to Seader Cradle – New fashion 7

Elias H. Derby Esq to E & J Sanderson Dr

To mending 6 mahogany chairs £0 : 12 : 0

Salem June 14, 1793

Capt John Derby to Jacob Sanderson Dr

1802

June 1	To mahogany Commode with secretary draw	$60.
July 10	to large Pembroke table	12
	to do simpler Washhand stand	8
	to Mr Fuller's bill for varnishing Commode	12
	to do do for do Table	5
	to do do for do Stand	3.33⅓
		$100.

In June, 1791, Elias Hasket Derby purchased furniture to the value of £177 :8 :0 from E. & J. Sanderson,—tables, bureaux, and bedsteads, some of which went out on the Ship *Henry* and were sold at auction at Calcutta. Again in March, 1792, Mr. Derby purchased from the Sandersons sideboards, desks, card tables, bureaux, and bedsteads to the value of £230 :16 :0, which were sent out on the *Grand Turk* and sold at auction at Calcutta.

Some amusing transactions appear in these records showing furniture to have been used almost as a form of money. A note for $60 given by Thomas Williams, who

supplied chairs for the Sandersons, was to be payable in mahogany chairs. The following bill was also paid by furniture:

E & J Sanderson	to Israel Endicott	Dr
to 214½ sole leather	@ ⅓	£13 : 7 : 10
Bill furniture		7 : 2
		£13 : 15 : 0

Received Payment in furniture

Israel Endicott

Salem december 22 1795

Jacob Sanderson seems to have been the ruling spirit in the firm of the E. & J. Sanderson Company, although he was younger than Elijah. After his death, in 1810, when new members were admitted to the firm, troubles multiplied fast, and after a series of lawsuits which dragged out over a period of years, the new company came to a most undignified end.

The items in Jacob's inventory and in the sale of his effects after his death, show the extent to which this company had expanded in 1810. The first item, three "Cabinet Maker's Guide," emphasizes the fact that the Sanderson furniture was not the product of any provincial cabinetmaker's originality, but followed closely excellent designs:

Cabinet Maker's Guide
(½ of 3 do in Company)
Unfinished furniture
2 secretaries and bookcase
2 ladies do
1 lightstand
1 washstand
easy chair frame
3 bedposts
unfinished work
crease plains
4 fenearing saws
pair crampirons
Bitt stock bitts
6 workbenches
grindstone
tools
patterns
Junk of ebony
1182 ft of mahogany
5500 ft boards
20 dozen beauro fronts
400 ft birch stuff
box brass trimmings
hinges etc

The following is the list of Jacob Sanderson's effects offered for sale June 13, 1810:

1 grindstone
2 lots of planes, augurs etc.
1 cramp
3 lots of screws
1 grindstone
4 fenearing saws
1 turning saw
lot patterns and lumber
lot beauro fronts
2 benches
1 handsaw
1 chest and patterns
2 lots mahogany blocks etc
39 lots consisting of 89 plains
1 bevel lot of brasses etc
over 1000 ft of mahogany
1 piece of black ebony
lot mahogany fronts
1 secretary
1 lightstand
5 unfinished secretaries
1 secretary & bookcase
2 easy chair frames
4309 ft of refuse boards
611 do
262 do
2 birch bedposts
2 mahogany do
lot posts & lot legs
lot secretary unmade
creese planes
fenearing saws and planes
bitt stocks & benches
tools
patterns, etc

After Jacob's death, Caleb Burbank, a painter, Benjamin Swan (1786-1842), a cabinetmaker, Joel Tay and Capt. John Waters, owner of the Schooner *Molly,* formed a partnership company with Elijah for the exportation of furniture. Had it not been for the lawsuits brought against each other by these men, Elijah suing Waters, Tay suing Burbank, an so on, these Sanderson papers and bills doubtless would never have been preserved.

Bentley's comments on these men and others who were attempting similar adventures in furniture exporting are amusing.

In 1794 he comments on the hospitality of Jacob:

Upon my return I had a delightful beverage with that valuable citizen Deacon Sanderson.

In August, 1811, after Jacob's death, when the troubles of the company had begun, he wrote:

A strange deficiency of honesty among the officers of the Churches which have professed great zeal for conversions. Deacon Sanderson and Lamson are added to the list of fraudulent bankrupts and B.A. (Burpee Ames) is abroad upon the public courtesy.

One month later he was even more specific in naming those who had fallen from grace:

The Failures of the Speculators have strongly fallen upon the Enthusiastic leaders of little Sects. Deacons Batchelder, Saunderson, Meservy, Safford, Adams, Palfrey, Lamson, besides some men of high profession, Tilden, Burbank, and such like. None of these men have been natives of Salem but thrusting themselves from mechanic employments into mercantile affairs and venturing largely upon credit, breaking embargo laws, and making promises they have plunged themselves into the greatest evils.

By another month the worthy Dr. Bentley had concluded that the fall from grace of these men was due to the fact that they had not been born in Salem and been members of conservative churches. He wrote:

The business of failures continues and it falls chiefly upon persons not born in Salem who came into it to get wealth by other means than the slow gains of its inhabitants and it has fallen with increased severity upon men whose sanctity has gained them some irreligious as well as secular speculations. The Branch has lost two Deacons, the Tabernacle three, the Baptist a Deacon, and the new South Deacon broke and hanged himself. We have been very safe in the old established churches.

The new members of the company lost no time in obtaining furniture for a cargo and the records disclose the following bill of furniture which Caleb Burbank purchased from Nehemiah Adams, which went out in December, 1810, as part of the cargo of the Schooner *Molly,* owned by Captain Waters. Elijah also contributed a large share.

Mr Caleb Burbank to Nehemiah Adams Dr

1810		
July 3	To a Streight Desk	$30
	To a Swelld Desk	40
	To a secretary & bookcase	38
	To a Streight Buro	23
	To a secretary	26
	Second hand sideboard	41
	3 Wash hand stands varnished	34.50
	2 Side boards $60 each & caseing	123.
	2 Work tables	28.
	2 Dyning Tables cased	36

	1	Sweld Buro	25
	1	Buro Reeded legs varnished	28
	2	Card tables varnished & cased	42
	9	card tables @ 16	144
#	1	secretary bok case del'd to Mr Stokes not cased – *left at home*	50
	1	secretary & bookcase Secretary draws etc	52.
	2	Dressing tables	35
#	2	Soffies carved	64.
	2	knight tables & pans	26
			$869.90
		by his due bill	39.67
			909.23
		by his acct for varnish	200
			$ 709.23

Rec'd payment by his note

Neh. Adams

By the next April the cargo of furniture was still unsold in Rio Janeiro, and the following testimony of one of the witnesses in the lawsuit which Elijah Sanderson brought against Caleb Burbank is a most amusing account of the troubles that can accumulate under adverse business and climatic conditions way down in Rio:

Burbank had considerable property to dispose of and had sold some bedsteads at a good price but the Captain would not allow him to take it out. Burbank made great exertions to sell but Tay would not consent. After some time when Burbank, Tay, and Swan got so low they were obliged to sell Tay who was sick consented that Burbank and Swan sell it the best they could.

They found some one who agreed to take it at 50% discount from the invoice, while they were getting out the property from the House they sold what they could of it and the money received by Burbank was appropriated to payment of consignees bills. I delivered to the Butchers nine writing desks to pay their Bills & I delivered to the man who owned the House one Bureau at the request of Tay and Burbank and the man went away apparently satisfied. After the Bills were all paid off and they had sold all the property

which they could the man who had agreed to take the property came and took away the greater part of the furniture which remained. For the property sold at 50% discount Burbank and Swan rec'd coffee in pay and put it on board the *Ann and Hope* and it was brought to Providence.

In spite of all these troubles, Elijah Sanderson continued to make furniture for exportation, sending it out in much smaller quantities and on various ships. One item on an invoice of his furniture sent out in December, 1810, was "48 Bedstead posts," and another invoice, dated 1819, listed Grecian card tables, and Cylinder Desks to the value of $294.

The value of these Sanderson records cannot be overestimated. They furnish the first documentary proof of Samuel McIntire's carving for cabinetmakers. They reveal the coöperative nature of Salem cabinetmaking,—a disclosure which clears up satisfactorily many mystifying similarities in the work of numerous Salem cabinetmakers. They supply many new names of Salem cabinetmakers, chairmakers, carvers, and other craftsmen. And last, but by no means least, they testify to the wealth of historical material waiting to be deciphered from valuable records owned by the Essex Institute.

DOCUMENTS RELATING TO MARBLEHEAD

Copied from the Massachusetts Archives
by John H. Edmonds

Petition of Richard Ringe of Marblehead, Joyner, Dec. 24, 1755, to the General Court: "that your Petitioner haveing a large family to support and now dwelling in a house in said town, scituate in the only Cove where Coasting Vessels can at this season of the year lade and unlade with safety and near which no Person that makes a Business to retail Spirituous Liquors resides and he haveing the approbation of all the Selectmen of said Town humbly requests your honours to enable the next Generall Sessions of the Peace to be holden at Salem the last Tuesday of this present month to grant him a License if they see Cause to retail Spirituous Liquors he complying with all the Directions of the Laws, notwithstanding the usual time for granting the same is Elapsed." License allowed.—*Vol.* 120, *p.* 73.

Petition of Benjamin Shute of Marblehead, Feb. 28, 1756, to the General Court: "That whereas in September last I voluntarily inlisted in to his Majesty's Service in an expedition against Crown Point in A Rigament under the command of Collonel Plaisted and Captain Jonson while at Fort Edward was seized with a violent fever and when the forces were dismised was unable to come with them and lay confined to my bed for many days after. And whereas after the fever had left me I was at great expenc to get back to my native place (viz) ten dollers for a man to assist me, two pound is charged for a horse and two pounds eighteen and ten pence for the mans and my maintainnance. Besides A Considerable of provision sent by the man for himself and to me, by my friends, I am yet remaining under such great indisposition of body as to unable me to do anything for my present support. wherefor your petitioner humbly prayeth that your excellency and honours would take these things under your wise consideration And I humbly trust you will make me a consideration for the money that

I have necessarily been out for my return home, the whole is £7–18–10."

Allowed by the Committee on sick and wounded soldiers, Samuel Witt, per order, and voted to be paid.

—*Vol.* 75, *p.* 180.

Province of the)
Massachusetts Bay)

To his Excellency William Shirly Esquire Governer and Commander in Chief in and over His Majestys Province aforesaid to the Honourable Council and House of Representatives in General Court assembled at Boston this 8th day of April A.D. 1756

Petition, Apr. 8, 1756, to the General Court, of Nathan Bowen of Marblehead, Attorney to Ann Bartlett of the same place, Widow, Executrix of the Testament of her late Husband, Faithfull Bartlet, deceased, That at the Inferior Court of Comon Pleas held at Newbury September Last he Commenced an Action of Debt in the Name of said Ann, Against Zacheus Goldsmith on a Bond of fifty pounds Lawfull money of New England, At Which Court the said Zacheus Confessed the forfeiture of the penalty of the said Bond, and prayed the Same might be chancered to the Just debt and Damage, And at December Court the said Nathan not being able to attend the same gave to Mr. Chipman a Computation of what was then due for principle and Interest on said Bond, which as he remembers was about Seventeen, or Eighteen pounds Lawfull Money, etc.—*Vol.* 19, *p.* 387.

Marblehead May 4th 1756

A List of the Men drafted out of each Regiment at Marblehead under the Command of Colonel Jacob Fowle, also the men hired by said Regiment for the intended Expedition Against Crown Point.

Off Colonel Fowle's Company: John More, James French, Eleazer Gove, detained by Governor of New Hampshire, Samuel Swett, Joseph Webster, detained by Governor of New Hampshire, Thomas Eaton, Joseph Hillyard, detained by Governor of New Hampshire, John Cullimore, Peter Walker. The above is the full proportion of the Colonel's Company.

Off Lieutenant Colonel Jeremiah Lee's Company: Thomas Stevens, Francis Shewell, John Shaye, Nathan Lovejoye, Thomas Wyman, Samuel Uncass, Joshua Kimball, Francis Wall, absconded. Colonel Lee's proportion was 11 men.

Major Richard Reed's Company: Daniel Roberts, Jacob Harvey, Samuel Everitt, Samuel Cragg, David Davis; John Sanborn and Andrew Baker, absconded, New Hampshire; Samuel Whaler, discharged; John Dickey and Daniel ——, absconded, New Hampshire. Major Reed's proportion was 12 men.

Captain John Bartoll's Company: Joseph Greenlief, Moses Magra, Abner Coffen, David Maclure, William Eaton, Samuel Greeley, Joseph Chaney, John Cragge; Jonathan Prescott, detained by the Governour, in New Hampshire; William Hadon. Captain Bartoll's proportion was 10 men.

Captain [Thomas] Peach's Company: Thomas Semider (?), Nathaniel Ingolls, Edward Thomson, Samuel French, Joseph Eaton, Ezekiel Megill, Daniel Cornick, Timothy Solven; Joseph Williard and William Townsend, absconded. Captain Thomas Peach's proportion was 10 men.

Captaine William Gale's Company: Mathew Somers, William Muckelroye, Thomas McClure, Micah Walker, Daniel Jackman, John Pinkerton, William Lee; Morriss Ashton, John Pepper, Benjamin Bowden, absconded; William Revel, sicke; James Hill, detained by writ. Captaine Gale's proportion was 12 men.

Captaine Richard Homan's Company: Christopher Williams, Thomas Fleat, Edward Noland, Caleb Cobb, George Redey, William Russell, Robert Wiley, John Haswell, Christopher Houghton, Thomas Cornaley. Captain Homan's proportion was 11 men.

"In obedinc to his Exelencys orders of the 15 of april last I Caused all the militory Compeneys in the Ridgment of melitir under my Comand to mustered on the 22 day of april and the Number of seventy five men to therin Inlisted or Impressed into his majistys Sarvis for the Expedition against Crown Pint out of said Compeneys the names of which men on the forgoing List I

also agreabell to said orders Issued my order to the Captens of the Severl Compeneys

"Marblehead, May the 29, 1756. A True Copy of the List, received from the Several Captains.

"Jacob Fowle"

—*Vol.* 94, *p.* 229.

1756 Accountt of the Town of Marbleheads Expenses on the French Neutrals Dr.

Jan 3	To 5 Cord wood and duties at 12/8 per Cord		£3. 3. 4	
15	To Mutton and Butter 7/1	7. 1		
	To 4 pounds Sugar 2/8 1 quintall Tablefish 12/	14. 8		
	To 1 Jarr Oyl 9/4 4 Gallons Molasses 9/8	19.		
	To 1 Iron pott 11/ 1 pale 1/	12.		
	To 35 pounds Mutton at 2d. 8½ pounds beef at 1¾d.	7. 1		
	To 9¼ pounds porke at 4d. beans and Butter 2/3	6. 1		
	To 2 pair shoes at 7/4 mending thread 4d.	15.		
			4. 0. 1	
24	To 0.3.7 Bread at 26/ 9 yards Tow Cloth at ¼	1.13. 8		
	To 1/2 bushell Beans 3/ 121 pounds beef at 2d.	1. 3. 2		
	To 1 Jarr Train Oyl 3/4	3. 4		
	To 8 yards Tow Cloth at 1/4 6 yards ditto at 1/4	18. 8		
31	To 4 pounds butter 3/ 1 pair mens shoes 8/	11.		
Feb. 3	To 0.3.16 Bread at 26/8 beans 3/ 1 quart wine 1/	1. 8. 2		
4	To 123 pounds beef at 2d. 1 Gallon Barbados rum 2/8	1. 5. 2		
	To 1 quart wine 1/4 Sugar and Butter 3/1	3. 5		
			7. 6. 7	

	To 4 pounds raisins at 8d. ½ pound choclat 9d. Salt 1/2		4.	7	
	To ½ bushell Beans 3/ bread 1/6 a lamp 1/6		6.		
	To 4 pounds butter 3/ 15 pounds Soape 3/1½		6.	1½	
12	To 0.3.20 Bread at 26/8	1.	4.	9½	
14	To 96 pounds beaf at 2d. 4 pounds Sugar 2/8		18.	8	
18	To 5 Cord 2½ feet wood and Duties at 12/8	3.	7.	3½	
20	To 2½ yards Pladd at 5/8 Shalloon buttons and hair		18.		
					£7. 5. 5½
	To 4¼ yards Pladd at 5/8 Shalloon 4/6 buttons and hair 2/1	1.	10.	8	
23	To 1.0.0 Bread at 26/8 4 Gallons Molasses at 2/5	1.	16.	4	
24	To 165 pounds beef at 2¼ d. 2 pounds butter 1/6 Sugar 1/4	1.	13.	9¼	
	To ½ bushell beans 3/ 2½ yards Plush at 9/4	1.	6.	4	
	To 2½ yards Cotton and Linning at 2/ buttons and twist		5.	2½	
	To 2 yards German Serge at 6/8 12 yards Shalloon at 2/8		17.	4	
Mar. 4	To 1.0.0 Bread 26/8 1 Jarr Oyl 9/4 Sundrys 1/11	1.	17.	11	
					9. 7. 6¾
5	To fresh fish 2/4 4 pounds butter 3/		5.	4	
6	To 4 pounds hoggs fatt @ 6d. ¾ quintall fish 9/		11.		

9	To 2½ pounds Sugar 1/8 Carting Wood 18/ paid Ivimy	19. 8	
	To Sundrys Supplyed by William Goodwin	2.10. 1½	
			£4. 6. 1½
15	To 42 pound Bread 10/ 2 gallons Molasses 4/10 Butter 1/6	16. 4	
	To 2 pounds hoggs fatt 1/ 1 pound Sugar 8d. 8 pounds flour 1/8	3. 4	
16	To 28 pounds bread 6/8 2 Gallons Molasses 4/10 2 pounds butter 1/6	13.	
	To 4 pounds Hoggs fatt 2/ 10 pounds flour 2/1	4. 1	
	To ½ bushell Beans 3/ 1 quart rum 1/2 1 pound Sugar 8d.	4.10	
	To 25 pounds Soape 5/2 2¼ Cords wood and duties at 1¼	1. 7.10	
27	To 11 pounds beef at 3d. 3 pounds Hoggs fatt 1/6 10 pounds rice 2/1	6. 4	
	To 50 pounds codfish 2/6 3¼ quintalls Table fish 9/	11. 6	
	To 1 large loaf Bread 2/ 1¼ yards German Serge 8/4	10. 4	
			4.17. 7

—*Vol.* 23, *p.* 104.

CATALOGUE OF PORTRAITS IN THE ESSEX INSTITUTE, SALEM, MASSACHUSETTS.

(*Continued from Vol. LXX, page* 184.)

Cook, Sallie, see Oliver, Sallie (Cook).
Crampton, Susanna, see Sparhawk, Susanna (Crampton).

51. George Corwin, 1610-1684/5. Oil, by unknown artist in 1675, all but head repainted by Hannah Crowninshield about 1819, retouched by Howarth, Boston, 1864. Canvas, 49 in. x 39 in. Three-quarters length, standing figure, face three-quarters, facing left. Left hand in waistcoat, right hand holds a silver-headed cane. Long lace neck-cloth, lace cuff, richly embroidered coat with cuff. Dark red curtain and column in background to left.

Bequest of George Rea Curwen, 1900.

George Corwin, eminent merchant and the first of his name in Salem, came from England in 1638, accompanied by his wife and two children. He was born December 10, 1610, and his wife, to whom he was married in 1636, was Elizabeth (Herbert), widow of John White. She died in September, 1668, and he married, second, on September 22, 1669, Elizabeth Brooks, daughter of Gov. Edward Winslow of Plymouth Colony, and widow of Robert Brooks. She died after 1696. One of Mr. Corwin's sons was Jonathan Corwin, the witchcraft judge. Mr. Corwin was a man of education and property, his seal ring bore a coat of arms and he was at once granted land in Salem and welcomed among its inhabitants. He prospered greatly in his financial dealings, owning wharves and vessels, carrying on considerable trade with the West Indies and some other foreign ports and was also known as a ship builder. He was interested in military matters, being Captain in the Colonial militia, but was removed from his command owing to some trouble with his troopers, although he was afterwards reinstated in response to popular feeling. He died January 3, 1685,

and his estate was estimated at nearly £6000. [See Perley, *History of Salem,* vol. 2, p. 37, vol. 3, p. 98; *Salem Vital Records,* vol. 1, p. 224, vol. 3, p. 246, vol. 5, pp. 177, 190; Phillips, *Salem in the 17th Century,* pp. 141, 235; Bodge, *Soldiers in King Philip's War,* pp. 79, 153, 291.]

52. Rev. George Corwin, 1683-1717. Oil, by unknown artist, rebacked and restored by Howarth, Boston, 1864. Canvas, 29 in. x 12½ in. Half length, face nearly front, eyes front, wears a large curling wig, clergyman's neckband, black coat, dull red robe. Holds book in right hand. Dark warm background with coat of arms.

Bequest of George Rea Curwen, 1900.

Rev. George Corwin was born in Salem, May 21, 1683, the son of Jonathan Corwin, one of the judges of the witchcraft court, and his wife, Elizabeth (Sheafe), widow of Robert Gibbs of Boston. Rev. George Corwin was graduated from Harvard College in 1701 and was ordained colleague pastor with the Rev. Nicholas Noyes over the First Church in Salem on May 19, 1714, but served his parish only three years as he died November 23, 1717, but a few days before the death of Mr. Noyes. Mr. Corwin married, July 27, 1711, Mehitable Parkman. Their three children were born in Salem. [See *Essex Inst. Hist. Colls.,* vol. 17, p. 329; Perley, *History of Salem,* vol. 2, p. 38; *Salem Vital Records,* vol. 1, p. 209, vol. 3, p. 269, vol. 5, p. 190; *N. E. Hist. and Gen. Reg.,* vol. 10, p. 304; Osgood and Batchelder, *Sketch of Salem,* p. 82.]

Corwin, see Curwen.

53. Oliver Cromwell, 1599-1658. Oil, said to be by Sir Peter Lely. Canvas, 30 in. x 24¾ in. Oval. Head and shoulders, three-quarters view of face. Armor and white collar.

Gift of David Pulsifer and George Atkinson Ward, 1821.

Oliver Cromwell, Lord Protector of England, was born April 25, 1599, the fifth son of Robert Cromwell of Huntingdon, England, and Elizabeth (Steward), widow of William Lynn. He married Elizabeth Bourchier,

REV. GEORGE CORWIN

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August 22, 1620, and settled at Huntingdon. They had four sons and four daughters. Oliver Cromwell began his military activities in 1642 as a captain of cavalry and in 1650 was appointed commander-in-chief. During a brilliant and aggressive political and military career he was a member of the court which tried Charles I of England and condemned him to death, shortly after which Cromwell became Lord Protector of England, refusing the Crown which Parliament offered him. He died September 3, 1658, and was succeeded by his son Richard. [See *Encyclopedia Britannica,* Eleventh Edition, 1910, vol. 7, p. 487; Thomas, *Lippincott's Pronouncing Biographical Dictionary,* fifth edition, 1930, p. 744; *Dictionary of National Biography,* 1903, p. 300.]

54. Abigail (Russell) Curwen, 1724/5-1793. Oil copy by unknown artist of one by Joseph Blackburn about 1757. Canvas, 29½ in. x 25 in. Half length, face nearly front. Dark curling hair, worn low on neck, lace-edged blue head-dress, two-string pearl necklace, lace muslin dress with embroidered beaded front, sleeves caught up with blue bows. Dark gray background.

Bequest of George Rea Curwen, 1900.

Mrs. Abigail (Russell) Curwen was born in Charlestown, Massachusetts, on January 2, 1724/5, the daughter of Daniel and Rebecca (Chambers) Russell. Her father descended from Richard Russell, who came to this country from England in 1640, and whose family was prominent in public service in Boston and Charlestown for many years. Her mother was a daughter of Charles Chambers, born in England, merchant and sea captain, commanding at one time the brigantine *Industry* of Charlestown. Abigail Russell married Samuel Curwen on May 24, 1750, and died at Salem, March 31, 1793. Judge Curwen died April 9, 1802. [See Wyman, *Genealogies and Estates of Charlestown,* vol. 1, p. 199, vol. 2, p. 831; Perley, *History of Salem,* vol. 2, p. 38; *Salem Vital Records,* vol. 3, p. 269, vol. 5, p. 189; *Holyoke Diaries,* pp. 128, 141.]

55. George Rea Curwen, 1823-1900. Oil, by Charles Osgood, 1859. Canvas, 27 in. x 22 in. Half length, face nearly front, turned to left. Dark hair, parted on left, beard on sides and lower part of face, shaven upper lip. Black stock, black coat and waistcoat. Dark gray background.

Bequest of George Rea Curwen, 1900.

George Rea Curwen was born in Salem, July 4, 1823, the son of Samuel and Priscilla (Barr) Curwen. His early education was received in the Salem public schools. Soon after his graduation from the English High School he was employed as a copyist in the Registry of Deeds, where he continued to serve until 1879, embracing a period of over forty years' consecutive service. In 1849 he became a member of the Essex Institute, in which he was much interested, leaving to its care a large bequest of valuable antiques. Mr. Curwen was a life-long member of St. Peter's Church, serving it as vestryman and lay reader. He died, unmarried, at his residence on Lynde Street, Salem, March 17, 1900. He was a grandson of Capt. James Barr. [See *Salem Vital Records,* vol. 1, p. 225; *Salem Evening News,* March 17, 1900; *Salem City Hall Records,* Book 21, p. 53; Perley, *History of Salem,* vol. 2, p. 38.]

56. James Barr Curwen, 1818-1894. Miniature, by unknown artist. Measurements, 2 in. x 1½ in. Oval. Head and shoulders, face two-thirds front, eyes to left, gray hair parted on left, gray beard at side of face and under chin, shaven upper lip. White turned-down collar, black tie, dark suit, gray coat. Blue gray background.

Purchased in 1927.

James Barr Curwen, son of Samuel and Priscilla (Barr) Curwen, was born in Salem, December 20, 1818. His father was born Samuel Curwen Ward, son of Samuel Curwen Ward and Jane (Ropes), but his name was changed to Samuel Curwen by an act of the Legislature, thus preventing the extinction of the Curwen name in that branch of the family. James B. Curwen began his

business career in the Commercial Bank in Salem, and afterwards was elected secretary of the Essex Insurance Company, a position which he held for some years. In 1841 he became confidential clerk and bookkeeper in the employ of John Bertram, with whom he was also associated in the rubber trade, at one time journeying to Para to inspect the crude product. Mr. Curwen held both civil and political offices in Salem, was a member of the Common Council in 1861 and also of the Salem Water Board, was trustee of the Plummer Farm School, and for fifteen years a director of the Salem Hospital. He and his family were attendants at St. Peter's Episcopal Church, and two bells of the chime in the church tower were donated by him in memory of his wife and his mother. In 1892 he gave the parish a deed of the adjoining estate which has since been used for a parish house. On February 3, 1848, Mr. Curwen married Rebecca Hovey Endicott, daughter of Samuel and Caroline (Collins) Endicott, who died on August 11, 1883. He married, second, on August 24, 1885, Mary Shepard Osgood, daughter of William and Elizabeth (Felt) Osgood. She died November 18, 1904, and Mr. Curwen passed away on March 23, 1894, at Salem. [See *Salem Vital Records,* vol. 1, pp. 225, 281, vol. 2, p. 132, vol. 3, p. 336; Perley, *History of Salem,* vol. 1, p. 93, vol. 3, p. 38; *N. E. Hist. and Gen. Reg.,* vol. 10, p. 304, vol. 39, p. 385; Gavet, *Historical Sketch of St. Peter's Church,* p. 21; *Salem City Hall Records,* vol. 17, p. 26, vol. 21, p. 156; *Salem Evening News,* March 24, 1894; Putnam, *The Families of John, Christopher and William Osgood,* p. 147.]

57. Priscilla (Barr) Curwen, 1788-1863. Oil, by Charles Osgood, 1849. Canvas, oval, 27 in. x 22 in. Head and shoulders, full face. Hair parted in the middle, lace cap tied under chin, lace collar, dark dress. Dark background.

Bequest of George Rea Curwen, 1900.

Mrs. Priscilla (Barr) Curwen was born March 31, 1788, in Salem, the daughter of James and Eunice (Carlton) Barr. She married Samuel Curwen in Salem, on

March 22, 1818, and died November 27, 1863. Mr. Curwen was born November 26, 1795, as Samuel Curwen Ward, son of Samuel Curwen Ward and Jane (Ropes), but his name was changed to Samuel Curwen by an act of the Legislature in 1802. (See biography of James Barr Curwen.) Samuel Curwen died July 3, 1831, near Bellona Arsenal, Virginia. Mr. and Mrs. Curwen had three children, James Barr, Samuel Ropes and George Rea Curwen, all born in Salem. [See *Salem Vital Records,* vol. 1, p. 69, vol. 2, p. 393, vol. 3, p. 269; *Salem City Hall Records,* Book 6, p. 198; Perley, *History of Salem,* vol. 2, p. 38.]

58. Samuel Curwen, 1715-1802. Pastel, by Benjamin Blyth, 1772. Canvas, 22 in. x 17 in. Head and shoulders, profile facing right. Elderly man, large gray wig, white collar, brown coat buttoned high in neck, metal buttons. Dark background.
Bequest of George Rea Curwen, 1900.

Samuel Curwen was born at Salem, December 17, 1715, the son of Rev. George and Mehitable (Parkman) Curwen. He was graduated from Harvard College in the class of 1735 and prepared himself for the ministry, but afterwards engaged in mercantile pursuits. He married, first, Sarah ——, and second, on May 24, 1750, Abigail Russell, daughter of Daniel and Rebecca (Chambers) Russell of Charlestown, Mass., she died March 31, 1793, in her sixty-ninth year. Samuel Curwen was a prominent Loyalist. At the beginning of the Revolutionary war he was Judge of the Admiralty, and shortly after the commencement of hostilities spent some time in England, returning to Salem after peace was declared. After another visit to England he again returned to Salem, where he died on April 10, 1802, greatly reduced in circumstances, although he had been the recipient of a British pension. He was a man of varied pursuits, being much interested in natural history, an owner of a rich collection of coins and of a valuable general library. He habitually wore a scarlet cloak, heavy rings, an English wig and carried a gold-headed cane. [See Sabine, *Loyal-*

ists of the American Revolution, vol. 1, p. 350; Bentley, *Diary,* vol. 2, pp. 95, 423; *Salem Vital Records,* vol. 1, p. 222, vol. 3, p. 269, vol. 5, p. 189; Perley, *History of Salem,* vol. 2, p. 38; *Holyoke Diaries,* pp. 111, 128, 141.]

59. Sarah Curwen, 1742-1773. Pastel, by Benjamin Blyth. Canvas, 22 in. x 17 in. Half length, three-quarters facing right. Dark brown hair, blue low-necked dress edged with lace. Dark background.

Bequest of George Rea Curwen, 1900.

Sarah Curwen was baptized in Salem, January 23, 1742, the daughter of George and Sarah (Pickman) Curwen, and was a sister of Mehitable Curwen, who married Richard Ward. She died, unmarried, on February 26, 1773, at the age of thirty years. [See *Salem Vital Records,* vol. 1, p. 225, vol. 5, p. 190; Perley, *History of Salem,* vol. 2, p. 38.]

60. Sarah (Pickman) Curwen, 1718-1810. Oil on panel, by unknown artist. Canvas, 9 in. x 7 in. Portrait of an old lady, waist length, less than half life size, profile, facing left. White linen bonnet, white neckerchief around neck and over shoulders, dark gray dress. Warm gray background.

Bequest of George Rea Curwen, 1900.

Mrs. Sarah (Pickman) Curwen was born Dec. 1, 1718, in Salem, the daughter of Benjamin Pickman and his second wife, Abigail (Lindall). She married, on March 18, 1738, George Curwen, merchant, who was born December 4, 1717, the son of Rev. George and Mehitable (Parkman) Curwen. He was graduated from Harvard College in the class of 1735 and died June 7, 1746, at St. Eustasia. Mr. and Mrs. Curwen were the parents of three children. Mrs. Sarah (Pickman) Curwen died in Salem on January 5, 1810, at the age of ninety-one years. [See *The Holyoke Diaries,* p. 62; Whitmore, *Heraldic Journal,* vol. 2, p. 27; *Salem Vital Records,* vol. 2, pp. 175, 222, vol. 3, p. 268; Perley, *History of Salem,*

vol. 2, p. 38; *N. E. Hist. and Gen. Reg.,* vol. 10, pp. 304, 305; Bentley, *Diary,* vol. 3, p. 487.]

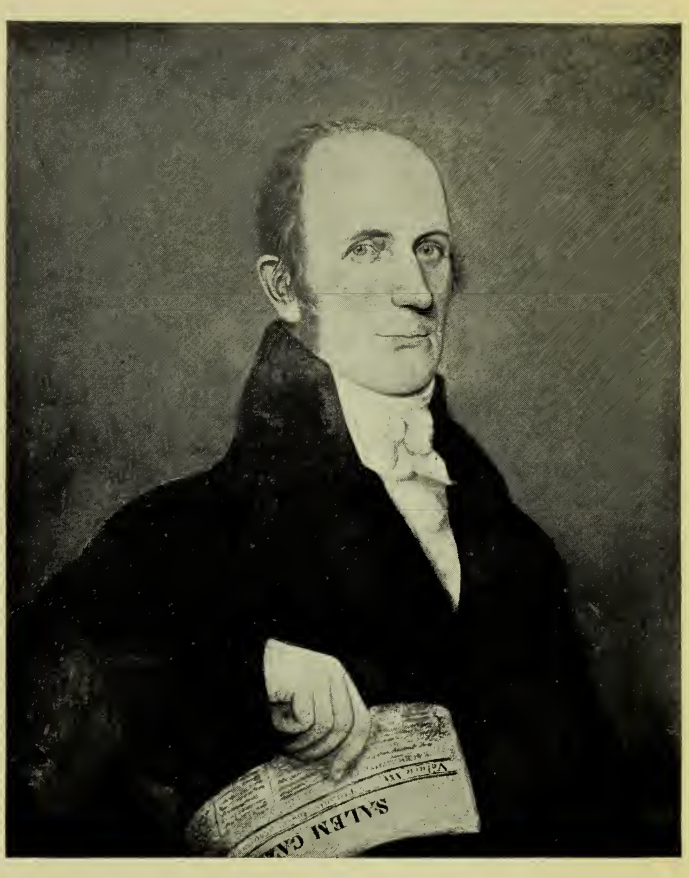
CURWEN, see CORWIN.

61. THOMAS CUSHING, 1725-1788. Oil by Joseph Badger. Canvas, 49 in. x 39½ in. Three-quarters length, face nearly front. Position, seated with right arm resting on arm of chair. Eyes front, long gray wig, brown dress coat, metal buttons. Red covered table to right, bearing book and paper. Chair and desk in background. Trees and sky to right.

Gift, date unknown.

Lt. Gov. Thomas Cushing, eldest son of Thomas and Mary (Bromfield) Cushing, was born in Boston, March 24, 1725, of Boston and Hingham ancestry. He received his first degree from Harvard College in 1744 and was awarded an LL. D. in 1785. He married on October 1, 1747, Deborah Fletcher, who died in 1790, aged sixty-three years. Mr. Cushing began in early life a career of active political leadership. He was for fourteen years representative to the General Court and eight years Speaker of the Massachusetts House, besides filling other important political offices. A member of the Committee of Safety in 1776, he was elected Lieutenant Governor when the Massachusetts Constitution was adopted and was annually re-elected to that position until his death which occurred in Boston on February 28, 1788. His grave is in the Granary Burying Ground. [See Whitmore, *Heraldic Journal,* vol. 2, p. 123; Cushing, *The Genealogy of the Cushing Family,* p. 103; Johnson, *Dictionary of American Biography,* vol. 4, p. 632; Brown, *Cyclopedia of American Biographies,* vol. 2, p. 294.]

62. THOMAS CROADE CUSHING, 1764-1824. Oil by unknown artist, 1816? Painted on panel. Canvas, 25 in. x 21 in. Half length, head three-quarters to right, eyes facing front, brown hair. White stock, frilled shirt, high-collared black coat. Right



THOMAS CROADE CUSHING

No. 62

arm over arm of chair, right hand holds a copy of the *Salem Gazette.*

Presented to the Essex Historical Society, before 1847.

Thomas Croade Cushing was born at Hingham, September 2, 1764, the son of Benjamin and Ruth (Croade) Cushing. He came to Salem in early life, being apprenticed to Samuel Hall, then editor of the *Salem Gazette.* After serving under Mr. Hall for a time, he sought other fields and appeared as the editor of the *American Recorder* and *Charlestown Advertiser* for a short period, but returning to Salem in 1786 he formed a partnership with John Dabney and together they published the *Salem Mercury,* afterwards the *Salem Gazette.* This partnership continued until the withdrawal of Mr. Dabney in 1789, after which Mr. Cushing carried on the paper as sole owner until 1794, when the *Gazette* was temporarily under the editorship of William Carlton. In 1797 Mr. Cushing resumed its control and continued as its editor until 1822 when failing health obliged him to relinquish his work. Mr. Cushing had also ventured with William Carlton in the Bible and Heart book shop in Salem, which they conducted together for some time. After Mr. Carlton's retirement John S. Appleton became Mr. Cushing's associate, their partnership continuing until the death of Mr. Cushing in September, 1824. Mr. Cushing's first wife, whom he married in 1791, was Sarah Dean of Hingham, and his second marriage occurred on September 7, 1806, when he was united to Rachel, daughter of Joseph and Hannah (Richmond) Andrews, also of Hingham. [See *Salem Vital Records,* vol. 1, p. 255, vol. 3, p. 270, vol. 5, p. 190; Osgood and Batchelder, *Sketch of Salem,* p. 255; Tapley, *Salem Imprints,* pp. 77-79, 83, 177; Felt, *Annals of Salem,* vol. 2, pp. 18, 29.]

63. Rev. Manasseh Cutler, 1742-1823. Oil by N. Lakeman. Canvas, 27 in. x 22 in. Half length, face three-quarters left, eyes front. Gray hair, white stock, wears clergyman's neck bands. Dark coat, dark brown background.

Gift of Fitch Pool, 1851.

64. Rev. Manasseh Cutler, 1742-1823. Oil copy by Miss Marcia Oakes Woodbury after one by Lakeman. Canvas, 28 in. x 22 in. Head and shoulders, half length, face three-quarters left, eyes front. Gray hair, white stock, wears clergyman's neck bands. Dark coat, dark brown background.
Purchased, date unknown.

Rev. Manasseh Cutler, LL.D., was born at Killingly, Conn., May 3, 1742, the son of Hezekiah and Susanna (Clarke) Cutler. She was daughter of Hanniel Clarke. Rev. Mr. Cutler was graduated from Yale College in 1765 and received the degree of LL.D. in 1791. On September 7, 1766 he married Mary, daughter of Rev. Thomas and Mary (Sumner) Balch of Dedham. Mrs. Cutler died November 3, 1815. Mr. Cutler was first engaged in the ship chandlery business at Nantucket and Martha's Vineyard, and at the latter place the first two of his eight children were born. The legal profession first attracted him and he was admitted to the bar, but eventually he studied theology under the guidance of the Rev. Thomas Balch, his father-in-law. He was ordained at Ipswich Hamlet, now Hamilton, September 11, 1771, where he continued as pastor until his death in 1823. At the beginning of the Revolutionary war he served for a year as chaplain in the 11th Massachusetts Regiment and later in other divisions of the army. His deeply scientific tastes led him to an exhaustive study of botany, meteorology, and astronomy and he became a member of the American Academy of Arts and Sciences. Political affairs also claimed his attention and upon his election to the U. S. Congress in 1800 he served two years as Representative. His researches in medicine procured him an honorary membership in the Massachusetts Medical Society in 1785. He also conducted a school in his own home at Ipswich, in which he fitted for college the youth of many prominent Salem families as well as those of many nearby communities. In 1787 Dr. Cutler became interested in the famous Ohio venture and after many negotiations with Congress in regard to the purchase of the tract

known as the Northwest Territory, he bent every effort towards the success of the expedition which, in that year, left New England for the settling of the new lands. Dr. Cutler's son, Jarvis, was one of the pioneers who blazed the way in the first wagon, accompanied as far as Danvers by Dr. Cutler himself, to bid them God speed. His own visit to that then far country was made the next year, when he had the pleasure of viewing the first successes of the settlement at Marietta, Ohio, which had been so largely due to his own courage and foresight. Dr. Cutler died at Hamilton on July 28, 1823. [See *Essex Inst. Hist. Colls.,* vol. 4, p. 271, vol. 61, p. 201; Banks, *History of Martha's Vineyard, vol.* 3, p. 125; *Edgartown Vital Records,* p. 28; Cutler, *Cutler Memorial* p. 65; Mass. *Soldiers and Sailors,* vol. 4, p. 324.]

65. Sally Maria (Pearson) Cutler, 1818-1853. Oil, by unknown artist. Oval canvas, 30 in. x 24 in. Half length, face nearly front, seated position. Brown hair parted in center, lace collar fastened with gold brooch, black dress buttoned up to neck. Dark warm background.

Loaned by William H. Cutler in 1931.

Sally Maria (Pearson) Cutler was born at Danvers, Mass., June 3, 1818, the daughter of Nathan and Sally (Abbott) Pearson. She married September 8, 1840, in Danvers, as his first wife, William Cutler, born in Boston, September 5, 1810, son of James and Abigail (Russell) Cutler. William and Sally (Pearson) Cutler were the parents of four sons, the eldest of whom was born in Salem and the others in Danvers. Mrs. Cutler died at Salem, December 2, 1853. Mr. Cutler was a farmer and gardener, residing before 1832 at Danvers, then at Salem, and finally at Northboro, Mass. Mr. Cutler's second wife was Mary Jane, daughter of O. S. Gordon, whom he married January 3, 1857. [See *Danvers Vital Records,* vol. 1, pp. 86, 259; Cutler, *Cutler Memorial,* pp. 88, 160.]

Cutts, Anstiss, see Quimby, Anstiss Pickman (Cutts).

66. JOHN DABNEY, 1752-1819. Miniature, oval, by William Verstile. Measurements, 3 in. x 2½ in. Head and shoulders, face nearly front, black coat, white stock, blue vest.

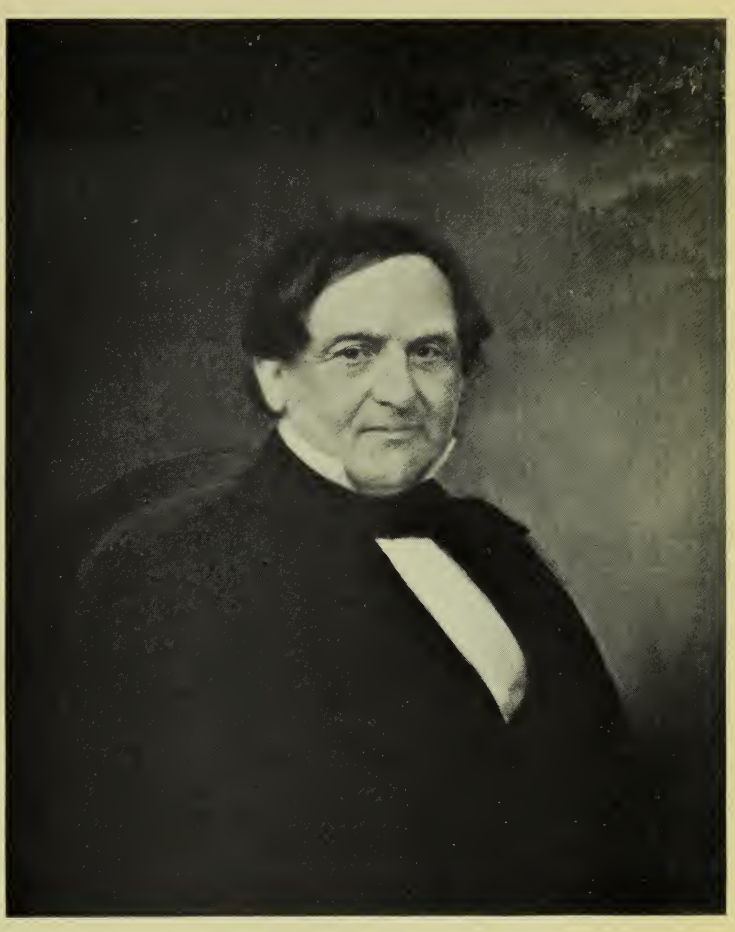
Gift of Miss Mary T. Saunders, 1892.

John Dabney was born at Boston on July 31, 1752, the son of Charles and Elizabeth (Gardner) Dabney. He was a bookseller and printer in Salem and a partner with Thomas C. Cushing in publishing the *Salem Mercury,* afterwards the *Salem Gazette.* He severed this connection in 1789 that he might devote his attention to his bookshop, which was located near the Sun Tavern, at the same time serving as postmaster, which office he retained until political reasons caused his removal. He married June 27, 1790, Abigail Mason Peele, born November 1, 1767, daughter of Jonathan and Margaret (Mason) Peele, thus establishing a connection with one of Salem's most influential families. John Dabney died October 11, 1819, and his wife passed away September 17, 1834. Their home was on the west side of Liberty street, opposite the Charter Street burying ground. [See Bentley, *Diary,* vol. 4, pp. 546, 621, 624; Tapley, *Salem Imprints,* pp. 78, 79, 173; *Salem Vital Records* (printed), vol. 2, p. 150, vol. 3, p. 271, vol. 5, p. 190.]

67. JONATHAN PEELE DABNEY, 1793-1868. Painted at the age of 13 years. Oil, by unknown artist. On wooden panel, 18½ in. x 26½ in. Portrait of child, three-quarters length, pencil in right hand, book in left hand. Head turned slightly towards right, eyes front, long dark brown hair. Wears a double-breasted brown jacket and brown breeches. Trees and sky background.

Gift of Mrs. William S. Cleveland, 1918.

Rev. Jonathan Peele Dabney, the son of John and Abigail Mason (Peele) Dabney, was born in Salem, March 29, 1793, and was graduated from Harvard College in the class of 1811. He studied theology and was of the Unitarian faith, but was never a settled minister although he preached at various times. He compiled a



JOHN TUCKER DALAND

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hymn book, edited an edition of Tyndall's Bible and was the author of Annotations on the New Testament. He resided in Andover, Cambridge and Boston and died, unmarried, at Taunton, September 24, 1868. [See *New Eng. Hist and Gen. Reg.,* vol. 5, p. 153, vol. 24, p. 176; *Salem Vital Records* (printed), vol. 1, p. 227; *The Commonwealth,* Boston, issue of February 12, 1870.]

68. Benjamin Daland, 1807-1841. Wax bas-relief by John Christian Rauschner. Head and shoulders. Head facing right. Brown hair, short side whiskers, black coat, high white collar and stock, ruffled white shirt.

Gift of Mrs. Mary A. Trask, 1901.

Benjamin Daland was born about 1807, the son of Benjamin, and died in Salem, January 14, 1841, aged thirty-four years. [See *Salem Vital Records* (printed), vol. 5, p. 201.]

69. John Tucker Daland, 1795-1858. Oil, by unknown artist. Canvas, 29½ in. x 24½ in. Seated figure, head and shoulders. Dark brown hair, black coat, black stock, high white collar. Dark red upholstered chair. Warm brown background.

Bequest of Elizabeth D. Williams, 1934.

John Tucker Daland was born in Salem, June 12, 1795, the son of Captain John and his second wife, Eliza (Tucker) Daland. He was one of Salem's most successful merchants and received his early training in Captain Joseph Peabody's counting house on Elm Street. Mr. Daland had long connection with Mr. Peabody's extensive mercantile operations and was prominently associated with other merchants in the East India trade, possessing an uncommon talent for this type of business. In 1851 he erected the commodious brick dwelling house on Essex Street in Salem, which is now the home of the Essex Institute. His marriage with Elizabeth Whittredge, daughter of Captain Thomas and Sarah (Trask) Whittredge, occurred on March 15, 1818. She died at the age of twenty-three years on April 22, 1820. On May 26,

1823, Mr. Daland married, as his second wife, Eliza H., daughter of James and Susan Silver, who survived her husband, her death occurring on September 19, 1861, aged fifty-nine years. John Tucker Daland died suddenly at Salem, May 31, 1858. A long list of vessels sailing from the port of Salem testify to his whole or part ownership, and may be found in Salem's Ship Registers, gleaned from the Custom House records. [See *Salem Vital Records* (printed), vol. 1, p. 228, vol. 3, pp. 273, 289, vol. 5, p. 201; *Salem Vital Records* (City Hall), vol. 6, pp. 148, 179; Perley, *History of Salem,* vol. 3, p. 395; *Essex Inst. Hist. Colls.,* vol. 24, p. 273; *Salem Gazette,* June 4, 1858.]

70. Simon Oscar Dalrymple, 1811-1890. Oil by unknown artist. Canvas, 30 in. x 25 in. Portrait of man, three-quarters face, seated figure, right arm on arm of chair.

Gift of Edward T. Dalrymple, 1926.

Simon Oscar Dalrymple was born in Portland, September 11, 1811, the son of John and Rebecca (Gardner), and married September 9, 1836, Sarah Sustacia Durant, daughter of Edward and Priscilla (Morong) Durant. He was a cooper by trade and practised his calling in Salem. He joined Fraternity Lodge of Odd Fellows as a charter member and was also prominent in Salem civic and political circles, being director of the Salem Gas Light Co., engineer of the Salem fire department, 1861 to 1864, weigher and gauger at the Salem Custom House, a member of the Common Council for three years and of the board of aldermen in 1869. Mrs. Dalrymple died June 17, 1877. The family residence was for many years at 99 Essex Street, Salem, where Mr. Dalrymple's death occurred on January 12, 1890. [See *Essex Inst. Hist. Colls.,* vol. 67, p. 279; *Salem City Hall Records,* book 18, p. 30; Gardner, *Thomas Gardner and Some of His Descendants,* p. 263; *Salem Register* and *Salem News,* issues of January 13, 1890; *Salem Vital Records* (printed), vol. 3, p. 319.]

71. NATHAN DANE, 1752-1835. Oil copy by Mrs. David from original in Dane Hall at Harvard College. Canvas, 33 in. x 28 in. Three-quarters length, face nearly front, seated position with one arm resting on arm of chair. White stock, black coat. Holds book in right hand. Dark background, red curtain on right.

Gift, date unknown.

72. NATHAN DANE, 1752-1835. Oil copy by Marcia Oakes Woodbury from copy by Mrs. David of original in Dane Hall, Harvard College. Canvas, 28 in. x 22½ in. Elderly man, seated figure, three-quarters face to right. White stock, black coat. Dark background, red curtain on right.

Purchased before 1918.

Nathan Dane, LL. D., was born December 29, 1752, in Ipswich, near the Hamilton line, the son of Daniel and Abigail (Burnham) Dane. He spent his early life on his father's farm and was educated in the common schools of Ipswich. With but eight months private study he prepared himself for college, graduating from Harvard in 1778 with high honors. He then taught school in Beverly, at the same time studying law with Judge William Wetmore of Salem. On November 14, 1779, he married Mrs. Mary Brown, who died in 1840, aged ninety years. Nathan Dane served his state and country in many important offices, being for three years a delegate to the Continental Congress from Massachusetts, and assisted in drafting the ordinance for the government of the Northwest Territory, being associated with the Rev. Manasseh Cutler in this project. On his retirement from Congress he resumed his law practice in Beverly and was also in the Massachusetts Senate from 1793 to 1798. An increasing deafness hastened his retirement from public service but afforded time for the completion of his *General Abridgement and Digest of American Law* which was the first comprehensive compendium on this subject to be printed in America. He was a man of good judgment, methodical and industrious and of great influence among

his contemporaries. He was a member of the Essex Historical Society, the Social Library and the Philosophical Library. He contributed of his wealth to the Harvard Law School, and the Dane professorship of Law and Dane Hall stand as monuments to his memory. He died at Beverly on February 15, 1835, in his eighty-third year. [See Tapley, *Salem Imprints,* pp. 216, 252, 266; *Dictionary of American Biography,* New York, 1930, vol. 5, p. 63; *Beverly Vital Records* (printed), vol. 2, pp. 81, 414; *Essex Inst. Hist. Colls.,* vol. 4, p. 279, vol. 15, p. 291, vol. 25, p. 203.]

73. Sarah (Hayden) Deland, 1831-1909. Oil, by Frank W. Benson. Canvas, 30 in. x 25 in. Seated figure, three-quarters length, face nearly front, right arm on arm of chair. Black silk dress, full sleeves, insert in front of dress, lace cuffs. Dark warm background.

Gift of Mrs. Margaret Deland, 1931.

Sarah (Hayden) Deland was born in 1831, the daughter of Joshua B. and Sarah W. (Smith) Hayden. Her father was a native of Braintree and her mother was born in Salem. She was the wife of Washington L. Deland, who was born in Salem about 1824, the son of Jonathan and Hannah B., and died in Boston, January 13, 1880. He removed to Boston while a young man, entering partnership with James Prentiss, who had learned the printer's trade with the *Salem Gazette,* and became a very successful printer and manufacturing stationer, being the senior member of the firm of W. L. Deland & Son at the time of his death, which occurred at 11 Rutland Street, Boston. Mrs. Sarah (Hayden) Deland died May 11, 1909, at 13 Waumbeck Street, Boston, at the age of seventy years. [See *Boston Vital Records* (City Hall), vol. 1, 1909, No. 4451, 1880, No. 94; *Salem Gazette* (issue of January 16, 1880); *Boston Directory* (1879).]

Delano, Mary Porter, see Dugan, Mary Porter (Delano).

(*To be continued*)

SHIP "FREDONIA", 406 TONS, BUILT AT NEWBURYPORT IN 1827.

From a water-color showing the vessel off Havre in 1830.

Courtesy Peabody Museum, Salem.

SHIP REGISTERS OF THE DISTRICT OF NEWBURYPORT.
1789-1870.

Compiled from the Newburyport Custom House Records, now in Possession of the Essex Institute.

(*Continued from Vol. LXX, Page* 314.)

Fame, brig, 258 tons; built Kennebunk, Me., 1825; length, 93 ft. 8 in.; breadth, 25 ft.; depth, 12 ft. 6 in.; billet head. Reg. Oct. 2, 1826. John N. Cushing, Henry Johnson, both of Newburyport, Nicholas Johnson of Newbury, owners; Daniel C. Payson, master.

Fanchon, ship, 968 tons; built Newbury, 1847; length, 171 ft. 3 in.; breadth, 34 ft.; depth, 17 ft. 6 in.; billet head. Reg. Dec. 7, 1847. Micajah Lunt, John Currier, jr., both of Newbury, Stephen Frothingham, George Lunt, jr., owners; George Lunt, jr., master.

Fancy, sloop, 62 tons; built Derby, Conn., 1785; length, 60 ft.; breadth, 18 ft. 6 in.; depth, 6 ft. 6 in. Reg. May 4, 1791. David Coffin, owner; Nathaniel Newman, master. Reg. Aug. 3, 1791. David Coffin, Stephen Howard, owners; Stephen Howard, master.

Fanny, snow, 148 tons; built Newburyport, 1785; length, 71 ft. 4 in.; breadth, 22 ft.; depth, 11 ft. Reg. June 5, 1794. George Searle, Joseph Tyler, owners; Richard Calley, master. Reg. Nov. 17, 1789; altered to a bgtne. George Searle, Joseph Tyler, owners; Benjamin Calley, master.

Fanny, sch., 65 tons; built Casco Bay, 1786; length, 58 ft. 7 in.; breadth, 17 ft. 5 in.; depth, 7 ft. 5 in. Reg. July 1, 1797. Joseph Marquand, owner; Joseph Gunnison, master.

Fanny, ship, 270 tons; built Haverhill, 1790; length, 92 ft. 8 in.; depth, 25 ft. 10 in.; depth, 12 ft. 11 in.; figure head, a woman. Reg. July 9, 1790. William Little of Boston, owner; Samuel Pendexter, master.

Fanny, ship, 228 tons; built Newmarket, N. H., 1792; length, 82 ft. 9 in.; breadth, 25 ft. 3 in.; depth, 12 ft. 6½ in. Reg. Mar. 21, 1795. William Faris, Ebenezer Stocker, Thomas Thomas, jr. Esq., owners; Reuben Jones, master. Reg. July 24, 1798. William Feris, Ebenezer Stocker, owners; Samuel Parker, master. Reg. Apr. 29, 1799. William Faris, Ebenezer Stocker, Jonathan Clark of Portsmouth, N. H., Benjamin Conner of Exeter, N. H., owners; Robert Jenkins, master.

FANNY, bgtne., 185 tons; built Newbury, 1795; length, 76 ft. 11 in.; breadth, 23 ft. 9 in.; depth, 11 ft. 10½ in. Reg. Aug. 31, 1795. Nathan Hoyt, Jonathan Coolidge, Edward Toppan, owners; William Stover, master.

FANNY, brig, 121 tons; built Kittery, Me., 1816; length, 69 ft. 6/10 in.; breadth, 20 ft. 9/10 in.; depth, 9 ft. 7/10 in. Reg. May 3, 1822. Robert Fowler, James Fowler, Enoch Fowler, Jacob R. Currier, all of Salisbury, owners; Nathan Brown, master.

FANNY, sch., 44 tons; built Salisbury, 1825; length, 51 ft. 4 in.; breadth, 15 ft. 2 in.; depth, 6 ft. 7½ in. Reg. Dec. 8, 1827. William Atwood, Solomon N. Smith, Samuel B. Smith of Wellfleet, William Chapman, Simeon Baker, Isaac B. Newcomb, Freeman Dyer, owners; Samuel B. Smith, master.

FARMER, sch., 88 tons; built Saco, 1803; length, 69 ft.; breadth, 21 ft. 3 in.; depth, 7 ft. Reg. May 17, 1806. Robert Southgate of Scarborough, John Wood, jr., owners; John Lord, master. Reg. Sept. 11, 1807. John D. Furber, Ebenezer Dole, owners; Robert Campbell, master. Reg. Mar. 19, 1810. John D. Furber, Joseph Bragdon, owners; Benjamin Barber, master. Reg. Oct. 31, 1810. John Coombs, Joseph Bragdon, John D. Furber, Philip Coombs, owners; Benjamin Barber, master.

FAR WEST, ship, 598 tons; built Newbury, 1846; length, 144 ft. 4 in.; breadth, 30 ft.; depth, 15 ft.; billet head. Reg. Oct. 12, 1846. Benjamin K. Hough, jr., of Gloucester, William Parsons, jr., of Boston, owners; Henry B. Williams, master.

FARWELL, ship, 698 tons; built Newbury, 1841-42; length, 153 ft.; breadth, 31 ft. 5½ in.; depth, 15 ft. 8¾ in.; billet head. Reg. Feb. 1, 1842. John Currier, jr., of Newbury, James D. Farwell, Henry W. Nelson, both of Boston, True Choat, Ezekiel T. Choate, Enoch S. Williams, owners; James D. Farwell, master.

FAVOURITE, ship, 225 tons; built Haverhill, 1791; length, 84 ft. 4 in.; breadth, 24 ft. 10 in.; depth, 12 ft. 5 in.; figure head, woman. Reg. Nov. 3, 1791. Samuel Montgomery Brown, Alexandria, Va., Josiah Whalson, Robert Brown Jamerson, of State of Virginia, owners; Samuel Montgomery Brown, master.

FAVOURITE, sch., 95 tons; built Duxbury, 1798; length, 63 ft.; breadth, 18 ft. 5 in.; depth, 9 ft. 5 in. Reg. Dec. 16, 1816. John Rogers, jr. owner; George Rapall, master. Reg.

Aug. 21, 1817. John Rogers, jr., owner; David Farnham, master. Reg. Feb. 23, 1821. Joshua Carter, owner; Zebulon Titcomb, master. Reg. Feb. 13, 1822. Francis B. Somerby, owner; William Remick, master.

FAVOURITE, ship, 133 tons; built Amesbury, 1802; length, 70 ft.; breadth, 21 ft. 10½ in.; depth, 10 ft. ½ in.; figure head, woman. Reg. June 17, 1802. Ebenezer Parlay of Salisbury, Stephen Sargent, Ephraim Goodwin, all of Amesbury, David Clough, Elijah Huntington, owners; John S. Hodge, master. Reg. Jan. 4, 1805. Ebenezer Parlay of Salisbury, Stephen Sargent, Ephraim Goodwin, David Clough, Elijah Huntington, all of Amesbury, owners; Nathaniel Parley, master.

FAVOURITE, sch., 124 tons; built Newbury, 1802; length, 66 ft. 1 in.; breadth, 19 ft. 8½ in.; depth, 11 ft. 1 in.; billet head. Reg. July 31, 1821. John Dike, John Andrew, both of Salem, owners; —— Swan, master.

FAVOURITE, sch., 47 tons; built Kittery, Me., 1824; length, 53 ft.; breadth, 17 ft. 1/20 in.; depth, 6 ft. 2/10 in. Reg. Mar. 19, 1838. Rufus Varrell, jr., Henry Donnell, Joseph Kingsbury, Joseph Donnell, Oliver Varrell, all of York, Me., owners; Henry Donnell, master.

FAWN, pink stern sch., 49 tons; built Cohasset, 1817; length, 56 ft.; breadth, 16 ft.; depth, 6 ft. 4 in. Reg. May 2, 1834. Nathaniel Rogers of Gloucester, owner; Nathaniel Rogers, master.

FEARLESS, sch., 122 tons; built Newburyport, 1853; length, 80 ft. 10½ in.; breadth, 20 ft. 6¼ in.; depth, 8 ft. 3 in.; billet head. Reg. Nov. 12, 1853. William Nelson, William A. Nelson, Jesse Harlow, all of Plymouth, owners; George N. Adams, master.

FEDERAL, sch., 86 tons; built Connecticut, 1790.; length, 64 ft.; breadth, 20 ft. 8 in.; depth, 7 ft. 8 in. Reg. Mar. 13, 1805. Samuel Bartlet, Moses Atwood, Jonathan B. Sergeant, all of Haverhill, owners; Jonathan B. Sargeant, master. Reg. Feb. 21, 1807; altered to a brig, 115 tons. Jonathan B. Sargent, Samuel Bartlet, Moses Atwood, all of Haverhill, owners; Jonathan B. Sargeant, master.

FERAX, ship, 372 tons; built Nobleboro, Me., 1835; length, 114 ft. 5 in.; breadth, 26 ft. 10 in.; depth, 13 ft. 5 in.; billet head. Reg. Sept. 23, 1843. Edmund L. Le Breton,Moses Emery Hale, owners; Samuel Knapp, master.

FINBACK, sch., 22 tons; built Kingston, 1813; length, 43 ft.; breadth, 12 ft. 3 in.; depth, 4 ft. 11¾ in. Reg. Oct. 21,

1816. Thomas Swain, William Thompson, Stephen Swain, owners; Thomas Swain, master.

FINGAL, ship, 381 tons; built, Newbury, 1810; length, 107 ft. 4 in.; breadth, 28 ft. 4 in.; depth, 14 ft. 2 in.; figure head, man. Reg. Aug. 8, 1810. Samuel Davis, William Dickson, both of Norfolk, Thomas Thomas, owners; Samuel Davis, master.

FIVE BROTHERS, sch., 71 tons; built Kingston, 1823; length, 22 ft. 7 in.; breadth, 18 ft. 6½ in.; depth, 7 ft. 1 in. Reg. Dec. 9, 1830. John Pierce, James Sparks, jr., Oliver Bowley, David Bowley, David Brown, Reuben Goodspeed, all of Provincetown, owners; James Sparks, jr., master.

FIVE SISTERRS, sch., 102 tons; built Salisbury, 1801; length, 70 ft.; breadth, 21 ft. 3½ in.; depth, 8 ft.; figure head, woman. Reg. July 13, 1801. Oliver Osgood, Nathaniel Osgood, Jacob Osgood, all of Salisbury, owners; Joseph Lunt, master. Reg. Aug. 11, 1803; altered to a brig. John Boardman, William Currier, William Eaton, all of Newburyport, Ebenezer Hale of Newbury, owners; John Bagley, master. Reg. Oct. 4, 1804. Ebenezer Hale of Newbury, John Boardman, William Eaton, owners; Thomas Follansbe, master. Reg. April 9, 1805. Ebenezer Hale of Newbury, John Boardman, William Eaton, owners; Thomas Follansbee, master. Reg. Jan. 28, 1806. John Boardman, William Eaton, owners; William Bartlet, master. Reg. June 16, 1806. John Boardman, owner; William Bartlet, master. Reg. Dec. 17, 1806; 136 tons. John Boardman, owner; Joseph Gerrish, master. Reg. Dec. 23, 1807. John Boardman and Thomas Follansbe, William Eaton and William Hoyt, owners; Thomas Follansbe, master. Reg. Aug. 11, 1808. John Boardman and William Eaton, Christopher Bassett and William Hoyt, owners; Christopher Bassett, master. Reg. July 15, 1809. John Boardman, William Hoyt, owners; Nathaniel March, master.

FLASH, sch., 344 tons; built Newburyport, 1852; length, 124 ft.; breadth, 25 ft.; depth, 12 ft.; figure head, eagle. Reg. Apr. 9, 1852. Thomas W. Wilson, Peter A. Hargous, Louis E. Hargous, all of New York, owners; T. W. Wilson, master.

FLAVIO, ship, 638 tons; built Newbury, 1838-39; length, 144 ft. 9 in.; breadth, 31 ft.; depth, 15 ft. 6 in.; billet head. Reg. Feb. 15, 1839. John Currier, jr., of Newbury, Ebenezer Stone, William Balch, Nathaniel Noyes, jr., owners; Henry Shoof, master.

FLORA, sch., 35 tons; built Wiscasset, 1790; length, 48 ft.; breadth, 14 ft. 5 in.; depth, 5 ft. 10 in.; figure head. Reg. Aug. 8, 1793. Stephen Howard, owner; Stephen Howard, master. Reg. Sept. 8, 1794. Enoch Knapp, owner; Enoch Knapp, master.

FLORENCE, sch., 81 tons; built Salisbury, 1841; length, 65 ft. 6 in.; breadth, 21 ft. 6 in.; depth, 6 ft. 10 in.; billet head. Reg. Oct. 3, 1843. Charles B. Fowler, John Pettingell, both of Salisbury, owners; Charles B. Fowler, master.

FLORENCE, sch., 90 tons; built Hallowell, Me., 1843; length, 76 ft. 6 in.; breadth, 21 ft. 6 in.; depth, 6 ft. 4 in. Reg. Oct. 18, 1852. Benjamin P. Dow, owner; Benjamin P. Dow. master.

FLORIDA, ship, 299 tons; built Newbury, 1821; length, 98 ft. 3 in.; breadth, 26 ft. 3¼ in.; depth, 13 ft. 1⅝ in.; billet head. Reg. Oct. 27, 1821. Peter Le Breton of Newbury, Paul Simpson, Eleazer Johnson, Robert Jenkins, owners; Jesse Brown, master.

FLORIDA, ship, 696 tons; built Newbury, 1849; length, 151 ft.; breadth, 31 ft. 8 in.; depth, 15 ft. 10 in.; billet head. Reg. Oct. 23, 1849. William Parsons, Francis Skinner, both of Boston, owners; Samuel Pearson, master.

FOLLANSBE, ship, 269 tons; built Salisbury, 1797; length, 88 ft. 9 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in. Reg. Sept. 9, 1797. Joshua Follansbee of Salisbury, owner; David Follansbe, master.

FOREST, brig, 171 tons; built Charlestown, 1830; length, 92 ft.; breadth, 25 ft. 3 in.; depth, 8 ft. 5 in.; billet head. Reg. July 26, 1839. Philip Coombs, owner; Nehemiah A. Bray, master. Reg. Jan. 18, 1843; 186 tons. Philip Coombs, owner; William C. Varina, master. Reg. Apr. 9, 1845. Philip Coombs, owner; William C. Varina, master. Reg. Oct. 21, 1847. George W. Knight, Charles H. Coffin, Thomas Katon, owners; Thomas Katon, master.

FORNAX, bgtne., 110 tons; built Newbury, 1818; length, 66 ft. 7 in.; breadth, 19 ft. 6½ in.; depth, 9 ft. 9¼ in.; billet head. Reg. Sept. 11, 1823. John Coombs of Newbury, Philip Coombs, Lawrence Brown, owners; Lawrence Brown, master. Reg. Jan. 21, 1819. Peter Le Breton of Newbury, Robert Jenkins, owners; William Graves, master.

FORRESTER, ship, 427 tons; built Newbury, 1838-39; length, 130 ft. 3 in.; breadth, 26 ft. 8 in.; depth, 13 ft. 4 in.; billet head. Reg. Jan. 24, 1839. William B. Parker, jr.,

Isaac Cushing, John F. Andrews, all of Salem, owners; William B. Parker, jr., master.

FORTUNE. ship, 222 tons; built Camden, 1803; length, 86 ft.; breadth, 24 ft. 4¼ in.; depth, 12 ft. 2⅛ in. Reg. Jan. 3, 1809. Ebenezer Stocker of Boston, owner; Samuel Nichols, master.

FORTUNE, ship, 317 tons; built Amesbury, 1811; length, 100 ft. 6 in.; breadth, 26 ft. 8½ in.; depth, 13 ft. 4¼ in.; billet head. Reg. Aug. 12, 1811. Sewell Toppan, David Stickney, John Greenleaf, owners; David Stickney, master.

FOUR BROTHERS, sch., 76 tons; built Amesbury, 1800; length, 59 ft. 11 in.; breadth, 18 ft. 5½ in.; depth, 8 ft. 1 in.; figure head, man. Reg. June 4, 1800. Nathan Long of Amesbury, owner; Thomas Eastman, master.

FOUR SISTERS, bgtne., 178 tons; built Newburyport, 1791; length, 73 ft. 9 in.; breadth, 23 ft. 11 in.; depth, 11 ft. 11 in. Reg. Mar. 16, 1792. Thomas Brown, owner; Benjamin Toppan, master.

FOUR SISTERS, sch., 114 tons; built Newburyport, 1816; length, 76 ft.; breadth, 20 ft. 9 in.; depth, 8 ft. 3 in. Reg. Feb. 3, 1817. John Pearson, owner; Stephen Holland, master. Reg. June 2, 1817; altered to a brig. John Pearson, owner; Stephen Holland, master. Reg. Jan. 11, 1820. John Pearson, owner; Noah D. Haskell, master. Reg. June 30, 1821. John Pearson, John Smith Pearson, owners; Noah D. Haskell, master.

FOX, sch., 93 tons; built Pepperelborough, 1784; length, 67 ft. 7 in.; breadth, 21 ft. 2 in.; depth, 7 ft. 8 in.; billet head. Reg. July 15, 1797. Pearson Brown, David Coffin, both of Newbury, owners; William Long, master. Reg. Apr. 25, 1798. David Coffin, owner; William Long, master.

FOX, sloop, 95 tons; built Edgecomb, 1787; length, 68 ft.; breadth, 22 ft.; depth, 7 ft. 6 in. Reg. Dec. 17, 1795. David Young, Edmund Wingate, Thomas March Clark, owners; Theophilus Hacket, master. Reg. Sept. 23, 1796. David Young, Edmund Wingate, Thomas March Clark, owners; Theophilus Hackett, master.

FOX, sch., 73 tons; built Amesbury, 1792; length 66 ft. 6 in.; breadth, 19 ft. 8 in.; depth, 6 ft. 6 in. Reg. Apr. 23, 1792. Philip Coombs, William Coombs, owners; William Hooper, master. Reg. Jan. 3, 1795. Phillip Coombs, William Coombs, owners; John Wiley, master.

FOX, sch., 98 tons; built Salisbury, 1800; length, 71 ft. 5 in.; breadth, 21 ft. 6 in.; depth, 7 ft. 5 in. Reg. Sept. 23,

1806. Benjamin Lunt, jr., owner; John Dilloway, master. Reg. Mar. 31, 1807. Enoch Pierce, John Stanwood, owners; John Dilloway, master. Reg. July 18, 1810. John Stanwood, Enoch Pierce, owners; Edward Swain, master. Reg. May 10, 1814. Moses Emery, Benjamin Hale, owners; Joseph Parsons, master. Reg. Mar. 17, 1815. Moses Emery, Benjamin Hale, owners; John Gawn, master.

Fox, pink stern sch., 31 tons; built No. Yarmouth, Me., 1813; length, 45 ft. 11 in.; breadth, 13 ft. 1 in.; depth, 6 ft. 1 in. Reg. Sept. 24, 1821. David A. Comerford, David Tarr, owners; David Tarr, master.

Frances, sch., 60 tons; built Newburyport, 1828; length, 58 ft. 3 in.; breadth, 17 ft. 1 in.; depth, 6 ft. 11½ in. Reg. Nov. 26, 1828. Mark Staples, Joseph A. Atkinson, both of Newbury, David A. Comerford, owners; Richard Pickett, master. Reg. Nov. 28, 1828. Joseph A. Atkinson of Newbury, David A. Comerford, owners; Richard Pickett, master. Reg. Dec. 14, 1831. Ebenezer Bartlet, owner; John C. Brown, master.

Frances Louisa, brig, 159 tons; built Bath, Me., 1836; length, 85 ft. 5 in.; breadth, 23 ft. 4 in.; depth, 9 ft. 1 in.; billet head. Reg. July 26, 1845. George A. Preble, Edward Hodgkins, Otis Kimball, all of Bath, Me., owners; George A. Preble, master.

Franchise, ship, 697 tons; built Newbury, 1848; length, 150 ft.; breadth, 31 ft. 10½ in.; depth, 15 ft. 11¼ in.; billet head. Reg. Dec. 19, 1848. John Currier, jr., Micajah Lunt, both of Newbury, True Choate, Ezekiel Choate, Edmund Pike, owners; Stephen P. Bray, master.

Francis, bgtne., 174 tons; built Newbury, 1791; length, 75 ft. 1 in.; breadth, 23 ft. 3 in.; depth, 11 ft. 7½ in. Reg. July 15, 1791. Winthrop Gray of Boston, William Gray of Salem, owners; Thomas Ashley, master.

Francis, sch., 139 tons; built Falmouth, 1805; length, 75 ft. 3 in.; breadth, 22 ft. 4 in.; depth, 9 ft. 7 in.; figure head, boy. Reg. May 6, 1809. Salem Woodward, owner; Salem Woodward, master.

Francis, ship, 328 tons; built Newbury, 1823; length, 104 ft. 3 in.; breadth, 26 ft. 7 in.; depth, 13 ft. 3½ in.; billet head. Reg. May 20, 1823. Francis Todd, owner; William Adams, master.

Francis, barque, 460 tons; built Newbury, 1847; length, 127 ft. 9 in.; breadth, 28 ft. 1 in.; depth, 14 ft. ½ in.; billet head. Reg. July 29, 1847. Francis Freeto, Joseph

P. Furrier [or Turner?], Henry F. Putnam, all of Marblehead, owners; Michael B. Gregory, master.

FRANKLIN, pink stern sch., 44 tons; built Newbury, 1819; length, 53 ft. 2 in.; breadth, 14 ft. 5½ in.; depth, 6 ft. 7 in. Reg. Feb. 27, 1823. Asa Blaney, David Blaney, both of Marblehead, owners; George Tucker, jr., master.

FRANKLIN, brig, 187 tons; built Amesbury, 1822; length, 83 ft. 3 in.; breadth, 22 ft. 7 in.; depth, 11 ft. 3½ in.; billet head. Reg. Sept. 3, 1822. Barzillia Lumbard of Amesbury, Thomas Hasseltine, C. Wyman, both of Philadelphia, Pa., owners; Barzillia Lumbard, master.

FRANKLIN, sch., 89 tons; built Bucksport, Me., 1823; length, 67 ft. 6 in.; breadth, 18 ft. 7 in.; depth, 8 ft. 1 in.; a figure head. Reg. June 20, 1826. Ebenezer Stone, Nathaniel Noyes, jr., Enoch Gerrish, owners; Enoch Gerrish, master. Reg. Aug. 1, 1831. David Saville of Gloucester, owner; David Saville, master.

FRANKLIN, ship, 301 tons; built Newbury, 1832; length, 113 ft. 10 in.; breadth, 24 ft.; depth, 12 ft.; billet head. Reg. Apr. 9, 1832. Abraham Williams, Tristram Coffin, 3d, Charles French, Jacob Horton, Nathan Follansbee, owners; John Coffin, master.

FRANKLIN, sch., 44 tons; built Amesbury, 1832; length, 48 ft. 2 in.; breadth, 16 ft. 3 in.; depth, 6 ft. 7 in. Reg. Apr. 26, 1833. Hezekiah Foster, Elliot Woodbury, both of Beverly, owners; Hezekiah Foster, master.

FREDONIA, ship, 406 tons; built Newbury, 1826; length, 116 ft.; breadth, 27 ft. 10 in.; depth, 13 ft. 11 in.; billet head. Reg. Dec. 9, 1826. Micajah Lunt, Micajah Lunt, jr., both of Newbury, William Davis, Stephen Frothingham, Michael Titcomb, Ezra Lunt, Edmund Swett, Henry Titcomb, jr., owners; Micajah Lunt, jr., master.

FREDONIA, barque, 799 tons; built Newbury, 1845; length, 160 ft.; breadth, 32 ft. 11 in.; depth, 16 ft. 5½ in.; billet head. Reg. May 27, 1845. Micajah Lunt, John Currier, both of Newbury, George Lunt, Stephen Frothingham, both of Newburyport, owners; George Lunt, master.

FREEDOM, sloop, 68 tons; built North Yarmouth, 1793; length, 63 ft.; breadth, 19 ft. 6 in.; depth, 6 ft. 6 in. Reg. Feb. 6, 1795. Benjamin Toppan of Newbury, owner; John Goodwin, master. Reg. Feb. 15, 1796. Benjamin Toppan, owner; James Merrill, master.

FREE TRADE, ship, 1284 tons; built Newburyport, 1854; length, 196 ft.; breadth, 37 ft. 6 in.; depth, 18 ft. 9 in.;

billet head. Reg. Nov. 1, 1854. Henry Darling, John N. Swasey, both of Bucksport, Me., Richard P. Buck, G. B. Lamar, both of New York, owners; Joseph G. Stover, master.

FRIENDSHIP, sloop, 92 tons; built Bath, 1783; length, 65 ft. 8 in.; breadth, 21 ft. 10 in.; depth, 7 ft. 8 in. Reg. May 23, 1800. Benjamin Wyatt, owners; George Rapall, master.

FRIENDSHIP, sloop, 74 tons; built Scarborough, 1791; length, 61 ft. 4 in.; breadth, 19 ft. 2 in.; depth, 7 ft. 5 in. Reg. Apr. 6, 1814. Benjamin G. Bridges, Thomas Bridges, both of Beverly, owners; Benjamin G. Bridges, master.

FRIENDSHIP, ship, 231 tons; built Haverhill, 1794; length, 84 ft. 8 in.; breadth, 25 ft. 2 in.; depth, 12 ft. 7 in.; figure head, woman. Reg. July 21, 1794. Joshua Carter, William Smith of Boston, owners; Ebenezer Hoyt, master.

FRIENDSHIP, sch., 105 tons; built Thomastown, 1795; length, 71 ft. 6 in.; breadth, 22 ft.; depth, 7 ft. 10 in. Reg. Feb. 8, 1805. David Coffin, owner; Daniel Tarr, master.

FRIENDSHIP, brig, 155 tons; built Newburyport, 1795; length, 71 ft.; breadth, 22 ft. 9 in.; depth, 11 ft. 4½ in. Reg. Dec. 2, 1795. John Pettingel, Leonard Smith, Moses Myers of Norfolk, Va., owners; Thomas Smith, master. Reg. Jan. 10, 1797. John Pettingel, Leonard Smith, owners; Mathew Ellis, master. Reg. Feb. 24, 1800. Leonard Smith, owner; William Novey, master.

FRIENDSHIP, sch., 119 tons; built Pittston, 1800; length, 70 ft. 2 in.; breadth, 22 ft. 3 in.; depth, 9 ft. Reg. Feb. 12, 1812. John Pearson, John Rollins of Newbury, Joseph Newmarsh, Thomas Bartlet, Moody Pearson, owners; Ebenezer N. Eaton, master.

FRIENDSHIP, sloop, 36 tons; built Hingham, 1801; length, 51 ft.; breadth, 17 ft. 3 in.; depth, 5 ft. Reg. Apr. 16, 1819. Philip Coombs of Bangor, John Norton of Eastport, George Norton, owners; Zebulon Brown, master.

FRIENDSHIP, brig, 162 tons; built Salisbury, 1801; length, 71 ft.; breadth, 23 ft. 3½ in.; depth, 11 ft. 7¾ in.; figure head, woman. Reg. July 28, 1801. Bailey Chase, Lawrence Spitzenfield, Israel Morrill, Robert Fowler, Jonathan Webster, all of Salisbury, owners; William Milbery, master.

FRIENDSHIP, sch., 98 tons; built Deer Isle, 1802; length, 68 ft. 3 in.; breadth, 21 ft. 9½ in.; depth, 7 ft. 9 in. Reg. Nov. 3, 1803. Joseph Colby, Thomas Colby, both of Deer Isle, John O'Brien of Newbury, owners; Joseph Gerrish, master. Reg. Aug. 3, 1804. John O'Brien of Newbury,

owner; Joseph Gerrish, master. Reg. Nov. 28, 1806. John O'Brien, owner; John O'Brien, jr., master. Reg. June 20, 1810. Paul Thurlo of Newbury, Nath[anie]l Knap, jr., owners; Isaac Edes, master. Reg. Dec. 4, 1809. Paul Thurlo of Newbury, owner; Stephen Thurlo, master. Reg. June 6, 1809. Paul Thurlo of Newbury, owner; Stephen Thurlo, master.

FRIENDSHIP, sch., 110 tons; built Bradford, 1803; length, 63 ft. 9 in.; breadth, 18 ft. 6¾ in.; depth, 10 ft. 11¼ in.; billet head. Reg. Oct. 18, 1825. Joseph Dollivar of Marblehead, Thomas Tucker, George Tucker, owners; Joseph Dolliver, master.

FULCRUM, sch., 74 tons; built Newbury, 1829; length, 64 ft. 1 in.; breadth, 19 ft. 1½ in.; depth, 7 ft. ½ in.; billet head. Reg. June 25, 1832. Samuel Titcomb, Edward Ward Titcomb, jr., owners; Peter Post, master. Reg. July 8, 1839. John Wood, Abiel Sylvester, owners; George Kilborn, master.

GALEN, ship, 220 tons; built Amesbury, 1795; length, 82 ft. 1 in.; breadth, 25 ft.; depth, 12 ft. 6 in. Reg. Oct. 20, 1795. Benjamin Eddy and Eliakim Morse, both of Boston, owners; Benjamin Eddy, master.

GALEN, sch., 117 tons; built Warren, 1811; length 74 ft.; breadth, 22 ft. 5 in.; depth, 8 ft. 3 in. Reg. Mar. 9, 1815. William Robinson of Thomaston, Moses Robinson, Thomas Spear, William Spear, all of Warren, owners; William Robinson, master.

GALLEGO, ship, 601 tons; built Newburyport, 1855; length, 145 ft.; breadth, 30 ft.; depth, 15 ft.; billet head. Reg. Nov. 21, 1855. Frederick G. Foster, George T. Elliot, both of New York, owners; William Wolfe, master.

GANGES, ship, 215 tons; built Scituate, 1806; length, 83 ft. 6 in.; breadth, 24 ft. 5 in.; depth, 12 ft. 2½ in. Reg. Sept. 13, 1812. John Newmarch Cushing, owner; John Newmarch Cushing, master.

GARLAND, sch., 113 tons; built Baltimore, Md., 1850; length, 82 ft.; breadth, 21 ft. 4 in.; depth, 7 ft. 3 in.; billet head. Reg. Apr. 21, 1852. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Henry Leman, master.

GASPEE, eliptic stern ship, 856 tons; built Newburyport, 1858; length, 167 ft. 1 in.; breadth, 33 ft. 3 in.; depth, 16 ft. 7½ in.; figure head. Reg. Dec. 16, 1858. Frank Mauran, Augustus C. Mauran, Edward Pearce, James T. Rhodes, Walter Humphrey, Nathaniel S. Mauran, all of

Providence, R. I., Daniel K. Andros of Fall River, owners; Daniel K. Andros, master.

General Brooks, sch., 104 tons; built Amesbury, 1816; length, 68 ft.; breadth, 19 ft. 6 in.; depth, 9 ft. ½ in. Reg. Apr. 22, 1816. William Bartlett of Plymouth, Michael Hodge, jr., of Newburyport, owners; William Bartlet, master.

General Glover, brig, 215 tons; built Salisbury, 1835; length, 85 ft. 8 in.; breadth, 22 ft. 6 in.; depth, 12 ft. 7 in.; billet head. Reg. July 2, 1835. Nicholson Broughton of Marblehead, owner; Glover C. Broughton, master.

General Harrison, ship, 409 tons; built Newbury, 1840; length, 126 ft. 2 in.; breadth, 26 ft. 7 in.; depth, 13 ft. 3½ in.; billet head. Reg. Apr. 28, 1840. Joseph J. Knapp of Newbury, Moses Davenport, jr., Amos Tappan, Thomas Buntin, Daniel Knight, owners; Daniel Knight, master.

General Johnson, bgtne., 114 tons; built Somerset, 1803; length, 64 ft. 10 in.; breadth, 19 ft. 9½ in.; depth, 10 ft. 5 in. Reg. Oct 31, 1812. Steven L. Davis, Addison Plummer, both of Gloucester, owners; Steven L. Davis, master.

Gen. Kleber, sch., 62 tons; built Newbury, 1837; length, 62 ft. 7 in.; breadth, 19 ft. 7 in.; depth, 6 ft. Reg. Mar. 21, 1851. Prescott Spofford, John Choate, Uriah G. Spofford, Benjamin Courtney, Albert Lewis Butler, all of Essex, owners; Prescott Spofford, master.

General Putnam, sch., 113 tons; built Newbury, 1818; length, 67 ft. 6 in.; breadth, 18 ft. 7 in.; depth, 10 ft. 3½ in. Reg. Apr. 14, 1819. Daniel Stevens, Joseph Stanwood, jr., owners; Josiah C. Page, master. Reg. Mar. 2, 1821. Moses Emery, Joseph Hale, owners; Benjamin Whitmore and William Rogers, masters. Reg. Oct. 12, 1822. Moses Emery, Joseph Hale, Noah D. Haskell, owners; Noah D. Haskell, master. Reg. Nov. 8, 1823. James Meyer of Newbury, Joseph Hale, owners; Gyles P. Stone, master. Reg. Oct. 7, 1829. Joseph Hale, William Ashby, Ephraim W. Allen, owners; Jabez Stevens, master.

General Stark, bgtne., 230 tons; built Newbury, 1811; length, 87 ft. 7 in.; breadth, 24 ft. 6 in.; depth, 12 ft. 3 in.; figure head, a man. Reg. Apr. 10, 1812. Samuel Coffin, owner; John Coffin, master. Reg. June 17, 1815. Elizabeth Coffin, owner; John Coffin, master. Reg. May 17, 1817. Levi Mills, John Coffin, owners; John Coffin, master. Reg. May 2, 1818. John Coffin, owner; William Farris, master.

General Taylor, barque, 597 tons; built Newbury, 1846; length, 138 ft. 6 in.; breadth, 30 ft. 9 in.; depth, 15 ft.

4½ in.; billet head. Reg. July 1, 1846. Daniel Knight, Joseph B. Henry, Edmund L. LeBreton, Moses E. Hale, owners; Daniel Knight, master.

GENERAL WORTH, brig, 199 tons; built Bristol, Me., 1846; length, 90 ft. 5 in.; breadth, 24 ft. 7 in.; depth, 10 ft. 2 in.; billet head. Reg. Nov. 27, 1849. Charles H. Coffin, Samuel Walton, William A. Cheney, owners; Samuel Walton, master.

GENEVA, ship, 457 tons; built Newbury, 1837-38; length, 128 ft. 8 in.; breadth, 27 ft. 10½ in.; depth, 13 ft. 11¼ in.; billet head. Reg. Feb. 1, 1838. Eben Hale, Joshua Hale, both of Newbury, Josiah L. Hale, Thomas Hale, Jeremiah P. Tappan, all of New York City, New York, owners; Joshua Hale, master.

GENTILE, sch., 73 tons; built Essex, 1839; length, 64 ft. 8 in.; breadth, 17 ft. 8 in.; depth, 7 ft. 4 in.; billet head. Reg. Apr. 21, 1852. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Sewell Dow, master. Reg. Mar. 28, 1851. Richard Smith, Sumner Whitney, both of Rockland, Me.; Richard Smith, master.

GEORGE, bgtne., 122 tons; built Amesbury, 1795; length, 70 ft. 9 in.; breadth, 21 ft. 3 in.; depth, 9 ft. 5 in. Reg. June 30, 1795. John Donaldson, Esq., of Philadelphia, Pa. (by George Searle, agent), owner; Jonah Mitchell, master.

GEORGE, bgtne., 91 tons; built Salisbury, 1797; length, 64 ft. 7 in.; breadth, 20 ft. 9 in.; depth, 8 ft. ½in. Reg. July 21, 1797. David Coffin, Jacob Stone, owners; Jacob Stone, master. Reg. Apr. 1, 1799. John Pettingel, owner; Jacob Greenleaf, master.

GEORGE, sloop, 57 tons; built Troy, 1804; length, 40 ft. 10 in.; breadth, 18 ft. 10 in.; depth, 6 ft. 7½ in. Reg. May 25, 1827. Tristram Coffin, 3d, owners; James Bradbury, master.

GEORGE, brig, 100 tons; built Newbury, 1806; length, 68 ft. 10 in.; breadth, 19 ft. 9½ in.; depth, 8 ft. 9 in. Reg. Apr. 18, 1806. John Wardwell of Newbury, David Coffin, owners; Jonathan Eveleth, master. Reg. Oct. 8, 1806. Edmund Wingate, Samuel Chase, owners; Jeremiah Blanchard, master.

GEORGE, brig, 100 tons; built Newbury, 1806; length 68 ft. 8 in.; breadth, 19 ft. 4 in.; depth, 8 ft. 7½ in. Reg. June 2, 1807. Benjamin Lunt of Newbury, owner; Ebenezer Hale, master.

GEORGE, bgtne., 155 tons; built Salisbury, 1811; length, 73 ft. 6 in.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in.; billet

head. Reg. Nov. 17, 1817. Thomas Carter of Newbury, Samuel Walton, Robert Fowler, both of Salisbury, owners; Samuel Walton, master. Reg. Oct. 24, 1823. John Wood, owner; Mark Symons, master.

GEORGE, ketch, 118 tons; built Salisbury, 1816; length, 65 ft.; breadth, 20 ft. 4 in.; depth, 10 ft. 6 in.; billet head. Reg. Jan. 31, 1821. John Greenleaf, owner; Noah D. Haskel, master. Reg. Nov. 17, 1824. Francis Todd, Jacob Stone, owners; Gyles P. Stone, master.

GEORGE AND JANE, brig, 103 tons; built Guilford, Conn., 1794; length, 63 ft. 1-10 in.; breadth, 19 ft. 6-10 in.; depth, 6 ft. 6-10 in.; figure head, man. Reg. March 19, 1804. William Smith, Leonard Smith, Nathaniel Smith, owners; Daniel Lunt, master. Reg. July 17, 1804. Leonard Smith, owner; Daniel Lunt, master.

GEORGE MILLARD, sch., 143 tons; built Waldoboro, Me., 1853; length, 84 ft.; breadth, 23 ft. 3½ in.; depth, 8 ft. 3 in.; billet head. Reg. July 15, 1856. John C. Knowles of New Bedford, Samuel Rhodes of Boston, Joseph Snow, Obed Crosby, David Hurd, Franklin Gould, Simeon Mayo, Thomas G. Snow, Herman Smith, Joseph R. Gould, Thomas Gould, Albert Hopkins, Nathaniel Gould, B. F. Seabury, Jesse Snow, Reuben Nickerson, Clement Gould, Benjamin Higgings, Ezra Knowles, Thomas S. Newcomb, Joseph H. Mayo, jr., all of Orleans, owners; Joseph Snow, master.

GEORGE WASHINGTON, brig, 131 tons; built Newburyport, 1804; length, 74 ft. 7 in.; breadth, 22 ft.; depth, 9 ft. 3 in. Reg. Jan. 26, 1805. Nathan Hoyt, Edward Toppan, Jonathan Coolidge, owners; Isaac Edes, master.

GEORGE WASHINGTON, brig, 131 tons; built Marshfield, 1800; length, 74 ft. 7 in.; breadth, 22 ft.; depth, 9 ft. 3 in. Reg. Jan. 30, 1807. Nathan Hoyt, Edward Tappan, owners; Isaac Edes, master.

GEORGE WEST, ship, 1122 tons; built Newburyport, 1855; length, 182 ft.; breadth, 36 ft. 6 in.; depth, 18 ft. 3 in.; figure head. Reg. Nov. 8, 1855. Benjamin A. West of Salem, Robert Couch, Philip H. Blumpy, Joshua Hale, William Graves, John Currier, jr., owners; Robert Couch, master.

GEORGE WHEATON, sch., 120 tons; built Great Egg Harbour, N. J., 1831; length, 71 ft.; breadth, 22 ft. 6 in.; depth, 8 ft.; billet head. Reg. June 4, 1845. Elias Haskell of Newburyport, John Wright, New York, Chatten Somers,

John Somers and Bassett Stillman, of Great Egg Harbour, N. J., owners; Elias Haskell, master.

GEORGIANA, brig, 134 tons; built Duxbury, 1827; length, 77 ft. 1 in.; breadth, 22 ft. 1 in.; depth, 9 ft. 1 in.; billet head. Reg. Mar. 26, 1839. Daniel Granger, Joseph Stover, jr., owners; John H. Remick, master.

GEORGIA PLANTER, ship, 345 tons; built Newbury, 1807; length, 100 ft. 6 in.; breadth, 28 ft.; depth, 14 ft.; billet head. Reg. Nov. 28, 1807. Henry Sigourney and William Belcher of Boston, William Parsons, George Anderson of Savanna, owners; Henry Southwick, master.

GERMANTOWN, of Philadelphia, barque, 392 tons; built Newburyport, 1859; length, 127 ft. 6 in.; breadth, 28 ft.; depth, 12 ft. ½ in.; billet head. Reg. July 25, 1859. E. S. Pinckney, Thomas A. Newhall, both of Philadelphia, Penn., owners; E. S. Pinckney, master.

GIDEON, bark, 204 tons; built Newbury, 1807; length, 81 ft. 9 in.; breadth, 24 ft.; depth, 12 ft.; figure head. Reg. June 12, 1809. John Woodwell, David Coffin, owners; Joseph Gerrish, master. Reg. Feb. 10, 1810. David Coffin, owner; Isaac Atkins, master.

GIG, sloop, 59 tons; built Amesbury, 1816; length, 54 ft. 6 in.; breadth, 17 ft. 5 in.; depth, 7 ft. 4 in.; billet head. Reg. May 14, 1816. Michael Hodge, William Bartlet, Joseph Bartlet, all of Plymouth, owners; Joseph Bartlet, master.

GIPSY, bgtne., 164 tons; built Haverhill, 1810; length, 71 ft. 6 in.; breadth, 21 ft. 4 in.; depth, 12 ft. 6 in. Reg. Nov. 19, 1810. Edward Sprague Rand, owner; Joseph L. Colby, master.

GLADIATOR, sch., 98 tons; built Duxbury, 1837; length, 73 ft.; breadth, 19 ft. 1 in.; depth, 7 ft. 8¾ in.; billet head. Reg. Nov. 3, 1847. Woodbury Masters of Hampton Falls, N. H., Bard Plummer, owners; Samuel D. Hoyt, master. Reg. Dec. 19, 1848. Woodbury Masters of Hampton Falls, N. H., Thomas Chase of Seabrook, N. H., Benjamin P. Dow, owners; Samuel D. Hoyt, master. Reg. Oct. 19, 1852. William Sanborn of Seabrook, N. H., Isaac H. Boardman, owners; Christopher Morey, master.

GLEANOR, ship, 999 tons; built Newburyport, 1854; length, 176 ft.; breadth, 35 ft.; depth, 17 ft. 6 in.; billet head. Reg. Oct. 27, 1854. John Newell, Charles Whitman, Samuel C. Currier, William Graves, Micajah Lunt, John Cur-

rier, True and Ezekiel Choate, owners; Micajah Lunt, jr., master.

GLENDOWER, ship, 1092 tons; built Newburyport, 1860; length, 186 ft.; breadth, 35 ft. 6 in.; depth, 17 ft. 9 in.; figure head, eagle. Reg. Nov. 23, 1860. Henry Shoof, John Porter, Moses Davenport, Eben F. Stone, T. & E. Choate, John Currier, jr. & William J. Currier, owners; Benjamin E. Emerton, master.

GLIDE, ship, 282 tons; built Newbury, 1819; length, 95 ft. 7 in.; breadth, 25 ft. 10½ in.; depth, 12 ft. 11¼ in.; billet head. Reg. May 28, 1819. Francis Todd of Boston, Edmund Kimball, owners; William Adams, master.

GLOBE, ship, 182 tons; built York, 1804; length, 61 ft. 4 in.; breadth, 23 ft. 9 in.; depth, 7 ft. 10½ in. Reg. Jan. 14, 1809. Robert Foster, Edmund Bartlet, owners; Lemuel Woodbury, master.

GLOBE, sch., 48 tons; built Newburyport, 1830; length, 54 ft. 5 in.; breadth, 15 ft.; depth, 6 ft. 9 in. Reg. Jan. 3, 1834. Thomas Curtis and Thomas E. Oliver, both of Portsmouth, N. H., owners; Peter Post, master.

GOLCONDA, ship, 359 tons; built Newbury, 1825; length, 109 ft. 1 in.; breadth, 27 ft. 1½ in.; depth, 13 ft. 6½ in.; billet head. Reg. Nov. 9, 1825. John Wills, jr., owner; Moses Goodrich, master.

GOOD HOPE, ship, 187 tons; built Salem, 1795; length, 80 ft.; breadth, 23 ft. 3 in.; depth, 11 ft. 7½ in. Reg. May 31, 1809. Sewel Toppan, Nathaniel Knap, jr., John Boardman, owners; Samuel Walton, master.

GOOD INTENT, pink stern sch., 36 tons; built Gloucester, 1820; length, 45 ft. 10 in.; breadth, 13 ft. 10 in.; depth, 6 ft. 9 in. Reg. Nov. 18, 1836. Abel Lane of Deer Isle, Me., owner; Abel Lane, master.

GO ON, sch., 15 tons; built Newbury, 1811; length, 34 ft. 10 in.; breadth, 10 ft. 4 in.; depth, 4 ft. 10 in. Reg. Nov. 6, 1816. Richard Peters, owner.

GOSSAMER, bgtne., 223 tons; built Newbury, 1810; length, 90 ft. 4 in.; breadth, 22 ft. 3¼ in.; depth, 12 ft. 4¾ in.; figure head, a woman. Reg. Jan. 11, 1811. Thomas Thomas, owner; Abemelech Riggs, master.

GOVERNOR, sch., 57 tons; built Newburyport, 1817; length, 58 ft.; breadth, 15 ft. 11 in.; depth, 7 ft. 1 in. Reg. Aug. 28, 1822. John Merrill, owner; John Wade, master. Reg. Apr. 24, 1826. Robert Bayley, jr., owner; Christopher T. Bayley, master. Reg. Nov. 26, 1817. Daniel Stevens, Jo-

seph Stanwood, Allen Dodge, owners; Benjamin Barber, master. Reg. Dec. 14, 1818. Daniel Stevens, Joseph Stanwood, jr., owners; Joseph Hutchins, master. Reg. Oct. 21, 1820. Daniel Stevens, Joseph Stanwood, jr., owners; William Colby, master. Reg. Oct. 29, 1821. Daniel Stevens, Joseph Stanwood, jr., owners; Thomas Morrison, master. Reg. Nov. 29, 1830. Christopher T. Bayley, owner; Christopher T. Bayley, master. Reg. Jan. 25, 1832. Joseph B. Morse, Thomas H. Boardman, John Divine, owners; David Hughes, master. Reg. Apr. 12, 1833. Nicolas Brown of Newbury, owner; Francis D. Hardy, master.

Governor Strong, sch., 100 tons; built Salisbury, 1813; length, 68 ft. 10 in.; breadth, 18 ft. 11 in.; depth, 8 ft. 9½ in. Reg. Sept. 11, 1813. Daniel Farley, owner; Isaac Bray, master.

Grace Gordon, ship; 781 tons; built Newburyport, 1855; length, 160 ft.; breadth, 32 ft. 6 in.; depth, 16 ft. 3 in.; figure head. Reg. Oct. 18, 1855. William Parsons, Francis Skinner, both of Boston, owners; Charles Babson, master.

Grand Island, sch., 106 tons; built Marshfield, 1836; length, 72 ft.; breadth, 19 ft. 7 in.; depth, 8 ft. 7 in.; billet head. Reg. Oct. 13, 1849. Robert Bayley, owner; Ebenezer Ames, master. Reg. Sept. 7, 1862. Robert Bayley, owner; Thomas Tobin, master. Reg. Feb. 13, 1849. Robert Bayley, owner; Joseph Small, master. Reg. Feb. 10, 1863, Robert Bayley, owner; Thomas H. Phillips, master. Reg. Nov. 14, 1854. Robert Bayley, owner; William Reed, master. Reg. Nov. 7, 1855. Robert Bayley, owner; William Reed, master. Reg. Nov. 18, 1850. Robert Bayley, owner; Joseph Small, master. Reg. Sept. 20. 1851. Robert Bayley, owner; Albert Cheever. master; Reg. Mar. 9, 1852. Robert Bayley, owner; Joseph Small, master. Reg. Nov. 3, 1847. Robert Bayley, owner; Moses Hardy, master. Reg. Nov. 15, 1852. Robert Bayley, owner; Joseph Small, master.

Grand Sachem, ship, 250 tons; built Newbury, 1801; length, 88 ft. 10 in.; breadth, 25 ft. 5 in.; depth, 12 ft. 8½ in.; figure head, man. Reg. Dec. 4, 1801. Leonard Smith, Farnum Howe of Newbury, owners; Josiah Bartlett, master. Reg. Nov. 4, 1802. Benjamin Rotch, owner; Coffin Whippey, master.

Guiding Star, ship, 899 tons; built Newburyport, 1853; length, 167 ft. 8 in.; breadth, 34 ft. 1 in.; depth, 17 ft. ½ in.; billet head. Reg. May 28, 1853. Charles Hiel of Boston, William Lambert of Portsmouth, N. H., Robert

SHIP "GARDEN REACH" OF BOSTON, 974 TONS, BUILT AT NEWBURYPORT IN 1867.

From a painting by John E. C. Petersen.

Courtesy Marine Research Society.

Couch, John Currier, jr., Moses Davenport, owners; Robert Couch, master.

GULNARE, ship, 324 tons; built Salisbury, 1824; length, 106 ft. 2 in.; breadth, 26 ft. 1 in.; depth, 13 ft. ½ in.; billet head. Reg. Oct. 1, 1824. Micajah Lunt, Micajah Lunt, jr., both of Newbury, William Davis, Stephen Frothingham, Michael Titcomb, Ezra Lunt, owners; Michael Lunt, jr., master.

GWENEMMA, of Sandwich, sch., 141 tons; built Salisbury, 1847; length, 82 ft. 9 in.; breadth, 22 ft. 11 in.; depth, 8 ft. 6 in.; figure head, female. Reg. Oct. 26, 1847. Ellis M. Swift, Howard Perry, Abiam Perry, Seth S. Burgess, Reuben Collins, all of Sandwich, owners; Ellis M. Swift, master.

GYPSEY, of Providence, barque, 295 tons; built Newbury, 1846; length, 111 ft.; breadth, 24 ft. 3 in.; depth, 12 ft. billet head. Reg. Nov. 12, 1846. James G. Allen, Manchester, Henry Merchant and Henry Hastings of Providence, R. I., John Nasmith of Lowell, Mass., Walter Hastings of Boston, owners; James G Allen, master.

HALCYON, sch., 76 tons; built Amesbury, 1806; length, 61 ft. 8 in.; breadth, 18 ft. 11 in.; depth, 7 ft. 7¼ in. Reg. June 19, 1826. John Chickering, owner; William Harris, master. Reg. May 30, 1827. Michael Titcomb, John Rogers, owners; David Chase, master.

HAMPTON, brig, 224 tons; built, Newbury, 1823; length, 90 ft. 11 in.; breadth, 23 ft. 6½ in.; depth, 11 ft. 9¼ in.; billet head. Reg. Jan. 8, 1824. Green Sanborn, owner; Richard Pickett, master.

HANCOCK, sch., 19 tons; built Amesbury, 1790; length, 37 ft. 5 in.; breadth, 12 ft.; depth, 5 ft. 1 in. Reg. Aug. 11, 1790. Zachariah Atwood, owner; John March, master.

HANCOCK, sch., 90 tons; built Belfast, 1796; length, 69 ft. 9 in.; breadth, 21 ft. 3 in.; depth, 7 ft. 7½ in. Reg. Apr. 29, 1801. Benjamin Wyatt, owner; George Rapall, master. Reg. Nov. 2, 1801. Benjamin Wyatt, Richard Pike of Newbury, owners; George Rapall, master. Reg. May 8, 1802. Samuel Hadlock of Mount Desert, owner; Samuel Hadlock, master.

HANNAH, bgtne., 184 tons; built Bradford, 1784; length, 80 ft. 3 in.; breadth, 23 ft.; depth, 11 ft. 6 in. Reg. Dec. 19, 1789. Thomas Thomas, owner; Abrahan Kilham, master.

HANNAH, sch., 63 tons; built Amesbury, 1786; length,

59 ft.; breadth, 17 ft. 3 in.; depth, 7 ft. 3 in. Reg. Feb. 3, 1790. William Bartlet, owner; Richard Addams, master.

HANNAH, sloop, 80 tons; built Amesbury, 1788; length, 65 ft.; breadth, 20 ft. 9 in.; depth, 7 ft. Reg. Jan. 11, 1790. Benjamin Shaw, owner; Edward Shaw, master. Reg. July 14, 1792. Theophilus Bradbury, jr., Thomas Woodbridge Hooper, owners; Edmund Noyes, master. Reg. Oct. 30, 1792. Theophilus Bradbury, jr., Thomas Woodbridge Hooper, owners; Francis Bradbury, master.

HANNAH, sch., 63 tons; built Amesbury, 1789; length, 59 ft.; breadth, 17 ft. 3 in.; depth, 7 ft. 3 in. Reg. Jan. 23, 1795. William Bartlet, owner; Friend Dole, master. Reg. Jan. 24, 1801. John Coombs, John Coombs, jr., Reuben Eaton of Sanborntown, N. H., owners; Joseph Bragdon, master. Reg. Feb. 2, 1803. John Coombs, John Coombs, jr., Reuben Eaton of Sandborntown, N. H., owners; Moses Brown, master. Reg. Dec. 20, 1803. John Coombs, John Coombs, jr., Reuben Eaton, owners; Robert Campbell, master. Reg. Dec. 26, 1806. John Colley of Newbury, Bartholomew Brown, William Currier, Anthony Knapp, jr., owners; John Colley, master. Reg. Nov. 28, 1807. Anthony Knap, jr. and Bartholomew Brown, owners; Daniel Ladd, master.

HANNAH, bgtne., 140 tons; built Newburyport, 1789; length, 70 ft. 7 in.; breadth, 21 ft. 6 in.; depth, 10 ft. 9 in. Reg. Mar 31, 1790. Edmund Sweat, owner; John Gibson, master.

HANNAH, sch., 82 tons; built Newburyport, 1789; length, 62 ft. 8 in.; breadth, 20 ft. 3 in.; depth, 7 ft. 8 in. Reg. Nov. 4, 1789. Thomas Brown, owner; Benjamin Toppan, master. Reg. July 9, 1793. William Russell, owner; William Russell, master. Reg. Nov. 28, 1794. Anthony Davenport, Moses Davenport, Moses Brown, owners; Moses Brown, master. Reg. Apr. 28, 1796. Moses Brown, Anthony Davenport, Moses Devenport, owners. Reg. May 17, 1797. Abraham Jackson, owner; William Remick, master. Reg. Feb. 5, 1800. Abraham Jackson, owner; Ephraim N. Toppan, master.

HANNAH, sloop, 99 tons; built Amesbury, 1790; length, 67 ft. 5 in.; breadth, 21 ft. 7 in.; depth, 8 ft. Reg. Apr. 19, 1790. Zachariah Atwood, owner; Nathan Poor, master. Reg. Nov. 4, 1793; altered to a sch. Zachariah Atwood, owner; Nathan Poor, master. Reg. June 6, 1795; altered to a ship. Zachariah Atwood, owner; Edward Goodrich, master. Reg. Oct. 29, 1795; altered to a sch. Toppan Web-

ster, owner; Ephraim Hutchins, master. Reg. Dec. 2, 1796; altered to a bgtne. Thomas Brown, Samuel Chase, owners; Samuel Chase, master. Reg. May 25, 1797. Thomas Brown, Samuel Chase, owners; Benjamin Chase, master. Reg. June 26, 1798. Thomas Brown, Samuel Chase, owners; George C. Norton, master.

HANNAH, sch., 104 tons; built Newbury, 1792; length, 68 ft.; breadth, 22 ft.; depth, 8 ft. 3 in. Reg. Jan. 21, 1793. Offin Boardman, owner; Moses Goodrich, master. Reg. Jan. 8, 1794; altered to bgtne., 143 tons. Offin Boardman, owner; Moses Goodrich, master. Reg. Jan. 5, 1796. Thomas Curtis, Caleb Loring, William Jarvis, William Stevenson, all of Boston, owners; Barnabas Swain, master. Reg. Nov. 30, 1796. Offin Boardman, owner; John Wiley, master. Reg. May 25, 1799. Charles Goodrich, John N. Merckell of Boston, owners; Charles Goodrich, master. Reg. Nov. 19, 1801. Charles Goodrich, owner; Charles Goodrich, master. Reg. May 14, 1802. Charles Goodrich, owner; Augustus Ryan, master.

HANNAH, bgtne., 119 tons; built Haverhill, 1792; length, 64 ft. 10 in.; breadth, 20 ft. 10 in.; depth, 10 ft. 5 in. Reg. Nov. 7, 1792. Edward Woodbury of Haverhill, John Goodwin, owners; John Goodwin, master. Reg. Apr. 12, 1793. John Gregory, Charles Sigourney, Thomas Hill, all of Boston, owners; John Somerby, master.

HANNAH, sch., 34 tons; built Hampton, N. H., 1793; length, 47 ft. 5 in.; breadth, 13 ft. 5½ in.; depth, 6 ft. 1 in. Reg. June 27, 1796. William Wyer, jr., Samuel Brown, Nicholas Tracy, owners; Anthony Knap, master.

HANNAH, bgtne., 116 tons; built Amesbury, 1793; length, 63 ft. 8 in.; breadth, 20 ft. 9 in.; depth, 10 ft. 4½ in. Reg. Aug. 9, 1793. Thomas Brown, owner; John Goodwin, master. Reg. Aug. 19, 1794. William Faris, Ebenezer Stocker, owners; Thomas Adams, master.

HANNAH, bgtne., 139 tons; built Haverhill, 1794; length, 69 ft. 6 in.; breadth, 21 ft. 7½ in.; depth, 10 ft. 9¾ in. Reg. Sept. 2, 1794. Moses Gale of Haverhill, owner; Jonathan Dalton, master.

HANNAH, bgtne., 127 tons; built Newbury, 1795; length, 59 ft. 2 in.; breadth, 22 ft. 1 in.; depth, 9 ft. 10 in. Reg. Aug. 21, 1795. Thomas Brown, owner; John Goodwin, master. Reg. Mar. 25, 1799. Thomas Carter, Joshua Carter, owners; Benjamin Chase, master. Reg. Oct. 9, 1800. Joshua Carter, owner; Samuel Chase, master.

HANNAH, sloop, 80 tons; built Amesbury, 1799; length, 64 ft. 3 in.; breadth, 19 ft. 4¼ in.; depth, 7 ft. 6 in. Reg. May 22, 1799. Thomas Brown, owner; William Milbery, master.

HANNAH, brig, 195 tons; built Salisbury, 1800; length, 78 ft. 6 in.; breadth, 24 ft. 1 in.; depth, 20 ft. ½ in. Reg. Oct. 28, 1800. John Pettingel, owner; Jonathan Moulton, master.

HANNAH, sch., 89 tons; built Salisbury, 1800; length, 67 ft. 5 in.; breadth, 21 ft. 4 in.; depth, 7 ft. 4 in. Reg. Apr. 26, 1802. Amos Tappan, owner; Mayo Gerrish, master.

HANNAH, ship, 180 tons; built Salisbury, 1801; length, 76 ft. 1 in.; breadth, 23 ft. 3 in.; depth, 12 ft.; figure head, woman. Reg. Sept. 3, 1801. Ebenezer Parlay of Salisbury, owner; Eleazer Johnson, master.

HANNAH, brig, 127 tons; built Haverhill, 1801; length, 72 ft. 11 in.; breadth, 22 ft. 4¼ in.; depth, 9 ft. 1½ in. Reg. June 5, 1801. Moses Gale of Haverhill, owner; William Hunt, master. Reg. Aug. 12, 1803. Samuel Bayley, Abel Stanwood, Joseph Swasey, jr., William Hoyt, owners; Thomas Buntin, master.

HANNAH, sch., 77 tons; built Haverhill, 1803; length, 62 ft. 8 in.; breadth, 18 ft. 6½ in.; depth, 7 ft. 8 in. Reg. May 3, 1803. John Stone of Beverly, owner; Gideon Woodbury, master.

HANNAH, brig, 121 tons; built Salisbury, 1803; length, 73 ft. 3 in.; breadth, 22 ft.; depth, 8 ft. 8½ in.; figure head, woman. Reg. May 3, 1803. Laurence Spitzenfield, Bayley Chase, both of Salisbury, owners; Bayley Chase, master.

HANNAH, sch., 68 tons; built Barnstable, 1793; length, 62 ft.; breadth, 17 ft. 9 in.; depth, 7 ft. Reg. Jan. 24, 1812. Edward Swain, Samuel Swain, Jacob Swain, Michael Toppan, owners; Edward Swain, master.

HANNAH, sch., 89 tons; built Salisbury, 1800; length, 67 ft. 5 in.; breadth, 21 ft. 4 in.; depth, 7 ft. 4 in. Reg. Aug. 3, 1804. Amos Toppan, owner; John Bagley, master. Reg. Nov. 14, 1805. Amos Tappan, owner; Thomas Boardman, master. Reg. May 27, 1807. Samuel French, jr., Eliphlet Woodbury of Salisbury, owners; Eliphlet Woodbury, master.

HANNAH, brig, 195 tons; built Salisbury, 1800; length, 78 ft. 6 in.; breadth, 24 ft. 1 in.; depth, 12 ft. ½ in. Reg. June 15, 1805. John Pettingel, owner; Josiah Mitchel, master.

HANNAH, sch., 22 tons; built Falmouth, 1800; length, 37 ft. 6 in.; breadth, 12 ft. 9 in.; depth, 5 ft. 7 in. Reg. Apr. 25, 1811. Bradstreet Mason of Frankfort, owner; Bradstreet Mason, master.

HANNAH, brig, 127 tons; built Haverhill, 1801; length, 72 ft. 11 in.; breadth, 22 ft. 4¼ in.; depth, 9 ft. 1½ in. Reg. Jan. 27, 1804. Samuel Bayley, Abel Stanwood, Joseph Swasey, and William Hoyt, owners; Abel Stanwood, master.

HANNAH, sch., 84 tons; built Frankfort, 1801; length, 65 ft. 6 in.; breadth, 19 ft. 10 in.; depth, 7 ft. 7 in. Reg. Jan. 26, 1804. Samuel Coffin, owner; James Adams, master. Reg. Jan. 31, 1807. Samuel Coffin, owner; George Nowell, master. Reg. Dec. 24, 1811; 111 tons. Jacob Chadbourn, Thadeus Eaton of Newbury, owners; Robert Merrill, master.

HANNAH, ship, 182 tons; built Salisbury, 1801; length, 76 ft. 1 in.; breadth, 23 ft. 3 in.; depth, 12 ft.; figure head, woman. Reg. Oct. 20, 1804. Ebenezer Parlay of Salisbury, owner; Charles Dowsett, master. Reg. Sept. 21, 1805. Thomas Carter, owner; Michael Hopkins, master.

HANNAH, sch., 84 tons; built Newbury, 1806; length, 65 ft. 4 in.; breadth, 19 ft. ¾ in.; depth, 7 ft. 10 in. Reg. May 13, 1806. Paul Thurlo of Newbury, owner; Paul Thurlo, master. Reg. Nov. 28, 1807. Paul Thurlo, owner; Stephen Thurlo, master.

HANNAH, sch., 95 tons; built Salisbury, 1807; length, 64 ft. 4 in.; breadth, 21 ft. 8 in.; depth, 8 ft. ½ in. Reg. Nov. 25, 1807. Jonathan Morrill of Salisbury, Ephraim Morrill and Jonathan Barnard, both of Amesbury, owners; John Brown, master. Reg. Apr. 7, 1809. Solomon Haskell of Newbury, Solomon H. Currier, owners; Edward Currier, master.

HANNAH, bgtne., 154 tons; built Newburyport, 1819; length, 77 ft. 2 in.; breadth, 21 ft. 4 in.; depth, 10 ft. 8 in. billet head. Reg. Dec. 22, 1819. John Pearson, William Pearson, owners; William Pearson, master.

HANNAH AND ELIZA, ship, 262 tons; built Newbury, 1796; length, 88 ft. 4 in.; breadth, 26 ft. 2½ in.; depth, 13 ft. 1¼ in.; figure head, woman. Reg. Aug. 24, 1796. Joshua Carter, William Smith of Boston, owners; Robert Emery, master.

HANNAH AND MARTHA, sch., 93 tons; built Vasselborough, 1802; length, 69 ft. 4 in.; breadth, 20 ft. 9 in.; depth, 7 ft. 6 in. Reg. March 13, 1811. David Coffin, owner; Francis Hodgkins, master.

HANNAH AND SUSAN, sch., 66 tons; built Newbury, 1820;

length, 60 ft. 6 in.; breadth, 16 ft. 11½ in.; depth, 7 ft. 5¼ in. Reg. May 12, 1821. Jeremiah Elliot of Newbury, owner; Henry C. Jaques, master. Reg. May 18, 1824. Jeremiah Elliot of Newbury, owner; William Hunt, master. Reg. Dec. 30, 1824. Moses P. Little of Newbury, owner; William Hunt, master. Reg. Nov. 30, 1825. John Brickett, Ebenezer Pulsifer, owners; William Hunt, master. Reg. Jan. 3, 1828. Christopher T. Bayley, owner; Christopher T. Bayley, master. Reg. Dec. 1, 1828. Christopher T. Bayley, owner; Christopher T. Bayley, master.

HANNAH SPRAGUE, ship, 409 tons; built Newbury, 1841; length, 123 ft.; breadth, 27 ft.; depth, 13 ft. 6 in.; billet head. Reg. Oct. 18, 1841. Michael Titcomb, Ezra Lunt, Stephen Frothingham, Isaac H. Boardman, Henry Cook, owners; Henry Cook, master. Reg. Dec. 14, 1844. Ezra Lunt, Michael Titcomb, Stephen Frothingham, Isaac H. Boardman, Henry Cook, owners; Benjamin Pierce, master.

HANNIBAL, ship, 263 tons; built Salisbury, 1801; length, 91 ft. 10 in.; breadth, 25 ft. 7 in.; depth, 12 ft. 9½ in. Reg. Oct. 3, 1801. David Follansbe, Joshua Follansbe, Joseph Follansbe, all of Salisbury, Richard Currier of Amesbury, owners; David Follansbe, master.

HANNIBAL, ship, 272 tons; built Salisbury, 1810; length, 89 ft. 8 in.; breadth, 26 ft. 6 in.; depth, 13 ft. 3 in. Reg. Aug. 7, 1810. David Coffin, owner; Joseph Gerrish, master.

HAPPY JACK, sch., 17 tons; built Newbury, 1814; length, 37 ft. 4 in.; breadth, 11 ft. 7 in.; depth. 5 ft. ½ in. Reg. Oct. 29, 1817. John Boardman, John Wood, Joseph Parsons, owners; Joseph Parsons, master.

HARMONY, ship, 218 tons; built Newburyport, 1792; length, 83 ft. 4 in.; breadth, 24 ft. 7 in.; depth, 12 ft. 3½ in. Reg. Jan. 4, 1793. Joshua Carter, owner; Thomas Carter, master.

HARMONY, ship, 242 tons; built Bradford, 1794; length, 87 ft. 10 in.; breadth, 25 ft. 2 in.; depth, 12 ft. 7 in. Reg. Nov. 13, 1794. George Searle, Joseph Tyler, John Donnaldson of Philadelphia, Pa., owners; Benjamin Colley, master.

HARMONY, sch., 89 tons; built Newburyport, 1795; length, 62 ft. 8 in.; breadth, 20 ft. 2 in.; depth, 8 ft. 4 in. Reg. June 16, 1795. John Berry Titcomb, owner; John Lewis, master.

HARMONY, sch., 99 tons; built Amesbury, 1796; length, 62 ft. 9 in.; breadth, 19 ft. 9 in.; depth, 9 ft. 5 in. Reg. Aug. 4, 1796. William Bagley, Jacob Bagley, Bayley Chase,

William Bartlet, David Bagley, all of Amesbury, owners; Benjamin Hoyt, master.

HARMONY, sch., 101 tons; built Warren, 1802; length, 69 ft. 1½ in.; breadth, 21 ft. 10½ in.; depth, 7 ft. 10½ in. Reg. May 1, 1807. Patrick Semonton of Thomaston, James Creighton, Isaac Liberty, John Creighton, John Countz of Warren, Edward Brown of Thomaston, Alexander Robinson and Robert McIntire of Cushing, owners; Patrick Semonton, master.

HARRIET, bgtne., 108 tons, built Scarborough, 1788; length, 70 ft. 11 in.; breadth, 21 ft. 4 in.; depth, 8 ft. 4 in. Reg. Jan. 11, 1790. Theophilus Bradbury, jr., Theophilus Bradbury, Esq., owners; William Bradbury, master. Reg. Sept. 17, 1794. Tristram Coffin, John Coffin Jones of Boston, owners; Andrew Gardner, master.

HARRIET, sch., 75 tons; built Salisbury, 1796; length, 60 ft. 3 in.; breadth, 20 ft. 4 in.; depth, 7 ft. 4½ in.; figure head. Reg. Aug. 29, 1797. Ebenezer Hoyt, Moses Goodrich, owners; Moses Goodrich, master. Reg. Dec. 23, 1799. Jacob Morrill, jr., of Salisbury, Samuel French, jr., James Locke of Salisbury, owners; Benjamin Griffin, jr., master. Reg. Dec. 26, 1800; John Pilsbury, Samuel French, jr., Jacob Morrill, jr., and James Locke, both of Salisbury, owners; Bailey Chase, master. Reg. Dec. 9, 1801. John Pillsbury, Samuel French, jr., Jacob Morrill, jr., and James Locke, both of Salisbury, owners; Joseph Brown, master. Reg. Dec. 24, 1802. John Pilsbury, Samuel French, jr., owners; William Griffin, master.

HARRIET, bgtne., 154 tons; built Salisbury, 1792; length, 71 ft. 1 in.; breadth, 22 ft. 7 in.; depth, 11 ft. 3½ in. Reg. Nov. 13, 1792. Theophilus Bradbury, jr., Thomas Woodbridge Hooper, Theophilus Bradbury, Esq., owners; Abraham Wheelwright, master.

HARRIET, bgtne., 122 tons; built Newbury, 1813; length, 68 ft. 2 in.; breadth, 19 ft. 7½ in.; depth, 10 ft. 6 in.; figure head, woman. Reg. Aug. 19, 1818. Joseph P. Russell of Alexandria, D. C., owner; Thomas Stallard, master.

HARRIET, sch., 55 tons; built Newburyport, 1827; length, 57 ft. 1 in.; breadth, 16 ft. 5 in.; depth, 6 ft. 9½ in. Reg. Apr. 3, 1832. Asa Kieley, 2d, Hiram Kieley, Elisha Kieley, Wilbur Kieley, all of Dennis, Isaiah Crowell, Zeno Kieley, both of Yarmouth, owners; Asa Kieley, 2d, master.

HARRIET, sch., 93 tons; built Newbury, 1835-36; length, 66 ft. 3 in.; breadth, 18 ft. 3 in.; depth, 8 ft. 10 in.; billet

head. Reg. Mar. 31, 1836. Josiah C. Cressy of Marblehead, owner; John White, master.

HARRIET, sch., 23 tons; built Newburyport, 1838; length, 40 ft. 4 in.; breadth, 11 ft. 11 in.; depth, 5 ft. 7 in. Reg. June 27, 1840. Stephen Baker, jr., Moses Jewett, jr., both of Ipswich, owners; Moses Jewett, jr., master.

HARRIET, ship, 275 tons; built Newbury, 1810; length, 94 ft. 2 in.; breadth, 25 ft. 9¼ in.; depth, 12 ft. 10⅝ in; figure head, a woman. Reg. Apr. 27, 1815. William Matchett, Joseph Balch, both of Boston, owners; Timothy Pilsbury, master.

HARRIOT, sloop, 74 tons; built Bradford, 1786; length, 63 ft.; breadth, 19 ft. 4 in.; depth, 7 ft. 2 in. Reg. Feb. 9, 1796. Abraham Wheelwright, Joseph Knight, Thomas Pickard, jr., of Ipswich, owners; Thomas Pickard, jr., master.

HARRIOT, bgtne., 119 tons; built Newburyport, 1795; length, 68 ft. 8 in.; breadth, 20 ft. 10 in.; depth, 9 ft. 8 in. Reg. Jan. 2, 1796. Benjamin Pierce, Abner Wood, Enoch Wood of London, N. H., owners; Benjamin Pierce, master.

HARRIOT, bgtne., 114 tons; built Newburyport, 1791; length, 69 ft. 1 in.; breadth, 22 ft. 8 in.; depth, 8 ft. 8 in. Reg. Jan. 25, 1792. Benjamin Shaw, owner; Edward Shaw, master. Reg. Oct. 31, 1792. Benjamin Shaw, owner; Peter Herrick, master.

HARRIOT, bgtne., 107 tons; built Salisbury, 1796; length, 64 ft. 3 in.; breadth, 19 ft. 8½ in.; depth, 9 ft. 10¼ in. Reg. Sept. 23, 1796. Charles Goodrich, Moses Goodrich, owners; Moses Goodrich, master. Reg. May 11, 1797. Charles Goodrich, owner; Moses Goodrich, master. Reg. July 23, 1798; altered to a brig. Charles Goodrich, owner; James Adams, master. Reg. Jan. 31, 1799. Leonard Smith, owner; John Wells, master. Reg. July 24, 1800. Leonard Smith, owner; David Smith, master. Reg. Nov. 14, 1800. Edward Toppan, William Stover, owners; William Stover, master. Reg. Oct. 23, 1802. Edward Toppan, owner; Williams Adams, master. Reg. Dec. 29, 1803. Edward Tappan, owner; William Adams, master.

HARRIOT, sch., 75 tons; built Salisbury, 1796; length, 60 ft. 3 in.; breadth, 20 ft. 4 in.; depth, 7 ft. 4½ in. Reg. Nov. 26, 1806. John Pilsbury, Samuel French, jr., owners; Joseph Buntin, master. Reg. May 5, 1809. Samuel French, jr., owner; Eliphalet Woodbury, master. Reg. Dec. 15, 1809. Samuel French, jr., Nathaniel Fletcher, owners; Samuel Flanders, master. Reg. July 10, 1810. John Rollins of

Newbury, Moody Pearson, Matthew P. Dole, owners; Matthew P. Dole, master. Reg. Mar. 29, 1811. Mathew P. Dole, owner; John Lord, jr., master.

HARRIOT, ship, 275 tons; built Newbury, 1810; length, 94 ft. 2 in.; breadth, 25 ft. 9¼ in.; depth, 12 ft. 10⅝ in.; figure head, woman. Reg. May 28, 1810. Thomas M. Clark, Samuel Chase, Stephen Bartlet, owners; Samuel Chase, master. Reg. July 9, 1811. Thomas M. Clark, Samuel Chase, owners; Jabez B. Fletcher, master.

HARRIOT, brig, 107 tons; built Salisbury, 1796; length, 64 ft. 3 in.; breadth, 19 ft. 8½ in.; depth, 9 ft. 10¼ in. Reg. Dec. 29, 1804. Edward Toppan, owner; William Adams, master.

HARRIOT AND ELIZA, barque, 187 tons; built Haverhill, 1793; length, 78 ft. 6 in.; breadth, 23 ft. 6 in.; depth, 11 ft. 9 in. Reg. Feb. 15, 1794. Caleb Stark of Dunbarton, N. H., owner; Andrew Sleuman, master.

HARVARD, sloop, 92 tons; built Newbury, 1816; length, 72 ft.; breadth, 22 ft. 2½ in.; depth, 6 ft. 9¼ in. Reg. May 22, 1816. John Davis of Boston, The Corporation of Harvard University, owners; Lewis Elwell, master.

HARVARD, ship, 492 tons; built Newbury, 1845; length, 133 ft.; breadth, 28 ft. 5 in.; depth, 14 ft. 2½ in.; billet head. Reg. Oct. 15, 1845. William Parsons of Boston, Benjamin K. Hough of Gloucester, William Currier, 3d, and James L. Townsend, owners; John F. Corliss, master.

HATTIE E. SMITH, sch., 100 tons; built Newburyport, 1869. Reg. 1869. C. T. Smith and others, owners.

HAWK, sch., 63 tons; built Newbury, 1785; length, 57 ft. 11 in.; breadth, 17 ft.; depth, 7 ft. 5 in. Reg. Apr. 17, 1790. Moses Brown, owner; Benaiah Titcomb, master. Reg. Mar. 15, 1791. Benjamin Pitkins, owner; Benjamin Griffin, master. Reg. Sept. 20, 1794. Benjamin Perkins, owner; Moses Brown, master. Reg. Nov. 20, 1797. Ebenezer Sumner, James Kittle, Wilkes Wright, owners; Edmund Wingate, master. Reg. June 7, 1799. Moses Brown, Ebenezer Sumner, Thomas March Clark, Isaac Adams, owners; Hezekiah Goodhue, master.

HAWK, sch., 79 tons; built Lynn, 1786; length, 63 ft.; breadth, 18 ft. 1 in.; depth, 8 ft. Reg. Dec. 8, 1812. Isaac Somes of Gloucester, Benjamin K. Hough, Fitz Wm. Sargent, owners; Isaac Somes, master.

HAYTIEN, sch., 38 tons; built Newbury, 1821; length, 49 ft. 5 in.; breadth, 15 ft. 11 in.; depth, 5 ft. 8½ in. Reg.

Aug. 3, 1821. Isaac Adams, owner; Dennis Coudry, master.

HAZARD, bgtne., 159 tons; built Newburyport, 1796; length, 77 ft.; breadth, 21 ft. 9 in.; depth, 10 ft. 10½ in. Reg. Oct. 22, 1810. Leonard Smith, owner; William Williams, master. Reg. Mar. 31, 1815; 163 tons. Moses Brown, owner; Christopher Bassett, master. Reg. Mar. 13, 1819. William B. Banester, owner; Joseph S. Bassett, master. Reg. May 24, 1825. Christopher Basset, Winthrop B. Norton, Nathaniel Norton of Portland, owners; Christopher Basset, master.

HAZARD, brig, 126 tons; built Haverhill, 1797; length, 69 ft. 11 in.; breadth, 20 ft. 11 in.; depth, 10 ft. Reg. Nov. 26, 1802. Jeremiah Nelson, Thomas Thomas, Philip Coombs of Newbury, owners; Benjamin Edwards, master. Reg. May 29, 1804. Ebenezer Wheelwright, Philip Coombs, both of Newbury, Abraham Wheelwright, Jeremiah Nelson, owners; John Denney, master. Reg. Dec. 26, 1804. Ebenezer Wheelwright of Newbury, Abraham Wheelwright, Jeremiah Nelson, owners; John Dennie, master. Reg. July 20, 1805. Ebenezer Wheelwright of Newbury, Abraham Wheelwright, Jeremiah Nelson, owners; John S. Call, master.

HAZARD, sch., 101 tons; built Bristol, 1799; length, 66 ft. 1 in.; breadth, 19 ft. 6¾ in.; depth, 9 ft. 1 in. Reg. Dec. 20, 1804. Bailey Chase, Alexander Rutherford, owners; Alexander Rutherford, master. Reg. Nov. 25, 1805. Micajah Lunt, Samuel Rolfe, Anthony Knap, owners; William Remick, master. Reg. Dec. 24, 1806. Samuel Rolfe, Anthony Knap, owners; William Remick, master. Reg. July 26, 1815. John Chickering, Otis Vinal of Boston, owners; Alexander Livingston, master. Reg. Mar. 27, 1819. John Chickering, owner; Jacob Pike, jr., master. Reg. July 23, 1819. John Chickering, owner; Edward Small, master.

HAZARD, pink stern sch., 43 tons; built Amesbury, 1814; length, 51 ft. 2 in.; breadth, 15 ft.; depth, 6 ft. 3½ in. Reg. Apr. 17, 1815. John Desaunes, Francis B. Somerby, owners; Francis Hodgkins, master. Reg. Nov. 13, 1815. John Desaunt, Francis B. Somerby, owners; Nicholas Brown, jr., master.

HEBER, brig, 107 tons; built Saco, Me., 1834; length, 73 ft. 8 in.; breadth, 20 ft. 11¼ in.; depth, 8 ft. Reg. Sept. 2, 1842. Nehemiah A. Bray, owner; Nehemiah A. Bray, master.

HEBRON, brig, 296 tons; built Kennebunk, Me., 1832; length, 102 ft. 6 in.; breadth, 25 ft. 5¼ in.; depth, 12 ft.

8⅝ in.; billet head. Reg. Oct. 19, 1833. Steven Tilton, Samuel Lunt, David R. Lecraw, owners; William Lecraw, master.

HECTOR, brig, 109 tons; built Bradford, 1800; length, 64 ft. 8 in.; breadth, 19 ft. 8½ in.; depth, 10 ft. ¼ in. Reg. Aug. 21, 1800. Edmund Kimball, Jonathan Dalton, owners; Jonathan Dalton, master. Reg. Feb. 3, 1801. Robert Harris, Abel Harris, both of Portsmouth, N. H., owners; Joseph Hart, master

HELEN AUGUSTA, barque, 242 tons; built Newbury, 1849; length, 103 ft. 6 in.; breadth, 24 ft. 3 in.; depth, 10 ft. 8 in.; billet head. Reg. Mar. 14, 1849. Joseph Coffin of Newbury, owner; Frederick W. Myrick, master.

HENRIETTA, sch., 211 tons; built Friendship, Me., 1856; length, 99 ft.; breadth, 27 ft.; depth, 9 ft.; figure head, an eagle. Reg. Sept. 6, 1862. Levi S. Jones of St. George, Joseph Fish of Thomaston, James Winchenbunk & Son of Friendship, Me., Samuel Hart, P. Hart, David Wall, James Wall and Henry Marshall of St. George, owners; Levi S. Jones, master.

HENRY, bgtne., 202 tons; built Newburyport, 1791; length, 80 ft. 3 in.; breadth, 24 ft. 2 in.; depth, 12 ft. 1 in. Reg. Nov. 10, 1791. William Peirce Johnson, owner; Charles C. Robeteau, master. Reg. Nov. 1, 1792. William Pierce Johnson, owner; Charles Cornelius Raboteau, master. Reg. Mar. 25, 1795. Job Prince of Boston, David Mayfield Coyngham, John Maxwell Nisbett, Malboro & John Frazier, all of Philadelphia, Pa., owners; Job Prince, master.

HENRY, ship, 258 tons; built Newbury, 1819; length, 93 ft. 7½ in.; breadth, 25 ft.; depth, 12 ft. 6 in.; figure head, woman. Reg. Mar. 31, 1820. Henry Pratt, Benjamin Kugler, agent, both of Philadelphia, Penn., owners; John Jackson, master.

HENRY, brig, 262 tons; built Bradford, 1823; length, 97 ft. 4 in.; breadth, 24 ft. 7 in.; depth, 12 ft. 3½ in.; billet head. Reg. Nov. 22, 1823. Henry T. Whittredge, Thomas Whittredge, both of Salem, owners; Henry T. Whittredge, master.

HENRY, brig, 151 tons; built Newbury, 1825; length, 72 ft. 2 in.; breadth, 22 ft. 1 in.; depth, 11 ft. ½ in.; billet head. Reg. Feb. 19, 1825. John T. Ross, Joseph H. Adams, Thomas C. Amory of Boston, owners; John T. Ross, master. Reg. Oct. 23, 1828. John T. Ross, owner; John T. Ross, master.

HENRY, ship, 366 tons; built Haverhill, 1831; length, 120 ft. 10 in.; breadth, 25 ft. 8½ in.; depth, 12 ft. 10¼ in.; billet head. Reg. Dec. 21, 1831. William M. Noyes of Wilmington, Del.; Amos Noyes, David Noyes, Henry Frothingham, owners; William Graves, master.

HENRY, sch., 91 tons; built Amesbury, 1834-35; length, 67 ft. 9 in.; breadth, 18 ft. 8½ in.; depth, 8 ft. 3 in.; billet head. Reg. April 3, 1835. Daniel N. Breed, Andrew Breed, both of Lynn, owners; Robert Burrage, master.

HENRY, brig, 153 tons; built Nobleboro, Me., 1837; length, 81 ft. 6 in.; breadth, 21 ft. 8 in.; depth, 9 ft. 10 in.; billet head. Reg. Feb. 13, 1846. William K. Kilborn, Charles Currier, Gilbert Watson, George A. Swasey, Atkinson Stanwood, all of Newburyport, George D. Johnson, John Gilbert, Calvin Hagar, all of Boston, owners; William K. Kilborn, master.

HENRY, sch., 90 tons; built Salisbury, 1839; length, 67 ft. 10 in.; breadth, 18 ft. 6 in.; depth, 8 ft. 2 in.; billet head. Reg. Mar. 14, 1839. Joel Newhall of Marblehead, owner; Benjamin Rose, master.

HENRY PERKINS, sch., 195 tons; built Newburyport, 1860; length, 97 ft. 8½ in.; breadth, 24 ft. 10 in.; depth, 9 ft. ½ in.; billet head. Reg. June 27, 1860. Israel D. Goodridge, John Knight, jr., both of Manchester, Samuel Knight, Edward Knight, Marcellus Day, all of Charlestown, owners; Israel D. Goodridge, master.

HERALD, ship, 279 tons; built Newbury, 1797; length, 92 ft. 8 in.; breadth, 26 ft. 3½ in.; depth, 13 ft. 1¾ in.; figure head, man. Reg. Oct. 21, 1797. Edward Davis of Boston, owner; Edward Davis, master.

HERALD, ship, 301 tons; built Newbury, 1818; length, 99 ft. 11 in.; breadth, 26 ft. 1 in.; depth, 13 ft. ½ in.; billet head. Reg. Nov. 6, 1818. Stephen Glover of Boston, owner; Stephen Glover, master.

HERALD, sch., 73 tons; built Newbury, 1825; length, 57 ft. 4 in.; breadth, 18 ft.; depth, 8 ft. 3½ in.; billet head. Reg. Mar. 27, 1826. Benjamin W. Hale, Enoch Hale, Joseph A. Somerby, all of Newbury, owners; Joseph A. Somerby, master. Reg. Feb. 26, 1828. Benjamin W. Hale, Enoch Hale, Joseph A. Somerby, all of Newbury, owners; Joseph A. Somerby, master. Reg. Jan. 25, 1831. Enoch Hale, David Hale, Isaac Hale, all of Newbury, owners; Dennis Janvrin, master. Reg. Mar. 1, 1833. Enoch Hale, Benjamin W. Hale, both of Newbury, owners; James Cook,

master. Reg. July 13, 1842. Enoch Hale, Benjamin W. Hale, both of Newbury, owners; Stephen Goodwin, master.

HERALD, sch., 49 tons; built Newbury, 1831; length, 56 ft. 2 in.; breadth, 17 ft. 5 in.; depth, 5 ft. 10½ in.; billet head. Reg. May 30, 1831. Henry Baker, Elisha Wiley, Benj. R. Wetherel, Samuel Higgins, Charles Gorham, Eleaser Hamblin, Joshua Hamblin, Cornelius Hamblin, Benjamin Rich, William Chipman, Benjamin Arey, Freeman Atwood, William Stone, all of Wellfleet, James Smith of Boston, owners; Henry Baker, master.

HERALD, ship, 773 tons; built Newburyport, 1865. Reg. 1865. H. Gardner, Salem, owner.

HERCULES, ship, 309 tons; built Newbury, 1804; length, 96 ft. 3 in.; breadth, 26 ft. 8 in.; depth, 13 ft. 4 in.; figure head, man. Reg. Dec. 17, 1804. Leonard Smith, owner; John N. Cushing, Harry Parsons, masters. Reg. Dec. 17, 1810. Ebenezer Wheelwright of Newbury, Peter Lebriton, jr., Robert Jenkins, owners; Bailey Chase, master.

HERMON, brig, 123 tons; built Warren, 1801; length, 74 ft. 1 in.; breadth, 22 ft. 4 in.; depth, 8 ft. 8 in. Reg. July 15, 1807. Isaac Edes and Philip Curier of Amesbury, owners; William Bartlett, master. Reg. May 12, 1809; 159 tons. Samuel Fowler of Salisbury, Philip Currier, William Bartlet, both of Amesbury, owners; Samuel Fowler, master.

HERO, sloop, 48 tons; built in Connecticut, 1792; length, 55 ft. 7 in.; breadth, 17 ft. 4 in.; depth, 5 ft. 11 in. Reg. Nov. 25, 1794. Thomas Brown, owner; Ephraim Hutchins, master. Reg. Dec. 21, 1795. Alexander Campbell, Ebenezer Whitmore, both of Newbury, owners; Nicholas Thitfieald(?), master.

HERO, sloop, 73 tons; built Duxbury, 1795; length, 61 ft. 9 in.; breadth, 19 ft. 11 in.; depth, 7 ft. ½ in. Reg. May 26, 1804. Paul Thurlo, Amos Knight, both of Newbury, Samuel Tenney, owners; Robert Campbell, master.

HERO, sch., 75 tons; built Duxbury, 1796; length, 63 ft.; breadth, 17 ft. 7 in.; depth, 7 ft. 9 in. Reg. July 14, 1809. John O'Brien, jr., Ebenezer Pulsifer, John Bricket, owners; John O'Brien, jr., master. Reg. Oct. 22, 1810. Benjamin Merrill, owner; George Sanborn, master. Reg. Mar. 4, 1812. Benjamin Merrill, owner; John A. Putnam, master.

HERO, sloop, 75 tons; built Salisbury, 1797; length, 62 ft. 11 in.; breadth, 20 ft. 3½ in.; depth, 7 ft. Reg. Jan. 1, 1798. Offin Boardman, jr., owner; John Wiley, master. Reg. Nov. 10, 1800. Offin Boardman, jr., owner; Offin

Boardman, 3d, master. Reg. Dec. 8, 1801. Offin Boardman, jr., owner; Joseph Tyler, master. Reg. Feb. 4, 1804; altered to a brig. Offin Boardman of Newbury, owner; Thomas Boardman, master. Reg. Oct. 9, 1804. Offin Boardman, owner; Aaron Deal, master.

HERO, brig, 113 tons; built Salisbury, 1797; length, 64 ft.; breadth, 20 ft. 4¾ in.; depth, 10 ft. 2⅜ in. Reg. Apr. 21, 1797. Offin Boardman of Newbury, owner; Thomas Boardman, master. Reg. Nov. 2, 1811. Jonathan Merrill, owner; Jonathan Merrill, master. Reg. Sept. 2, 1815. Joseph Williams, owner; Jonathan Merrill, master.

HERO, brig, 118 tons; built Deer Isle, 1799; length, 74 ft. 9 in.; breadth, 22 ft. 3¾ in.; depth, 8 ft. 3¾ in. Reg. Feb. 11, 1800. David Coffin, owner; William Hunt, master. Reg. Jan. 31, 1801. David Coffin, owner; Micajah Lunt, master. Reg. Oct. 17, 1801. Daniel Farley, John Denison Farley, owners; John D. Farley, master.

HERO, ship, 156 tons; built Deer Isle, 1799; length, 74 ft. 9 in.; breadth, 22 ft.; depth, 11 ft. Reg. April 21, 1804. Joseph Farley of Ipswich, John Denison Farley, owners; John D. Farley, master.

HERO, of Ipswich, sch., 153 tons; built Ipswich, 1859; length, 87 ft. 7 in.; breadth, 25 ft. 9 in.; depth, 7 ft. 10 in.; billet head. Reg. Oct. 28, 1862. Richard T. Dodge, Ebenezer Lakeman, Josiah Caldwell, Nathan Bronx, Ebenezer Cogswell, Asa Lord, Abraham D. Waite, Randall Andrews, Samuel H. Green, Thomas Swett, Joseph Ross, George Russell, Robert Jordon, Daniel Cogswell, Aaron Cogswell, and William G. Brownx, all of Ipswich, owners; James H. Lakeman, master.

HEROINE, barque, 416 tons; built Newburyport, 1858; length, 129 ft. 10 in.; breadth, 28 ft.; depth, 12 ft. 6 in.; figure head, female. Reg. Dec. 27, 1858. Solomon Nickerson, Luther Eldridge, Joseph Nickerson, Samuel Ryder, Hezekiah Harding, all of Chatham; Elisha H. Ryder; Zenas Snow & Elisha H. Ryder, co-partners; George Matthews, Horace A. Tewksbury, Ephraim Lombard, Joseph Sargent, all of Boston; Eliza A. Floyd of Winthrop; Lewis Keen of Medford; Solomon Littlefield, Atkinson Stanwood, James Merrill, Jonathan Kenniston, Edward W. Lunt, William G. Sampson, Hiram Littlefield, J. Boel, J. Creasey, all of Newburyport, owners; Solomon Nickerson, master.

HESPER, ship, 303 tons; built Amesbury, 1806; length, 95 ft. 6 in.; breadth, 26 ft. 11½ in.; depth, 13 ft. 5¾ in.;

figure head, a woman. Reg. Feb. 6, 1807. Sewell Toppan and John N. Cushing, owners; John N. Cushing, master.

HESPER, bgtne., 157 tons; built Newburyport, 1814; length, 74 ft. 1½ in.; breadth, 22 ft. 2 in.; depth, 11 ft. 1 in.; billet head. Reg. May 16, 1815. John N. Cushing, Nicholas Johnson, jr., Abel Johnson, owners; Abel Johnson, master.

HESPER, barque, 391 tons; built Newburyport, 1851; length, 120 ft. 8 in.; breadth, 26 ft. 8 in.; depth, 13 ft. 4 in.; billet head. Reg. Jan. 3, 1852. Oliver D. Pilsbury, John N. Cushing, William Cushing, Henry Johnson, Nicholas Johnson, owners; Oliver D. Pilsbury, master.

HEZRON, sch., 88 tons; built Salisbury, 1839; length, 67 ft.; breadth, 18 ft. 4 in.; depth, 8 ft. 2 in; billet head. Reg. Nov. 4, 1859. Hiram Bean, owner; George W. Jefts, master. Reg. May 1, 1860. Hiram Bean, owner.

HIBERNIA, bgtne., 108 tons; built Newburyport, 1783; length, 63 ft. 5 in.; breadth, 20 ft.; depth, 10 ft. Reg. Nov. 3, 1789. John Obrien, Joseph O'Brien, owners; Thomas Adams, master. Reg. Mar. 14, 1795. David Coffin, owner; Jeffery Currier, master.

HIBERNIA, ship, 185 tons; built Newbury, 1795; length, 79 ft.; breadth, 23 ft. 3 in.; depth, 11 ft. 8 in. Reg. Jan. 14, 1796. Richard Pike, John O'Brien, owners; Jeremiah Elliot, master. Reg. Dec. 31, 1796. Moses Brown, William Faris, Ebenezer Stocker, owners; Jonathan Young, master. Reg. Oct. 5, 1799. Moses Brown, William Faris, Ebenezer Stocker, Oliver Putnam, owners; Caleb Toppan, master. Reg. June 7, 1800. Moses Brown, William Faris, Ebenezer Stocker of Newbury, owners; Caleb Toppan, master.

HIGHFLYER, ship, 1194 tons; built Newburyport, 1853; length, 180 ft.; breadth, 38 ft.; depth, 19 ft.; figure head, horse. Reg. Feb. 21, 1853. Gerden B. Waterman of Hartford, Ct., David Ogden, William G. Lord, Francis B. Cutting, Edwin D. Morgan, Daniel Guand, David & Joseph Ogden trustees of Grace W. Ogden, William H. Gebhard, Frederick C. Gebhard, John M. Smith, all of New York, owners; G. W. Waterman, master.

HIRAM, sch., 86 tons; built Salisbury, 1803; length, 64 ft. 4 in.; breadth, 20 ft. 7½ in.; depth, 7 ft. 4½ in. Reg. Nov. 21, 1804. Jacob Morrill, Israel Morrill, Robert Fowler, all of Salisbury, James Fowler, owners; James Lock, David Patch, masters. Reg. Jan. 3, 1806. Robert Fowler, Israel Morrill, both of Salisbury, Jacob Morrill, owners; Benjamin Newman, master. Reg. Dec. 17, 1806. Israel Morrill, Rob-

ert Fowler, both of Salisbury, Jacob Morrill, owners; Benjamin Newman, master. Reg. Dec. 29, 1807. Jacob Morrill of Newburyport, Robert Fowler of Salisbury, Israel Morrill of Salisbury, owners; Dudley Sargent, master. Reg. Nov. 14, 1809. Daniel Stevens, Samuel French, jr., William Eaton, John Bricket, owners; Eliphalet Woodbury, master. Reg. May 15, 1810. John M. Noyes, owner; John Rutherford, master.

HIRAM, sloop, 46 tons; built Amesbury, 1817; length, 52 ft. 4 in.; breadth, 17 ft. 8 in.; depth, 6 ft. Reg. July 24, 1817. Stephen Sargent, Nathaniel Webster, jr., John Whittier, William Huntington, all of Amesbury, owners; William Bartlet, master.

HOLLANDER, barque, 498 tons; built Newbury, 1849; length, 135 ft.; breadth, 28 ft. 4 in.; depth, 14 ft. 2 in.; billet head. Reg. Nov. 20, 1849. Bates & Co., of Boston, Enoch S. Williams, owners; William Collergan, master.

HONOR AND AMEY, sch., 83 tons; built Westerly, R. I., 1816; length, 62 ft. 4 in.; breadth, 21 ft. 11 in.; depth, 7 ft. 4 in. Reg. Aug. 2, 1822. William Huse, owner; Gyles P. Stone, master. Reg. Mar. 31, 1824. William Huse, owner; Philips Clark, master.

HOOGLEY, sch., 72 tons; built Salisbury, 1824; length, 61 ft. 6 in.; breadth, 17 ft.; depth, 7 ft. 10½ in. Reg. July 30, 1824. John Wells, jr., owner; Mayo Gerrish, master. Reg. April 11, 1826. John Willis, jr., owner; Mayo Gerrish, master. Reg. Mar. 19, 1828. John Wills, jr., owner; Joseph Stover, master. Reg. May 12, 1830. John Wills, owner; Mayo Gerrish, master. Reg. Oct. 1, 1830. John Wills, owner; Mayo Gerrish, master. Reg. Oct. 3, 1831. John N. Wills, owner; James Cook, master. Reg. Feb. 28, 1832. John N. Wills, Charles Wills, owners; James Cook, master. Reg. Dec. 20, 1834; billet head. William Stover, owner; Nicholas Varina, master.

HOPE, sloop, 70 tons; built Cohasset, 1781; length, 63 ft. 2 in.; breadth, 19 ft. 3 in.; depth, 6 ft. 9 in. Reg. Dec. 5, 1789. William Coombs, owner; Jeremiah Goodhue, master.

HOPE, sch., 94 tons; built Newburyport, 1783; length, 65 ft. 4 in.; breadth, 21 ft. 2 in.; depth, 8 ft. 1 in. Reg. Feb. 6, 1790. John Pettingal, Lenord Smith of Newbury, owners; John Couch, master. Reg. Jan. 16, 1793. John Pettingel, Leonard Smith, owners; John Couch, master. Reg. Mar. 13, 1794. John Petingel, Leonard Smith, owners; John Couch, master.

(*To be continued*)

BOOK REVIEWS

Random Notes on the History of the Early American Circus. By R. W. G. Vail. 1934. 75 pp., octavo, paper, illus. Worcester: The American Antiquarian Society. Price, $2.00.

Mr. Robert W. G. Vail, the indefatigable Librarian of the American Antiquarian Society, again makes us his debtor in his latest researches, bringing to light interesting facts of the early days of that most thrilling and appealing American entertainment—the Circus. Mr. Vail, with becoming modesty, calls the brochure "Random Notes," and leaves to a later historian "the fascinating task of rescuing from oblivion the complete story of the heroes of the ring and the tan bark." But the author has done his work so well that the future historian will find himself under great obligations to Mr. Vail for facts and suggestions covering this early period. Under the various headings, animals, trained animals, the menagerie, acrobats, freaks, Indians, equestrians, etc., he has traced the development of each from the early part of the eighteenth century to the days of Barnum and Ringling, quoting liberally from contemporary newspaper accounts and from broadsides and posters in his own Library. Some of the last named are reproduced for illustrative purposes. Salem and Newburyport seem to have been especially favored with exhibits of wild animals, and whereas lions were brought to this country as early as 1720, camels were shown in Salem as early as 1789, according to a handbill at the Essex Institute. They were also exhibited in Pennsylvania and New York. A panther was shown in 1793, and of course the first elephant which was brought to this country by Capt. Jacob Crowninshield and landed in New York in 1796, has been given its important place and illustrated from a broadside preserved in the Essex Institute. Mr. Vail traces the migrations of this and later elephants. Tigers, moose, learned pigs, and freaks were shown in Salem, as Dr. Bentley tells us, and the Newburyport public was treated to exhibitions of dwarfs, menageries and acrobatic performances, not forgetting Martha Ann Honeywell, born without arms, who cut silhouettes, and proved a wonder for many years. New York, Philadelphia, and other large cities of the country have been covered in this fascinating story of the big top.

THE DESCENDANTS OF JOHN DRAKE OF WINDSOR, CONNECTICUT. Compiled under direction of Frank B. Gay, and includes the Manuscript of the late Harrie Beekman Drake. 1933. 358 pp., octavo, cloth, illus. Rutland, Vt.: The Tuttle Company. Price, $5.00.

This genealogy of a well-known Connecticut family has been admirably prepared and well arranged. It traces the family through ten generations and gives some English material, although the compiler does not claim to have proved with certainty the English connection. The book is fully indexed and an appendix gives several families which are not connected with the Windsor Drakes. Recommended to genealogical libraries.

NATHANIEL HAWTHORNE. Representative Selections, with Introduction, Bibliography, and Notes. By Austin Warren, 1934. 368 pp., 12mo., illus. Cincinnati: The American Book Company.

This book is one of the American Writers Series, which studies are being prepared by American scholars under the editorship of Harry H. Clark of the University of Wisconsin. It contains representative selections from Hawthorne's writings and is intended primarily for classes in colleges and universities. The selections are from the American Note Books, Hawthorne's Prefaces, Sketches, Tales of New England, Moral Tales and Allegories. Mr. Warren, who is Associate Professor of English at Boston University, has traced the development of Hawthorne's religious, ethical, political, social and literary ideas, and gives us his interpretations of the Romancer as a man and as a writer. The fifty pages of Introduction provide a scholarly analysis of various phases of the author's life in Salem and elsewhere, with documentary proof of the writer's assertions. There is much of interest that will be welcomed by all who value the works of this greatest of American novelists. Mr. Austin considers that there were at least three Hawthornes: the man of affairs who wrote to Pike and Ticknor; the quietly cheerful observer, who played with his children; and the hidden spirit who never appeared in company or even revealed himself to wife and children. An excellent, up-to-date bibliography follows the Introduction. The portrait of Hawthorne used as a frontispiece is a fine pen drawing by Kerr Eby, after the portrait by Charles Osgood, 1840, which is now owned by the Essex Institute.

EARLY AMERICAN JEWS. By Lee M. Friedman. 1934. 238 pp., octavo, cloth, illus. Cambridge, Massachusetts: The Harvard University Press. Price, $2.50.

Many people consider the Jew as rather a modern innovation in American life, but as a matter of record there were Jews in the colonies from the earliest settlement. Not in large numbers, to be sure, but there were enough in 1697 to cause Samuel Sewall to write that "in the New World the Jews had their synagogues and places of burial." The early Jews were mostly of the merchant class and often intermarried with the native stock. Some became converted to the Christian religion. The author tells of one Joseph S. C. F. Frey, who, having been converted in England, came to New York for the purpose of inducing the Jews in this country to embrace the Christian religion. The society which was furthering this cause did not meet with overwhelming success. Mr. Friedman has made an exhaustive search in old town and court records and presents a most interesting story of the manner in which the early Jews were received in the Colonies. He tells of the merchant Lopez family of Newport; of the philanthropic Moses Michael Hays, merchant of Boston, who became Grand Master of the Grand Lodge of Masons of Massachusetts; of Judah Monis, the first instructor in Hebrew at Harvard, author of a Hebrew grammar, who accepted Christianity, but who nevertheless continued to observe the seventh day as Sabbath; of Haym Salomon's financial aid to New York at the time of the American Revolution; and of the history of many other prominent New York merchant families. The author also relates the attempt of the Massachusetts Legislature to bribe the first Jewish immigrant to depart from the Colony; he describes the arrival of the Jews in New Amsterdam, and how a Jew was granted dominion over Labrador; and he gives a sketch of the early Jewish Governor of the Virgin Islands—Francisco de Faria. Notes and a bibliography, with an adequate index, complete the volume.

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