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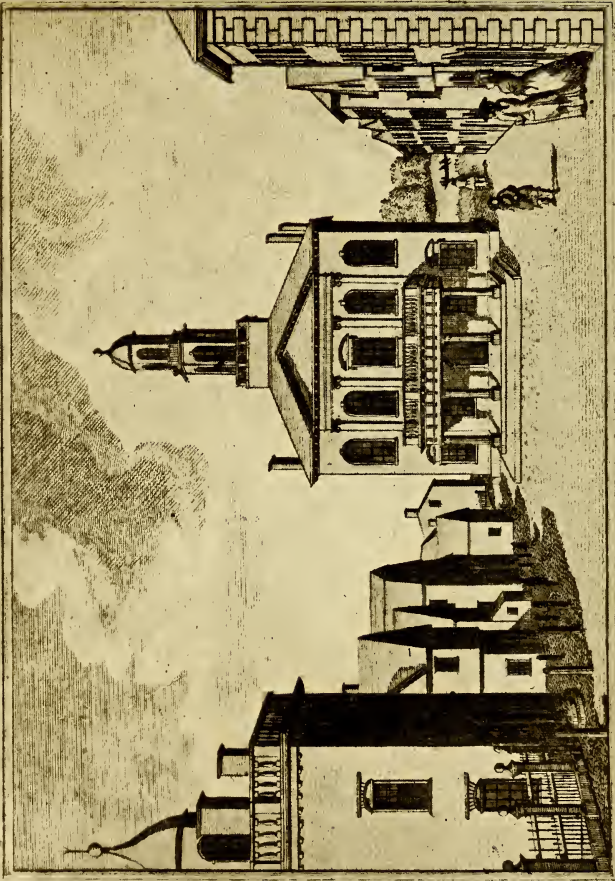
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View of the COURT HOUSE, in Salem, Massachusetts.

Built in 1785, Demolished in 1839.

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. LVIII

JANUARY, 1922

No. 1

WASHINGTON IN ESSEX COUNTY.

—
A PAPER BY ROBERT S. RANTOUL.
—

Reprinted, with changes, from the *Salem Observer*
of October 26, 1889.
—

At about two o'clock, on the afternoon of Thursday, October 29th, 1789, George Washington arrived in Salem, on his way east. No man ever set foot in this region who has filled so large a place in the World's history, and it is well to recall the incidents of his visit.

He had not been in Eastern New England since the Siege of Boston, and was making a journey to Portsmouth, partly because he liked to observe the progress of the Country, and partly for the restoration of his health, having been confined to his bed in New York for six weeks, with a severe illness, from which he had only rallied in the late summer. It was his first year in the Presidency, and the Seat of National Administration was at New York.

General Washington entered town on horseback from Marblehead, where he had lunched. He had left Boston early that morning in his travelling-carriage, drawn by four horses, a vehicle large enough to accommodate, besides himself and Major William Jackson, a private secretary,—who was a native of England, thirty years old,—his trusted friend, General Knox, then Secretary of War, and another aid. (Appendix, Note I) His extensive

equipage included a baggage-wagon in which rode six negro servants, and behind it followed the old White Charger, ridden by a black boy except when the President was in the saddle acknowledging an official reception or reviewing troops or entering places of the first importance. At Boston, Washington had attended, the night before, an Assembly at Concert Hall, which stood in Scollay Square, and on Tuesday morning had been honored, at King's Chapel, with a Miscellaneous Concert of Sacred Music, at that day called an "Oratorio". There were also original odes and a triumphal arch. (Appendix, Note II)

There was then no turnpike between Charlestown and Salem, nor any more direct route than the Charles River Bridge, then only three years old, and the old Saugus and Shore Road through Swampscott to Marblehead, trod by the worthies of the Colony from the days of Endecott and Underhill and Winthrop and Leverett. What was the General's reception in Marblehead it is not difficult to conjecture. (Appendix, Note III) The formal address of the town officers and his stately reply gave little hint of what really happened, nor does the dry narration that the General was "received at the town-line by the selectmen, clergy and citizens, and was conducted to the house of Mrs. Lee, where he very cheerfully partook of the collation provided," after which he visited a fish-yard and inspected what he called "the fish-brakes for curing fish". We need not tarry to picture the wild scenes which greeted him in that patriotic and warm-blooded old town. The Glover Regiment,—a whole corps, Colonel and all, hailing from Marblehead, known throughout the War as the "amphibious regiment",—had furnished oarsmen to row his barge through the fogs of New York Harbor and the floating ice of the Delaware, in two of his most critical strategic movements, and some of the oarsmen themselves, but too often only the widows and orphans of these hardy men, were there to welcome their deliverer with tears of joy. For two years, says Roads in his History of Marblehead, the fishing business had failed, and the distress and wretchedness were extreme. Four hundred and fifty-nine widows and eight hundred and sixty-five orphan children were, to a more or less extent, public charges dependent upon the tax-payers of the town.

From this soul-stirring demonstration Washington had at last broken away, and had crossed the outlying pastures between the town and Forest River Bridge, where his arrival was signalled by flag-telegraph across the harbor to Fort Lee. (Appendix, Note IV) He had passed the bridge, and the lane, then a mere cartway, "with bars and gates across it, blocked with snow in Winter", says Bentley, which foreshadowed what is now the noble avenue called after Lafayette and mostly redeemed from the fire. Dr. Bentley puts the disappearance of these "bars and gates" at about 1808-9. From the point where the lane bore away to the west,—a point, from 1881, marked by a brick engine-house, but, since the fire, by a grass-plot and a flag-staff,—he had ridden on over the New Mills Bridge to High Street, and thence, by Summer Street (then Alms House Lane), and the Main Street, to the head of the back street since 1792 called Federal Street. This route took him near the Pickering House in Broad Fields, but Colonel Pickering was absent, attending a Constitutional Convention in Philadelphia at the time, and no stop was made there. The subsequent proceedings are reported, in the *Salem Mercury* of Nov. 3d, 1789, essentially as follows :

At one o'clock the inhabitants had assembled in Court (now Washington) Street, and formed a procession under the direction of the Marshal for the Day, and, preceded by a band of music, were conducted to the West end of Main (now Essex) Street.

The Military were formed in the back street, under the command of Brigadier General Fisk,—Captain Brown's Horse on the right ; then the Salem Independent Cadets, Captain Saunders ; Salem Artillery, Captain-Lieutenant Hovey ; 1st Regiment, Colonel Abbott ; 5th Regiment, Colonel Breed.

The President's arrival at the bounds of Salem (where he was received by the Committee of Arrangements) was announced by a Federal discharge from the Fort, and another from the Artillery parked on the back street. On his nearer approach, the bells began ringing and so continued for fifteen minutes. The Committee conducted him to the line of troops, who saluted him as he passed, and

when he came to the left of the line firings of the artillery and musketry took place.

From Federal Street he proceeded to the Main Street, where, the escort coming to open order, he passed through the avenue, and was received by the Selectmen at the head of the procession, which then moved on in the following order:

THE SALEM INDEPENDENT CADETS

MUSIC

THE SELECTMEN

SHERIFF OF ESSEX COUNTY, BAILEY BARTLETT
OF HAVERHILL, ON HORSEBACK
(Appendix, Note V)

JONATHAN JACKSON, MARSHAL OF THE MASSACHUSETTS
DISTRICT, ON HORSEBACK
(Appendix, Note VI)

THE PRESIDENT, ON HORSEBACK, ATTENDED BY
MAJOR WILLIAM JACKSON, HIS SECRETARY

OVERSEERS OF THE POOR

TOWN TREASURER AND TOWN CLERK

SCHOOL COMMITTEE

MAGISTRATES AND LAWYERS

CLERGY

PHYSICIANS

MERCHANTS AND TRADERS

MARINE SOCIETY

MASTERS OF VESSELS

REVENUE OFFICERS

CONTINENTAL AND MILITIA OFFICERS

STRANGERS

MECHANICS

SEAMEN

LABORERS

THE SEVERAL SCHOOLMASTERS, EACH AT THE HEAD
OF HIS OWN SCHOLARS

No single circumstance of the day seems to have been more pleasurably noticed than the plain and hearty manner in which Chairman Northey of the Selectmen received the President. This gentleman was of the Society of Friends; and when the President was presented to the Selectmen, Mr. Northey took him by the hand, remaining covered, and said, "Friend Washington, we are glad to see thee, and, in behalf of the inhabitants, bid thee a hearty welcome to Salem!" Salem had been persecuting Quakers only a century before, but Washington had put on record his high estimate of the sect.

The head of the procession having reached the Court House, the President was conducted by the Selectmen and Committee into the balcony, where he paid his respects to the "innumerable crowd" who pressed to see him,—immediately "the air rang with their acclamations"—he was then greeted with an ode adapted for the occasion, rendered by a select choir of singers in a temporary gallery, this covered with rich Persian carpets, and hung with damask curtains. After which he received the "affectionate address of the town", extended by the Honorable Benjamin Goodhue, our Representative in Congress, and returned a "kind and elegant" response. Meanwhile, from a window opposite, McIntire was drawing his profile. The Cadets then escorted him to his quarters at the Joshua Ward house; after this they fired a salute, and having received for their services the thanks of the President, through his Secretary, they were dismissed.

At dark, the Court House was beautifully illuminated, and made "a most elegant appearance".

In the evening there was a brilliant assembly at "Concert Hall", which the President honored with his presence. As he came from the door of the Ward House to his carriage, "thirteen beautiful rockets appeared at once in the air, and thirteen others when he alighted at the door of the Hall;—these had a most pleasing effect." When he retired from the Company, which was at an early hour, the same compliment was again paid him. Nine o'clock was his usual bed-time; he rose at four in the morning.

Of course the Court House, from the balcony of which Washington showed himself to the people, was the one

built on designs by McIntire in 1785-8, afterwards signalized by Webster's argument in the White Murder Trials, and finally demolished in 1839, having been rendered unstable by the digging under it of the railroad-tunnel. The Southerly end of the street, upon which the Joshua Ward house stood, was a narrow way leading to Marblehead, which had been known as the Marblehead Road, or as Court Street, or the way by the Old Court House, so called from the presence, at what is now Town House Square, of the earlier Town and Court House, built in 1718, where the Provincial Assembly met in 1774 and defied General Gage.*

The Joshua Ward house was probably as eligible a mansion for the lodging of a distinguished guest as the town afforded. It had been erected between 1781 and 1785, some of its pressed bricks imported from England for the purpose, and it stood well, with an open terraced approach in front, decorated with two great trees. It was the practice of the day to tender the use of fine houses for the entertainment of distinguished guests. Captain Boardman's new house east of the Common was also offered. The chamber in the Ward House occupied by Washington was that on the northeastern corner, and, for weeks after, crowds of admirers visited the room, some of whom kissed the door-latch which had been pressed by that august hand, and some went so far as to help themselves to bits of the bed-curtains which had guarded the President's rest.

The Concert Hall or Assembly House, where the historic ball occurred, was not the Concert Hall, designed for a Union Market House, built in 1793 where Phoenix Hall now stands, with a second floor for a place of entertainment, and destroyed by fire in December, 1844; nor was it the Assembly House built in 1766, where the vestry of the South Church has since stood, and, at the time of Washington's visit, and indeed since the great Essex Street fire of 1774, which destroyed Dr. Whittaker's meeting-house, owned and used as its place of worship by

*This Town House was damaged in the great fire of that year, but not destroyed; and it finally disappeared about 1785. Leslie halted there in 1775. The Hero of Louisburg was feted there in 1745.

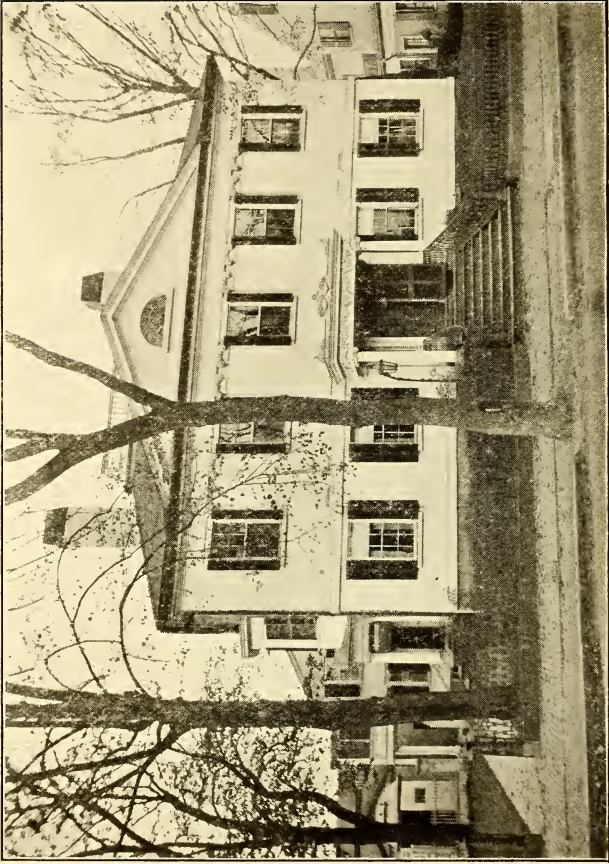
the South Society, later the Society of the Rev. Daniel Hopkins. The Washington ball was given in the fine old structure in Federal Street, since occupied as a dwelling, designed by McIntire for a club-house, and erected in 1769 by a score or two of share-holders, mostly Federalists, who were among the most considerable people of the town. It had, as the *Essex Gazette* of November 28, 1769, states, in announcing the opening of the new Assembly House, "an elegant room 40 feet long, 30 feet wide and 18 feet high, with two handsome drawing-rooms adjoining and chambers over them, and a neat musick-gallery on the west side." Of course this club-house, variously described as "Concert Hall", the "New Assembly Hall", and "Assembly House", was the scene of elegant social events for a series of years, besides being the favorite place for shows, lectures, concerts, theatricals, oratorios, and dancing-schools. But, in 1792, Messrs. Pickman, Stearns and Waldo erected, where the Pratt Tavern stood, what we knew as the "Stearns Block", with "Washington Hall" on its third floor, and, in order to relieve themselves of the competition of the Federal Street rival, purchased shares when offered in the market, until they found themselves in possession of a majority of the stock, and then converted the club-house into a dwelling, which was occupied by Mr. Waldo from 1796 to 1798, and then sold successively to and occupied by Judge Putnam, Porter Chamberlain, Stephen A. Chase and Mrs. John Bertram.

What occurred within the sacred precincts of the Assembly House, the journals of the day do not attempt to detail, but we gather some facts from private sources. Washington's Diary, an old Virginia Farmers' Almanac, on blank pages in which he noted current events, says that here, as at Boston and Portsmouth, there were from seventy-five to a hundred handsome and well-dressed ladies present, and,—a surprising statement,—“their hair was darker than that of the Southern ladies”.* The journal of Mrs. Dunlap, who was one of the youngest

*The Institute has reproduced, in full, these comments of Washington on New England; see Historical Collections, Volume XXXIII, pp. 31-7.

persons present, throws many a side-light on the picture. The ladies all wore "Washington Sashes". These seem to have been belts of black velvet clasped with a gold or silver eagle between the letters "G" and "W". The Hall was brilliantly lighted, and much decorated with leaves and flowers, and had, on either side, three rows of benches raised one above another. At the head of the hall was an arm-chair, offered by Elias Hasket Derby for the use of the illustrious guest. This is preserved, and bears a record of its honors on a silver escutcheon; it was lately the property of Captain A. M. Harrison, of the United States Coast Survey, a resident of Plymouth, Massachusetts. The hall occupied the rear of the house; the Derby Chair placed at the east end. On either hand, the President's chair was flanked, as it were, by guardian genii, in the lovely persons of two of the finest women of the place. One of these was Mrs. Joshua Dodge, née Elizabeth Crowninshield, a daughter of Captain John Crowninshield, and grandmother of Mrs. James Dunlap Gillis, of Mrs. Theodore Parker, and of the great Salem Orientalist, Samuel Johnson. The other charming figure flits across the scene as "Madam P.", but whether the name she graced was Pickering, Prescott, Pickman, Putnam, Pedrick, or another, has not been disclosed. Of course, on Washington's arrival, everybody rose, and bowed and courtesied profoundly, and the President, in black velvet and hair-powder, with a group of personal attendants about him, followed by the authorities of the town, entered the Assembly Rooms, bowing to right and left with the stately grace and dignity of the time, and took his seat. He arrived, says Dr. Bentley (Appendix, Note VII) a little after seven and retired soon after nine. If there were near three hundred ladies present,—for so it has been stated,—the capacity of the rooms must have been taxed to their limit. Doubtless everybody was there who could get there. It was his first year in the Presidency, and at that time there was but one feeling about Washington.

Although he was but fifty-seven years old, and in full vigor, it does not seem likely that he left his chair for much dancing that evening, yet in some way or another,



THE MCINTIRE ASSEMBLY HOUSE

at some time, he must have complimented a number of Salem ladies by special attentions, for many family traditions attest the fact. Two explanations have been offered. One is that he may have been present at a Ball in Salem, when a younger man, as early perhaps as the Siege of Boston, or earlier than that, when, in 1756, at the age of twenty-four, he came to Massachusetts, as painted by the Peales, in the uniform of a British Colonel, on a mission from Governor Dinwiddie to Governor Shirley. The Fairfax family, (Appendix, Note VIII) connections of his, went from Salem, leaving connections behind. Sir William Fairfax, a son of the fourth Lord Fairfax, while Collector of the Royal Customs at Salem, lived at what is now the western corner of Essex and Cambridge Streets.* He came here in 1725, and married, for his second wife, Deborah Clarke of Salem. A daughter, Anne Fairfax, married Lawrence Washington, the elder half-brother and guardian of George. Sir William Fairfax, on becoming manager of the vast Fairfax estates in Virginia, removed thither. His son, Bryan, became the eighth Lord Fairfax, —the first American-born British Peer to be recognized by the House of Lords. His daughter, Hannah, married a nephew of George Washington. So the elder Upham's surmise that Washington did not cross a Salem threshold for the first time in 1789, seems likely to be well grounded. (Appendix, Note IX)

Another conjecture is that, at the Ball, the President may have complimented certain favored ladies by presenting to them as a partner, his trusty companion, the Secretary of War, General Knox, the Boston Bookseller and Artilleryman, who was as much a master of social as of military tactics. Be this as it may, there are still cherished, in many an old camphor-trunk and cedar-press, the brocades and flounces and laces and satin slippers in which, in one sense or another, we are taught to believe that our grandmothers, or some of them, "danced with Washington". And there is no sort of doubt that this Washington Ball in the Federal Street Assembly House was the most brilliant social event to be read of in the annals of Salem. The ball-dress which Mrs. Billy Gray wore there is at the Essex Institute.

*See Bulletin of the Essex Institute, Vol. IV, pp. 62-65.

Though much altered, and with its ball-room divided into two stories by a floor, the House still remains one of the most elegantly-designed and well-preserved Provincial structures in New England. (Appendix, Note X)

It is not easy to see how there can have been much dancing on a floor which measured only thirty by forty feet, encumbered as it was with three rows of benches on either side, and with the Derby arm-chair standing at one end. Not that the honored guest was at all indifferent to that form of indulgence. From his youth Washington had been an inveterate dancer. On the first anniversary of the French Alliance, he opened a "Splendid Ball" at the Headquarters of General Knox, with Mrs. Knox for his partner. He observed the twentieth anniversary of his marriage, in January, 1779, by a dance at the home of the Mayor of Philadelphia. In March, 1779, he danced at General Green's headquarters, so General Green says, "with Mrs. Green, for three hours, without sitting down." At a Ball given by Rochambeau at Newport in 1781, French Officers took the instruments from the hands of the musicians and played them while he danced the first figure. At West Point, May 31, 1782, he "carried down a dance of twenty couples, with Mrs. General Knox for his partner", and when he went to Annapolis, to resign his Commission, December 22, 1783, he opened the Ball given in his honor "with one of the most beautiful women of her day."

Before attending the Salem Ball the General had taken tea at the House (still standing) in County (now lower Federal) Street, of Major John Saunders, a leading lawyer and citizen, who commanded the Independent Cadets. (Appendix, Note XI) Washington had complimented this command very highly on the manner in which it discharged the function of a bodyguard. The Committee of Arrangements, of which Joshua Ward seems to have been chairman, were praised for their effective supervision throughout, and it appears that, at their cost, the inmates of the jail (then at the northwest corner of County and St. Peter Streets), and of the Alms-House (then at the northeast corner of the Common where a platform of oak still covers the well) were served with a dinner of roast-

beef and plum pudding. A china plate which the General used at the table of Major Saunders, and a punch-bowl which figured in the entertainment, are still cherished heirlooms in the families of Joshua Dodge and of Major Saunders, two of his hosts connected by marriage through the Crowninshields.

On the morning of Friday, October 30, the President rode the White Charger out of town,—this because the Committee had conveyed to him the people's wish that he might be seen once more on horseback,—and he did not resume his carriage until he left the Cabot Cotton Factory, near the Baker Tavern (the site of the Brick Engine House, now marked with a slate-stone slab) at North Beverly. His escort was commanded, from the Middlesex to the New Hampshire line, by General Jonathan Titcomb of Newburyport, of whom Washington took leave at the latter point. He set off from Salem at about 9 A. M., escorted by two squadrons of Horse, wearing red turned out with green, and many "respectable gentlemen". His route was down Main Street, passing into Pleasant Street (then Ives Lane), just before Dr. Bentley's meeting-house was reached, and leading along Ives Lane as far as it then extended, to the northeastern corner of the Common, where it ended in a gate opening into Colonel Pickman's horse-pasture. He passed the new mansion just erected by Captain Francis Boardman, who stood, hat in hand, on his doorstep, and received Washington's salute and an emphatic commendation of his elegant residence,—it was one of those offered for the occupancy of the President,—then, by the Alms House, out into Winter Street, at the head of which, only half as wide as now, stood the hay-scales,—then called the weighing-engine or hay-engine. Probably there were some traces of the Andrew and of the Chever tan-yards which had been located there on either side of Winter Street from the early generations. Thence he rode on through Ferry Lane to the new bridge, only a year old,* which was beautifully draped with the flags of all nations, gathered from the shipping. Here he dismounted to examine the draw,—the bridge was

*See Historical Collections of the Essex Institute, Vol. XXX, pp. 53-105.

largely an enterprise of the Cabots,—and again later at the mansion of the Honorable George Cabot (demolished in 1917), where he breakfasted, and where Henry Cabot, a lad of seven, lay concealed under the mahogany watching his movements. Later the General proceeded in the saddle to the Cotton Mill at North Beverly, another enterprise of the Cabots.*

At the Beverly Cotton Mill, which he describes in detail, thus setting at rest all claims that it was not the first cotton-mill running in America, some young ladies assumed the role of operatives, and thus approached him to exhibit and explain the working of the hand-loom. After inspecting that, he took his four-horse carriage (Appendix, Note XII) for Ipswich, Newburyport and Portsmouth (Appendix, Note XIII). He returned to New York by way of Exeter, Haverhill, Andover, Lexington and Natick. There was then no Lawrence and no Lowell. At Haverhill he walked through the town in order to inspect the Duck Factory, and rode down the River to the Sycamores. (Appendix, Note XIV) Lear was with him again—and rode the White Horse while he inspected the duck-mill. He called on Sheriff Bartlett and at one or two other houses whose inmates were personally near to him. Here he took leave of Senator Dalton, whose daughter was married in Haverhill, and he seems to have shown himself in the saddle before riding from the Common down the River to the Sycamores. (Appendix, Note XV) When at Portsmouth, having been escorted to the New Hampshire line by Essex County Cavalry and beyond that by a squadron of New Hampshire Light Horse in “elegant accoutrements”, he made another triumphal entry, and once more the bells pealed, the people cheered, the cannon roared, and the White Horse curvetted. Wherever the President appeared, and his approach seemed to be heralded by the air, he was received with all the marks of esteem his warmest admirers could ask. His tour was, from end to end, one long ovation.

*See Historical Collections of the Essex Institute, Vol. XXXIII, pp. 1-43.



Washington's first
The First Cotton Mill
October 30, 1769

Washington
1769

APPENDIX.

(Note I.) Attached to Washington's person was another aid and private secretary, thirty years his junior, with whom his relations grew to be very close. This was Colonel Tobias Lear of Portsmouth, New Hampshire, bearing honorably a historic name,—a graduate of the Harvard Class of 1783, who rode with the General on his way to take his oath for the first time, as President, at New York. Since 1784 Lear had, as tutor, had charge of the General's foster-children. Later in life, he was confidentially consulted in the President's political appointments, in the draughting of his state papers, in placing his foster-children at school, and in his extensive land operations, and was probably the only person, outside the General's family circle, habitually addressed by Washington in such terms as "your sincere friend and affectionate servant,"—"with sincere regard and affection,"—"with very great sincerity and affection, I am always yours". The special object which seemed to fix, at Portsmouth, the limit of the President's Eastern tour of 1789, was his desire to visit the home of Colonel Lear. Lear had gone on, in advance, by stage-coach, from Boston to Portsmouth. By extending his route so far, while necessarily avoiding Gloucester, the General had been able to see five of the six good commercial ports lying between Boston and Portland. On his way to inspect forts he made a fishing trip to Kittery. He paid his respects to Colonel Lear's mother on the morning of November 3d (she returned the visit at Mount Vernon), and he left Portsmouth on his return to New York just after. The impression has got into print that the President came East in order to be present at the marriage of Colonel Lear, but the dates refute this. Colonel Lear's first marriage occurred April 18, 1790. The betrothal, but not the wedding, may have brought the President to Portsmouth. Later, Lear was married to two nieces of Martha Washington, one the widow of George Augustine Washington, a nephew of the President, and these weddings the President no doubt attended. When the President, in 1798, was summoned from his retirement, by the unanimous call of the country, to put himself at the head of the Army, he wrote to Lear that he should rely upon his services. Generously remembered in Washington's will, Lear was the last person to whom Washington spoke. While Washington breathed his last, Lear held his hand in his bosom, and Lear received the locket which the widow had worn, containing a miniature likeness and a lock of Washington's hair.

(Note II.) In November, 1775, while Washington was quartered at Cambridge, during the Siege of Boston, he wrote to General Schuyler, "I have fitted out six armed vessels with the design to

pick up some of their storeships and transports." These six vessels were fitted out at Marblehead and from the Camp in Beverly. The first Naval Captain commissioned was Nicholas Broughton of Marblehead, and he was put in command of the schooner "Hannah" of Beverly. The "Franklin" was commanded by Captain Selman, the "Lee" by Captain Manley, the "Washington" by Captain Martindale, the "Warren" by Captain Adams, and the "Harrison" by Captain Coit.

Washington had not forgotten how the Marblehead men rowed him across the Delaware, through floating ice, to the Battle of Trenton, and he says, in his journal, that he went four miles out of his way to reach the place, "but I wanted to see it." He had ridden through Lynn, which he finds a struggling township built along a single street, where "about four hundred workmen made, in a year, 175,000 pairs of shoes (women's chiefly.)"

(Note III.) It has been found impossible to do other parts of the County the same measure of justice as is done to Salem. It should be remembered that almost all our organized local efforts at saving the records of the past date from the nineteenth century. When the First President toured this County, Historical Societies were almost unknown, no daily journals were published, and no popular periodical issued from the press of any kind appeared between Boston and Portsmouth save at Salem, and the only chance of keeping alive the interesting occurrences of the day came from the appearance, now and then, of some local antiquary, endowed with curiosity enough and time enough and means enough to dig out and record, for the edification of a few, such happenings as appealed to him or came within his purview. Such men die yearly in every precinct, and, for the most part, their accumulations perish with them. So Washington's diary is priceless.

Local journals were much fewer then than now. New England had but a dozen when the War broke out, and those were weeklies. Boston and Philadelphia, alone in all America, had newspapers before 1725, when New York joined them. Those of Boston and Salem gave more limited space then, than now, to current local events, finding it necessary to devote more of their limited space to foreign news and national events. Thus a progress like that of the President through New England, which would have been reported in detail by the press of today, had mainly to look elsewhere for its record.

(Note IV.) Fort Lee was the last completed of our three forts on the Neck, and stands at the "Height of the Neck," not far from "Bentley's Rock". While it dated from an earthwork of 1690, and was enlarged in 1742, it was not finished until the summer of 1776. General Charles Lee, the English engineer employed in our service,

was then in high favor. (See Hist. Coll. Essex Institute, Vol. V, p. 259.) In 1777, he was discovered in treasonable correspondence with the enemy, and was dismissed from his command, August 12, 1778.

(Note V.) Bailey Bartlett was among the characters of his day. Born at Haverhill in 1750,—his maternal grandmother was one of the victims of the Indian Raid of 1671 which carried off Mrs. Dustin and nine others into hopeless captivity,—he lived after a great variety of conspicuous service to open, as Sheriff, at the age of eighty, the session of the Supreme Court in 1830 which tried the White Murder cases at Salem. He was commissioned as Sheriff by John Hancock, and died in office. He was in the Legislature from 1780 to 1789, and sat in the Constitutional Convention of 1820. In 1797 he was a member of the last Congress which sat in Philadelphia and of the first that met in the new Federal City, since called by the name of Washington. He was an ancestor of General William F. Bartlett, born at Haverhill in 1840,—one of the heroes of the Civil War.

(Note VI.) Jonathan Jackson was a leading merchant of Newburyport, a Harvard graduate of 1761, later Treasurer of the College, a delegate to the Continental Congress, and the father of Judge Charles Jackson, of Doctor James Jackson, and of Patrick Tracy Jackson, a founder of Lowell.

(Note VII.) Dr. Bentley was an Anti-Federalist, but a great admirer of Washington. His diary abounds with references to the General. On each recurring birthday he notes the observances, although some aloofness was shown among those who thought the celebration of the birthday of a high official savored of Royalty. On February 22, 1792, Washington Hall was dedicated with a grand dinner, a procession, and an oration from the Doctor, delivered in the Old North Church. On many other anniversaries, Dr. Bentley notes the observances in Salem with much interest, and sometimes with critical comments. Dr. Bentley seems to have designed an ode for the Washington Reception of 1789, and he inserts one in his account of the occasion, coupled with the statement that he was invited to prepare one but declined the function. He says an ode was read, but it seems to have been another than his.

(Note VIII.) Two Lords Thomas Fairfax were very leading figures in Cromwell's Army, and touched elbows with Hugh Peter. The sixth Lord Fairfax (1692-1782) inherited from his mother a vast estate in Virginia, and about 1746 came there to possess it. There he met, as a youth, George Washington. A cousin of Lord Thomas, Sir William Fairfax, was then Collector of the Royal Revenues at Salem, and Lord Thomas made him the agent for the management

of his Virginia estate, to which Sir William removed, after marrying in Salem, Deborah, the daughter of his Deputy Collector, John Clarke, the same who had presented to St. Peter's Church the first organ ever set up in Salem. Sir William's son, Bryan Fairfax (1737-1804), a son of Deborah Clarke, became the eighth Baron Fairfax in 1793, and the House of Lords recognized his title in 1800. There was a Bryan Clarke as early as 1630. John Clarke's name and kindred survive in Salem. Lawrence Washington served with Fairfax and with Admiral Vernon, and named his estate for the latter. He married Anne Fairfax.

(Note IX.) It has been the writer's fortune to direct, on two occasions, to the summit of "Browne's Folly", descendants of the Washington Family, who were also descendants of the Brownes. Colonel William Browne, the very eminent citizen of Salem, before building on that commanding height the pleasure-house which he called "Browne Hall", had married a Virginia wife, and after the Revolution they removed to Virginia, and a descendant of theirs married a Washington. In 1889, the writer was presiding at a Democratic caucus at Mechanic Hall in Salem, and received, from an unknown source in the audience, a card indicating that William d'Hertburne Washington would like to address the meeting. Knowing nothing of such a person, and indulging some misgivings, he asked William Crowninshield Waters, who sat near him, to seek out the sender of the card and report upon him. The result was that Washington was presented to the audience and made a most acceptable address. He proved to be a civil-engineer who specialized in hydraulics, and was employed at that time as an expert at Lowell. He had the stature and dignified bearing of the First President, probably measuring, as did the latter, two or three inches above six feet. His father, Lewis William Washington, had been held a prisoner by John Brown. He was a descendant of a nephew of Washington, remembered in his will, whose widow had become Tobias Lear's second wife. Being a descendant of Colonel William Browne, he said he wished, before leaving Salem, to visit the spot where the stately pleasure-house had stood. He went there the next day. The cellar-walls were then to be seen in the ground, as well as some of the elm-trees, shrivelled by the searching winter winds, with which the avenue to that exposed altitude had been marked out. On a later occasion, two ladies named Lewis, descendants both of Colonel William Browne and of Colonel Fielding Lewis who married Betty, the sister of George Washington, accompanied the writer on the same visit, to effect which they had journeyed to Salem.

(Note X.) The State Ball given by Governor Bernard's son,

November 21, 1768,—that on the King's Birthday, January 6, 1774,—and that on the arrival of Governor Gage, May 3rd, 1774,—all took place in the old Assembly House, built in 1766, at the foot of Assembly Court, where the South Meeting House now stands. The coincidence is worthy of note, that the beloved Lafayette had dined and attended a Ball in this very Federal Street Assembly House of 1769, just five years, to a day, before the festivities there extended to Washington.

(Note XI.) The Second Corps of Independent Cadets, like the First, or Boston Corps, traced its origin to the disturbance known as "Shay's Rebellion," and dated but a very few years before Washington's visit. They were not brigaded with the State Militia, and hence were one of two independent bodies, sometimes involved with the militia in sharp disputes over the right of precedence. Like the Halberdiers who guard the Throne of Spain, and the Swiss Guards that surround the Pope, this corps was composed of a rather older class of men than generally made up the Militia Companies of the State, and from the numbers and the standing of its membership it has always been a strong reliance in time of trouble.

(Note XII.) The driving of four horses on a private carriage was not an uncommon practice in those days, nor was it wholly a matter of display. A considerable number of persons of large means were in the habit of doing so. Washington traveled much, and Virginia roads were vile. Between Mt. Vernon and Baltimore, in November 1790, he found the roads "most infamous". In the spring of 1791 he made a tour of the South as far as Savannah (where he finds his "Old White Horse" much worn down).

Washington seems to have indulged a fancy for white saddle-horses. In giving orders for a charger, when he was preparing to take command of the Army in 1798, he instructs his agent: "I would prefer a *perfect* white,—a dapple-gray,—a deep bay,—a chestnut,—a black,—in the order they are mentioned. The size and strength must be equal to my weight, which, without the saddle, may be estimated at 210 pounds." He measured six feet two and one-half inches.

When the Capital was transferred from New York to Philadelphia in 1790, Washington provided himself with twelve horses, two footmen, two postilions, and stable attendants in proportion. He also bespoke a set of harness for driving six horses when he wished that number,—two $\frac{e}{2}$ wheelers, two pole-enders, and two leaders. He ordered "glazed leather hats" for his postilions.

There were no railroads. Inland transportation was by horse-power, or by river and canal. New England gravel, the detritus of sienite or granite, makes our roads good as compared with those of the lime-stone regions beyond the Hudson, where the sticky mud rendered some of them almost impassable, in places, save when frozen.

Freighting coasters plied between the Atlantic ports, making transportation easy by water from one to another, but access to inland towns was largely dependent on the limited extent to which river-navigation had been developed.

(Note XIII.) At Ipswich, every tribute was paid him which that historic old town could devise,—troops were paraded, the town officials, the clergy, the school-masters and the employers of labor paid their respects,—nothing was left undone which could give emphasis to the august character of the event. At Newburyport, where he arrived at 3 P. M., and slept at the Tracy Mansion, now the City Library, all sojourners who came into the rich old town, whether man or beast, were “provided for, gratis.” An address was delivered by John Quincy Adams, then a law-student in the office of Chief Justice Parsons. At Salisbury,—at a point now marked with a memorial stone,—because there the ferry was more convenient, he was rowed across the Merrimac the next morning by the Marine Society of Newburyport, in a barge canopied and draped with rare rugs and curtains. At Portsmouth,—not the most keen among seaboard towns for a break with Great Britain, if the judgment of John Adams is to be accepted, although, before the Battle of Lexington, a Powder-House at Portsmouth had been raided by the Rebels,—at Portsmouth every mark of the consideration due his person and his office was extended to the illustrious guest, who signalized his stay by a three days’ visit. This gave him time to answer letters and addresses, which he did on Sunday.

(Note XIV.) At Haverhill, where he arrived at 2.30 and passed the night, he made an early start at sunrise on the morning of November 5th; breakfasted at Deacon Abbott’s Tavern in Andover, and called on Judge Samuel Phillips, the President of the State Senate; showed himself in the saddle on the Village Green, and left for Lexington with the Judge and a cavalcade for escort. It was due to the attention of Judge Phillips that he was escorted from Lynn to Portsmouth by a troop of fifty in green and gold, commanded by Captain Osgood of Andover.

(Note XV.)

WHITTIER'S WASHINGTON AT THE SYCAMORES.

When the Father of his Country
Through the North-land riding came,
And the roofs were starred with banners
And the steeples rang acclaim,—

When each war-scarred Continental,
Leaving smithy, mill and farm,
Waved his rusted sword in welcome,
And shot off his old King's Arm!

Midway where the plane-trees' shadow
Deepest fell, his rein he drew;
On his stately head, uncovered,
Cool and soft the West-wind blew,

And he stood up in his stirrups,
Looking up and looking down
On the Hills of gold and silver
Rimming round the little town,—

On the River, full of sunshine,
To the lap of greenest vales,
Winding down from wooded headlands
Willow-skirted, white with sails,—

And he said,—the landscape sweeping
Slowly with his ungloved hand,—
"I have seen no prospect fairer
"In this goodly Eastern Land!"

NEWBURY CHURCH RECORDS.

DISMISSIONS FROM THE SECOND CHURCH (NOW WEST NEWBURY).

- Ezra Rolf and wife, to Bradford, May, 1715.
Steven Bartlet and wife, to Amesbury, Mar., 1716-17.
Jonathan Chase and wife, to Exeter, Mar., 1716-17.
Lydia Dean (now Bancroft), to Reading, 1717.
Hannah Aims (alias Eams), now Rugg, to Lancaster, June, 1718.
Joseph Morse and wife, to Andover, Feb. 11, 1721-22.
Henry Hills, to Dunstable, Feb. 11, 1721-22.
Ann, wife of Joseph Merrill, to Stratham, Feb. 11, 1721-22.
Solomon Holman, Jr., and wife Mary, to Stratham, June 8, 1724.
Hannah, wife of Thomas Richardson, to Andover, Mar. 17, 1725-26.
Widow Martha Toppan, Abigail, wife of John Stickney, Elizabeth, wife of Josiah Bartlet, Abigail, wife of John Kent, Sarah, wife of Josiah Pilsbury, Prudence, wife of Jonathan Dole, Elizabeth, wife of William Anderton, to Mr. Lowel's church in Newbury, 1726.
Abraham Merrill, Sr., William Moulton, Jr., and Abraham Merrill, Jr., to the Second Church, Amesbury, June, 1726.
Joseph Chase and wife, Daniel Chase and wife, to Littleton, July, 1726.
Mary, wife of Samuel Kenny, to Mr. Lowel's church, Sept., 1726.
Phebe, daughter of John Chase, to Amesbury, 1726.
William Turner, to Byfield, alias Newbury Falls, 1727.
Robert Long and wife, to Hopkinton, 1727.
Hannah Chase, alias Whitcher, wife of Green Whitcher, to Amesbury, 1728.
Rebecca Bartlet, alias Coffin, wife of Daniel Coffin, to Mr. Tappan's church, 1728.
Abel Chase and wife Sarah, to Sutton, Nov., 1729.
Abiel Kelly and wife Rebecca, to Methuen, Nov., 1729.
Jonathan Kelly and wife Esther, Thomas Merrill and wife Abigail, the wife of Dr. Peterson, the wife of Caleb

- Pilsbury, and Susannah, his daughter, to Amesbury,
Apr., 1730.
- Robert Rodgers, to Amesbury, Mar. 3, 1732-33.
- Thomas Pike and wife, to Durham, 1736.
- Judith Willet, alias Witcher, to Amesbury, 1736.
- Job Hinckley, to Brookfield, Dec., 1736.
- Mary Chase (now Safford), to Woodstock, July, 1737.
- Wife of Deacon Thomas Stevens (Elizabeth Sawyer), to
Amesbury, Jan. 6, 1739-40.
- Mr. Abner Bayley, to Second parish in Methuen, to be
their pastor, Mar. 2, 1739-40.
- Wife of Barnard Currier, to Amesbury, Mar. 2, 1739-40.
- John Ordway, to Amesbury, April 6, 1740.
- Wife of John Ordway, to Amesbury, May 4, 1740.
- Wife of James Huse, to the English Church of Chester,
July 6, 1740.
- Titus Wells and wife to Amesbury, July 20, 1740.
- William Calf and wife, to Kingstown, Oct. 5, 1740.
- Abigail Emery, wife of Joseph, of Andover, to Andover,
June 5, 1741.
- Mrs. Ladd, daughter of Philip Morse, to Exeter, Sept. 6,
1741.
- Samuel Low, to "Jebacco," Mar. 7, 1741-42.
- Ebenezer Watson and wife, and Daniel Griffin and wife,
to Tewksbury, June 6, 1742.
- Mrs. Eaton (Judith Hale), to Haverhill, June 6, 1742.
- Mrs. Clifford (Judith Woodman), to Kingstown, June 6,
1742.
- Moses Mores, or Morse, to Preston, Oct. 26, 1742.
- John Kelly and wife, to Fourth Church, Newbury, 1742.
- Wife of John Hopkinson, to Bradford, Mar. 6, 1742-43.
- Wife of Ezekiel Moulton, to Hampton, July 3, 1742-43.
- Mr. Cheney and wife, to Rowley, Sept. 2, 1744.
- Jacob Chase and wife, to East parish, Haverhill, Nov. 11,
1744.
- Wife of Joseph Smith, to Byfield, Apr. 7, 1745.
- Richard Greenough, to the Third Church, Newbury, Sept.
1, 1746.
- Judith Williams, wife of Capt. Jonathan Currier, to South
Hampton, Nov. 2, 1746.

Hannah Hunt, originally of Amesbury, now wife of Easman, to Hampstead, Aug. 30, 1752.

Dorothy Martin, to Amesbury, Feb. 25, 1700. [?]

Richard Currier, to New Salem, N. H., 1754.

ADMISSIONS TO THE SECOND CHURCH (NOW WEST NEWBURY).

Simon Tufts, from Medford, Sept. 18, 1718.

Hannah, Mary and Elizabeth Bartlet, daughters of John, Sr., from the Church of England, Sept., 1719.

John Pike, from Framingham, and Abigail, his wife, from Westown, Apr., 1730.

Deacon Cheeney and wife, from Westown, July, 1730.

Caleb Moody, Jr., and wife, from Hampton Falls, July, 1730.

Thomas Pike, from First Church, Boston, Aug. 1, 1731.

Wife of Edward Woodman, from Amesbury, Aug. 1, 1731.

Wife of Philip Morse, from Kingstown, Aug. 1, 1731.

Wife of Edmund Bayley, from Westown, Jan., 1733.

Wife of Daniel Rawlins, from Ipswich, 1733.

William Worster, from Bradford, Apr., 1735.

Hannah Hunt, from Amesbury, Sept., 1736.

Jemima, wife of Benjamin Bartlet, from Westown, Mar. 9, 1741-42.

Aaron Patten, from Amesbury, July 1, 1744.

Anne, wife of Daniel Noyes, from Haverhill, July 3, 1745.

Anna, wife of Christopher Richardson, from Gloucester, Nov. 17, 1751.

Jane, wife of Dea. James Brown, from Amesbury, Apr. 18, 1756.

Ruth, daughter of Philip Morse, from Exeter, Apr. 18, 1756.

Joseph Short, from Amesbury, Apr. 29, 1756.

Mary, wife of William Foster, from York, May 29, 1756.

William Cooper, Jr., and wife Judith, and Abigail, wife of Thomas Pike, from South Hampton, N. H., July 31, 1757.

Sarah, wife of Moses Morse, from Fourth Church, Newbury, June 7, 1761.

Mehitabel, wife of Matthew Hale, from Amesbury, June 6, 1762.

IPSWICH CHURCH RECORDS.

CHEBACCO PARISH DISMISSIONS.

- Jonathan Andrews and wife Sarah, to Scarborough, 1732.
Ebenezer Burnham and wife Dorothy, to Windsor, Conn.,
1734.
Mary, wife of John Howard, 1734.
Hannah, wife of John Butler, to Lyme, 1736.
Stephen Story and wife Mary, to Norwich, 1736.
Margaret, wife of James Perkins, to Lyme, 1736.
Elizabeth (Fraile), wife of Henry Walker, to Hopkinton,
1737.
William Bennet and wife Sarah, to Windsor, Conn., 1738.
George Stimson, to Hopkinton, 1738.
John Martin, Jr., and wife Elizabeth, to Lunenburg, 1739.
Thomas Butler, Jr., and wife Abigail, to Windsor, Conn.,
1739.
Joseph Foster and wife Abigail, to Kingston, N. H., 1739.
Martha, wife of Thomas Brown, to Lunenburg, 1740.
Elizabeth (Martin), wife of David Goodridge, 1741,
Dorcas (Andrews), wife of James Ely, to Lyme, Conn.,
1742.
Martha Butler, wife of Winthrop Marston, to Hampton,
N. H., 1743.
James Colman and wife Rachel, to Lunenburg, 1743.
Nathaniel Foster, Jr., to Newbury, 1744.
Thomas Butler and wife Martha, to Hopkinton, 1745.
Jeremiah Burnham, Jr., and wife Abigail, to Hopkinton,
1746.
Mary (Bennet), wife of Eliphalet Wood, to Norwich,
Conn., abt. 1747.
John Burnham, 3d, and wife Bethiah, to Norwich, Conn.,
1747.
Mary, wife of William Goodhue, Jr., to Holliston, 1747.
Elizabeth, wife of Daniel Pecker, Jr., to Boston, 1747.
Hannah, wife of John Ingalls, to Dunstable, 1760.
Sarah, wife of Jonathan Low, to Lunenburg, 1763.
Jeremiah Andrews, to Concord, 1769.
Abigail, wife of Joseph Low, to Fitchburg, 1769.
Jacob Perkins, to Cockermont, N. H., 1783.
Mary, widow of John Marshall, now wife of Mr. Alvard,
to South Hadley, 1786.
Martha, wife of Jeremiah Kinsman, to Fitchburg, 1788.

Rachel, wife of Jonathan Herrick, to Hopkinton, N. H., 1790.

Thomas Story, to Hopkinton, N. H., 1790.

Jeremiah Story, to Hopkinton, N. H., 1792.

William Story, to Goffstown, N. H., 1793.

Elizabeth, wife of Capt. Joseph Leach, to Dunbarton, N. H., 1793.

Capt. Daniel Giddings, to Claremont, N. H., 1796.

Simon Wells and wife Martha, to New Gloucester, 1796.

Major John Burnham, to the Church to be formed at Londonderry, 1798.

DISMISSED FROM THE HAMLET.

Samuel Dike, to Bridgewater, 1773.

Capt. John Cummings, to Topsfield, 1774.

Abraham Cummings, to Medford, 1784.

FIRST CHURCH DISMISSIONS.

Andrew Oliver, to the Old South, Boston, May 20, 1750.

Daniel Warner and wife, to Pomfret, Nov. 4, 1753.

Sarah, wife of Jacob Foster, to Billerica, Nov. 4, 1753.

Jno. Dennis, to Charlestown, N. H., July 28, 1754.

Joseph Ayres and wife, to Mansfield, Mar. 30, 1755.

Stephen Emerson, to Newmarket, 1758.

Richard Harris, to Harvard, 1758.

Edmund Heard and wife Priscilla, to Holden, June 20, 1762.

Elizabeth Brown, wife of Thomas, to Wenham, June 20, 1762.

Mrs. Elizabeth Heard, widow, to Byfield, Oct. 31, 1795.

Job Harris, to Portsmouth, June 12, 1796.

David Lord, to Salem, Nov. 30, 1800.

FIRST CHURCH ADMISSIONS.

Joseph Low, from Gloucester, July 3, 1763.

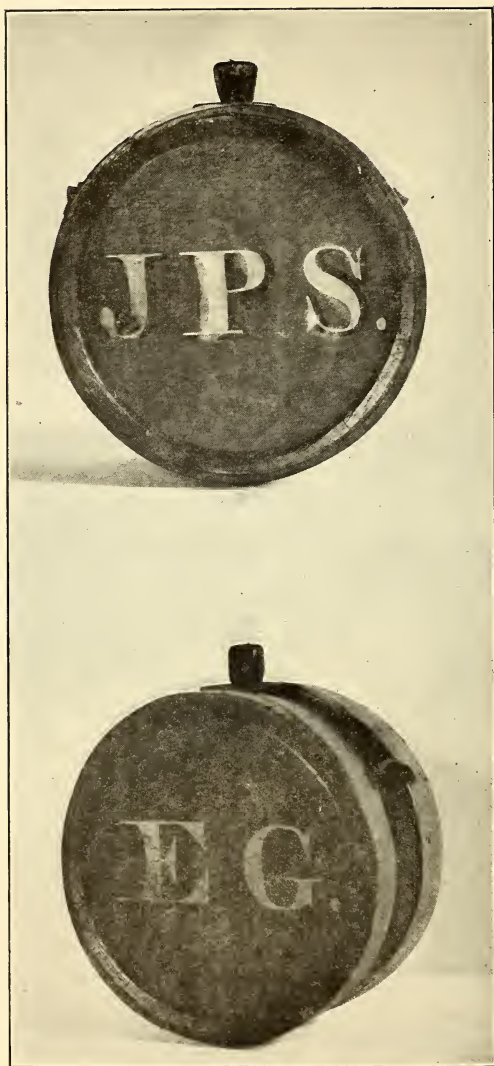
Mrs. Ruth Gould, from Rowley, Mar. 9, 1800.

SOUTH CHURCH DISMISSIONS.

Daniel Wood, to Dracut, Feb. 1, 1756.

Benjamin Crocker, to Gloucester, June 2, 1756.

Rev. John Walley, to Boston, May 13, 1773.



Obverse and Reverse of Canteen used by Lieut. Jonathan P. Saunders
in the Essex Guards, now in possession of the Essex Institute.

THE ESSEX GUARDS.

COMPILED BY LT. COL. LAWRENCE WATERS JENKINS,
M. N. G., RETIRED.

(*Concluded from Volume LVII, page 272.*)

The Legislature of Massachusetts, having for the more "*perfect organization and discipline of the militia,*" as well as "*for the encouragement of both officers and soldiers,*" adopted a system of tactics entitled "*Elements of War;*" the Commander in Chief, in order to give efficacy to the provisions of the Legislature, directs that the exercise and manoeuvres of the militia be conducted agreeably to the principles of that system. The "*Elements of War*" having been distributed conformably to the liberal intentions of the General Court, among the officers of all ranks, the Commander in Chief presumes that they are fully acquainted with the same, and he earnestly recommends to officers of every grade close attention to the discipline of their several commands.

By His Excellency's Command.

Adjutant-General.

Broadsides.

DIVISION ORDERS.

Winter Island, Salem, Sept 19th, 1814.

The Major General having been requested by Lieuts-Cols. Russell & White to review the Troops under their respective commands, has the satisfaction to announce to the Officers & Soldiers that he has been highly gratified in the opportunity of reviewing such efficient Corps, composed of Artillery, Infantry, Brigade Corps, & Sea Fencibles—much credit is due to the Officers of every grade for the attention which all have given to military duty, at the present alarming and critical situation of our Country; & by the exertions of such Officers & Soldiers we have nothing to fear, but everything to hope; & that the present War speedily be terminated honourably to us as Soldiers & to the United States as a nation—

Lieuts. Cols Russell & White will communicate this order to their respective commands—

By Order of Majr Gen^l Hovey,

Jos. Geo. Sprague—Aid De Camp.

Military Mss., 1814-15.

MILITARY.

Yesterday about 900 men were under arms in this town consisting of infantry, cavalry, and artillery, and were

reviewed in the forenoon on Winter Island by Major-General HOVEY, and in the afternoon were inspected on Washington Square. Military gentlemen observed, that the line of review exhibited one of the finest spectacles of the kind they had witnessed. The Salem Regiment under Col. White was in a remarkably good condition, and on inspection very few deficiencies in arms and equipments were discovered. The Essex Hussars, under Capt. Peabody, and the troop from Hamilton and Wenham, under Captain Dodge, were expert in their movements, and made an elegant appearance. The artillery, under Col. Russell, consisted of the Salem, Lynn and Danvers companies, together with a new and large company of Sea Fencibles, under Captain Joseph Ropes, with a formidable pair of 12 pounders, managed by men who have seen much service in various situations. The Essex Guards were attached to the artillery; and when the whole marched through the town with their train of cannon, they exhibited a very warlike aspect. The Salem Light Infantry had also two light field pieces, and a body of 20 pikemen attached to each gun. The Cadets, in their renovated state, under Capt. White, were distinguished by their splendid uniform and correct performances. There was a degree of military proficiency manifested in all the troops, which afforded a confidence of the effect with which they would meet any hostile invasion of our shores.

Salem Gazette, Sept. 20, 1814.

Sept. 21, 1814. The Company of Essex Guards were under arms this day, also a militia company.

Sept. 23, 1814. The Company of Essex Guards were under arms this day, likewise the Artillery.

Lamson Diary.

The ESSEX GUARDS were out for exercise and discipline the whole of Wednesday [Sept. 21], under Capt. WILLIAMS, and pitched their tents on Washington Square:

Salem Gazette, Sept. 23, 1814.

Inspection & Muster roll¹⁵ of Capt. Israel Williams

¹⁵In the original manuscript, presented to the Peabody Museum by Miss Elizabeth D. Williams, the column in parenthesis is written

company of Essex Guards—a company of Infantry in Gen. S. G. Derby's Brigade, in Major Amos Hoveys Division, Mass. Militia—in obedience to orders of 16th September, 1814, from Brigadier Gen. Derby.

Names	Rank	Time of Entry	Time of Discharge	Days in Service	Swords	Guns	Uniforms	(1836)
Israel Williams	Capt.	21 Sept.	7 Oct.	6	1	1		
Jona P Saunders	Lieut.	"	"	5	1	1		(Salem)
Robt H Osgood	Enseign	"	"	6	1	1		(Baltimore)
Nathan Cook	Sergt.	"		6	1	1	1	(Dead)
Robt F Cloutman	"			5	1	1	1	"
Saml Briggs ¹⁶	"			6	1	1	1	(Salem)
Eph Emmerton*†	"			6	1	1	1	(Salem)
Charles Pierson	Corporal			6		1	1	(Beverly)
George Pierce	"			6		1	1	(Dead)
Danl Lang	"			6		1	1	(N. York)
Henry Osgood	"			5		1	1	(Dead)
George Abbot	Private			6		1	1	(Dead)
Nathl Appleton	"			6		1	1	(Salem)
John Broun, jr.	"			6		1	1	(Boston)
Saml Brooks	"			6		1	1	(Salem)
Timothy Bryant, jr.	"			6		1	1	"
Henry G Bridges	"			6		1	1	"
Seth Cushing	"			6		1	1	"

in pencil and undoubtedly was added in 1836 to show the place of residence in that year.

The list of members in the printed Rules and Regulations shows the following variations in the names:

Daniel Lang, jun.	Timothy Haraden	Robert Peele, jun.
John Brown	Benoice Johnson, jun.	Joseph Sanborn
Henry Bridges	Nath'l Lang, jun.	Joseph Turell, jun.
John Derby, 3d	Joseph M'Intire, 3d	Nathaniel West, jun.
Elbridge A. Healey	John Mead	Edward W. Waldo

The printed list also gives under Musicians:

Jos. Chamberlain, F[ifer]	Eleazer Dalton, D[rummer]
Sam'l Kemp, D[rummer]	Sim. Southwick, D[rummer]

In a roll of the Essex Guards, printed in the *Register* of Aug. 24, 1871, there appears the name of Samuel N. Baker*, which is not on either of the contemporary lists. He may have joined after Oct. 7th.

¹⁶Warranted as sergeant, July 3, 1814. See illustration.

Benjn Creamer	6	1	1	(Salem)
John Chapman*	6	1	1	"
John Derby, 4th*	6	1	1	"
Artemas Davis	6	1	1	(Baltimore)
Tucker Daland	6	1	1	(Salem)
Aron Endicott	6	1	1	"
Ch's M. Endicott	5	1	1	"
Nathan Endicott	5	1	1	"
Francis Eveleth	6	1	1	(South)
Nathl S Foster	6	1	1	(Salem)
T H Forester	3	1	1	(Dead)
J. P. Felt	2	1	1	(Salem)
Danl T Goodhue	6	1	1	(Dead)
Benja Gardner*	6	1	1	(Salem)
Elbridge A Healy	6	1	1	
John Harvey	6	1	1	
Timothy Haradin	6	1	1	(Dead)
Joseph Henderson	6	1	1	(Salem)
John Hooper	3	1	1	(M head)
William Ives*†	6	1	1	(Salem)
Benoice Johnson	6	1	1	(Dead)
Nathl P King	6	1	1	(dead)
Nathl Lang	3	1	1	(N. York)
Benja Lovett	5	1	1	(dead)
Asa Lamson	6	1	1	(Salem)
Caleb Low*†	6	1	1	(Danvs)
William Lander	5	1	1	(dead)
Jos. Mc Intire	6	1	1	(Salem)
William Meservy	6	1	1	"
John Meede	0	1	1	"
Danl Millet	6	1	1	"
John Nichols	6	1	1	"
Henry Nichols	6	1	1	"
Joseph Norfolk*†	6	1	1	"
Edward Norris	3	1	1	"
Joshua Orne	2	1	1	"
William Osborne*	6	1	1	"
John B. Osgood	5	1	1	"
William Osgood	0	1	1	(Dead)
Nathaniel Page	0	1	1	"
William P. Page*	5	1	1	(New York)
Jeremiah Page	5	1	1	(Salem)
Robert Peele*†	6	1	1	"
Joseph Phippen	6	1	1	"
Hardy Phippen	6	1	1	"

Jacob Pearson	4	1	1	“
Philip P. Pinel	6	1	1	“
John Patch	6	1	1	“
Henry Pierce	6	1	1	(Dead)
Philemon Putnam	6	1	1	(Franconia)
William H. Prince	5	1	1	(dead)
Benjamin Pitman*†	6	1	1	(Salem)
Samuel Rea	6	1	1	“
Nathl L Rogers	5	1	1	“
James Sleeper	4	1	1	“
Benjamin Swett	6	1	1	(dead)
Moses Sanborn	6	1	1	(Salem)
Ths. M Saunders *†	6	1	1	“
William Smith	6	1	1	(Dead)
Joseph Turell	5	1	1	(dead);
James Thurston*†	6	1	1	
Caleb F. Tucker	6	1	1	(dead)
Thomas West	6	1	1	(Salem)
Nathl West	5	1	1	(Ohio)
Ebenr Worcester	6	1	1	(Lynn)
Solomon S. Whipple	5	1	1	(Salem)
Thomas B. Webb	6	1	1	(dead)
Samuel Williams	5	1	1	
Edward Waldo	4	1	1	(dead)
Samuel Kemp	2	1	1	(dead)
Eleazer M. Dalton*†	4	1	1	(Salem)
Joseph Chamberlain	6	1	1	
Simeon Southwick	2	1	1	

I certify that this is a true Inspection & musterroll of the Company of Essex Guards under my command—

Signed

ISRAEL WILLIAMS Captain

True copy

R F CLOUTMAN, Clerk

Mss. at Peabody Museum.

*Living in 1871. Upwards of fifty of the members were or became masters or supercargoes of vessels.—*Salem Register*, Aug. 24, 1871.

†The Essex Guards, formed in Salem in June, 1814, had enrolled at that time seventy-six privates, eleven officers, and four musicians, making a total of 91 members. On the 12th of August, 1873, upwards of fifty-nine years after, there were nine members still living, viz:—Joseph Norfolk, aged 85 years; Ephraim Emerton, 82; Benjamin Pitman, 80; William Ives, 79; Robert Peele, 79; Eleazer M. Dalton, 78; Thomas M. Saunders, 77, all of Salem; Caleb Low, 77, formerly of Danvers, now of Illinois; and James Thurston, 76, of Peabody.—*Salem Observer*, Aug. 16, 1873.

BRIGADE MUSTER OF OCTOBER 4TH.

BRIGADE ORDERS.

Salem, Sep^t. 21st, 1814.

Pursuant to Division Orders of the 20th inst. requiring the troops of the 1st Brigade to be assembled for review, inspection and discipline—

The Brigadier General hereby orders—the first, third, fourth, & fifth regiments of Infantry—the Salem Cadets & Essex Guards—the regiment of Artillery (excepting the Gloucester Company)—the battalion of Artillery with the Light Infantry Company attached to the same, and the Battalion of Cavalry to assemble on Tuesday the fourth of October next at eight o'clock in the morning on the parade ground near Marblehead for review, inspection & discipline, in complete order—

The second regiment & the Gloucester Company of Artillery will parade on Tuesday the eleventh day of October next at ten o'clock in the morning for the same purpose & will be received at twelve O'clock Lieut Col Appleton will give notice to the Brigadier General of the place of parade—

Officers will carefully inspect the cartridge boxes that no ball cartridges be brought to the parade—on any account—the troops to be furnished with the usual quantity of powder allowed by the Towns for the firings—

Commanding Officers of regiments & battalions will use their utmost endeavors to have the troops under their commands appear in the most perfect state of equipment & to have them on the ground punctually at the time assigned

Orders for the day will be furnished the Officers in due time—and the Brigadier General particularly requests all the field officers to meet at the place of parade on Tuesday the 27th inst at 2 O'clock in the afternoon in order to communicate to them his wishes, & that they may have a perfect knowledge of the ground—

At this eventful crisis of our affairs the Brigadier General feels a confidence that both Officers & soldiers will see the importance of attending to their several duties with prompt zeal & attention.

Lt. Col^o Russell of the Reg Artillery will take due notice of the foregoing Orders & govern himself accordingly.

By Order Brig. Gen. DERBY.

J. CH: KING, Maj.

& Insp 1B 2d

Military Mss., 1814-15.

ORDER OF THE DAY

FOR THE INSPECTION, REVIEW AND FIELD EXERCISES OF THE FIRST BRIGADE, SECOND DIVISION, OCT. 4th, 1814.

COMMANDING Officers of Regiments, Battalions and Corps will march and take positions near the parade, to be ready at 9 o'clock in the morning to form the line with their different commands by a signal gun from the regiment of artillery.

The line will be formed in the following order, beginning at the right, viz.—The Battalion of Cavalry—Brigade Band—Salem Cadets—Essex Guards—Regiment of Artillery—Battalion of Artillery—First Regiment of Infantry—Fourth Regiment of Infantry—Fifth Regiment of Infantry—Third Regiment of Infantry.

Guards will be furnished by the regiments of infantry in the following proportions, viz.—First Reg't 10; Fourth Reg't 8; Fifth Reg't 8; Third Reg't 8; marched by the Adjutants to the grand parade, and posted in such manner as the Brigade Major may direct.

A close inspection will then take place, commencing with a general review of the line from right to left, accompanied by the staff. The line will then be wheeled backward on the left by companies, by a signal from the field drum, and inspected.—The inspection being over, the several companies will be wheeled to the left into the line, the regiments counted off, and the officers posted.

Capt. Dodge's Company of Cavalry will then be detached, and form on the left of the line. Capt. Downing's Company of Light Infantry will be detached from the 4th Regiment, and form on the left of Capt. Peabody's Company of Cavalry. The Battalion of Artillery will be detached, and form on the left of the 3d Regiment of Infantry. Capt. Edwards's Company of Light Infantry will be detached from the 1st Regiment, and form on the right of Capt. Dodge's Company of Cavalry. Capt. Story's Company of Light Infantry will be detached, and form on the right of Capt. Edwards's Company of Light Infantry. The Salem Light Infantry under Lieut. Lander will be detached, and form on the left of the Battalion of Artillery.

The Review will then be made, and the marching salute being paid, the line will be dismissed for one hour.—A gun from the Battalion of Artillery will be the signal for forming the line.

The Afternoon Exercises will be as follows: Manual Exercise from the right by Battalions—Close columns by platoons on right of battalions, right in front.—Columns displayed to the left.—Line will be wheeled on the left backward by platoons, and the column march.—Line formed on the same ground.—Line will fire from the right by platoons.—Line will fire from left of regiments and battalions by platoons.—Line will fire by companies from right of regiments and

battalions.—Line will fire from left by battalions.—Line will fire from right by regiments and battalions.—Line will fire a *feu de joye* until their ammunition is expended.

Officers commanding platoons will be careful in the firings that the men level their muskets properly, and that sufficient time is given to load, and return the rod to its place.—The unfoldierlike practice of firing guns after the line is dismissed, it is hoped will be discontinued, and the Brigadier General calls upon all the Officers to use their endeavours to punish all offenders in this respect.

By order of S. G. DERBY,

Gen'l of Brigade.

J. CHARLES KING,

Major & Inspector, 1st Br. 2d Div.

Broadsides.

Oct. 4. Was the Brigade Review in Marblehead farms. As I had attached myself to Captain Ropes' Sea Fencibles with the cannon of the United States I passed into the ranks & had no other opportunity to see the troops under arms, but as they passed when we marched round upon the parade. S. Derby was our B. Gen. & A. Hovey our Major General. The concourse was great & on the hills north of the parade was brilliant. The Gen. & the regimental officers dined in a tent with their friends among who was Comm. Bainbridge from the Independence in Boston. They professed to be much pleased with the display of so much military preparation. I dined with my own Officers in a frugal but with a well prepared military repast, in which nothing was wanting to render it happy. We returned after dark, passing onward by the Marblehead road & back again by Salem Legge's hill road. Nothing in the military transactions excited any painful sensations or occasioned accidents. We had Salem, Lynn & Gloucester Regiments. A regiment of Artillery under Col. Russel from Salem, Marblehead, Lynn, Danvers & Gloucester. Part of the Marblehead regiment disengaged from the Forts was with us, & the independent Companies, Cadets, Light Infantry, & Mechanic Infantry from Salem, & two Companies of Sea fencibles from Salem, & Horse. The Cols. of the five Regiments of Infantry are White, Appleton, Dodge, Brimblecom & Gardiner. Of

the Artillery, Col. Russel. As the subordinate officers change frequently I have not the names at present of such as were upon the Parade, & we have as yet no military annual registers of the volunteer & uniform companies throughout the State. Capt. Joseph Ropes & Capt. Joseph Waters commanded the Sea fencibles. The first has two iron 18 lb. travelling Carriages of U. States, the other two brass nines¹⁷ of Mass. state. Capt. James Brown has a Company of exempt Infantry, but the last Company did not appear.

Bentley Diary.

17

Boston, June 10th 1814

Col^o. John Russell,

Sir,

I have sent for the defence of Salem & the vicinity, by order of the Commander in Chief, two Brass 12 pounders, on travelling carriages with implements complete.

One Tumbrel, Three Setts Thill harness, five setts of Chains & Harness for leading horses, two hundred pounds of Powder; Sixty blank Flannel Cartridges; twenty four Case Shots; thirty six Round Shots, Sixty wads; one hammer & on saw, which I am ordered to place under your charge.—Inclosed I have sent a Receipt, which you will please to sign & return to me by the bearer.—Please to inform me at what hour you receive the Pieces & munitions of War.

Yr. Obt Servt

AMASA DAVIS, Q^r Mast^r Gen^l.

Copy of the Receipt given for the above and Stores, viz

“Salem, June 11, 1814.

“Recd of Amasa Davis, Q. M. General, two Brass 12 pounders, on travelling Carriages, with implements complete—one Tumbrel, two hundred pounds of powder, sixty blank flannel cartridges, twenty four case shot, thirty six round shott, sixty wads, one hammer, one saw, for defense of the town of Salem and its vicinity, and for which I am accountable,

signed JNO RUSSELL.”

Boston, Sept. 19th, 1814.

Sir,

The Commissioners for Sea Coast defence request you to deliver to Cap^t. Joseph Waters—commander of the Sea Fencibles—the Two brass twelve pounders—together with the two hundred pounds of powder—& all the munitions of every description which you re-

Oct. 4, 1814. This day the Brigade under the command of General Derby paraded afield near Leges Hill so called on the road to Marblehead. There was about 3000 soldiers present, the spectators were numerous, the appearance of soldiers was fine and no accident happened during the assembly.

Nov. 1, 1814. The Essex Guards performed guard duty.
Lamson Diary.

MILITARY REVIEW.

On Tuesday last the 1st brigade of the 2d division, under Brig. Gen. Derby, paraded on an open piece of ground south of Legg's Hill, Marblehead; where they were reviewed by Maj. Gen. Hovey, and inspected by B Major King; after which, they performed some exer-

cepted for to the Quarter Master General on the 11th of June last—for which you will take duplicate receipts of Capt. Waters & transmit one of them to the Quarter Master Generals Office in this Town.

In behalf of the Commissioners for Sea Coast Defence—

DAVID COBB.

Lt. Col^o. John Russell, Commg.

Regit. of Artillery 1st Brig. 2nd div., Milit. Mass.

Salem, Sept. 21, 1814.

Recd. of John Russell, Lt. Col. Commandt. of a Regiment of Artillery, 1 Brige 2^d Divn, Two Brass Twelve Pounders, on Travelling Carriages, with implements complete, viz.—One Tumbrel, three setts of Thill Harness, five setts of Chains and Harness for leading horses, two hundred pounds of Powder, sixty Blank Flannel Cartridges, twenty four Case Shott, thirty six Round Shott, sixty Wads, one Hammer, and one Saw, which I am ordered to receive, into my charge, from the said Russell, as Captain of a Company of Sea Fencibles in the town of Salem, by an Order from the Commissioners of Sea Coast Defense, dated at Boston, Sept. 19, 1814:—the said Guns, Tumbrel, together with their several apparatus and munitions, being the same that were received by the said Russell, agreeably to his receipt given to the Quarter Master General of this Commonwealth on the 11th day of June last.

JOSEPH WATERS—

Capt. of Company of Sea Fencibles.

Military Mss., 1814-15.

cises, firings, &c. There were about 2500 troops on the ground, cavalry, artillery and infantry. The day was very fine, and the line most splendid. The review was attended by many gentlemen of distinction; among whom were Com. Bainbridge, Capt. Richard Derby, late of the navy, Capt. Henderson, of the marines, Hon. T. H. Perkins, of the committee of defence, Major Tilden, &c. who were all much gratified with the appearance of the troops. Comm. Bainbridge and Capt. Henderson paid their respects to Lt. Lander and the officers of the Salem Light Infantry, at Major King's tent; the Essex Guards, under Capt. Williams, attracted the particular notice of the gallant Commodore.

Salem Gazette, Oct. 7, 1814.

In the autumn of 1814, the "General Training" was held on a plain southeast of Legg's Hill. The training field was open to the sea, and it was said that two British frigates lay off and on that day, taking a view of our train bands. General Training in those days was an event, and whether our vigilant enemy surveyed the field or not, this is certain, our own people looked on, as they always did on similar occasions, with heartfelt interest. The fathers, brothers, sons, of one-half of Essex County, all between the ages of 18 and 40, were in the ranks. And it may be here remarked, these were not mere holiday soldiers, but men who were ready at a moment's call—for on a dark night, within a few days of the training now referred to, one thousand of these very men reported on Salem Common for duty, in fifteen minutes after an alarm was given. The alarm proved false, but our citizen troops were instant at the call.

But for the Major General Training of 1814. The day was one of October's most beautiful. The Salem Regiment marched up the Marblehead road (not then defined as Lafayette street), between 8 and 9 o'clock of a Tuesday morning. Prominent among the infantry companies was the Essex Guards. The number of the rank and file was nearly one hundred; the uniform simple, blue coats and white pants. For some cause the commissioned officers did not carry swords, but a delicate little spear called a [s]ponton. Williams, the captain, showed off to great advantage. He was a sea captain, and had had other experience as a military man, having commanded a militia company of the line, and more recently the Independent Cadets. His expression and bearing was that of a naval officer.

It is said that the Guards had compliments from United States officers who were on the field this day; their numbers and appearance challenged attention. But the company was short-lived, gathered for the emergency of war, and dispersed soon after its close. A few of the sturdy veterans walk in and out before us, giving evidence of the hardy race that our youth will do well to emulate.

But we must not leave the scene of the training field without taking a retrospective glance at those hills, covered from base to summit by earnest spectators of both sexes. It was an enlivening sight. Some questioned the propriety of ladies (women in those days) going to training; but a very pious old lady, Nurse T., said, "I shall by no means stay at home from General Training; for to look round at the crowds of people and the lining of the hills to their very tops reminds me of the Day of Judgment."

On the day referred to in this article, the venerable, beloved, and reverend Doctor Daniel Hopkins was on the field as chaplain. Perhaps this was the last day that he was out. He dismounted at the house of one of his parishioners in South Salem, on his return from the training field, and took chaise for his home. He died the next December.

Volunteer military service has ever been the mode of training for soldiers the mass of our countrymen, and the importance of such drill has been tested in many a day of need. Yet the selfdenial of a volunteer, or militia soldier, of to-day, is not to be compared with that submitted to in the period alluded to. In those days penury was the lot of many; nothing was paid the militia man by the government; yet he was called out five whole days in a year, and on one, sometimes two of those days, he was obliged to go out of town.

Salem Register, Aug. 24, 1871.

PEACE CELEBRATIONS OF FEBRUARY 13TH AND 22D, 1815.

Feb. 13, 1815. This is a happy day for America. This morning at 10 o'clock intelligence was receiv'd from New York via Boston announcing the arrival of the British sloop of war *Favourite* bringing a treaty (agreed upon between our commissioners & the British at Ghent) for the signature of the President. It was received with the greatest joy & acclamation of the citizens of this Town. The Light Infantry & Essex Guards were under arms at 3 o'clock likewise some militia companies. Vol-

unteer Corps to the great guns. They continued under arms until night and then were dismiss'd. The Essex Guards were furnish'd with 12 rounds each man. They saluted the General & kept at attention until 6 o'clock when they were dismissed for 20 minutes to make their appearance again at the Essex Coffee house to partake of a collation prepared by Mr. Stetson. The Company consisted of about 60 volunteers. After supper wine was handed plentifully round and patriotic Toasts were given, after which they retired it then being 11 o'clock.

Lamson Diary.

Agreed that the Troops be called out and form at 10 o'clock
 Agreed that we form in the following order under the Command of Col Russell

- 1 The Cavalry in front
- 2 Capt White & Capt Williams's Companies
- 3 The Artillery
- 4 The Regiment

The route of March is left entirely to the Commanding officer as well as the disposition of the troops in order to go thro' the firings

Agreed That the firings of the infantry be made in the following order

First fire by Companies from right to left, then left to right, afterwards promiscuously until the powder is expended. The infantry will be furnished with 10 rounds a man After the firings cease a signal gun will be fired, three times three cheers given by the Whole, and dismissed

Minutes of a Meeting of Officers, kept by Adj. J. M. Treadwell of the 1st Reg^t. of Infantry.

Feby., 1815.

Military Mss., 1814-15.

REGIMENTAL ORDERS.

Salem, Feby 2 [22?], 1815.

On this great occasion, the restoration of Peace and Tranquility to our beloved Country, by which the Sword of War is once more sheathed, not to rejoice would be ingratitude.—The Lt. Col. Commandant of the Artillery therefore Orders—That the Companies of Artillery Commanded by Captain Jesse Putnam & Lieutenant John Brooks be assembled in full uniform, on Washington-Square, in Salem, on — inst. at 9 o'clock A. M. to form in line with the Companies of Sea Fencibles, commanded by Captains Joseph Waters

and Joseph Ropes, who have volunteered to participate with their brethren in the military operations of the day.

The Order of the day will be—

The several Corps of the Town to form in line, at 10 o'clock A. M. on Washington Square; by signal from the Artillery. The troops will then take up their march through the principal streets of the Town, and then resume their position on the Square. The troops will fire by Companies from Right to Left once, and from Left to Right once. A Feu-de-joye will then be fired, commencing on the Right, and running in succession to the left, which will be kept up throughout the line until the ammunition is expended. The firing will then cease, and a signal gun will be fired from the Artillery, and the troops will give three times three cheers, and separate by Corps.

Lt. Brooks will fire a Salute of 18 guns at Sun-rise.

The Regiment will fire a Grand Salute of One Hundred Guns at noon, after they have separated from the Infantry, and will then be dismissed.

The Lieutenant-Colonel Commandant trusts that every arrangement and preparation will be made by the Artillery, in order to ensure the performance of their part of the duties of the day without accident or interruption.

Military Mss., 1814-15.

Feb. 22, 1815. Peace was celebrated this day in this Town & the neighboring Towns. This day was usher'd in by the ringing of bells & firing of cannon. The Artillery Companies in this Town together with the Essex Guards & Cavalry formed a line on the Common & fired a Feu de Joy & by companies. At 12 o'clock the Cadets & Mechanic Light Infantry were under arms. The Essex Guards partook of a rich cold collation at Capt. Stephen Webb's. The companies were finally dismissed at 1 o'clock. In the Evening the Principal Public Buildings were illuminated.

Lamson Diary.

On the 22d inst. in commemoration of the FATHER OF HIS COUNTRY and on the return of PEACE, Mr. STEPHEN WEBB, of this town, with his accustomed hospitality, gave an elegant entertainment to the Essex Guards, the Artil-

lery Officers on duty, and an extensive circle of his fellow citizens, and strangers on a visit here.

Salem Gazette, Feb. 24, 1815.

DISBANDMENT IN JUNE, 1815.

COMMONWEALTH OF MASSACHUSETTS.

GENERAL ORDERS.

HEAD-QUARTERS, BOSTON, JUNE 17th, 1815.

On the 15th inst. the following Order of Council was passed, viz.:

“IN COUNCIL, JUNE 15th, 1815.

“THE Committee of Council to whom was referred a resolve of “the Legislature of the 13th instant, requesting his Excellency the “Governor, with advice of Council, to discharge from further service, such Volunteer Corps as have been raised for the defence of “the Commonwealth, by virtue of a resolve passed the 12th day of “February, one thousand eight hundred and fourteen, and to direct “the return of all ordnance, arms and munitions of war with which “they have been furnished, to the Quarter-Master-General; *Respectfully Report*—That his Excellency be advised to issue his order for “the discharge of all the Volunteer Corps raised for the defence of “the Commonwealth, under the resolve of 12th February, 1814, and directing the return to the Quarter-Master-General of all ordnance, “arms and munitions with which they have been supplied by the “Commonwealth” :—

By virtue, therefore, of the powers vested in him, His Excellency the Commander in Chief hereby discharges from further service, all the Volunteer Corps raised for the defence of the Commonwealth, under the Resolve of the 12th of February, 1814; and directs all officers and others, who may have received from the Commonwealth ordnance, arms, or munitions of war of any kind, for the use, or on account of any of those Corps, to cause the same to be forthwith returned to the Quarter Master General, at Boston, who is authorized to pay all reasonable charges for transporting the same. The generous, patriotic and voluntary tender of services for the defence of the Commonwealth, at the most threatening period of the late war, and the assiduity and zeal displayed by those Corps, in training themselves for usefulness in the field, without expense to the State,

highly merit the public approbation and gratitude, and receive, as they claim, the cordial thanks of the Commander in Chief.

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By His Excellency's Command.

J. BROOKS, *Adjutant-General.*

Broadsides.

The ESSEX GUARDS, a volunteer company, formed under a resolution of the Massachusetts Legislature, have been disbanded by order of His Excellency Gov. Strong. *Salem Gazette, June 30, 1815.*

GENEALOGY OF THE LARCOM FAMILY.

BY WILLIAM F. ABBOT.

In Piedmont, Italy, a village, La Combe, is situated in the valley of Lucerne, at the foot of Mount Vaudelin. From this originated the name of the family, Des Las Combes. During some of the persecutions of the Waldenses these people passed over into France and became identified with the Huguenots of Languedoc. Many years before the Revocation of the Edict of Nantes, the family went over into England to escape the persecutions of the French Catholics. One family at least settled in the Isle of Wight, and from this is descended the Sir Thomas Larcom who became Under Secretary of Ireland and was made a Baronet. In the traditions of this family one of its early members is said to have emigrated to America. Unfortunately the records of the church at Whippingham have been burned, and so all data about the earlier Larcoms have perished. The traditions of the Isle of Wight Larcoms and the Connecticut branch of the Americans agree in this story of the origin of the family.*

The fact that the name is also spelled Larcombe and that the name of Lacome may be found in Paris is suggestive, as also that the name of Mordecai should appear a number of times on the old records spelled Mordicha, which would represent the sound of the French form Mardochée, as pronounced by the emigrant. The verifiable history of the emigrant, Mordecai Larcom, begins with what we find in the records, the most important items of which are these :

Ipswich Court Records. 25 (7mo.) 1655.

“Mordicha Larkcum being complayned of by his Mr Rich: Jacob for neglecting his service, by consent of master & servant it was agreed before the court y^t ye s^d Mordicha Larcum shall pay unto his Mr 25^s.”

March 25, 1656.

“Mordicha Larcum & Elizabeth his wife late widow of Will^m Clarke pts. agst. Cornelius Waldo in an action

*These traditions were given to the writer by the late G. A. Lewis of Philadelphia, who for many years and at considerable expense made researches concerning the history of the Larcom family.

of the case for making use of a dwelling house built by William Clarke, alsoe fencing & planks. The plttfs withdraw. The Court allows the deft costs 4^s

“Mordicha Larcum haueing commenct an action agst. Mr. Waldo, upon the pltife withdrawing the action M^r John Cogswell & William Cogswell being executors to John Cogswell junr. In the pr’sents of the court and the sayd Mordicha chose George Giddings & Moses Pengry & the court named M^r John Appleton as a third man to wh^{ch} all persons agreed to end the differences, &c.”

Essex County Court Papers. Volume 3, page 45. March, 1656.

Mordica Larcom is a witness to some disturbance in church

Ipswich Commoners Records. Page 109. December 28, 1657.

Mordecai Larcum and twelve others, all of Ipswich, are ordered at a meeting of the 7men to pay 12^d per head to the cowkeepers for their cows going on the Common, according to an order made last March.

Essex County Court Papers. Volume 4, page 131. December 28, 1658.

“The Testimony of Mordecai Larkham (case of Baker vs. Andrews about a heifer) saith of this heifer now in question I saw last winter at John Andrews wintered & in this summer in his pasture by & in June I saw her at y^e other side of y^e river & then did thinke and said it was John Andrews heifer & saw her come into the yard on Monday morning & Tho: Parsons could very hardly keep her out, but she would crowd into y^e house where she was pbly wintered last winter. Sworn before me December 28, 1658 Daniel Dennison.”

Essex County Court Papers. Volume 5, page 59. 9th (9) 1659.

“To the marshall of Ipswich or his deputy. You are required to atach the goods & for want thereof the body of Mordicha Larcum & take bond of him to the value of ten pound with sufficient security for his personall appearance at the next court held at Salem the last teusday of this mounth then and there to answer

the complaynt of John West in an action of the case for not deliuering a heifer & a cow unto him according to a bill under his hand & to make a true returne thereof under your hand dated the 9th (9) 1659. By the Court Robert Lord.”

Volume 10, page 89. March, 1665.

“Wee whose names are underwritten of the inhabitants of the towne of Manchester having hyrde Thomas Wright for our cowkeeper but by reason of divers threatning speeches given out against him by John West which made the sayde Wright afrayde of his life if he went that way which made complaint to us of it when we hyrde him : & now the sayde Wright is gone whither we know nott ; by which we are greatly dammyfide for want of one to go out with our cows : Therefore we do humbly intreat the Honored Court to tak it in thear seross Consideration that the fatherless and motherless Childe may be looked after : for wee think that we are bound in duty to move it upon the Hon^d Court that this ||man|| may be Sott out if he be living or deade.”

The last signature to this petition in the opinion of Henry F. Waters is Elisabeth Larkum.

New England Historical and Genealogical Register, Volume 9, page 85.

An extract from Mass. Archives, Vol. 60, pp. 39-46, gives the names of those who petitioned against impost laid by the General Court in October, 1668. Among the names of the petitioners from Salem occurs that of Mordecai Larkin, which Savage in his Genealogical Dictionary believes to be intended for Mordecai Larcom.

Essex County Court Papers. Volume 53, page 14.
June 1, 1670.

“To the Constable of Bass River or his deputy.

You are required in his majestyes name to Sumons John Clark Mordecai Larcums son in law to appear at the next County Court held at Salem on the third day of the Courts sitting to answer to his presentment for attempting murther on the Lords daye in sermon time in thrusting a knife against the ribbs of Jestin John servant to Jacob Barney Sen^r and alsoe to sumons John

Woolley & Jeremiah Bernet then to appear as witnesses against him & hereof make return da: first June: 1670. Hilliard Veren."

Beverly Town Records, December 29, 1670.

"It is allso agreed that from this tyme no man shall fall any trees smale or great to sell unto other townes from any of the commons but he shall pay for every tree 20^s unto the informer one halfe for himselfe & the other halfe for the towne. And Nathaniel Stone, Rice Edwards & Mordecai Larcombe to execute this order."

Essex County Court Papers. Volume 20, page 102. Sept., 1673.

"Complaynt against Peter Wolfe's Wife in Major Hathorne's court. The testimony of Elizabeth Larcome aged 40 years This deponent saith that y^e Goodwife Woolfe sit upon goodwife Larkhomes lap in meeting time upon a lords day & at other times rounde hir when shee had no need to doe it & further saith not." Sworn before Major Hathorne, Sept., 1673.

Quarterly Court Sessions. June, 1676.

"Receipt dated 20: 12: 1656, given by Mordecai (his mark) Larcom and Eliz. (her mark) Larcom, his wife, late wife of Wm. Clarke, for 3li. which was the award of Mr. John Appleton, George Gittings, and Moses Pyngrum, to John Cogswell and Wm Cogswell, executors, which he promised to Wm. Clark, deceased, that if he made use of the house which he built upon his land, he was to pay him for it etc. Wit: Humphrey Verny and Elizabeth Cogswell."

Quarterly Court Sessions. Jan., 1678.

"Those who have taken the oath of fidelity in Beverlee Dec. 3, 1677. In the list are Mordecai Larkum, sr., husbandman, Mordecai Larkum, jr., husbandman, Cornelius Larkum, husbandman."

Beverly Town Records. March 24, 1681.

"Att the same meeting Isaac Hull sen^r & Mordecai Larcom and Joseph Morgan was chosen to be sirvoires of the hyways belonging to our towne both towne & Contry. The said Mordecai Larcoms part is from Manchester to the west side of the new bridg nere Seder stand."

Beverly Town Records. July 28, 1681.

At a meeting of the selectmen Mordecai Larcom was chosen & sworne for tything man. There were nine others.

January 31, 1681-82.

"Att the same towne meeting there was voted mordecai Larcom should have — acors of land given him somewheres—turnip swampe."

November 6, 1682.

"Att a generall towne meeting there was granted to mordicai Larkum sen. four acres of land to be laid out by the stream neare bald hill neare the Land of nehemiah grover which four acres is to be in Lieue of a former grant of six acres to have been Laid out near turnip swamp."

Essex County Court Papers. Volume 41, page 120.

June, 1684.

Case of Thistle vs. Ronno. "The testimony of mordicah Larcom aged a (torn) fifty five yeares Doth testify that hee Did see Richard Thistle Deliuier two Barrells of molasses too Petter Ronno that was Brought home in the vissoll that Richard Thistle cam home in and that Samuell Morgin Did hall them home to his fathers house Allso that the other Barrell that was aboa(torn) the vissoll hee did Desire Richard Thistle that hee would cary him too Boston and sell for him as he did his own: and further Saith not Allso that Richard Thistle was master of the vissoll that the malassers came in."

These extracts show that Mordecai Larcom settled in Ipswich about 1654-55, and that he had married the widow of a William Clarke. We find in the Quarterly Court Records for June, 1652, that Robert Lord, attorney for "William Clark of Ipswich, acknowledged judgment in favor of John Cogswell, jr." This would seem to be the husband of Elizabeth, late widow of William Clarke. In a court case in 1647-8, Daniel Clarke appears as surety for William Clarke of Ipswich. So it is probable that Daniel was related to William, perhaps as father.

The Larcoms lived in Ipswich until about 1660, a deposition of Thomas Burnham in June, 1661, states that the Larcoms lived several years near him. About 1660

he appears to have removed to Beverly and to have lived near John West, for whom West Beach was named. In 1682-3 he moved to his grant of land near Bald Hill and lived there till his death. In May, 1708, he grants to his son Daniel by a deed all his property on consideration of being taken care of during the remainder of his life. His wife is not mentioned, and she may have died at about that time, and caused him to make provision thus for his declining years. He died on January 4, 1712-13, according to the Church Records. If he was born about 1629, as his deposition (taken in June, 1684) would imply, he would have been about 84 years old.

Children :

2. CORNELIUS, b. probably at Ipswich; d. Jan. 9, 1747.
3. MORDECAI, b. at Ipswich, Sept. 16, 1658; d. Nov., 1717.
4. THOMAS, b. probably at Beverly; d. Mar. 30, 1718.
5. DANIEL, b. at Beverly about 1664-66; d. Feb. 15, 1750.
 REBECCA, b. probably at Beverly; m. John Standley of Beverly, who d. 1758, aged 86; she d. 1734.
 ELIZABETH, b. probably at Beverly; m. Isaac Whittier of Manchester, who d. 1745; she d. Dec., 1747.

2. CORNELIUS² LARCOM (Mordecai¹.) No documentary evidence has been discovered to prove that he was the son of Mordecai, but all the known facts tend to show that this must have been the case. There is no other Larcom mentioned in the records who could have been his father, and he seems to have been the oldest child. A deed to his son David in 1748, given by all the surviving heirs of Elizabeth Whittier, daughter of Mordecai, gives absolute proof of the names of Mordecai's other children. This deed was published in the Essex Institute Historical Collections, Vol. XLIII, page 190.

On Nov. 28, 1684, he bought from Anthony Bennett, Jr., of Gloucester, "a parcel of land Containing five acres more or less which I bought of John West late Deceased the said land being Situated & lying on ye back Side of ye great pond by ye long Beach between Manchester & Mackrell Cove butting upon ye pond On ye South Side & Joyning to ye Land of Nicholas Woodbery On ye West in Beverly aforesd." This was not far from the present Pride's Crossing Railroad Station. On Nov. 14, 1696, he bought from John Giles of Beverly, for "fourteen pounds

in Silver Currant money of Newengland," three and a quarter acres of salt marsh in that part of Ipswich called Chebacco. On May 28, 1697, he bought from Thomas West of Beverly, for twelve pounds and sixteen shillings, about three acres of meadow land adjoining his own property. On March 10, 1704/5, he bought from Thomas West, "for Eighteen pounds in Currant money," ten acres more of upland and meadow.

On March 2, 1718/9, he bought from Thomas West "one Stint and Half of Commonage in the Common Lands in ye said Town of Beverly—adjoining the Homestead of the said Cornelius Larcum," for the sum of fifteen pounds of bills of credit of the Province. On Oct. 26, 1719, he bought from Thomas West six acres of woodland for the sum of twenty-one pounds in bills of credit of the Province. On Sept. 17, 1721, he bought from Samuel West of Beverly about forty-four poles of land adjoining his own property, for three pounds in bills of credit of the Province. On March 16, 1696/7, at Town Meeting, "William Cleve was Chosen Constable for Bass River ward and Cornelius Larkum for mackrel cove ward for ye year insueing."

On March 15, 1697/8, the following receipt was handed to the selectmen: "Boston march ye 10th 1697/8. Recd of mr Cornelius Larkum Constable of Beverly by ye hand of mr Wm Cleaves Thirty six pounds ten shillings Recd —for mr James Taylor Treas^r Per Jer Allen" On Feb. 26, 1698/9, the selectmen reckoned with Cornelius Larcum "who was Constable for ye year 1697 and hee the said Cornelius Larkum hath paid and Cleared for all the Rates Committed to him dureing the time of his Constablenesship and is hereby discharged of the same only mr Hales Rate for his sollery for that year beeing thirty two pounds the which he stands indebted tell he brings a Receipt from mr Hale"

In 1699 Cornelius was a proprietor in the Common Lands. On November 4, 1712, he was chosen a Grand Juror for the Superior Court. On March 24, 1713 and 1714, he was chosen a Tything man. On Nov. 3, 1718, and Oct. 24, 1721, he was again chosen a Grand Juror for the Superior Court. On Nov. 17, 1724, his tax was

abated. In 1732 Cornelius Larkum and his wife Margaret sold to Samuel Dodge the three and a quarter acres of salt marsh in that part of Ipswich called Chebacco which had been bought from John Giles in 1696.

Beverly Church Records state that on January 26, 1718, Cornelius Larcom, aged about sixty, was received to communion and baptized.

On Feb. 8, 1681, he married Abigail, daughter of Benjamin Balch, who died on April 20, 1706, aged about 43 years. On March 28, 1707, he married Margaret Low. She died Dec. 10, 1756, aged, according to Robert Hale's list of Beverly deaths, 85 years. Cornelius Larcom died January 9, 1747, aged, according to Robert Hale, "abt. 94."

Children :

JONATHAN, b. March 8, 1690/1; bapt. Aug. 6, 1693; d. May 7, 1706.

CORNELIUS, b. Feb. 15, 1697/8; bapt. June 12, 1698.

BENJAMIN, b. Feb. 6 or Mar. 12, 1699/1700; bapt. May 31, 1702.

6. DAVID, b. Oct. 9 or 28, 1701; bapt. May 31, 1702; bur. April 25, 1775.

The mother Abigail and her fifteen-year-old son Jonathan dying within a short time of one another, and the sons Cornelius and Benjamin utterly disappearing from the records, would seem to indicate that some contagious disease had afflicted the family. Two original records on the town books account for the variant birth dates given above.

3. MORDECAI² LARCOM (Mordecai¹) was born at Ipswich, Mass., Sept. 16, 1658, and moved to Beverly with his parents about 1660. At the Quarterly Court Sessions in January, 1678, Mordecai Larkom, jr., husbandman, is reported as having taken the oath of fidelity at Beverly.

"1st day 11th month 1682 accepted as a townsman" at Wenham, Mass. On 7th 11th month, at the annual town meeting, he was "granted Six poals of land where his house stands."

On Oct. 30, 1683, he is named among those "not paying rates towards building the meeting house. (Beverly records.)"

(To be continued)



ACTION OF QUALLAH BATTOO AS SEEN FROM THE "POTOMAC" AT ANCHOR IN THE OFFING FEBRUARY 5, 1832.
From a steel engraving in Reynolds "Journal of a Voyage Round the World."

SALEM VESSELS AND THEIR VOYAGES.

BY GEORGE GRANVILLE PUTNAM.

(Continued from Volume LVII, page 216.)

“They had been wandering about in the jungle without food ever since the ship was taken, and the story of their sufferings was a painful one. Their thrilling account of the capture of the ship was as follows : When the pepper boat came alongside, it was observed by the crew that all on board were strangers, and not one was recognized as having been off to the ship before. They were also better dressed than boatmen generally, all of them having on white or yellow jackets, and carrying new ivory-handled creeses. No notice was taken of these suspicious circumstances by the mate, and all except two men who were left to pass up pepper, were admitted indiscriminately to come on board. One of the crew, William Parnell, who was stationed at the gangway to pass along pepper, made some remark to the mate to call his attention to the number of natives on board, and was answered gruffly and asked if he was afraid. ‘No,’ replied the man, ‘I am not afraid, but I know it to be contrary to the regulations of the ship.’ He was ordered with an oath to pass along pepper and to mind his own business. The natives were also seen by the crew sharpening their creeses upon the grindstone, which stood upon the forecastle. A man named Chester, who was subsequently killed while passing pepper down the forehatch, asked them in pantomime, for he could not speak the language, what so many of them wanted on board, and was answered that they came off to see the ship. He was heard by one of the crew to say, ‘we must look out you do not come for anything worse,’ at the same time drawing a handspike within his reach.

“The Malays had distributed themselves about the decks in a most advantageous manner for an attack, and at some preconcerted signal a simultaneous assault was made upon the crew in every part of the ship. Two

Malays were seen by the steward to rush with their creeses upon Mr. Knight, who was very badly stabbed in the back and side, the weapons appearing to be buried in his body up to their very hilts. Chester, at the forehatch, notwithstanding his distrust and precaution, was killed outright, and supposed to have fallen into the hold. The steward at the galley was also badly wounded, and was only saved from death by the creese striking hard against a short rib, which took the force of the blow. Of the two men over the ship's side, one was killed, and the other so badly wounded as to be made a cripple for life. Mr. Knight was seen after he was stabbed to rush aft upon the starboard side of the quarterdeck, and endeavor to get a boarding pike out of the beackets, abreast the mizzen-rigging, where he was met by Parnell, to whom he exclaimed, 'do your duty.' At the same instant two or three Malays rushed upon the mate, and he was afterwards seen lying dead near the same spot, with the boarding pike under him. On the instant the crew found the ship attacked they attempted to get aft into the cabin for arms, but the Malays had placed a guard on each side of the companion way, which prevented them. They then rushed forward for handspikes, and were again intercepted. Being completely bewildered, surprised and defenceless, and knowing that several of their shipmates had been killed outright before their eyes, and others wounded, all who could swim plunged overboard. The others took to the rigging or crept over the bows and kept out of sight. The decks were now cleared, and the pirates had full possession of the ship.

"The men in the water then consulted together what they should do, concluding it certain death to return to the ship. They determined it would be the safest to swim on shore and secrete themselves in the jungle, but as they approached it they observed the beach about Quallah Battoo lined with natives, and they proceeded more to the westward and landed upon a point called Oujong Lamah Moodah, nearly two miles from the ship. On their way they had divested themselves of every article of clothing, and they were entirely naked at the time they landed. As it was not yet dark, they sought safety

and seclusion in the jungle, from whence they emerged as soon as they thought it safe, and walked upon the beach in the direction of Cape Felix and Analaboo, intending to make their way to the latter place, with the hope of meeting there some American vessel, on board of which they would find shelter and protection. At the approach of daylight they sought a hiding place again in the bushes, but it afforded them only a partial protection from the scorching rays of the sun, from which, being entirely naked, they experienced the most dreadful effects. Hunger and thirst began also to make demands upon them, but no food could anywhere be found. They tried to eat grass, but their stomachs refused it. They found a few husks of the cocoanut, which they chewed, endeavoring to extract some nourishment from them, but in vain. They stopped in their hiding place the whole of this day and saw Malays passing along the beach, but were afraid to discover themselves. At night they pursued their journey again, during which they passed several small streams, where they slaked their thirst, but obtained no food. About midnight they came to a very broad river, which they did not venture to cross. The current was very rapid, and they had no means of conveyance other than their own limbs, and having been thirty-six hours without food of any kind, they dared not attempt it.

“This river I have always supposed to be Qualah Tolpah, about midway between Cape Felix and Analaboo. Here, then, they were put completely *hors de combat*, for they found for want of food their energies were fast giving way. Still, they believed their lives depended on not being discovered. Since further progress towards Analaboo appeared impossible, they resolved to retrace their steps, endeavor to pass Qualah Battoo in the night, without being discovered, and reach the hospitable residence of Po Adam at Pulo Kio. They accordingly took up their line of march towards that place immediately, and reached, as they supposed, the neighborhood of Cape Felix by the morning, when they again retreated to the jungle, where they lay concealed another day, the day of the recapture of the ship, but at too great distance to hear the firing. At night they again resumed their journey,

and having reached the spot where the Malays landed in much haste when they deserted the ship, they found the beach covered with canoes, a circumstance which aroused their suspicions, but for which they were at a loss to account.

“Each concluded to take a canoe, as the most certain way of passing Qualah Battoo without discovery, and so proceed to Pulo Kio. As they passed the roads, they heard one of the ship’s bells strike the hour, and the well known cry of ‘All’s well,’ but fearing it was some decoy of the natives, they would not approach her, but proceeded on their way, and landed at Pulo Kio, secreting themselves once more in the jungle, near the residence of Po Adam, until morning, when four naked and half-famished white men were seen to emerge from the bushes and approach his fort, with feeble steps, who, as soon as recognized, were welcomed by him with the strongest demonstrations of delight, slapping his hands, shouting at the top of his lungs, and in the exuberance of his joy committing all kinds of extravagances. They now heard of the recapture of the ship and the escape of the boat’s crew on shore, which it had never occurred to them were not already numbered with the dead. They were given a breakfast of boiled rice prepared, being the first food that they had tasted for seventy-two hours. Having refreshed themselves, they were conveyed by Po Adam and his men on board the *James Monroe*, in the pitiful condition before stated.

“In the latter part of the day another canoe, with a white flag displayed, approached the fleet from the direction of Qualah Battoo, containing three or four Chinamen, who informed us that three or four of our men, two of whom were wounded, one very severely, were at their houses on shore, where their wounds had been dressed, and that they had been otherwise cared for, and that we could ransom them of the Rajahs for \$10 each. To this I readily agreed, and they were soon brought off to the ship in a sampan. They were Charles Converse and Gregory Pedechio, seamen, Lorenzo Mizell, cook, and William Francis, steward. Converse was laid out at full length upon a board, as if dead, evidently very badly



RAJAH PO ADAM
From a wood cut made about 1845.

wounded. The story of the poor fellow was a sad one. He, with John Davis, the two tallest men in the ship, were on the stage over the side when the ship was attacked. Their first impulse was to gain the ship's decks, but were defeated in the design by the pirates, who stood guard over the gangway and made repeated thrusts at them. They made repeated attempts to pass over the pepper boat and thus gain the water, in doing which they were both severely wounded. Having reached the water, Converse swam round to the ship's bows and grasped the chain, to which he clung as well as he was able, being badly crippled in one of his hands, with other severe wounds in various parts of his body. When it became dark he crawled up over the bows as well as his exhausted strength from loss of blood would permit, and crept to the foot of the forecastle stairs, where he supposed he must have fainted, and fell prostrate upon the floor without the power of moving himself one inch further. The Malays believing him dead, took no heed of him, but travelled up and down over his body the whole night. Upon attempting to pass over the boat, after being foiled in his endeavors to reach the ship's decks, a native made a pass at his head with his parrung, a weapon resembling most a butcher's cleaver, which he warded off by throwing up his naked arm, and the force of the blow fell upon the other part of his hand, severing all the bones and sinews belonging to three of his fingers and leaving untouched the forefinger and thumb. Besides this, he received a creese wound in the back, which must have penetrated to the stomach, from which he bled at his mouth the most of the night. He was likewise very badly wounded in the ham just below the groin, which came so nearly through the leg as to discolor the flesh upon the inside.

“Wonderful, however, to relate, notwithstanding the want of proper medical advice, and with nothing but the unskillful treatment of three or four shipmasters, the thermometer ranging all the time from 85 to 90 degrees, this man recovered from his wounds. In his crippled hand he carried the marks of Malay perfidy to his watery grave, having been drowned at sea from off the brig *Fair American*, in the winter of 1833-34, which was, no doubt,

occasioned by this wound, which unfitted him from holding on properly while aloft. The fate of his companion, Davis, was a tragical one. He could not swim, and after reaching the water, was seen to struggle hard to gain the boat's tackle fall at the stern, to which he clung until the Malays dropped the pepper boat astern, when he was observed apparently imploring mercy at their hands, which the wretches did not heed, but butchered him upon the spot. Gregory was the man seen aloft when we had cleared the river, cutting strange antics which we did not at the time comprehend. By his account, when he reached the foretop-gallant yard, the pirates commenced firing the ship's muskets at him, which he dodged by getting over the front side of the yard and sail and down upon the collar of the stay, and then reversing the movement. John Masury related that after being wounded in the side, he crept over the bows of the ship and down upon an anchor, where he was some time employed dodging the thrusts of a boarding pike in the hands of a Malay, until the arrival of a reinforcement from the shore, when every one fearing lest he should not get his full share of plunder, ceased further to molest the wounded.

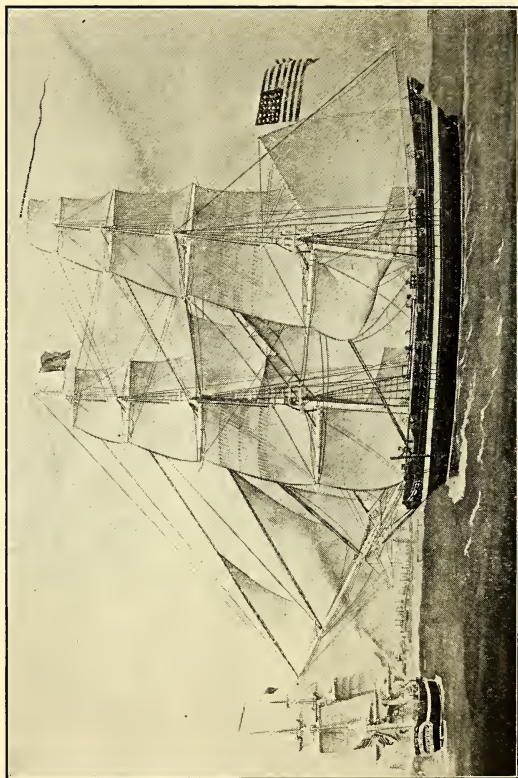
"The ship, the first night after her capture, according to the testimony of these men, was a perfect pandemonium and a babel of the most discordant sounds. The ceaseless moaning of the surf upon the adjacent shore, the heavy peals of thunder and sharp flashes of lightning overhead, the sighing of the wind in wild discords through the rigging, like the wailings of woe from their murdered shipmates, was intermingled with the squealing of pigs, the screeching of fowls, the crowing of roosters, the unintelligible jargon of the natives, jangling and vociferating, with horrible laughter, shouts and yells, in every part of the ship. In the boats alongside they carried off the plunder, their black figures unexpectedly darting forth from every unseen quarter, as if rising up and again disappearing through the decks and gambolling about in the dark, so like a saturnalia of demons, that it was easy to fancy the fumes of sulphur were actually invading their olfactories, and the whole scene more fully realized their ideas of the infernal regions than anything with which

their imaginations could compare it. It is the general impression that Malays, being Musselmen, have a holy horror of swine as unclean animals, the very touch of which imposes many ablutions and the abstaining from food for several days together. According to the testimony of my men, however, it was perfectly marvellous how they handled, that night, those on board our ship, going into their pens, seizing, struggling and actually embracing them, until they succeeded in throwing every pig overboard. The morning succeeding her capture several Chinamen came off and performed the part of Good Samaritans in taking the wounded men on shore to their houses, and dressing their wounds with some simple remedies, which at least kept down inflammation. In doing this, however, they were obliged to barricade their dwellings to guard them against the insulting annoyances of the natives.

“Qualah Battoo bazaar that day presented a ludicrous spectacle. Almost every Malay was decked out in a white, blue, red, checked or striped shirt, or some other European article of dress or manufacture, stolen from the ship, not even excepting the woolen tablecloth belonging to the cabin, which was seen displayed over the shoulders of a native. All seemed quite proud of their appearance, and strutted about with a solemn gravity and oriental self-complacency that was perfectly funny. Their novel and grotesque appearance could not fail to suggest the idea that a tribe of monkeys had made a descent upon some unfortunate clothing establishment, and each to have seized and carried off whatever article of dress was most suited to his fancy. According to Gregory, who, not being wounded, remained on board, the ship was all day filled with Malays searching into every possible nook and cranny where they thought money might be secreted, and carrying off the veriest trifles which could be of no use to them. In the afternoon, on the appearance of the fleet from Muckie, they were determined on running the *Friendship* ashore, lest she should be retaken, and with that view commenced weighing anchor, and everything for some time gave assurances of the fulfilment of their wishes. The ship was already drifting towards the

beach, when the anchor came in sight, and they let go the chain, ceased heaving at the windlass, and made a rush forward to see it. At this moment the weight of the anchor caused the chain to commence running out with great velocity, and when some twelve or thirteen fathoms had thus disappeared, it jumped, and caught a siding turn around the windlass, which brought it to a stand. Poor Gregory was now brought forward to clear it. He persisted it was past his skill, which, of course, they did not believe, and tied him in the rigging and made demonstrations of ripping him open, flourishing their knives in fearful proximity about his person, in their great exasperation. They next made a fruitless attempt to cut off the chain with the cook's axe. Thus matters stood when the land wind, with heavy rain, set in, and the natives sought shelter in the cabin, leaving the ship to her fate. She drifted to the westward into shoal water, where the anchor again took hold and brought her up in the place where we discovered her the next morning, and where we boarded her and took possession of her. Gregory was then taken on shore and confined in the fort, which was silenced by the *Gov. Endicott*.

"The ship was now once more in our possession, with what remained of her cargo and crew. She was rifled of almost every movable article on board, scarcely anything but her pepper remaining. Of our outward cargo, every dollar of specie and every pound of opium had of course become a prey to them. All her spare sails and rigging were gone, and not a needle, ball of twine, palm, marling spike, or piece of rope was left. All our charts, chronometers and other nautical instruments, and all our clothing and bedding were also gone, as well as our cabin furniture and small stores of every description. Our ship's provisions, such as beef, pork, and most of our bread, had, however, been spared. Of our armament, nothing but the large guns remained. Every pistol, musket, cutlass and boarding pike, with our entire stock of powder, had been taken. With assistance from other vessels, we immediately began making preparations to leave port with all possible dispatch, but owing to much rainy weather, we did not accomplish it for three days



BRIG GOVERNOR ENDICOTT
Horace H. Jenks, Master, 1832.

after recapturing the ship, when we finally succeeded in leaving the place in company with the fleet bound for South Tallapow, where we arrived February 14. When we landed at the place with other masters and super-cargoes, we were followed through the streets of the bazaar by natives in great crowds, exulting and hooting, with exclamations similar to these: 'Who great man now, Malay or American?' 'How many man American dead?' 'How many man Malay dead?'

"We now commenced in earnest to prepare our ship for sea. Our voyage had been broken up, and there was nothing left for us but to return to the United States. The feeling of presumptuous exultation and proud defiance exhibited by the natives was of brief duration. The avenger was at hand.

"As before stated, the United States government took immediate action regarding the tragedy. The frigate *Potomac*, Commodore John Downes, had been fitting out to go to the west coast of South America to relieve another war vessel there. Her destination was changed to Sumatra, and she proceeded to that island. Being in doubt about some of his instructions, the commodore asked for something more explicit from the Navy Department. The reply was brief, but remarkably to the point: 'Give the rascals a good thrashing.' The *Potomac* sailed from New York August 15, 1831, and her assistant sailing master was John Barry, the second mate of the *Friendship*. She arrived on the coast of Sumatra, off Qualah Battoo, and anchored in the outer roads, in February, 1832. Mr. Reynolds tells the story of the chastisement of the natives, in 'The Voyage of the *Potomac* Around the World,' to the extent of several pages, and illustrates it with copies of pictures made on the spot.

"The *Potomac* was disguised as a merchantman when she anchored. Every boat which visited her from the shore was detained that her character might not be known to the natives. Several amusing anecdotes were told of the fear and terror exhibited in the countenances of the natives when they so unexpectedly found themselves imprisoned within the wooden walls of the *Potomac*, surrounded by such a formidable armament, which bespoke

the errand that had attracted her to their shores. They prostrated themselves at full length upon her decks, trembling in the most violent manner, and appearing to think that nothing but certain death awaited them. A reconnoitering party was first sent on shore, professedly for the purpose of traffic. But when they approached, the natives came down to the beach in such numbers that it excited their suspicions that the frigate's character and errand had somehow preceded her, and it was considered prudent not to land. Having, therefore, examined the situation of the forts and the means of defence, they returned to the *Potomac*. The same night some three hundred men, under the guidance of Mr. Barry, the former second officer of the *Friendship*, who was assistant sailing master of the frigate, landed to the westward of the place, with the intention of surprising the forts and the town, but by some unaccountable delay, the morning was just breaking when the detachment had effected a landing, and as they were marching along the beach towards the nearest fort, a Malay came out of it, by whom they were discovered and an alarm given.

"They pushed on, however, and captured the forts by storm, after some hard fighting, and set fire to the town, which was burned to ashes. The natives, not even excepting the women, fought with great desperation, many of whom would not yield until shot down or sabred on the spot. The next day the frigate was dropped in within gunshot and bombarded the place, to impress them with the power and ability of the United States to avenge any act of piracy or other indignity offered by them to our flag. When I visited the coast again, some five months after this event, I found the deportment of the natives materially changed. There was no longer exhibited arrogance or proud defiance. All appeared impressed with the irresistible power of a nation that could send such tremendous engines of war as the *Potomac* frigate upon their shores to avenge any wrongs committed upon its vessels, and that it would be better policy for them to attend to their pepper plantations and cultivate the arts of peace than to subject themselves to such severe retri-

bution as had followed this act of piracy upon the *Friendship*."

As before stated by Captain Endicott, the capture of the ship and the killing of her crew were due entirely to the overconfidence of the first officer, Mr. Knight, who permitted the natives to come on board, in direct disobedience to the captain's orders. In concluding his lecture, Captain Endicott paid a high tribute to the devotion and heroism of Po Adam, who suffered all kinds of indignities at the hands of the natives. They circulated stories that he connived with them in the piracy and so deceived several American shipmasters before the actual truth became known. They rifled his fort of everything valuable, and even took the armlets and anklets off the person of his wife.

The ship was refitted for sea, sailed from Pulo Kio, March 4, and arrived home at Salem, July 16, 1831. A few days before she reached this port the news of the tragedy was reported by an arrival at Boston, for there were no telegrams in those days. "The most intense excitement," said Captain Endicott, "was caused by our arrival at Salem. It being nearly calm as we approached the harbor, we were boarded several miles outside by crowds of people, all anxious to learn the most minute particulars of our misfortune. The curiosity of some of our visitors was so great that they would not be satisfied until they knew the exact spot where every man stood who was either killed or wounded. Even the casing of the cabin, so much cut up in the search for money or other valuables, was an object of the greatest interest."

This voyage ended the career of the *Friendship* as a Sumatra trader, and, according to the impost book at the Salem Custom House, she brought home 303,579 pounds of pepper to William Silsbee and 2499 pounds to William A. Rea, and she paid duties to the amount of \$24,486.24. That would be about half a cargo for her. The ship was built in Portland, Maine, in 1815, and the following is her record at the Salem Custom House: Registered January 6, 1816. Jerathmeel Peirce and Aaron Waitt, owners; Philip P. Pinel, master. Registered January 11, 1819. George Nichols, Ichabod Nichols, Jerathmeel Peirce, Ben-

jamin Peirce, Henry Peirce and Charles Saunders, owners; Richard Meek, master. Registered August 22, 1827. Dudley L. Pickman, Nathaniel Silsbee, William Silsbee, Zachariah F. Silsbee and Robert Stone, owners; John H. Davis, master. Sold in September, 1831, to Fairhaven owners.

Captain Charles Moses Endicott, son of Moses and Anna (Towne) Endicott, was born in Danvers, December 6, 1793, and he died in Northampton, December 14, 1863. He was educated principally at Andover Academy and at Mr. Tappan's school in Salem. At the age of 15 he entered the counting room of his uncle, Samuel Endicott, in Salem, afterwards the counting room of William Ropes of Boston, where he continued as principal clerk and book-keeper until 1812. After the close of the war, he went to Sumatra as supercargo, and from that time until 1834 he was principally engaged in the pepper trade at Sumatra as captain and supercargo. In the spring of 1835 he was chosen cashier of the Salem Bank, and continued in that office until the spring of 1858, when he resigned. He was President of the Salem East India Marine Society from January, 1839, to November, 1856, and was honored with other important places of trust in Salem.

He married, June 8, 1818, Sarah Rolland Blythe, who died in Salem in 1859. They had two children, Charles Edward and Ingersoll Bowditch. Captain Endicott's tastes were literary, with strong proclivities of an antiquarian cast. He was also a good mathematician and navigator. His chart of the west coast of Sumatra, from Analaboo to Sinkel, is a valuable contribution to the knowledge of that coast; it has been highly appreciated and much used by navigators; has passed through several editions, the first in 1833, the last in 1847. His works were principally of a genealogical or historical character, and may be found in the Essex Institute Proceedings and Historical Collections and the New England Historical and Genealogical Register. The foregoing is from volume 6, page 128, of the Historical Collections of the Essex Institute.

Mention should be made of Captain John Barry, the gallant second mate of the ship. He rendered heroic service as assistant master of the United States frigate *Potomac*,



The Battle of Qualah Battoo.

It will be remembered that the ship Friendship, of Salem, while at Qualah Battoo, on the island of Sumatra, in the Indian Ocean, was taken by the natives and all hands murdered. When the intelligence was received by the American Government, the U. S. Frigate Potomac, Capt. John Downes, was immediately ordered to that place to chastise them; which was effectually accomplished on the night of the 7th of February, 1832,—convincing them that the stars and stripes of Uncle Sam are not to be trampled upon, nor the lives of American tars sacrificed with impunity.

The sun was retiring behind the high mountains,
The forts of our enemy full in our view;
The frigate *Potomac*—John Downes our commander—
Rode proudly at anchor off Qualah Battoo.

The land breeze blew mild, the night was serene,
Our boats—was the word, and our tackles were man'd;—
Six miles was the distance that now lay between,
Our fine lofty ship and the enemy's land.

Our boats were soon launch'd on the breast of the billows,
And moored till the word of command should be given;
On deck we reposed with our swords for our pillows,
And committed our cause with its justice to Heaven.

At the dead hour of night when all nature was silent,
The boatswain's shrill pipe call'd each man to his post;
Our hearts arm'd with justice and minds fully bent,
To attack and destroy that piratical host,

Who boarded the *Friendship* and murdered her crew,
Just twelve months before the memorable day
When Shubrick* led forth the *Potomacs* so true,
To fight and to vanquish the hostile Malay.

Our boats were all ready and we were prepared
To fight or to die, for our cause it was just;
Our muskets were loaded, our bosoms were bared,
To the strife or the storms, for in God was our trust.

When thus spake our brave and respected commander,
"I charge you by all that is sacred below,
From the true paths of honor or virtue ne'er wander,
If mercy's requested, then mercy bestow.

Never let it be said that the sons of Columbia,
Sheath their swords in the breast of female or child;
And may virtue and honor attend you this day—
Be ye death to the arm'd, to the helpless be mild."

Now silence and darkness prevailed all around,
We left the *Potomac* and steered for the shore;
Saw the noise of the sea beach we heard not a sound,
Our row-locks were mated—and muffled each oar.

The wild surf ran high as our boats near'd the strand,
And the grey streaks of morning began to appear;
But by prudence and caution we safely did land,
Though the waters were wild and the enemy near.

To their force, to their arms, to their strength we were strangers,
But bravely advanced to the forts of our foe;
We thought of no trouble, we thought of no danger,
Determined, unless we in death were laid low—

*First Lieutenant.

To revenge the sad wrongs which our friends and our nation,
So oft have sustained from these demons of hell;
Our work we commenced, and the bright conflagration
Left but few of our foes the sad story to tell.

Their forts they were strong, and like heroes they fought,
For mercy or quarters they never had shown;
And the blood of their victims forever they sought,
But the God of the Christians they never had known.

All around us in ambush these savages lay—
And the bullets like hail-stones were scattered abroad;
But still on their forts we continued to play,
To conquer our object—*Potomac*'s the word.

Exposed to their fires, the *Potomacs* undaunted
Beneath their rude ramparts stood firmly and brave,
Resolved that the stripes and the stars of Columbia
Ere long on their ramparts in triumph should wave.

Their firing soon ceased, and our brave pioneers
Then opened a path and entered their gates;
We paused but a moment—gave three hearty cheers—
Then hoisted the flag that is worn by the States.

The white dashing surf row began to increase,
And warned us the hour of departure was near;
Our wounded and slain we collected in peace,
And formed with our pikes and our muskets a bier,

To convey them all weltering and pale from the shore,
To our ship that majestically rode on the wave;
To comfort the wounded—the dead to deplore,
And commit their remains to a watery grave.

The *Potomac*'s victorious—once more underweigh,
Floats proudly along o'er the smooth eastern waters;
Columbia! Columbia! the deeds of that day
Shall be told by thy sons and be sung by thy daughters.

Our officers valiant in battle or war,
In the calm time of peace they are generous and kind;
Our crew for the brave and American Star,
Are all in one voice, in one body combined.

May success then attend us wherever we roam,
And nothing our cause or our progress impede;
May the *Potomac* with glory and honor come home,
And her name ne'er be stain'd with an unworthy deed.

Printed at the request of

Williams, York, Tucker, and others of the crew of the *Potomac*,
By John Leach, Jr.—Portland, Maine.

in directing the attack on the Malays. He afterwards sailed as master of the ship *New Jersey* of Salem, owned by Captain Joseph Peabody, and of vessels owned by Curtis and Peabody. Captain Barry was born in Salem, and he died in Middletown, Conn., January 12, 1876, at the age of seventy years.

Captain Endicott of the *Friendship*, on his return to Salem, gratefully acknowledged the assistance on the coast of Captain Jeremiah Porter of Beverly, the master, and Edward H. Neilson, supercargo, of the ship *James Monroe* of New York; Captain Horace H. Jenks, of brig *Gov. Endicott* of Salem; Captain Michael Powers of Marblehead, of brig *Palmer* of Boston; Captain John G. Butman of Beverly, of brig *Mexican* of Salem; Captain James D. Gillis, of ship *Delphos* of Salem; and Captain Charles Prescott of Newburyport, of brig *Colon* of Boston. A memorial, signed by these shipmasters, led to the expedition of the frigate *Potomac*, which was on her way to Sumatra six weeks after the arrival of the *Friendship* in Salem. N. K. G. Oliver, Esq., of Boston, a brother of General Henry K. Oliver of Salem, and formerly a distinguished teacher in Boston, thinking to benefit his health, went out on the frigate as secretary to the commodore, but died during the cruise, aged forty-two years.

There is preserved in the fireproof addition of the Essex Institute, among its other valuable collections, a broadside, which is of interest in connection with the punishment of the Malays by Commodore Downes, as it relates the incidents of that battle. At the top is a picture of a ship under topsails, and beneath is printed the following:

BATTLE OF QUALAH BATTOO.

“It will be remembered that the ship *Friendship* of Salem, while at Qualah Battoo on the island of Sumatra, in the Indian Ocean, was taken by the natives and all hands (five) murdered. When the intelligence was received by the American government, the U. S. frigate *Potomac*, Captain John Downes, was immediately ordered to that place to chastise them, which was successfully ac-

complished on the night of the seventh of February, 1832, convincing them that the Stars and Stripes of Uncle Sam are not to be trampled upon, nor the lives of American tars sacrificed with impunity.

The sun was retiring behind the high mountains,
 The forts of our enemy full in our view;
 The frigate *Potomac*—John Downes our commander—
 Rode proudly at anchor off Qualah Battoo.

The land breeze blew mild, the night was serene,
 Out boats—was the word, and our tackles were manned;
 Six miles was the distance that now lay between
 Our fine lofty ship and the enemy's land.

Our boats were launched on the breast of the billows,
 And moored until the word of command should be given;
 On deck we reposed with our swords for our pillows,
 And committed our cause with its justice to heaven.

At the dead hour of night, when all nature was silent,
 The boatswain's shrill pipe called each man to his post;
 Our hearts armed with justice and minds fully bent,
 To attack and destroy that piratical host,

Who boarded the *Friendship* and murdered her crew.
 Just twelve months before the memorable day
 When Shubrick led forth the *Potomacs* so true,
 To fight and to vanquish the hostile Malay.

Our boats were all ready and we were prepared
 To fight or to die; for our cause it was just;
 Our muskets were loaded, our bosoms were bared,
 To the strife or the storms, for in God was our trust.

When thus spake our brave and respected commander,
 "I charge you by all that is sacred below,
 From the true paths of honor or virtue ne'er wander,
 If mercy's requested, then mercy bestow.

"Never let it be said that the sons of Columbia
 Sheath their swords in the breast of female or child;
 And may virtue and honor attend you this day—
 Be ye death to the armed, to the helpless be mild."

To revenge the sad wrongs which our friends and our nation
So oft have sustained from these demons of hell;
Our work we commenced, and the bright conflagration
Left but few of our foes the sad story to tell.

The forts they were strong, and the heroes they fought,
For mercy or quarters they never had shown;
And the blood of their victims forever they sought,
But the God of the Christians they never had known.

All around in ambush these savages lay—
And the bullets, like hailstones, were scattered abroad;
But still on their forts we continued to play,
To conquer our object—*Potomac's* the word.

Exposed to their fires, the *Potomacs* undaunted,
Beneath their rude ramparts stood firmly and brave,
Resolved that the Stripes and Stars of Columbia
Ere long on their ramparts in triumph should wave.

Their firing soon ceased, and brave pioneers
Then opened a path and entered their gates;
We paused but a moment—gave three hearty cheers—
Then hoisted the flag that is sworn by the States.

The white dashing surf now began to increase,
And warned as the hour of departure was near;
Our wounded and slain we collected in peace,
And formed with our pikes and our muskets a bier,

To convey them all weltering and pale from the shore
To our ship that majestically rose on the wave;
To comfort the wounded—the dead to deplore,
And commit their remains to a watery grave.

The *Potomac's* victorious—once more underweigh,
Floats proudly along on the smooth eastern waters;
Columbia! Columbia! the deeds of that day
Shall be told by thy sons and sung by thy daughters.

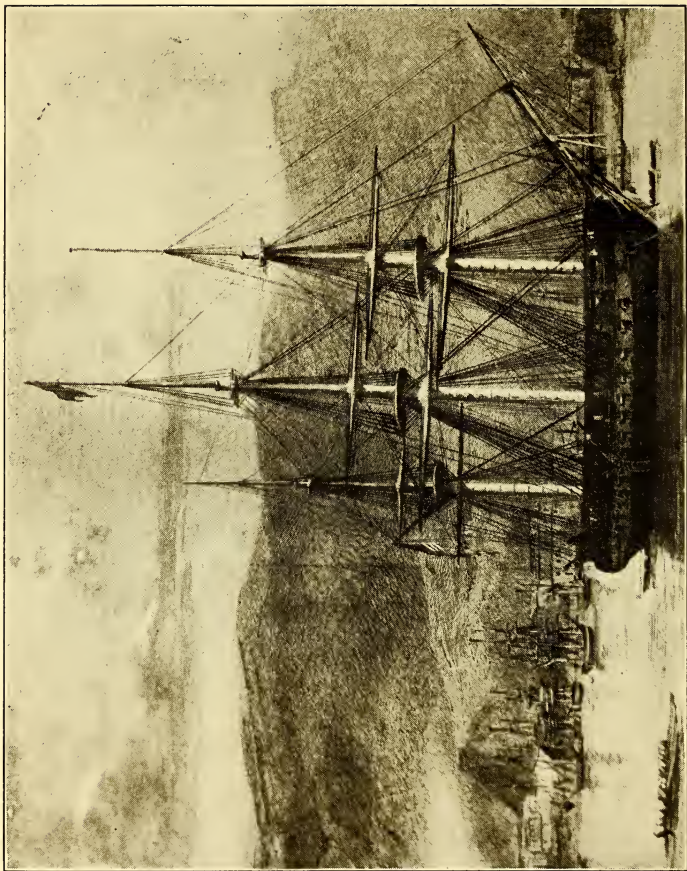
Printed at the request of Williams, York, Tucker and others of the
crew of the *Potomac*, by John Leach, Jr., Portland, Me.

[Note—Just why such a broadside should have been published
and sold for the benefit of the foregoing men of the *Potomac* is not
clear.]

The battle of Qualah Battoo and the action of Commodore Downes while on the coast, is well told by Mr. Reynolds, and the following abstract is taken from his story :

“In order that the Malays might not comprehend the real designs and character of the *Potomac*, the stump top-gallant masts were got up, the main deck guns run in and ranged fore and aft, the half-ports shut in, and the white streak so altered as to show only ten ports on a side. The frigate was thus made to assume the appearance of a merchant ship of great burden and capacity, like many of the East India traders. When all was prepared, the Commodore, on the fifth of February (1832), stood in, and came to anchor about five miles from the land. From a manuscript chart, which had previously been taken by Captain Endicott, a tolerably correct idea could be formed of the local situations of the forts. The Commodore, however, deemed it important that still more accurate information should be procured, if practicable, of their true positions; at least, that those intended to lead the several divisions should, previous to their landing with the forces which were intended for the settlement of accounts with these people, be fully aware of what they had to encounter in effecting this object.

“Voluntary justice on the part of the Malays, for the piratical act of which we complained, was not to be looked for, and was entirely out of the question. It was the act of a whole community, with at least the connivance of their rulers, the rajahs. The only plan, therefore, that promised success in compelling them to do us justice, was that of securing the persons of some of their principal rajahs and retaining them as hostages until the actual perpetrators of the atrocious act of piracy were brought to condign punishment and ample restitution of property made to the owners of the ship *Friendship* and her unfortunate officers and crew. When similar acts of aggression are perpetrated by the primitive proprietors of the American soil—when a robbery or murder has been committed by one or more individuals of a tribe on our western frontier—the nearest local authority immediately makes a demand that the culprits be forthwith given up to abide



UNITED STATES FRIGATE "POTOMAC", COMMODORE JOHN DOWNES, COMMANDER
From a painting by J. Seale about 1832

the penalties of our own laws ; and, if refused, the demand is quickly enforced by the arm of the military power ; and chiefs, like Black Hawk, have been retained in custody as hostages for the future good behavior of their tribes. Ought the bloodthirsty inhabitants of Sumatra be treated with any more lenity than the much-wronged and oppressed aboriginies of our own country ? Let justice and humanity answer the question.

“In order, then, to secure the persons of the rajahs without bloodshed, it was desirable, as before intimated, to gain more accurate information than the Commodore possessed respecting the exact position of the several fortresses in which these Oriental princes were to be found. To effect this object, the Commodore directed that the following system of espionage be adopted: A boat was prepared to visit the shore, and Lieutenant Shubrick, in citizen’s dress, was to represent the captain of the *Potomac* as a merchantman, while Lieutenant Edson was to represent the supercargo, anxious to procure a supply of pepper. Lieutenants Pinkham, Hoff, Ingersoll, and Acting Sailing Master Totten, dressed as sailors, rowed the boat, and it was intended that they should stroll about the village ground and pick up what information they could in relation to the state of defence of the Malay forts, while the mock captain and supercargo should open negotiations in relation to a cargo of pepper. These officers having received the necessary instructions from Mr. Barry as to the plan of opening negotiations with the rajahs, the boat put off from the ship. The *Potomac* had anchored in twenty fathoms, soft bottom, the town bearing north five miles distant. The boat had not proceeded beyond hail of the frigate, when the bottom was perceived under her, which induced Lieutenant Shubrick to hail the ship and communicate the fact. A boat was immediately sent to sound, and found a coral reef of two or three acres in extent, with but five fathoms of water upon the shoalest part.

“In the meantime, as the other boat approached the beach, the Malays began to collect in considerable force. There was much surf on the shore at the time, and of the number collected around the boat, not less than two hundred

were armed, some with creeses and knives, and others with blunderbusses. It seemed evident that they had some suspicion of the character and object of their visitors, and appeared so formidable in numbers and weapons that the party deemed it imprudent to land. This caution was approved by the Commodore, who had watched with great anxiety the boat's approach to the beach, with the great number of Malays who were seen gathered round the spot where it was expected she would land. The party, of course, returned to the frigate.

“From all that had thus far been witnessed, there was nothing that seemed to require the least alteration in the mind of the Commodore as to the correctness of the plans he had previously matured; on the contrary, everything seemed to confirm and strengthen them. The physical force of the Malays was by no means inconsiderable, and their fastnesses in the jungle rendered them exceedingly formidable. Prompt measures, and such as were calculated, if possible, to effect a surprise, were evidently indicated as the only course compatible with humanity and sound policy. As soon as it was dark, the boats were hoisted out, and during the night every precaution was made for landing.

“The several divisions were now, to a man, impatient to be under way. Indeed, the spirit of the enterprise pervaded the whole ship's company to such a degree that even the sick list was reduced lower than it had previously or has since been known, so eager was every one to be ranked among the combatants. Men who could not be detailed for the service were found stowed away and concealed in the boats, with the hope of joining their companions on the shore. The very uncertainty of the character, or final result of the enterprise, seemed to give it a new and irresistible charm in the eyes of every genuine sailor.

“The rules of the service not permitting the Commodore to leave the ship in person, the command of the expedition devolved upon Lieutenant Shubrick, to whom the Commodore had very fully imparted his instructions and explained his views in general for the whole management of the enterprise. Foreseeing, however, that the plan of

operations on shore would inevitably lead to a separation of the several divisions, the Commodore took occasion, while the whole party stood under arms on the spardeck, to explain to the officers of their respective divisions, as well as to the men, the nature and objects of the service upon which they were about to engage, and for which they had been ordered by the government to this distant part of the world, and that, however few in numbers, or humble the enterprise, that much good or evil to the future safety of American interest and the lives of their countrymen engaged in commercial pursuits in these seas, might depend on their good conduct that night.

“He then explained to them that their first object on landing should be to surround the several forts, so as to intercept the flight of the rajahs, as the first and all important preliminary step towards opening a successful parley, and finally, investigation in relation to the *Friendship*, the outrages committed upon which vessel had alone led to their present visit to this island; and that in no instance, and on no account whatever, were they to commence hostilities, or fire a gun upon the Malays, unless the attack first came from them, in which case they were not only to defend themselves, but should rush at once to the assault, and at every hazard to carry the forts which had thus refused to hold conference. Should the conflict become warm, he trusted they would bear in mind that humanity to the vanquished was ever more honorable to the victor than valor; and above all, he charged them to lessen by every means in their power the sufferings and alarm of the unarmed and defenceless.

“He next reminded them, and earnestly urged the fact on their attention, that but little was known respecting the localities of the place where they were about to land, and still less of the strength of the forts they were to invest, the number and arms of the enemy, or the resistance they might make. He charged them not to forget that the honor of their country, so far as committed to their keeping, as well as their own honor and safety, might, and most probably would, depend upon their steadiness and the alacrity with which they supported each other in the impetuosity of their attack, should

such become the unpleasant alternative. In a word, they were to look to Lieutenant Shubrick as their leader, and to execute with implicit obedience his orders in the general movements, as well as the commands of officers in charge of the several divisions, while separated from each other.

“Orders were now given to pass over the side of the ship and take their places as arranged in the several boats. These orders were obeyed with a half-suppressed and willing ardor which gave confidence as to the success of the enterprise, as well as an earnest of what might be expected from American seamen when their country shall require their services on a more important theatre and on a larger scale. One of the sections of each division was armed with pistols and boarding-pikes, the rest with muskets. The boats in which the whole embarked were the launch, four cutters and the lifeboat.

“The six-pounder, familiarly known to the officers and men by the cognomen of ‘Betsey Baker,’ was placed in the launch, to which a small stage had been fitted, and towed astern, for the purpose of facilitating the landing of the gun and the men in case the surf should be found so high as to endanger the arms and ammunition. Everything being now ready, and the men at their oars, the flotilla left the frigate, led by Lieutenant Shubrick in the whaleboat, to indicate the place of landing. The other boats, with the largest ahead, followed in line, all with muffled oars, and as silent as the grave.

“It was now about two o’clock A. M., on the morning of Monday, the sixth of February (1832). The night was still, the stars bright, but no moon. Not a word was spoken, above the low, suppressed whisper, as the boats glided swiftly towards the shore. The place of landing having been selected previously to leaving the ship, no difficulty was found in steering the boats to the designated spot, which was not far from the fort of the powerful rajah, Muley Mahomet. This place is almost a mile to the north of the town, and was selected as promising the most convenient spot for the men to land on and form in their respective divisions, and as being in some measure



انيام علامه سوره المجده سرت تا بيكر بكيو بايود فداكو جا بوجه كفا ريفو مرتحمي
تكري ترومون مندقتان صحابت يسا كوف تي كفل مرين بقولم تلوو مكبو بارعد فلهو ان
الديكريء در فدمر بهياستروشا امي اما بود كهدين در ايت الله يسا بري شهو كوف صحابه
ادانوز مرهم مع صحابت فان كندا او غمخ عباوق سوره اين انشا الله تعالي ايت
مرهم مع يسا امين ثا فو لوخ صحابت باوق در ترومون اكي هو كمان بوليم يسا
باير ثا فو صحابت فو كفل جاغي ترالاوسلاقم بوليم يسا مع اولاد كديله دملند
اولاد من الكلام كندا در هاري بوز دا الحبح
1348

SEAL OF RAJAH BOOJONG OF TROUMON, SUMATRA, AFFIXED TO A LETTER SENT TO CAPTAIN JAMES D. GILLIS OF THE SHIP "BORNEO", INVITING HIM TO VISIT HIS PORT FOR PEPPER AND EXPRESSING A DESIRE TO PURCHASE A PAIR OF GUNS.

From the original letter in possession of the Essex Institute.

protected from a view of the town by a projecting point of land.

“On approaching the shore two lights were seen moving in different parts of the town, but they soon disappeared. A moment more, and the order ‘Oars’ was given. The boats immediately ‘backed in,’ when the launch let go her kedge, and as the surf was high, rigged out her stage, over which the division in her passed on shore, without difficulty or accident—scarcely wetting a single piece. The six-pounder, by the same means, was also landed in safety. By this time the other boats had also commenced disembarking their respective divisions, and in fifteen minutes all were safely landed, formed, and in order of march, each man having found his place, according to the position he occupied while being drilled on the decks of the *Potomac*. The marines formed in front, facing to the south; the other divisions in like manner, the right of each being near the water’s edge, the left but a few yards from the groves of cocoanut trees and jungle.

“While this little force stood thus under arms on the beach, before receiving orders to advance, what an interesting spectacle must they have presented to an American eye! Who could behold, without feelings of the deepest interest, so small a body of men, thus paraded on a foreign and hostile shore, armed, and eager to march whithersoever led, in the stern demand for justice, on account of wrongs suffered by their unoffending and unprotected countrymen! Rough, hardy sailors, as most of them were, they presented a picture that was by no means deficient in those exquisite touches which constitute the ‘moral sublime.’

“The morning star had shone some time above the horizon, and the streaks of light began to make their appearance. The matches were now lighted, and all was expectation and eagerness. At the moment some hesitation was felt as to the exact course to take; a Malay, who had probably been placed as a sentinel, was observed to run some distance ahead, from the beach towards the jungle, and the instant was seized to move forward.

“The town of Qualah Battoo does not contain less than two thousand inhabitants, and nearly five hundred fighting

men. It is situated on a small bight about two miles long; a small stream passing through the centre of the town divides it into two very unequal portions, the main part being on the northwest side, where the divisions landed. It is regularly laid out into streets, interspersed with jungle and cocoanut trees, and contains five forts, owned and commanded by different rajahs or chiefs. The natives and their leaders rely exclusively on their forts and their citadels for defence at all times, when engaged in their numerous petty wars with each other, or when expecting an attack from an enemy without; and long have they believed that within these walls no enemy, however formidable, could ever be able to reach them.

“Through Mr. Barry, an outline of the situation of the forts had been obtained, and the attack accordingly planned as follows by the Commodore, previously to the divisions leaving the ship. Lieutenant Hoff, who commanded the second division, was to invest the fort belonging to Muley Mahomet (or Poloa-en-Yamet), situated at the northwestern extremity of the town, and about sixty yards from the water’s edge. Lieutenants Edson and Terrett, at the head of the marines, were ordered to proceed to the investment of the fort belonging to Tuko de Lama, about five hundred yards in the rear of Mahomet’s fort, while about six hundred yards to the right of these stood the fort of Catchey Duraman, directly in the rear of the town, to which Lieutenant Pinkham was ordered with the first division, while Lieutenant Ingersoll, commanding the third division, with ‘Betsey Baker’ in the rear, and in front the boats, under Passed Midshipman Godon, should invest the main fort, commanded by the powerful rajah Chedula, situated within thirty yards of the beach, and directly in front of the town. The fifth fort is situated to the east of the rest, and across the stream alluded to, and is surrounded by an inaccessible jungle.

“These forts, and particularly the citadels, were generally bedded deep in the jungle, which prevents them from sudden surprise and abrupt attacks, and gives to the defenders the means of holding out longer and to better advantage. As the small column proceeded onward, the

boats kept up with them to the point of land where the town and the nearest forts were in clear view, when the party moved to the left and entered the path cut through the jungle. As yet no movement had been seen on the part of the natives; but, a moment more, and a shot from the fort of Muley Mahomet announced their vigilance and readiness to receive their morning visitors.

“Lieutenant Hoff’s division now filed off to the point of attack, while the main body still moved onward, up a little steep, when Lieutenants Pinkham and Edson both marched off to their respective forts, while the third division and ‘Betsey Baker,’ accompanied by Lieutenant Shubrick, still passed through the town. In a few moments the attack became general, the Malays in no instance allowing time for parley, but received each division with an unexpectedly spirited fire from their small cannon, muskets and blunderbusses. Lieutenant Hoff, as the nearest division, was the first engaged, and a spirited fire was kept up, while a part of his division attempted to break down a heavy gate which appeared to form the only or principal barrier to coming within close quarters. This being forced, a part of the division entered, but still found themselves distant from the citadel within, on account of a barrier of close jungle which surrounded it. Here, however, the men were partially protected from the fire of the Malays, which was now idly directed. At this time Lieutenant Hoff called to them to desist, by a few words he had learned for the purpose from Mr. Barry, and the attack should cease; but they only answered with shouts, and, redoubling their exertions, by hurling javelins and spears down upon them. Two men were wounded.

“This put a stop to all further conference, and the men were ordered to prepare for storming, which they did by throwing up a platform of brush and other loose materials found lying on the beach, but a short distance from the fort. Having literally built themselves up to a level with the top of the wall, an effort was made to reach its summit, where they were met by the Malays hand to hand, when several of the assailing party were badly wounded, but Mahomet and the principal leaders having fallen, but feeble resistance was made by the rest, and the fort was

instantly carried. Lieutenants Edson and Terrett, with the marines, with equal success had forced their way into the fort destined for their attack. The Malays met them with firmness, but could not stand before the superior discipline of the marines, whose ardor seemed fully to compensate for their want of numbers. Lieutenant Terrett, with a guard, being left in charge of the fort, Lieutenant Edson, with the remainder of his men, proceeded through the town to join Lieutenant Shubrick and receive his further orders.

“In the meantime Mr. Barry, who had been sent to point out the fort destined to attack of the first division, was not able to discover it, from recent alterations made in the general dispositions of the place, and Lieutenant Pinkham turned his division to the right and joined in the attack of the third division on the fort of Chedulah. The gateway having been forced with great difficulty by the pioneers, parts of the two divisions entered, under a brisk fire from a high platform situated on the southwestern extremity of the fort, and enclosed with lofty palisades. To this spot the enemy had retreated, followed by the divisions, which were now partly screened by the walls of the fort, and the brisk and well-directed fire kept up by ‘Betsey Baker,’ under the direction of Passed Midshipman Totten.

“Finding this spot no longer tenable, the Malays retreated to within the walls of the fort, which was now being attacked in front by the boats. The outer walls were fired, and the flames, spreading with great rapidity, soon communicated to the inner apartments, and in a few minutes an explosion took place, from a large quantity of powder, which fortunately did no injury to the attacking party, when another effort was made by Lieutenant Ingersoll for the main fortress. In this assault William P. Smith, seaman, was killed, Midshipman Taylor and three men wounded, one dangerously.

“The firing from the fort now began to slacken, the Malays not being able to stand the cross-fire from the boats and the two divisions, but still they held out.

(To be continued)



SECTION OF A LATE 17th CENTURY PLAN OF FORT WILLIAM AND MARY AT PISCATAQUA.
THE VESSEL IN THE CENTRE IS MARKED ON THE ORIGINAL "S THE PROVINCE GALLEY. CAPTAIN CYPRIAN SOUTHWACK, COMMANDER."
From the original in the "British Museum", as reproduced in the "Crown Collection", Harvard Library.

THE PROVINCE GALLEY OF MASSACHUSETTS BAY, 1694—1716.

BY HARRIET SILVESTER TAPLEY.

In the latter part of the seventeenth century the New England fishing industry along the coast from Boston to Nova Scotia was constantly menaced by the French and Indians. So flagrant did their acts of violence and destruction become that the General Court ordered, December 11, 1693-4, "there is need of building and fitting of a small vessel mounted with ten guns and a suitable number of oars, to cruise on this coast for the better securing of trade and navigation," and promptly appropriated £500 for the purpose.

Thus did the *Province Galley* come into existence; and for over twenty years this government vessel, together with another of the same name which succeeded her, helped to protect the fishermen of Essex county. Not only did she secure safety to navigation, but she acted as convoy in many naval actions, transported Governors from one part of the Province to another, carried stores and ammunition to Nova Scotia, transported troops, brought home exchanged prisoners, captured French privateers and hunted pirates. The French government once at least offered generous prize money for her capture. In her later years misfortune seemed to pursue her, for she was struck by lightning, and lost six men from the overturning of her pinnace. Then, passing into private ownership, she fouled a fishing vessel in Marblehead harbor, for which suit was brought against her owners, and at last she was wrecked and went to pieces off Block Island. During a portion of that time she was commanded by a Salem shipmaster, Captain William Pickering, whose acts of dauntless courage on the sea won him distinguished honors, and throughout her career she was so closely in touch with Essex county that the story of her accomplishments should be included in the maritime history of this locality.

The two frigates of the English navy, the *Sorling*, Captain Eams, and the *Newport Galley*, Captain Paxton,

detailed for constant duty in New England, were not adapted to pursue small craft in shoal water and this explains the project of fitting out an armed vessel of light draft. The matter was discussed by the Governor and Council as early as March 7, 1692-3, in relation to the protection of vessels coasting in Vineyard Sound, and by June 1, 1694, the *Galley* had been built at a cost of £1022. 4s. 6d. Bills of credit were issued for payment, and in 1697 a special tax was levied for the protection of the Province, which included the maintenance of the *Galley*, the fire ships, and the Castle and other fortifications. The apportionment among Essex county towns was as follows: Salem, £200; Ipswich, £215; Newbury, £150; Salisbury, £34; Amesbury, £12; Haverhill, £36; Andover, £53; Bradford, £18; Topsfield, £36; Marblehead, £80; Lynn, £84; Wenham, £40; Beverly, £60; Gloucester, £39; Manchester, £9; Rowley, £54; Boxford, £30.

Captain Thomas Dobbins, previously commander of the ship *Nonesuch*, was the first commander. He was at this time about forty-four years of age, and is said to have been a favorite of Governor Phipps, who was responsible for his appointment. In 1694, instructions, dated Boston, August 8, were given Captain John Alden to embark on the *Province Galley*, Captain Thomas Dobbins, commander, and proceed to Pemaquid to see if any Indians had been talked with in regard to peace and reprisals, and also to go to Penobscot to see if any Indians were concerned in the murders there.* Captain Dobbins was succeeded later in the same year by Captain Samuel Mould, probably of Charlestown.

Reports of seventeen French vessels being fitted out at Petit Goâve in 1693 for the purpose of intercepting English vessels bound for the West Indies was the signal for renewed activities among the colonists. Lieutenant-Governor Stoughton, in a letter dated February 11, 1694-5, to the government of Connecticut, asking them to provide twenty able seamen for the *Province Galley* until the end of the summer of 1694, wrote, "This Province is so dreyned of men by the calamities of the war, sickness,

*Maine Historical Collections, vol. 23, p. 9.

the manning out of new ships that are built here by strangers, many of them not returning again, that it is very difficult to supply what is necessary." For further encouragement to men to "attend His Majesties service in the *Province Galley*," the Council ordered that the pay for able seamen be advanced to thirty shillings a month.

During 1695 French privateers which infested the coast gave constant employment to the *Galley* and the two English frigates. Salem men were not infrequently taken prisoners, which moved the Council on June 12 of that year to pass the following order :

Whereas, with his ex^{cy}s licence, some gentlemen of Salem are sending out a small ketch unto St. John's River, and parts adjacent, for the fetching off some of their people lately taken prisoners by a French privateer and carried thither, his excellency having dispatched an express by them unto Capⁿ Thomas Taylor, commander of their Maj^{ties} ship Nonesuch, for their Maj^{ties} service, Voted That in case the said ketch happen to miscarry by reason of her carrying the said express, that then the publick bear the loss of her.

Up to this time Massachusetts had held Port Royal and the adjacent territory of Acadia as part of the English dominions, but Villebon held the St. John region for the French and was not to be suppressed. The expediency of longer attempting to hold this post for the Crown began now to be questioned seriously, but upon learning that the French were about to fit out privateers for an attack on Port Royal, it was advised that a strong effort be made to circumvent it. A committee consisting of John Hathorne, Elisha Hutchinson and John Phillips of the Council, and Messrs. Byfield, Leverett, Partridge, Church and Converse of the House of Representatives, reported, June 2, 1696, that 400 able seamen be raised for the St. John's, to be transported in eight vessels, provided with 150 barrels of pork, 30,000 pounds of biscuit and flour, six or eight pieces of ordnance, 200 great shot, 20 barrels of good powder and 30 pounds of ball for small arms.* An Essex county Regiment, under Lieutenant-Colonel Bartholomew Gedney, was detailed for duty on the Eastern frontier to rendezvous at Kittery and York, there to join volunteers from Connecticut, Rhode Island

*Massachusetts Archives, vol. 51, pp. 63, 64.

and Massachusetts, together with some Indians from Bristol county under Major Benjamin Church, who was to head the expedition. Gedney marched with his Regiment from Salem before the middle of August, accompanied by a troop under Captain John Turner. The disheartening news of the surrender of the fort at Pemaquid was received before this expedition started, and it failed to accomplish more than a strengthening of the garrison. In a naval attack by two French ships, in which the *Orford*, the *Province Galley*, a fire ship, and the *Newport Galley* were engaged, the last named was destroyed, and its master, Captain Paxton, taken prisoner.

The disaster which befell this second naval expedition to the Bay of Fundy and the loss of the Pemaquid fort, which had been built at enormous expense, were events of a most alarming nature. Accordingly a new expedition was fitted out, with the *Arundel*, the *Province Galley* and several tenders and transports carrying nearly 500 men under Lieutenant-Colonel John Hathorne of Salem, who was to supercede Major Church, as the following letter* of acceptance to the Governor will show :

Salem, Septembr the 3^d 1696.

Rt. Honour^{bl}

Sr haueing now Rec^d yours p John Roberts wherein you are pl^d to propound my takeing the Conduct of an Expedition to St. Johns River: and am very willing to undertake any Service called unto wherein I may be Capable of Serving God & my Country, and Intend to wait upon your Hon^r as desired some tyme tomorrow, at present the consideration of my want of acquaintance & Experience in Warlike affairs and thereby unfittness for so great a Trust is discouraging to mee, and doute not but upon further thought thereof a much more sutable person may be found to engage therein, so conclude at present. My Humble service to your Hon^r and the Council. Subscribe

Your Servant to Command

John Hathorne.

The distressing condition of the Province was reported to the government in England, for with the failure of the harvest two years in succession, the people found it almost impossible to pay their taxes in support of the government and at the same time prosecute a continual war against a

*Massachusetts Archives, vol. 51, p. 68.

growing, powerful enemy, with murders being constantly committed by "Skulking partys of the barbarous bloody Salvages." So serious was the situation that in October, 1696, it was voted that Captain Cyprian Southack, who was then commander of the *Province Galley*, be sent with a vessel to Plymouth, England, for a supply of ammunition and stores for protection.

Captain Southack received his appointment as commander in the summer of 1696, succeeding Captain D. Mason, who had held the position for about three months in the early part of that year. He appears to have been a skillful navigator, commissioned for most important duties in the service of the government. In 1690 he had accompanied Sir William Phipps to Quebec as commander of one of the fleets. He was a good draughtsman, and his maps and charts were accepted as authority in his day. His house in Boston was on what is now Tremont street, near Howard, on land which he bought of Edward Shippen in 1702, it having been formerly a part of the estate occupied by Governor Endecott.

There are frequent references in the State archives to the Galley, showing that she continued to be an important factor during the next two years, but the difficulty of providing recruits for the service was evidenced by the following order of the Council in 1697: "Whereas for y^e manning of y^e *Province Galley* for his majesty^s service There was a necessity to promise encouragement to the officers and voluntiers beyond what this Court had allowed Bee it *ordered* for this present year, provided it be no president for the future, That y^e Docter be allowed ffour pounds p month The warrant officers three pounds p month and y^t y^e voluntiers not exceeding Twelve be allowed ffourty shillings apiece p month."

The next year, William Partridge, John Bridges and Benjamin Jackson, "Purveyers of Naval Stores for His Maj^{ty}s service," asked for the use of the *Province Galley* with thirty-eight men, to transport them to the Eastern parts for the purpose of surveying the woods, they to victual and pay for her. The Council granted their request, provided they signify to the captain of the Galley what they had done about supplying her with provisions,

and paying him and his company their wages. In the autumn of 1698, Villebon, the French Governor of Nova Scotia, notified the Governor of Massachusetts Bay that, agreeably to orders from the French King, he had directed Captain Bonaventure of the King's ship to maintain the bounds between New England and that country, which he pretended extended from the head of the Kennebec river to its mouth, leaving the course of the river free to both. When this letter was read in the Council, together with an affidavit of the masters of two fishing vessels which had lately been seized and detained by the captain on the coast of Cape Sables, and a petition "from sundry Gentⁿ and principle Inhabitants of Salem and Marblehead relating unto the fishery," it was advised that an appeal be made for relief to the "R^t Hon^{ble} the Lords Commissioners of the Council for Trade and Plantations in England. The result was that, in December, John Phipps, Esq., of the Council, Major James Converse and Captain Cyprian Southack went in the *Province Galley* with full powers to conclude a treaty with the Indians, and returned the following February, bringing most of the captives. By order of the Lieutenant-Governor and Council, they made another voyage in April on the same business, and returned with all the remaining captives which it was in the power of the Indians to surrender. Upon petition of Colonel John Phillips and James Converse for compensation for their services, they having been sent on "A voige Eastward in y^e dead of the last Winter on the Province Gallye, Cap^t Cyprian Southack, comm^d," an allowance of £20 to each was made.

Presumably the Galley was in constant use until May 2, 1701, when she was ordered to be repaired, and fitted and equipped with 24 men. She was at the same time ordered to convey John Phillips, Penn Townsend, Nathaniel Byfield and John Nelson, as commissioners, to Casco Bay to meet the Indians and to "endeavour to hold them steady to His Maj^{ty}s Interests." They sailed with presents for the Indians to the value of £150, which amount had been appropriated by the Council for that purpose. Picture the scene at Casco Bay as the Commis-

sioners and the Sagamore sat at a table under a tent spread in the woods, the water in the distance, the *Province Galley* riding at anchor in the bay. The commissioners, by means of two English and one Indian interpreter, told them of their errand. They are reported* to have made friendly overtures to the redskins, told them of the great King William who looked upon them as his children, and offered to send an armorer to repair their guns so they need have no occasion to go to Canada. They offered to take some of the Indian children to be educated, and "if you are aney waies inclinable to have your young men see England & King William, we shall send them." To this last proposition the Indians desired time to consider and upon deliberation made this clear answer: "Wee Conclude not to send any of our Children to England because Moxus, his son, when he was sent to France, he died there, and we conclude not to Send any of our Children to Boston because we formerly had two of our Children at Boston, called John and Robin, which we believe by this time learned to read and write English enough & they never yett have been returned amongst us." The Commissioners had the sagacity to turn the subject and proceed to the next question, but the Indians were not to be cajoled, and demanded "Wee desier to be informed about y^e 2 Children mentioned in our Answer to y^e 9th Paragraph." Accordingly the Commissioners were forced to reply that the two boys were taken in war and one was dead and the other in London, but they would do their utmost to have him returned. The conference ended, a unique ceremonial was performed by both parties, proposing for a perpetual remembrance of this agreement that each raise a heap of stones, which the Indians said they understood better than the signing of a writing. "Two heaps of stones were accordingly raised in y^e place of treaty, that is to Say the Commissioners on y^e English part each of them laid one foundation stone, and the men then present with them made up the heap in a Square piramide, And the Indian Sagamores each of them for their p^t likewise laid a foundation stone, & then all the Indians and their Children made up their heape in a

*Massachusetts Archives, vol. 30, p. 464.

roundish piramide, to west of the English upon the point formerly called Andrew's his point, now mutually Agreed foreuer hereafter to be called the two Brothers point from y^e two Pillars."

No sooner, however, had peace been assured than rumors of fresh hostilities by the French and Indians began to be circulated. On July 9, 1703, friendly Indians brought news that a French ship was at Mount Desert, and Governor Dudley communicated* his intention of sending "one of the best Sailing Shallops of Marblehead under the Command of the Lieutenant of her Majesties ship *Gosport* & twenty or thirty of her men with the allowance and Consent of Capt. Thomas Smith their Commander, to discover & Report what they should see." The Indians were to be presented each with a good coat, shirt, neckcloth and hat, and were to return in the shallop. In August, after the terrible massacre at Wells, the militia was called out, the Governor writing to Colonel Hathorne at Salem and Colonel Wainwright at Ipswich to encourage the enlistment of volunteers. He also ordered Captain Southack to sail with the *Province Galley* "to Sagadahoc and demand of the French and Indians the prisoners in their hands." Arrived at Casco Bay, Captain Southack was a witness of the horrible ravages of the five hundred or more Indians who were besieging the fort, sheltering themselves under a steep bank by the water side and burrowing their way towards the rampart. Sailing into the harbor on the third day of the attack, he recaptured three small vessels that the Indians had taken along the coast, and destroyed a great number of their canoes, upon which they gave up their enterprise and disappeared.† John German, chirurgeon of the Galley, found‡ nine persons "extremely maimed & wounded who by y^e blessing of God on his endeavors, he perfectly cured, and haveing spent y^e chief part of y^e season in which he should have prepared matters for his home Practice in y^e service of y^e Publick." The wounded under his care included Major

*Council Records, vol. 7, p. 404.

†Parkman's "A Half Century of Conflict," vol. 1, p. 43.

‡Massachusetts Archives, vol. 62, pp. 459, 461.

John March, Nicolas Tucker, William Wentworth, Joseph Gerrish, Thomas Rose, William Webb's wife, widow Abigail Viny, Jabez Sweet and Sergeant Taylor.

For more than a year after this the Galley continued in the government service. She was now about ten years old and had been repaired and rebuilt once, at least. It was apparent from the following address* of Governor Dudley, October 26, 1704, that she had outlived her usefulness. He said :

I have to Recommend to you the Consideration of the Gally which is our only force at sea, and is found so very unfit for the service, that every skillful man of the Sea and The Good Commander we have in her, thinks it of absolute necessity that she be disposed of and a better bought Or built for that service especially at this time when the *Gosport* is Comanded home which is the only Ship of Warr that has lately attended her Majesty's service here.

A committee was accordingly appointed the following month to consider the disposal of the Galley and to "report speedily, for the demand is great," and November 17, 1704, it was voted that "the *Province Galley* be disposed of to the best advantage and another suitable ship or galley for use of this Province be built and fitted to guard the sea coast to be called the *Province Galley*, not exceeding 160 tons, to carry 16 or 18 guns & that the old guns & stores be reserved as far as suitable." John Phillips, John Foster, Andrew Belcher and Samuel Legg were appointed a committee to supervise the building, the contract calling for a vessel of "seventy two foot keele Twenty four foot Beam eighteen foot hold at £4 p Tun," proposing that one foot more be added to her breadth and six inches to her depth, and to carry eighteen guns, at a cost of £2000.† The workmen engaged on the new Galley were spurred to increased activity by a demand for more protection along the coast, which moved the Governor on April 6, 1705, to communicate to the Council letters received from Colonel Hathorne and Major Sewall of Salem "to acquaint his Excell^y that on the 2d currant some Fishing shallops were chased by a vessel into Cape Anne ; and that on the 4th currant a Ketch bound out to

*Massachusetts Archives, vol. 108, p. 19.

†Massachusetts Council Records, vol. 4, p. 126.

sea saw two Vessels lying by off Cape Ann and the wind coming contrary said Ketch put into Salem, gave the information of the said two Vessels, which they could not make perfectly, the weather being Foggy, for fear they are French Privateers." In this crisis, it was advised "that a Well Sayling Shallop, wth six men and Oares be forthwith set out for a spye Boat, and to give notice to inward bound Vessels, and that the new Galley be equipped with all possible dispatch."

The second *Province Galley* was launched* on April 2, 1705. She was in command of Captain Southack, and Rev. Peter Thacher of Boston was appointed Chaplain. The committee's report† on the cost of building was made May 31, 1705, as follows: to Joshua Gee, Builder for ye Hull, £949. 2s. 10d.; Joseph Belknap for springskins, £1. 11s. 6d.; John Brewer & Co., Riggers, £3. 2s.; David Norton, for Carriages, £13. 19s. 6d.; Benja. Brown, for oars, £7. 2s. 6d.; William Partridge, Esq., for oars, £10. 16s. 8d.; Nico. Hopein & Co., Riggers, £19. 9s. 6d.; John Borland, for Sundries, £19. 5s. 9d.; John George, £45. 3s. 6d.; Samuell Bayley, £14. 19s. 7d.; Ephraim Hunt, smith, £281. 17s. 3d.; Benja. Halawell, £4. 6s. 2d. Nathll. Wheelar, smith, £3. 16s. 1d.; Andrew Cunningham, Glazier, £2. 17s. 4d.; Joseph Lowel, £3. 1s.; John Foy, Junr., 2 Bills, £22.; James Russell, Esq., £17. 2s.; Ado. Bulfinch, £16. 3s.; Samuell Wentworth, £1. 2s.; Cyprian Southack, £29. 3s. 9d.; Thomas Clarke, £4. 8s. 5d.; James Barton, £86. 14s. 6d.; John Eustis, £9. 17s. 4d.; James Hawkins, £1. 9d.; John Eustis, £1. 14s.; Henry Wakefield & Brown, £45. 19s.; John Smith, 7s.; Samuell Greenwood, £20. 8d.; David Copp, £3. 5s.; Joseph Hiller, £2. 4d.; John Gerrish, £3. 14s. 4d.; Joanna Perry, £3. 13s. 8d.; Hugh Reed & Co., Riggers, £10. 14s. 6d.; Benja. Mors, £4. 6s.; Jonathan Adams, £52. 7s. 4d.; George Robinson, £30. 5s. 10d.; Joseph Allen, £5.; Allexr. Miller, £1. 1s.; John Mico, £128. 3s. 9d.; Andrew Belcher, Esq., £907. 8s. 7d.; Nathll. Shannon, Selling ye old Galley, 6s.; Henry Francklyn, for wine at ye sale, 2s. 6d.; A Book to keep ye Accots.

*Boston News-Letter.

†Massachusetts Archives, vol. 108, p. 28.

of said Ships ; total, £2788. 14s. 5d. Contra : Jan. 20, 1704-5. By a warrant of his Excellency in Council Dated Dec. 30th to the Treasurer for £2000; Apr. 24. By the old Province Galley Sold for £410.; to Bal., £378. 14s. 5d.

The picture of the *Province Galley* reproduced at the beginning of this article is from a contemporary drawing of Fort William and Mary at Piscataqua in the British Museum, a copy of which is in the Crown Collection at the Harvard Library. Although regrettably small, the vessel is sufficiently distinct to show two masts. This fact, together with mention in several instances of the "mizzen mast," proves that the picture of a sloop reproduced as the *Province Galley*, notably from the Burgis engraving of "Boston Light," made in 1729, is incorrect. The Galley was wrecked thirteen years before that date.*

In the late summer of 1706 an accident occurred in which six of her men were drowned. The Council had just voted to provide her with a new foresail, a foretop-sail, a maintopsail and a new cable of eleven or twelve inches. The *Boston News Letter* of September 30, 1706, tells the story: "On Saturday a sad and awful Providence fell out; There was 14 men on Board the Pinnacle of her Majestys Ship the Province Galley coming from Nantasket to Boston, who about two aClock in the afternoon with little or no Wind off Long-Island Head by a Jeeb of the Sail over set the Pinnacle, eight of the men were saved and the other six were drowned, viz: Mr. Nicholas, Thomas Jones, Christopher Hunlock, Samuel Payne, John Mayhew, John Johnson and Deras Dennison, a Frenchman and Chirurgion."

One of the most important expeditions in which the *Province Galley* was concerned was the attack on Port Royal in 1707, and in this expedition Essex County men figured prominently. The several previous expeditions under Colonel Church and others had been miserable failures. About this time Governor Dudley was being accused openly of illegal and mercenary proceedings with

*The writer is indebted to Mr. John H. Edmonds, in charge of the Archives Department at the State House, Boston, for assistance in securing this photograph.

the French and Indians, and it was currently reported that others in the common walks of life were equally guilty. Captain John Calley of Marblehead, who was in London in June of this year, was one of the Colonists called to testify, and he made an affidavit, which was laid before the Queen and Council, in relation to the collusion.* He deposed that he "was sent in the *Province Galley* to look for other persons that had likewise been and were trading with the French and Indians," and he found Wm. Rouse, John Philips and Ebenezer Coffin, "and the Governor sought to have them tried for high misdemeanors instead of treason." The popular demand, however, was to "go and destroy that nest of hornets," and the Governor heeded the call.

Accordingly the transports set out from Nantasket, May 12, 1707. It is interesting to note the part Essex County had in this affair, both on sea and land. The *Province Galley* was there with 24 guns, commanded by Captain Southack, and among the transports were the sloop *Mary and Abigail*, Captain Newman, of Ipswich, the sloop *Richard and Sarah*, Richard Carr, of Salisbury, and the brigantine *Hope*, Samuel Waters, of Salem, all under Captain Charles Stuckley of the *Deptford* of the Royal Navy, 50 guns, as convoy and in charge of the entire fleet. John Collins of Salem, on the *Deptford*, was chief pilot, he having received orders from Governor Dudley "to take charge of said ship as pilot extra, being informed of your skill and ability." There were also thirty-six whaleboats and several open sloops for whaleboats, including the *Success*, Stephen Poor, of Newbury, the *Speedwell*, Elisha Corney of Gloucester, and the *Endeavour*, Gideon Lowell, of Newbury. Among the other pilots,† William Woodbury, Mark Hascoll, Robert Rowles, John Webb, John Elwell and Timothy Soames were "said to be very good pylots for port Royall & Nova Scotia Coast;" John Allen, Humphrey Woodbury and Samuel Lambert were recorded as "good Pylots for y^e Coast of Cape Sables alias Nova Scotia & off y^e Cape;" Christopher Browne was "a prattling old fellow chiefly knowing on y^e land amongst y^e

*Sewall Papers, vol. 2, page 51.

†Massachusetts Archives, vol. 71, p. 316.

habitations of port Royall;" while Michael Coombs and Charles Green of Marblehead, excellent first-rate pilots, "absconded" after being summoned.

The land forces under Colonel John March of Newbury, as Commander-in-Chief, were transported to Nova Scotia by this Provincial Navy, the roster of officers from Essex County including the following: Field Marshal, John Gyles of Salisbury; Field Officers, Colonel Francis Wainwright and Colonel Samuel Appleton, both of Ipswich; Lieutenant Matthew Perkins, Ensign Abraham Tilton, Lieutenant Isaac Appleton, Ensign Edward Wade, all of Ipswich; Lieutenant James March, Jr., Ensign Hugh Pike, Capt. Richard Kent, Lieut. John March, Jr., Ensign Benjamin Smith, Captain James March, all of Newbury; Captain Joseph Boynton of Topsfield; Lieutenant Thomas Gage, Ensign Joseph Jewett of Rowley; Captain Theophilus Burrill, Lieutenant John Poole, Ensign Hananiah Hutchinson of Lynn; Captain Jonathan Putnam, Lieutenant Thomas Whittredge, Ensign Josiah Willard of Salem; Lieutenant John Foott, Ensign Samuel Swan of Amesbury; Israel March of Newbury, Surgeon's Mate; Daniel Epps of Salem, Chaplain.

The failure of the expedition was attributed to Colonel March, and if the charges of inefficiency were true, it was perhaps due more to ill health than to his incompetency. Certainly his previous campaigns had shown wonderful bravery and energy to endure the perils of the frontier. Colonel Appleton returned to Boston for orders. Colonel March, with the land and naval forces under his command, sailed for Casco Bay on the *Province Galley*, accompanied by William Dudley and other officers. During debates in the Council, when March's command was taken away and commissioners were appointed to direct affairs in Nova Scotia, it developed that there were "8 pieces 4 pounders & 8 pateraroes" belonging to the Galley which it was suggested might be mounted on any of the works.

The following letter,* written by Colonel March to the Governor, dated June 13, 1707, "On board the *Province Galley*, 3 Leagues western of Mantenices," refers to the misrepresentations of his service:

*Massachusetts Archives, vol. 71, p. 357.

Sr.

By reason of foggy weather and Contrary winds we have parted our fleet One Briganteen and six Sloops haveing Eight Compas being absent from ye rest of our fleet, in this place, who your Excellly will return with such Reinforcements as shall be necessary which the Gentlemen will fully Informe your Excellly off, to whom I must refer your Excellly in all matters relating to our proceeding hitherto and to come, By a Councill of war assembled this day was resolved that the fleet get into Casco or piscataqua to wait your Orders and Directions, And I must pray your Excellency's favour in ye reinforcement to send Some of these Braue Officers, who are Desireous of our return to ye Camp that they may justly and Reasonably judge of and assist in all affairs. I also pray Your Excellency not to misconstrue our Actions By the various reports Spread abroad by some Ignorant and ill affected persons who make it their Business to Lessen every action that Do's not agree with their opinions. I humbly Refer to Colo Redknapp, Left. Colo Appleton and Captain Holmes who are appoynted to wait on Your Excellly and am heartily willing to return whensoever commanded.

However, Colonel March seems to have retained the confidence of Governor Dudley, who ordered him, September 24, 1707, with his company on board the brigantine *Hope*, to sail to Winter Harbour, also at the same time ordering the *Province Galley* "to cruise along the north shore and to visit all the harbours from Saco to Casco Bay, and further East, to intercept the Enemy in their drawing off and return." About this time, M. Subercase, the French Governor-general, offered 2000 crowns for the capture of the Galley, a privateer having been sent out for that purpose.*

The Council records contain frequent references to expenses of the *Province Galley* while in government service. From May, 1706, to March, 1707, she was allowed "for sloop hire to transport provisions & Stores, for Impressing men, Rigging & fitting & cleaning her," the sum of £47. 10s.; Captain Southack and three sailors received for wages from Nov. 9 to Feb. 14, 1706, the sum of £55. 6s., and the following year he was allowed £6 a month wages as commander and purser to victual the men.

*Boston News-Letter, Sept. 27—Oct. 4, 1707.

On June 14, 1709, the Galley was ordered to be victualled for the proposed attack upon Port Royal, in which the forces by sea and land, after waiting several months for aid from England which did not come, were discharged on account of the approach of winter. Originally designed to protect the coast, she had been taken many times from that service to engage in wars with the French and Indians. Each occasion met with strenuous opposition from the fishing interests, until she was either restored or another vessel ordered to this service. In answer to one protest it was voted, July 14, 1709, that "in the absence of the *Province Galley*, two of the most suitable sloops or other vessels that can be had not exceeding 90 tons each be taken up & equipped for war with 60 or 70 men each for guarding the coast until winter, with sufficient No. 7 great guns, good firelocks, pistols and back-swords or Pole axes."

With the abandonment of the expedition of 1709 to Nova Scotia, the Governor was asked in November of that year "to continue the Galley upon her cruise until Dec. 10 & longer if the season will permit, keeping the sea as much as the weather will allow, anchoring when there's a necessity for it at Cape Anne & Cape Cod and for the further security of the coast we think it absolutely necessary that there be purchased at the Charge of the Province a good sayling sloop to be kept out upon Suitable cruises for protection of trade." The following year, when she was again taken off the coast guard for another expedition to help "insult" the French and Indians, there was such indignation among the fishermen of Salem, Gloucester and Marblehead that the following petition* was prepared "To the Queen's Most Excellent Majestie :"

That in this time of Warr the whole fishery of this province is very much exposed to the Insults of the Comon Enimie & that we have suffered Greatly for want of a Guard Ship to attend them, and the pressing occasions of the province for the Guarding the Coast & frontiers by land has been such that they have not been able to afford any Guard to the fishry this last Sumer and the fishing trade of this province being beneficial to Great Britain in the Expence of the manufactory thereof & returns made thereby & Generall benefit

*Pickering Mss., Essex Institute.

to this province & the persons particularly concerned & imployed therein we humbly pray your most excellent Majestie will be pleased to afford a small frigate to be a guard to the fishery of this province. . . . The fishery of New England is of Considerable advantage to Great Britain in Supplying the fishery with hooks, lead Lines and all manner of Clothing Linon & wollen & much of the salt used in the fishery comes from Portugall & the building ye fishing vessels is principally with the Efforts of the manufactory of Great Britain & they are suplyed with Cordage Saile Cloth & Iron from hence by the Ships belonging to England for Bilbo portugall Leghorne & ye west Indies by wch meanes Returnes are made to England for the manufacture of England brought hither, the Customes of Goods brought from England & the return made thither thereby is very considerable and it is a considerable suport to the Governmt of this province. there is about 80 deck of vessells belonging to the province of Massachusetts Bay y^t usually ffish on the coast shores & Banks of Nova Scotia besides those of New Hampshire & there would be more if guard can be obtained. We have had seaven of Our fishing taken y^e last Sumer 1709 & many others disturbed & some wholly discouraged.

Whether this petition was recognized is not known, but another memorial was presented in 1710, signed by Daniel Bray, John Elkins, John Collins, William Browne, William Herbert and John Daken of Salem, Samuel Tompson and Nicholas Dening of Chebacco, John Corney and James Benet of Gloucester, Thomas Pitman of Manchester, and John Collier, John Calley, Jr., and others of Marblehead, as follows :

That the Fishery of this country is the most valuable comodity that is raised therein for the making returnes for Great Britaine and of Generall advantage to the whole province especially to those concerned and imployed therein. But so it is that by reason of the French and Indian Enimies about and upon the Coast of Cape Sables and other fishing grounds, the Fishery for the remainder of this season is like to be wholly lost. The fishermen and owners being discouraged by reason the french and Indians are so many, and have severall Vessels and Shalowses wherewith they may be surprized and molested and their lives and liberty endangered it is humbly proposed that a Guard Sloop of about 50 tuns with 30 Men 4 or 6 Guns might be ordered to be Equipt for the service and the Charge thereof borne by the publique and the persons imeadiatly concerned.

(To be continued.)

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COLONEL THOMAS KNOWLTON
(The Central Figure Standing)
From Trumbull's "The Battle at Bunker's Hill"

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. LVIII

APRIL, 1922

No. 2

COLONEL THOMAS KNOWLTON.

BY SIDNEY PERLEY.

AMONG the many Essex County men who distinguished themselves and added glory and honor to the place of their birth, during the Revolution, the story of the devoted service of Col. Thomas Knowlton, a native of Boxford, who ranked with the best of the foremost patriots of the time, is worthy a place in our annals. Nor was he the only representative of this little section of Essex county to devote himself so entirely to the patriot cause as to win the high respect and esteem of Washington. John Robinson, Enos Reynolds, and even Gen. Israel Putnam, were all connected with the locality in and around Boxford, the centre of our historic county.

Gen. Israel Putnam was the eldest of the soldiers who originated in Essex county and became prominent in the Revolutionary War. He was born in Danvers, January 7, 1717-18; and after the death of his father and marriage of his mother to Thomas Perley of Boxford, May 15, 1727, he went thither at the age of nine. He probably lived a considerable number of years with his mother at the homestead now occupied by Harry S. Perkins of Salem. Israel Putnam returned to the neighborhood where he was born, married about 1739, and subsequently lived in Pomfret, Connecticut.

General Putnam's older sister Huldah married Francis Perley of Boxford, and their son William was born February 11, 1735-6, in the house which formerly occupied

the site of the residence of the late David DeWitt C. Mighill. William lived at first in the house which stood on the site of the present residence of Frank W. Chase, about a quarter of a mile northerly from the place where General Putnam spent his early years in Boxford. William Perley, about 1765, built the house belonging to the American Mills Corporation, on Baldpate pond, which was formerly the town farm. He commanded the company of Minute Men of Boxford, and with them marched to Lexington and Concord on the morning of April 19, 1775; then went into camp at Cambridge, and being a part of Colonel Prescott's regiment, had a large share, June 16, in the construction of the redoubts on Breed's hill, in Charlestown, which so surprised the English troops the next morning. They fiercely fought in the battle which ensued until their ammunition was gone, after which they clubbed the British soldiers with their guns. Captain Perley had eight of his men killed, losing more than any other company. He had the fighting qualities of his uncle, General Putnam, and was in the path where the British broke through the line, therefore sustaining the heaviest slaughter.

John Robinson was born over the town line in Andover, September 2, 1739. He served in the French War, and was lieutenant of Captain Perley's company at the Battle of Bunker Hill. He had married and settled in the West parish of Boxford, where Paul C. Davis lately lived. Later on, in the Revolution, he was with the northern army at Valley Forge, in the terrible winter of 1777. The cold was intense and the snow deep; having little food and less clothing, the soldiers suffered almost beyond endurance. Washington had no means to supply their needs, and was in anguish over the situation. Mrs. Washington's influence had persuaded the women everywhere to knit some garments for the soldiers, but such things went only a small way in relieving suffering. The men threatened to give it all up and start for home a thousand miles away. Mutiny was becoming more and more apparent. Lieutenant Robinson saw that something must be done by some one to encourage the men to hold out a little longer. He went among them, and spoke of the approach of the lessening

severity of the weather and the speeding springtime. He impressed it upon them that to give up then would be to lose all that had been accomplished. Hold out a little longer! They yielded to his persuasion; and for this incalculable service which he rendered at this critical time, General Washington presented him with a sword, which Lieutenant Robinson preserved sacredly as long as he lived. It is now in the possession of his great-grandson, John Robinson of Salem.

Enos Reynolds, who was born and who lived in the ancient Reynolds house in the West parish, within sight of the home of Lieutenant Robinson, was in the Battle of Bunker Hill. He was born February 20, 1757, and was but eighteen when he entered the service. He went with Arnold's expedition up the Kennebec River and through the forests to Quebec; and, in 1777, was in the expedition of General Sullivan against the Indians at Cherry Valley, Saratoga, and other places in New York. The night before the execution of Major André, he was one of the personal guard of the major in his cell, and the next day, October 2, 1780, at Tappan, N. Y., accompanied him to his execution. The procession marched to the gallows to the sound of the drum beat by Benjamin Abbot, who was then eighteen years of age, and had been in the service, as a drummer, since he was thirteen. Benjamin lived over the line in Andover, a little westerly of the homes of Lieutenant Robinson and Enos Reynolds.

Southeasterly, in a pasture near a brook and meadow, with no other house in sight in any direction, stands a house, now owned by Walter R. Ingalls of New York. It is low-studded and small, and was built by William Knowlton, a carpenter, who had removed from Ipswich to this place, about 1735. Here he lived, and here his son Thomas was born, having been baptized November 30, 1740. In 1748, when Thomas was about eight years old, the family removed to Ashford, Conn., where he afterwards had his home. He had little schooling; and he developed into a man six feet in height and erect, apparently formed more for activity than strength. He was of light complexion, had dark hair, and his eyes are said to have been of deep spiritual beauty.

His first appearance in a military career, which was to bring him distinguished honor, was just after the opening of the French War of 1755. Captain Durkee was recruiting a company for this service, and in it young Knowlton enlisted with all the ardor of his fifteen years and vigor of a splendid youthful physique. Four years later, he left the army with the rank of lieutenant, having been promoted three times.

The valor and heroism exhibited by him at Wood Creek, in August, 1758, won a sergeancy. The company was marching, very cautiously and in single file, through a heavy forest, densely grown with entangled bushes. Suddenly a shower of bullets came from an ambushade of French and Indians, producing consternation and disorder. The soldiers sought shelter behind trees and fired toward the place where they saw smoke arise. Seeing a movement among the brakes, Knowlton watched the spot, and saw, a moment or two later, the form of an Indian creeping into the path that had just been made by the English. Knowlton fired and killed the Indian. Ten or twelve Indians sprang up on all sides, approaching nearer and nearer, and formed an unbroken circle around him. With great rapidity, Knowlton shot down the nearest enemy, leaped over his body and ran, pursued by a shower of bullets. In this conflict each soldier fought for himself. All regular movements and commands were gone. The soldiers were scattered, and the undergrowth was so thick that one could hardly see another. Knowlton was entering a small glade as a Frenchman appeared from the opposite side. Each raised his gun, and both missed fire. Neither had bayonets. The Frenchman endeavored to draw a dirk which he carried in his belt, but before he could do so, Knowlton clasped him around the waist and exerted all his strength to throw him. The boy was no match for the large and powerfully built Frenchman, and the youth was thrown. The Frenchman then tried to reach his dirk, when one of Knowlton's comrades fortunately entered the open space. The Frenchman begged for mercy, which was given him, and by a desperate movement he cleared Knowlton's grasp and ran for the thick growth, which he never reached, as a ball from Knowlton's musket ended his career.

The tales of many incidents in the experience of Knowlton made him the hero of the time among his friends and acquaintances. He was with General Putnam in several of the battles with the French. At the time of the incident above related, General Putnam was captured by the Indians and tied to a tree, as a target for bullets and tomahawk throwing. He was at length liberated, deprived of his vest, stockings and shoes, his hands tied together, and upon his shoulders were loaded the packs of their wounded comrades. The cords were so tightly tied around his wrists that swelling and intense pain resulted, and blood flowed from his naked feet. He begged the Indians to kill him or loosen the cords. Their hearts were touched by his appeals, and a French officer removed a portion of his burden and an Indian gave him a pair of moccasins. After many and intense mental and physical sufferings he was sent as a prisoner to Ticonderoga, and subsequently to Montreal, where he was exchanged.

With General Putnam, under General Amherst, young Knowlton was in the expedition to the West Indies, against the Spanish, in 1762. Married at the age of eighteen, he became a farmer in Ashford, although the service in the West Indies disturbed that occupation for a time.

The tyranny of Great Britain expressed in the Stamp Act and subsequent acts of Parliament, finally culminated in the presence of the frigates and English troops in Boston harbor to compel the colonists to yield to the unjust demands of the powers beyond the sea. The march on Lexington was heralded to Ashford in quick time; and the militia met on the eventful morning of April 19, 1775. Young Knowlton joined them as a private. The company was without a commander, and in a few minutes he was unanimously elected to fill the position. This company was the first from beyond the immediate vicinity of operations to appear and establish themselves with the Massachusetts volunteers.

Because of his former experience in the French War and other conflicts, he was consulted by officers much older than himself. A short time before the Provincials took possession of Breed's hill, in Charlestown, General

Putnam went to Knowlton's quarters, and in a private interview disclosed the plan of seizing and fortifying the height. He disapproved of the project, insisting that it would probably be fatal to the American troops engaged in it, because the British, by landing at Charlestown Neck, under the protection of their floating batteries and armed ships, could cut off from the hill all supplies of provisions and ammunition, besides rendering their retreat extremely hazardous. "Still," he continued, "if you are determined to go upon the hill, I shall accompany you with my men and exert myself to the utmost." As it turned out a siege was never considered by the English commander, who acted too hastily to give any particular thought to the situation on the eventful morning of June 17, 1775. He undoubtedly thought that a simple attack would clear the hill and peninsula of the rebels.

After many debates, the scheme of General Putnam prevailed, and it was determined to hazard the fortunes of an engagement upon the peninsula. The night of the 16th came, and a body of about a thousand men, following the glimmer of dark lanterns, crossed the Neck. They overtook several wagons loaded with intrenching tools, the sight of which first appraised the inferior officers and privates of the design of their darksome march. The written order mentioned Bunker's hill as the site of the redoubt, but they moved on to Breed's hill, which was nearer Boston, although not as high as Bunker's hill. It was nearly midnight before the sward was broken. Knowlton commanded a company of about two hundred Connecticut men. The Boxford company of Minute Men, containing seventy-six soldiers, in command of Capt. William Perley, in Colonel Frye's regiment, was also there. Knowlton's men were the first to strike the spade, and toiled unceasingly, as New England farmers can, until the first rays of the rising sun shone over the sparkling water, revealing to the astonished Britons the ominous defences reared since the familiar cry of "All's well" had lulled them to sleep.

The redoubt was flanked on the left by a breastwork extending down the hill northerly and terminating south of an impassable slough. Beyond the slough, the tongue

of land, about two hundred and fifty yards, was undefended, and the occupation of this unguarded point by the Americans was indispensable to their success and safety.

The British immediately began firing cannon balls and bombshells into the breastwork from their ships and the battery which they had established on Copp's hill. But the colonists were not thus dislodged. With General Pigot, Lord Howe came over and landed on Moncton's point with about three thousand troops, and then waited for reinforcements. To the Americans had also been added some five hundred men and Generals Warren, Pomeroy and Putnam, the latter being the general commander.

Lieutenant Knowlton, with his men, was ordered to fortify the Neck. This he did by taking the rails from other fences in the neighborhood and building another fence parallel with that which stretched across the Neck. He filled the space between the two fences with new-mown hay. This Neck was the key to the American works on the peninsula, and had to be guarded at all hazards. General Putnam ignored consideration of titular pre-eminence, and insisted that Knowlton was the man for the place, and it was awarded him. Colonel Stark, coming upon the ground at a later hour, also took his position behind the rail fence, at the extremity toward the redoubt.

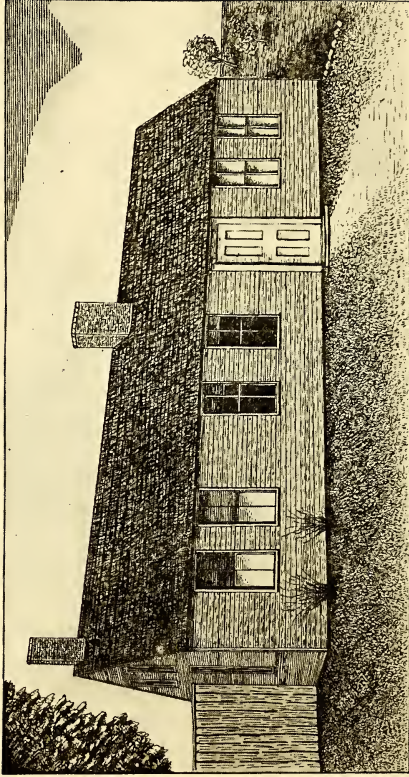
The British troops were arranged in two wings,—the left, being under General Pigot, moved against the redoubt, and the right, under Lord Howe in person, proceeded toward the rail fence. He regarded the breastwork of hay and rails and the farmers behind it with contempt. Reserving their fire until the enemy had come within six or eight rods, the Provincials poured into them incessant volleys. Divested of his coat, Knowlton walked along the line in front of his men, encouraging them by word and example. He repeatedly loaded and fired his faithful musket till it was struck by a cannon ball and knocked into the form of a semicircle. The Americans fired with an aim, and not as professionals. Many of the British were killed, some of their companies being almost

annihilated, while the defenders of the fence and hay were unharmed. The British retreated. Recruited, Lord Howe again moved toward the improvised breastwork of hay. When within some six rods of it, the Americans fired as before, each with a positive aim. Again the column of red coats broke and fled. The rail fence seemed impregnable, and now the enemy changed their plans, and stormed the rear of the redoubt. Having now neither protection nor ammunition to fight longer, the Americans within it met the charge of the British bayonets with the last of their bullets. For a short time they contended with the stocks of their muskets, but retreat was inevitable. While the body of the Provincials retreated, Knowlton and his men held the hay breastwork against the British pursuit. After Prescott's command had successfully retired, Colonel Stark's regiment followed them, and at last Knowlton withdrew his four companies from their position. Fortunately, they had double the number of cartridges of the other troops. They slowly retreated before the British advance, giving time for Prescott's and Stark's troops to safely retire.

For his gallantry in this engagement, Knowlton was promoted by Congress to the rank of major, and was thenceforward the first of his rank in the army. A gentleman of Boston, likewise, out of admiration for his conduct, presented to him a gold-laced hat, an elegant sash, and gold breastplate. The breastplate was still in the possession of his family some years ago.

Colonel Burr became acquainted with Major Knowlton and was captivated by his military talent and qualities of his open and fearless nature. Burr said some time afterward: "I had a full account of the battle from Knowlton's own lips, and believe if the chief command had been entrusted to him, the issue would have been more fortunate." Alluding to his promotion, Burr remarked: "It is impossible to promote such a man too rapidly."

During the subsequent winter, Major Knowlton was retained with General Putnam at Cambridge. Time passed wearily. Nothing was being done; and the soldiers were uneasy. A deserter from the enemy informed the officers that several English officers were quartered in



BIRTHPLACE OF COLONEL KNOWLTON, WEST BOXFORD

the scattering houses which escaped the burning of Charlestown. General Washington, having conferred with General Putnam, directed Major Knowlton, from personal inspection, to ascertain if the deserter had told the truth. With the deserter, Knowlton crossed the peninsula the next night, and satisfied himself that the statement was a fact. On the next night (Feb. 8th), between eight and nine in the evening, with two hundred men, Knowlton proceeded from Cobble hill, determined to burn the houses so occupied and capture the officers. The only way of access was by the mill dam, extending from east to west across the bay, which was so low that the top was frequently beneath the tide water. Over this slender pathway Knowlton and his men behind him marched in single file toward the British army. On reaching the guard house, the sentinel advanced with presented bayonet. Knowlton thrust it aside with his left hand, and run him through the body with his right, so that no noise or commotion was made. The inmates were surprised and captured. When the men had been so arranged that they could safely retreat, they fired the seventeen houses which remained. As the flames darted aloft, the enemy on the hill opened a heavy cannonade. None of the Americans were injured.

Lieutenant Trafton, who was one of the party, said, "It was considered at the time an operation of great hazard, especially in securing a retreat, but we had entire confidence in the officer commanding, and that he could effect it if any officer in the army could."

An order, signed by General Washington, shows that, although holding the commission of a major, Knowlton was in command of a regiment.

After the British evacuated Boston, Knowlton joined the army engaged in the defence of New York. A selection of the choicest of the Connecticut troops was made and formed into a regiment called the rangers, which was appointed expressly for desperate and delicate services; and Knowlton was commissioned lieutenant-colonel and given the command of the regiment.

Just before the battle of Long Island, while the Americans were occupying the peninsula of New York, and the

British the city of Brooklyn, General Washington was extremely anxious about the strength and contemplated movements of the enemy. He summoned a council of officers to consult on a matter of so great importance. They decided that it was necessary to send a man into the heart of the British camp, if any one of proper qualifications could be found who was willing to go. Colonel Knowlton was charged with the superintendence of the enterprise. When the matter was presented to his officers, several of them volunteered to go. Colonel Knowlton selected one of the captains of his regiment for this perilous service. The fate of a spy is death, and this was an especially hazardous undertaking. The person selected was Nathan Hale of South Coventry, Conn., who was twenty-one years old, and brilliant, talented, versatile and lovable. Washington accepted him. His skill, fortitude and devotion is familiar. He was discovered, and hanged the next day. His last statement was, "I only regret that I have but one life to lose for my country."

Some time later the main body of the American army was occupying a fortified camp at New York, and September 16th (1776), Colonel Knowlton was sent with one hundred and fifty men to watch the movements of the enemy. Two of his soldiers were ordered to proceed stealthily and reconnoitre the British lines. On approaching within gunshot of the enemy, the men yielded to a mad desire to fire upon them, and then hurried back to the remainder of the command. They were closely followed by six hundred British soldiers. Knowlton arranged the detachment behind a fence, but finding that the enemy, four times their own number, were attempting to gain the rear and cut off their retreat, he withdrew his men to some woods, where he fought with great determination till overpowered and driven back by the superior force. A reinforcement was sent to their relief from the American camp, under Major Leitch, with orders to join Knowlton and gain the rear of the British. Both sides fought desperately, and the enemy was driven from the woods and pursued across the plain. In the hottest part of the engagement, Major Leitch was borne from the line mortally wounded. Shortly afterward Colonel Knowlton,

while bravely leading the attack, was also fatally wounded. He survived only an hour. His eldest son, a lad of only fifteen, was in the battle, and fired several rounds before he was informed of his father's condition. He hurried to his relief. He clasped the hands of his boy and said, "You see, my son, I am mortally wounded; you can do no good; go fight for your country." Colonel Reed was an eye-witness of the scene, and he said, "All his inquiry was whether we had driven in the enemy."

In the general orders of the next day, General Washington said that Colonel Knowlton would have been "an honor to any country."

When the news of the loss of her favorite son reached Ashford, deep sorrow pervaded the town. Every house became a habitation of mourning, not less than if he had been one of its own inmates. Even the man who was supposed to be his only enemy wept like a child. His surviving contemporaries always spoke of him with enthusiasm and affection. Being bright and alert, courteous and affable, and unostentatious and without egotism, his companionship was eagerly sought. Ever willing to bestow on others the praise due to merit, he received the applause due to himself without a murmur of dissent. Calm and collected under fire, he was ready to lead where any would follow. He knew no fear of danger, and was the ideal of his command.

He was buried with military honors near the road leading from King's bridge to the city. He left three sons and five daughters, and his widow died in 1808, aged nearly seventy.

The only monument to his memory is a plain cenotaph, erected by the hand of affection in the cemetery at Ashford, and inscribed as follows: "This monument is erected in memory of Col. Thomas Knowlton and his wife. That brave Colonel, in defence of his country, fell in battle Sept. 16th, 1776, at Harlem Heights, Island of New York, aged 36 years."

The illustration at the beginning of this sketch is the left hand half of the famous painting of the Battle at Bunker's Hill, by Trumbull, the celebrated artist. Every face in the picture is a likeness of the soldiers depicted

in it. The key to it gives Colonel Knowlton as standing near General Warren, as the latter is dying. His coat is off and his shirt open at the throat. He is the central figure and most conspicuous. General Putnam can be seen at the extreme left.

FRENCH SCHOONER AT MARBLEHEAD.

“Marblehead Wednesday Nine in the Evening

“Sir This Moment came in Schooner intended for Boston, as a Flag of Truce from Louisbourg; which place she left Eight days ago, commanded by Monsieur Larchez, haveing on board Seventy English Prisoners and Navigated by seven French men: a proper Guard shall be placed for their security till farther Orders, and the most intelligent of the English sent up Early in the Morning to Boston: no more than one Vessel by their Account was arived from France this Spring, the Garrison in a poor Condition the soldiers and Inhabitants Murmerring and in great Want of Provisions not one ship of Force there and few others; the News of the Attempt made on the French King’s Life created a generall Pannick these are the particulars which time permit us to collect. We are with great Regard

“Your most obedient servants

“John Tasker

“Jacob Fowle

“P. S. We find they are Come for Observation, and that their are some Gentlemen of Distinction on board

“To the Secretary of the Province to be communicated to his Majesty’s Council, Marblehead, May 11, 1757.”

“Gentlemen of the House of Representatives . . .

“A Flag of Truce arriving at Marblehead from Louisbourg with a number of English Captives: the Council thought it necessary to acquaint his Excellency the Earl of Loudoun with it, and to cause the French who came in her to be under Restraint, and to keep the Vessell from returning until his Lordship should please to signify his mind upon it.

“William Pepperell” (and 19 others).

Mass. Archives, Vol. 56, p. 83, and Vol. 109, p. 414.

OLD NORFOLK COUNTY RECORDS.

(Continued from Volume LVII, page 320.)

Samuell Davis of Haverhill, planter, conveys to Henry Teuxbery of Amesbery, weaver, half an acre of land bounded by Haverhill line adjoining to country highway that leadeth to Haverhill and joyning to Sam^l Davis. December 18, 1674. Wit: Henry Dow. Ack. by Samuel Davis, June 14, 1676, before Sam^l Dalton, commissioner.

William Sargent of Amsbery, planter, in consideration of certain housing and lands in Amsbery, conveys to Henry Teuksbery of Amsbery, weaver, my dwelling house, outhousing, oarchyard and other lands in Amsbery, about a thirty acre lot of upland which I formerly bought of Phillip Challis, bounded with Merrimack River, the country highway leading to Haverhill, the land of Jn^o Pressie, Thos. Nichols. Also my lot of fresh meadow, about three acres, being given me by my father, W^m Sargent, bounded with the meadow of Gerard Haddon. Jan. 21, 1673. Wit: Tho: Nickolls and Tho: Sargent. Ack. by William Sargent and Mary, his wife, June 14, 1676, before Sam^l Dalton, commissioner.

Theophilus Satchwell and Susanna, his wife, of Haverhill, convey to Robert Swan of same place, in consideration of about forty-eight acres of upland in Haverhill of the 3rd division, bounded by Hakes meadow brook, land holden by Jonathan Singletary, etc. April 10, 1663. Wit: Richard Littlehale, Mary Littlehale, Edward Clarke and Thomas Eaton. Ack. by Theophilus Shatswell and Susanna [her S S mark] Shatswell, 8: of ye 2^d m: 68, before Simon Bradstreet.

Robert Swan and Elizabeth his wife of Haverhill, for forty pounds, convey to Robert Eyers of same town, about forty-eight acres of land bounded by Merrimacke river, by Hawkes meadow brooke, land held by Jonathan Singletary, etc. March 3, 1668 - 1669. Wit: John Ward and Sam^l Hazeltine. Ack. by grantor, March 3, 1668, before Nath^l Saltonstall, commissioner.

Robt Eyer of Haverhill conveys to Tho: Easman of Haverhill about forty-eight acres of upland, bounded by Merimack river, Hawks meadow brook, land adjoining Jonathan Singletary, etc. Feb. 24, 1672. Wit: John Ward and Nath^l Saltonstall. Ack. by Robert Eyers, Elizabeth, his wife, consenting thereto, Dec. 26, 1677, before Nath^l Saltonstall, commissioner.

Robert Clement of Haverhill, cooper, conveys to Jn^o Page of Haverhill about five acres upland called oxe comon land in same town, also 2 acres at a meadow called ye lower meadow in Haverhill, bounded by Richard Singletary, Tho: Whittier, and on other parts by the swamp. Ack. by Robert Clement and Elizabeth his wife, Jan. 3, 1677, before Nath^l Saltonstall, commissioner. [No witnesses.]

Robert Clement of Haverhill, cooper, conveys to Jno. Clough of Salisbury, house carpenter, about tenn acres upland in Haverhill, in hogg hill woods, bounded by land of Jno. Clough, etc., there being a marked tree between the sd Clough and William Buswell. Also two cow comons in ye cow comons of Haverhill, —, 1673. Wit: Tho. Clough and John Clough. Ack. by Robert Clement and Elizabeth his wife, Jan. 3, 1677, before Nath^l Saltonstall, commissioner.

Richard Dole of Nubery, merchant, agent and attorney for John Sanders of Weeks, in the parish of Dounton, in the county of Wilts, in Old England, yeoman, for two and twenty pounds of currant New England money, conveys to Jacob Morrill of Salisbury, shipwright, the whole township and comon right of Mr. Tho: Dumer, in Salisbury, with four acre lott of salt marsh, belonging to ye cove comons, bounded between ye lots of Isaac Morrill and Richard Goodale, etc. Sept. 2, 1677. Wit: Henry Short and Richard [his R marke] Woolery. Ack. at Nuberie by Richard Dole, March 11, 1678, before John Woodbridg, commissioner.

Abraham Drake, senr., marshal of Norfolk, conveys to Henry Roby and Christopher Palmer, both of Hampton, all my right, title and interest in the meadow made over to me by Edward Colcord, senior, lying in Hampton near ye beach, being about four acres, bounded with the high-

way going under ye beach and by the river, by four acres now of Timothie Hilliar and by other meadow, all of which land was taken by execution, as per deed dated 28: 9: 1666, no payment having been made to redeem same by Edward Colcord or any other person on his behalf. April 5, 1678. Wit: Timothie Dalton and Philemon Dalton. Ack. by Abraham Drake, April 1, 1678, before Sam^l Dalton, commissioner.

Elizabeth Butten of Haverhill, for ten pounds, conveys to her son-in-law, Peter Green, twenty acres upland in Haverhill, near Hawks meadow, bounded by land of sd. Peter Green, by Aquilla Chase, by a pine tree, and by land of Thomas Duston. Dec. 7, 1673. Wit: Henry Kinsbery and Joseph Kinsbery. Ack. by Elizabeth [her 6 mark] Butten, Feb. 2, 1674, before Nath^l Saltonstall, commissioner.

Sam^l Gile, jun., of Haverhill, for security in bills, conveys to Peter Green fifty acres land in Haverhill, which sd. Sam^l purchased of Tho: Duston, with ye buildings, oarchyards and fences now upon ye same. March 24, 1673-4. Wit: Sam^l fowler and James Parker. Ack. by Sam^l [his H marke] Gile, jun., March 24, 1673, before Nath^l Saltonstall, commissioner.

Tho: Duston of Haverhill, for thirty-four pounds, secured by bill, conveys to Peter Green of same town about fourteen acres land in Haverhill, bounding on land of James Kinsbery. Also ye dwelling house, oarchyard and land as is expressed in sd. Green's deed of sale to me of whom I bought ye sd. land, Sept. 12, 1677. Wit: Zakerie White and Robt. fford. Ack. by Thomas Duston, Sept. 17, 1677, before Nath^l Saltonstall, commissioner.

Robert fford and wife Mary [her M mark] Ford, of Haverhill, for three pounds, conveys to Peter Green of same place, one commonage in ye cow comon of Haverhill, which I bought of Steven Kent, formerly of Haverhill, after ye fourth division of land in Haverhill, Sept. 13, 1677. Wit: Anthony Somerby and Henry Somerby. Ack. by Robert fford, Sept. 13, 1677, before John Woodbridg, commissioner.

Peter Green of Haverhill, for security of six score pounds, conveys to Nathaniell Merrill of Nubery, about

four score acres of land in Haverhill, formerly of Mathias Buttons, in every respect as the sd. Peter Green bought of Robert fford, with the great house upon ye sd. land and oarchyard. Sept. 13, 1677. Wit: Anthony Somerby, Robtt. fford and Henry Somerby. Ack. at Nuberie by Peter [his p mark] Green, Sept. 13, 1677, before John Woodbridg, commissioner. Ack. at Haverhill by Elizabeth [her E mark], wife of Peter Green, Sept. 28, 1677, before Nath^l Saltonstall, commissioner.

Richard Goodale of Salisbury, for twenty pounds ten shillings in currant New England money, conveys to Sam^l Gill of same town, planter, all my cow comon lot of marsh or meadow in Salisbury, containing about six acres, bounded by marsh lot of Jacob Morrill, formerly lot of Mr. Tho: Dumer, by river into which Keins brook cometh, the marsh lot formerly of Mr. William Hooke, westerly upon an Iland. Also three cow comonages formerly given my father, Richard Goodale, by my grandfather, Richard Goodale, sometime of Salisbury aforesaid, deceased. The sd. cow comon lott of marsh or meadow before named with sd. three cow comonages being given to me by my father Richard Goodale's last will and testament now upon record. Feb. 1, 1677. Wit: William Bradbury and John Bradbury. Ack. by Richard Goodale and Mary his wife, Feb. 14, 1677, before Sam^l Dalton, commissioner. Also Mary [her M mark] Goodale, mother of sd. Richard Goodale, consents to sale of marsh and comonages, Feb. 1, 1677. Her signature witnessed by William Bradbury and John Bradbury.

John Allin of Salisbury, planter, for seven pounds of currant New England money, conveys to Sam^l Hutchins of Haverhill, planter, about five acres of meadow in Haverhill, upon north side of Merrie's creek, bounded by a swamp near unto Georg Corlis, the said meadow formerly of Steven Kent and by him sold unto William Allin, sen., of Salisbury, Nov. 1, 1677. Wit: Robert fforde and John Bradbury. Ack. by John Allin, his wife Mary surrendering her right of dower, April 9, 1678, before county court held at Salisbury, Tho: Bradbury, recorder. Richard Allin consents to sale of five acres of meadow mentioned in this deed, and his consent witnessed by Tho: Bradbury and Robert fforde, on same date as above.

(To be continued)



CAPTAIN JAMES SILVER
1771-1837



CAPTAIN SOLOMON TOWNE
1774-1835



PICKERING DODGE
1778-1833

SALEM VESSELS AND THEIR VOYAGES.

BY GEORGE GRANVILLE PUTNAM.

(Continued from Volume LVIII, page 72.)

“The men from the boats were now called on shore. Lieutenant Edson had arrived, and Lieutenant Hoff came up at the same moment with a part of his division, having left the remainder with an officer in charge of his fort. A general attack was ordered, and the fort was instantly taken by assault, the Malays making a precipitate retreat through their secret avenues into the jungle. The guns were dismounted, spiked, and thrown from the walls, the small arms taken and sent to the boats.

“At this time the Malays, collecting in numbers, began to rally at the back of the town and to advance. The fort of Duraman had commenced firing upon the small body of marines under Lieutenant Terrett, left in charge of the fort they had captured. This was the fort the first division had been unable to find, but being now discovered, Lieutenants Pinkham and Edson, with parts of their divisions, were ordered to attack it, while the remainder forced the Malays, with some loss, to fall back into their jungle. The fort was instantly taken, with the loss of one man killed and three more severely wounded.

“Nothing now remained to be done. The Malays had been beaten at all points, and forced to retreat, their forts dismantled and the outworks consumed, from which the fire had spread to many other buildings in the town. The surf was rising rapidly, when from two kent-bugles the air of ‘Yankee Doodle’ was sounded, which, as previously agreed on, brought all the scattered divisions to headquarters, when they commenced embarking, under cover of a guard of marines.

“The services performed by the guard did them great credit. By this we mean nothing exclusive. Where all performed their duty so promptly, so fearlessly, and with so much effect, it would be equally invidious and unjust to draw distinctions or make comparisons. The whole manner of attack had been conceived in judgment and executed with a sailor’s natural impetuosity, but had the

assault been less skillfully or successfully made, or the re-embarking divisions pressed by an advancing enemy in their rear, the marines, still unbroken in line, would probably have rendered a service and given an argument of their importance as a constituent of our navy that might not be easily refuted.

“Every attention had been paid to the wounded by Assistant Surgeons Foltz and Pawling, who were at all points as their professional services were needed. As the boats pulled off from the shore, a shot from the still unsubdued fort across the stream struck close to the launch, ricochetting over several of the boats, but without doing any injury; and at ten A. M. the whole party had arrived on board, receiving the commendations of their commander, whose mind had been kept so long in the most painful suspense. From the commencement he had witnessed the constant firing of small arms, the frequent discharge of cannon, the explosion of the forts, the movement of the men to and fro, without being able to distinguish who they were, or what fortune was attending them, until thus so happily relieved by beholding his crew once more within the strong walls of the Potomac, and that so few had suffered during the morning’s excursion. In the afternoon the burial service was witnessed by all hands over the bodies of their deceased shipmates who had fallen before the forts on shore.

“That nothing should be left undone to leave an indelible impression on the minds of these people of the power of the United States to inflict punishment for aggressions committed on her commerce, in seas however distant, the ship was got under way the following morning and brought to with a spring on her cable within less than a mile of the shore, when the larboard side was brought to bear nearly upon the site of the town. The object of the Commodore, in this movement, was not to open an indiscriminate or destructive fire upon the town and inhabitants of Quallah Battoo, but to show them the irresistible power of thirty-two pound shot, and to reduce the fort of Tuca de Lama, which could not be reached on account of the jungle and stream of water on the morning before, and from which a fire had been opened and

continued during the embarkation of the men into their boats on their return to their ship.

“The policy of this measure cannot be too highly appreciated when it is remembered that these people, while practicing their piracies or watching every favorable opportunity to capture ships trading with them, were frequently told by our captains that outbreaks or violence on their part would most assuredly cause the government of America to send out an adequate force to punish them, and that there was always a disposable one ready to perform such service. At this idea they always tossed their heads, exclaiming, with a loud laugh, ‘American ship big gun! no have got big gun American ship.’ One of the rajahs, when Mr. Barry was trying to convince him that the people and the great rajah of his country possessed large ships loaded with nothing but guns, powder and shot, and having hundreds of men on board for the purpose of redressing the wrongs done to his people abroad, laughed most heartily in his face and replied that he had spoken a falsehood. Mr. Barry insisted that what he had stated was true, when the rajah again replied that it could not be so. If we had ships that could not be taken with his sampans and proas, ‘why had they never been on the coast?’ The prevalence of this belief is not to be wondered at. American trade had been carried on for nearly forty years, without the shadow of protection from the arm of government, while other nations, whose trade did not amount to one-tenth of our own, had sent armed vessels to look after it.

“From the manner in which the Potomac was disguised and her previous distance from the shore, the natives could not, until her firing had actually commenced, have formed the most distant idea of the tremendous effect of thirty-two pound shot when discharged from a gun of that calibre. The fort of Tuca de Lama was very soon deserted, while the shot was cutting it to pieces and tearing up the whole cocoanut trees around it by the roots.

“In performing this service there was a fine opportunity of observing the great proficiency the crews of the gun had made in that highly important part of their profession, loading and firing. Though the cannonade was

brisk and constant for more than half an hour, not the most trifling accident occurred, and the shots were directed against De Lama's fort with great precision. When silence had been commanded and the firing ceased, the Malays embraced the opportunity to exhibit in conspicuous places along the shore white flags, which were considered among them a signal for peace.

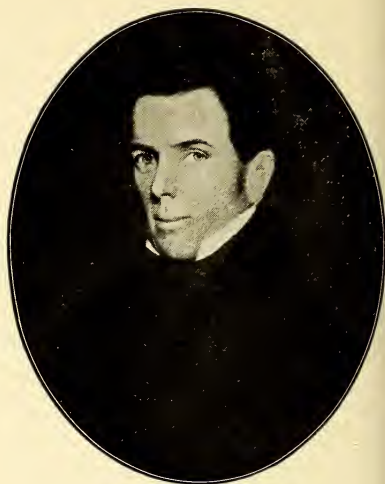
"The Commodore was pleased to see this movement on their part, and believing that they would not soon deny 'that the Americans had big ships and large guns,' directed an answering flag of white be hoisted at the mainmast head and the batteries to be secured. It appeared that the rajahs of Quallah Battoo had some difficulty of a serious nature with the people of Soo-soo or Pulo Kio, and that both parties were ready to commence hostilities at the slightest provocation. We have since learned that it was principally owing to this cause that the forts were in so good a state of defence and had so many well armed Malays to defend them at the time of the attack by the divisions from the Potomac.

"It has been mentioned that Soo-soo was but a few miles to the southward and eastward of Quallah Battoo and the establishments and fort of the friendly rajah, Po Adam, at the head of a small cove called Pulo Kio, or Woody Island, the little promontory resembling an island when viewed from the sea. These people, dreading lest they might be considered as having been participators in the late offence of their neighbors, would probably have fled to their forts and their jungles, had not Po Adam assured them that his prediction, the fulfillment of which they had so long doubted, was now in truth coming to pass, that the great rajah of America had now sent a big ship to punish those who had robbed and murdered his people. So much influence over their minds and feelings did he exercise, that they witnessed the cannonade without the slightest apprehension of the guns being turned in their direction; indeed, many of them came out in their proas around a point in order to have a better view of the bombardment of De Lama's fort.

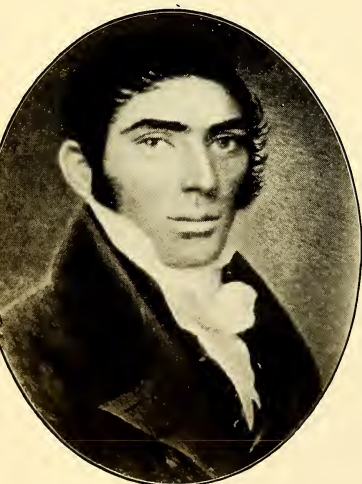
"In the course of the afternoon a boat came off from the shore bearing a flag of truce to the Commodore, be-



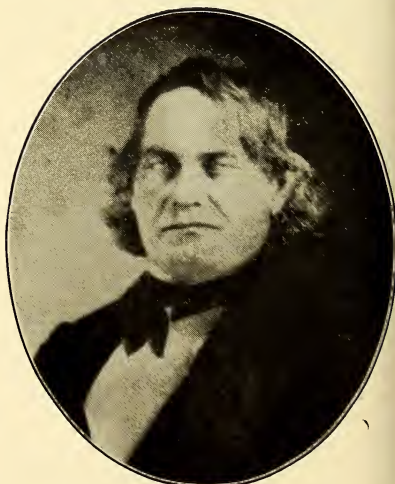
CAPTAIN JAMES S. KIMBALL
1804-1875



CAPTAIN CHARLES WILKINS
1804-1838



CAPTAIN RICHARD WHEATLAND
1786-1867



CAPTAIN NATHAN SMITH
1796-1847

seeing him in all the practiced forms of submission common to the East, that he would grant them peace and cease to fire his big guns. He seemed to be fully aware of the object of his visit and of the enormity of their offence, as they not only asked to be forgiven for past errors and offences, but most solemnly promised in the name of the people who had sent them that no further outrages should ever be committed by them on our commerce.

"In bidding them be more at their ease and giving them assurance that hostilities had now ceased, the Commodore directed them to say to the remaining rajahs and people of Quallah Battoo, and all others with whom they had any intercourse on the whole coast, that the object of his government in sending him to their shores had now been consummated in the punishment of the guilty who had committed their piracies on the *Friendship*; that they must now be cautious of the misconceptions they had formed of the naval power of his country, and how reckless and inconsiderate they must be ever again to provoke that power.

"Though he had taken their town, it was instantly restored to them, as it formed no part of the policy of his government to make conquest and form establishments in foreign ports. That his countrymen would still continue to visit their ports and trade with them, as they had done before, and that, while they conducted themselves with justice and humanity, they need be under no apprehension of future attacks from the big ships of his country, they might rest perfectly assured that punishment, though for a time delayed, would fall upon them at a moment, perhaps, when they least expected it.

"Po Adam was the interpreter during this interview, which was conducted with the greatest solemnity, and seemed to sink deeply into the minds of these ambassadors of peace. It is hoped the effect may be for good. Their astonishment on getting a view of the ship's batteries, masts and rigging, seemed very great, and no doubt the account they bore to their companions on shore of the wonderful engines of destruction they had seen, will have a salutary influence in preventing outbreakings among

them, as fear is the only restraint to a people who acknowledge no moral obligations.

“By way of a peace offering, they had brought off a number of cocoanuts, a quantity of sugar-cane and fruits of various kinds, which were received by the Commodore, and they were then dismissed to return on shore.”

Thus ended the punishment of the Malays for their piracy of the *Friendship* and the murder of her crew. Mr. Reynolds has a great deal more to say regarding the stay of the *Potomac*, and the friendly dealing by the Commodore with natives, but it is not material to the subject of the chastisement administered to them by Commodore Downes, and it need not be chronicled here. From Sumatra the *Potomac* went to Batavia, and from there resumed her voyage around the world.

In a letter to Hon. Levi Woodbury, Secretary of the United States Navy, from Commodore Downes, dated Soo-soo, Coast of Sumatra, February 17, 1832, the Commodore says he was visited by a flag of truce, the bearer of which stated :

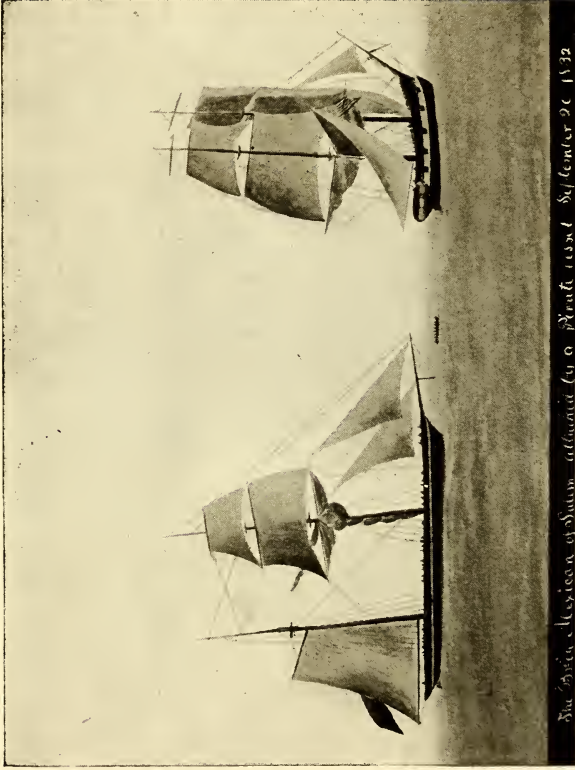
That a great many had been killed on shore, and that all the property had been destroyed. He begged that I would grant them peace. I stated to him that I had been sent to demand restitution of the property taken from the *Friendship*, and to insist on the punishment of those persons concerned in the outrage committed on the individuals of that ship.

Finding it impossible to effect either object, I said to him, that I was satisfied with what had been done, and I granted him the peace for which they begged. I at the same time assured him that if forbearance should not be exercised hereafter from committing piracies and murders upon American citizens, other ships of war would be dispatched to inflict upon them further punishment.

Several rajahs, from towns in the vicinity, have visited my ship, and others who are distant have sent deputations to me. All of them have declared their friendly dispositions toward the Americans, and their desire to obtain our friendship. Corresponding assurances were given on my part, and they left the ship apparently well satisfied.

Having wood and water, and having refreshed my crew, I shall leave here tomorrow for Batavia.

To return again to the arrivals and departures of the argosies of Salem engaged in the Sumatra trade :



BRIG MEXICAN, JOHN G. BUTMAN, MASTER.

Showing the Brig Attacked by a Pirate, September 20, 1832.

Arrived at Salem, March 14, 1831, brig *Homer*, John Lovett, Sumatra, with pepper to Edward Ford. Duties, \$30,531.20.

Arrived at Salem, October 15, 1831, ship *Delphos*, James D. Gillis (father of former City Solicitor James A. Gillis), Muckie, Sumatra, June 17, with pepper to Zachariah F. Silsbee, Dudley L. Pickman and Robert Stone. Duties, \$797.92. The *Delphos* sailed on her return to Sumatra, December 6, 1831.

Arrived at Salem, November 23, 1831, brig *Mexican*, John G. Butman, of Beverly, 135 days from Sumatra, and proceeded to Europe, without landing any dutiable goods. [The *Mexican*, in September following, under Captain Butman, was to pass through a trying ordeal in being captured by pirates. The vessel was on the passage from Salem for Rio Janeiro, when she was boarded by the piratical schooner *Panda*, robbed, her crew confined below, and the craft set on fire. The crew, after being deserted by the pirates, managed to effect their escape, put out the fire, and returned to Salem. The pirates were subsequently captured, brought to America, and the commander and four of the crew hanged in Boston. The story is told in detail in Volume 34 of the Essex Institute Historical Collections, by the late Judge Edward C. Battis, son of John Battis, one of the crew of the *Mexican*.]

Arrived at Salem, September 15, 1832, ship *Francis*, Charles F. Wilkins, 117 days from Assahan, Sumatra, with 566,735 pounds of pepper to Joseph Peabody. Duties, \$45,338.80. Lost overboard, March 11, 1832, William Kensley of Salem, 21 years. Died June 5, 1832, Benjamin Grush of Marblehead, 21 years, and Edmands Lovett of Beverly, 18 years.

Arrived at Salem, September 15, 1832, brig *Neptune*, William Osgood, Padang, Sumatra, May 6, St. Helena, July 20, with a full cargo of pepper to Robert Upton and merchandise to A. P. Coffin. Passengers—Captain Abel P. Coffin of Newburyport and Midshipman James H. Popelton of Edenton, N. C., late of the United States frigate *Potomac*, whose commander and men punished the natives of Sumatra for the piracy of the ship *Friendship*. Duties, \$8,534.96.

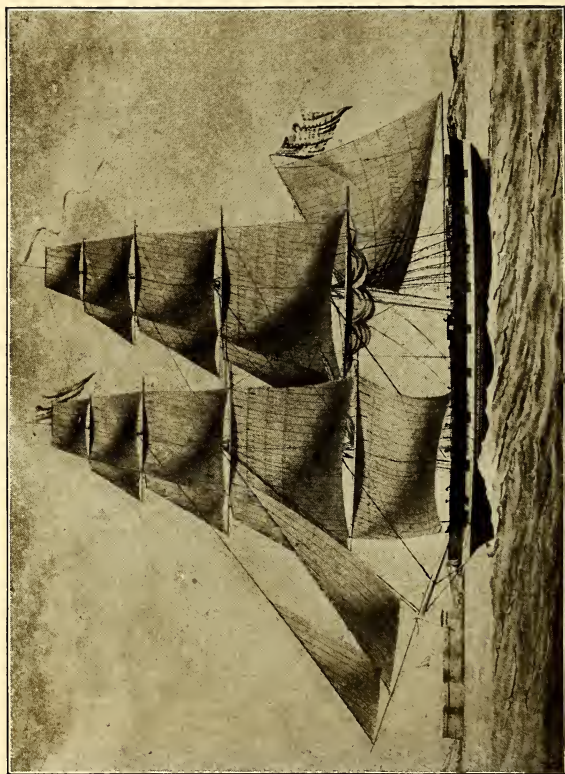
Sailed from Salem, September 25, 1832, brig *Malay*, John Nichols, Jr., Sumatra.

Sailed from Salem, September 26, 1832, brig *Leander*, for Sumatra. She was commanded by Captain Jonathan Batchelder of Beverly, and she arrived at Sumatra all right, and loaded at various ports. She sailed from there for Antwerp, where she arrived October 21, 1833. There she discharged her Sumatra cargo, loaded another freight, and sailed for home. She arrived at Salem, February 23, 1834, or 56 days from Antwerp and 50 days from Cowes, having been absent one year, four months and twenty-eight days.

This voyage of the *Leander* affords an excellent opportunity to digress at this time and to break the monotony, if to any reader there appears any, of too much Sumatra. He will now relate some incidents in the wonderful career of this little vessel. The foregoing appears to have been her only voyage between Salem and Sumatra. On her next she was commanded by Captain James Staniford Kimball, who was probably mate on the voyage to Sumatra.

The *Leander* was built for Captain Joseph Peabody, by Benjamin Hawkes, whose shipyard was where what is now Grant street, July 25, 1821. She registered 223 tons; her length was only 91 feet and four inches, her beam 23 feet and five inches, and her depth of hold 11 feet 3 1-2 inches. She carried a crew of thirteen men. The *Salem Register* of July 28, 1821, calls her "an elegant coppered brig," and says "her model has high praise." She sailed from Salem August 31, 1821, and the *Register* thus chronicles the fact: "Sailed—The elegant new brig *Leander*, Captain Samuel Rea, for the Mediterranean."

A story of human interest was related to the writer by Captains Peter Silver and Charles H. Allen several years ago. Both were boys on the *Leander* in 1830, on a voyage to Malta and Smyrna, the vessel being commanded by Captain James Silver, father of Peter Silver. This was at the time when anti-Masonry feeling ran high, and Morgan, the alleged famous exposé of Masonic secrets, who, it was charged, had been murdered or had



BRIG LEANDER, JAMES SILVER, MASTER, JOSEPH PEABODY, OWNER.

From the painting by Gi. Carnellote, in possession of the Essex Institute.

been obliged to flee this country, figured largely in the press everywhere. While the *Leander* was at Smyrna, a man used to come down to the brig daily. He was dressed as a Turk, and claimed to be a custom house officer, but it was whispered about that he was Morgan. One day, while at the *Leander's* side, he was charged with being the famous individual, and he instantly replied, "I am not Morgan." He disappeared quickly, and the boys never saw him again, although the *Leander* remained several days afterwards at Smyrna. Was he Morgan?

The *Leander* arrived home from her first voyage May 23, 1822, having visited Malta, Leghorn and Smyrna. Captain Rea was the father of President Charles S. Rea of the Salem Savings Bank. Charles Roundy, 25 years of age, was mate, and Nathan Smith of Danvers, 22, was second mate. Mr. Roundy had in 1817 made a voyage as able seaman in the ship *Augustus*, with Captain Rea, between Salem and the West Indies. The duties paid by the *Leander* on this voyage were \$14,589.19.

On the second voyage, Captain Rea retired, and Captain Roundy was in command. Nathan Smith was mate, and Joseph Newhall, Jr., of Salem, second mate. The brig went from Salem to Batavia, Antwerp and Guttenburg, and returned to Salem. The duties were \$3,792.81. From Batavia the vessel was to go to China, but, owing to sickness, put back to Batavia, and then went to Europe.

The third voyage, Captain Roundy in command, Nathan Smith, mate, and Thomas M. Johnson of Danvers, second mate, only 18 years of age, was between Salem, Batavia, Singapore, Canton and Salem. Duties at the Salem Custom House were \$86,847.47.

The fourth voyage was made with the same officers, and was between Salem, Canton, Manila, back to Canton, and home to Salem. Duties, \$92,392.94.

The next voyage was a short one, the same officers were in charge, and it was between Salem, Matanzas, Marseilles and Gibraltar, and return to Salem. The duties were \$3,970.71.

Captain Roundy's connection with the *Leander* ceased on the following voyage, and Nathan Smith, the mate, was promoted to captain. He made a round voyage be-

tween Salem and Canton, and arrived home in July, 1829. The duties were \$84,043.82.

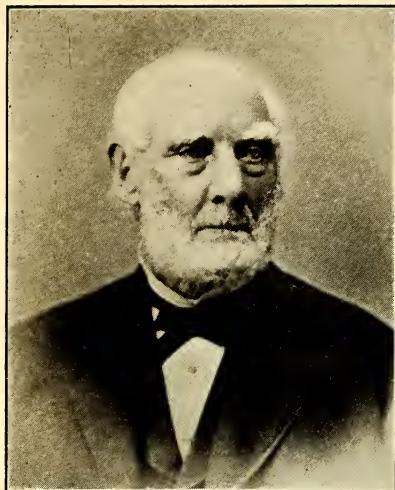
Captain Roundy left the *Leander* to command Mr. Peabody's new ship *Sumatra*, of 287 tons. In her he made six voyages from Salem to Manila and Canton; the third to Canton and Manila and back to Canton; the fourth between Salem and Manila; the fifth to Batavia and Canton, and the sixth to Batavia, Canton and home.

On one voyage the duties were \$128,363.13; another, \$133,480.34; and a third, \$140,761.96—these, with the duties paid by him in the two Canton voyages made in the *Leander*, aggregate a total of nearly \$587,000 in duties alone. No other vessel ever entered Salem paying \$90,000 on a single cargo.

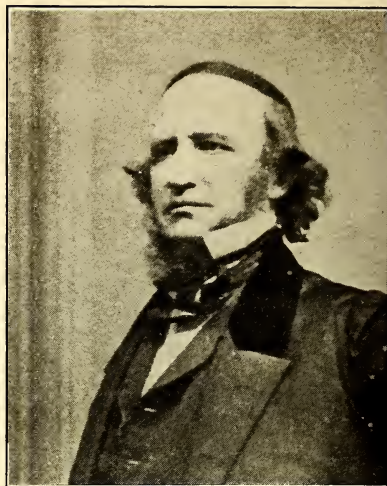
A list of all the men who sailed with Captain Roundy was preserved a few years ago, and may be still in existence. A list of those who were with him in the *Leander* has been shown to the writer, and he has made a copy of them, feeling that it will be interesting in making a comparison between the men who then used to "hand, reef and steer" old Salem ships and those who now man the merchant marine of the world.

The following record of the men who sailed in the *Leander* on the five mentioned voyages will be found to contain the names of many who rose to the top of their profession, and were also famous in other lines. Where a single name of a town is given it indicates both birth-place and residence; where both are mentioned, the first in parenthesis denotes the birthplace, and the other the residence or hailing place at time of shipping. The figures at the end represent the age of the persons. Subjoined is the list:

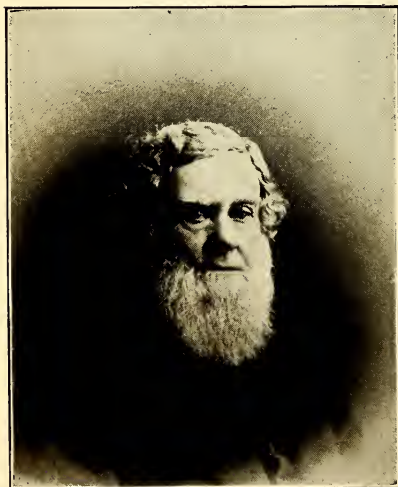
First voyage—Master, Samuel Rea, Salem; mate, Charles Roundy (Beverly), Salem, 25 years; second mate, Nathan P. Smith (Danvers), Salem, 22; seamen, George Richards, Salem, 22; Brackley R. Peabody, Salem, 23 (later a shipmaster); William Scagell (Newbury, Vt.), Salem, 23; James Gilbert, Salem, 21 (later a shipmaster); Joseph Holmes (Calais), Salem, 35; John C. Pitman, Salem, 22; William B. Stetson (Freeport, Me.), Salem, 18; steward, James Ruliff, Salem, 26, a faithful colored



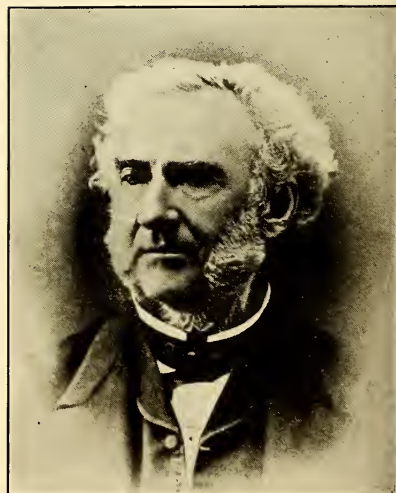
CAPTAIN CHARLES ROUNDY
1794-1884



RICHARD PALMER WATERS
1807-1887



CAPTAIN CHARLES H. ALLEN
1810-1899



CAPTAIN PETER SILVER
1811-1883

man, who sailed for several years afterwards in Mr. Peabody's ships; cook, John Smith (Granada, W. I.), Salem, 24.

Second voyage—Master, Charles Roundy (Beverly), Salem, 26; mate, Nathan Smith (Danvers), Salem, 23; second mate, Joseph Newhall, Jr., Salem, 44; seamen, William Scagell (Newbury, Vt.), Salem, 24; James Gilbert, Salem, 22; William Greenleaf (Claremont), Salem, 22; Daniel Gellis (Greenock), Salem, 23; Joseph Peele, Salem, 23; John Marble, Salem, 26; William B. Stetson (Freeport, Me.), Salem, 19; Increase S. Hill, Salem, 16; steward, Charles Barnes, Salem, 28; cook, John Smith (Granada, W. I.), Salem, 24.

Third voyage—Master, Charles Roundy (Beverly), Salem, 27; mate, Nathan Smith, Danvers, 24; second mate, Thomas M. Johnson, Danvers, 18; seamen, John Peterson (Stockholm), Salem, 28; Joseph H. Rockhart (Marblehead), Salem, 26; Charles Converse, Salem, 24; John Miller (New Haven), Salem, 32; Benjamin Wallis, Jr., Beverly, 22; Gustavus Stewart, Salem, 17; John Lee, Salem, 17; steward, John Wright (Madeira), Salem, 28; cook, John Smith (Granada, W. I.), Salem, 30.

Fourth voyage—Master, Charles Roundy (Beverly), Salem, 29; mate, Nathan Smith, Danvers, 26; second mate, Thomas M. Johnson, Danvers, 19; seamen, George Felt, Salem, 20; Benjamin W. Shepard, Salem, 21; Pierson Steele (Bush, Md.), Salem, 26; Elias Grant, Salem, 20; John Kureat (Madeira), Salem, 30; "Athel" (Canton), Salem, 37; John Beckford, Salem, 20; seaman and carpenter, Thomas Magoon, Salem, 21; steward, Peter Williams (New York), Salem, 23; cook, Juan Antonio Isaac, St. Augustine, Fla., 31.

Fifth voyage—Master, Charles Roundy (Beverly), Salem, 30; mate, Nathan Smith, Danvers, 27; second mate, Thomas M. Johnson, Danvers, 20; seamen, Pierson Steele (Bush, Md.), Salem, 27; Elias Grant, Salem, 21; Geo. Felt, Salem, 21; John Hall (Stockholm, naturalized), Salem, 42; Jacob Allgreen, Newburyport, 23; Charles Bradstreet, Gloucester, 23; Edward D. Winn, Salem, 19; James Simpson (Haverhill), Salem, 19; steward, John Corea (Madeira), Salem, 31; cook, David Sherred (Northumberland, N. Y.), Salem, 28.

Captain Roundy was born in Beverly, October 15, 1794, the son of a shipmaster, and he died in Salem, February 26, 1886. The writer well remembers him as a man of rugged frame and strong, genial personality, having frequently met him. Captain Roundy was first an apprentice to the printer's trade in the old *Salem Register* office, but disliking indoor employment, he, like many another Salem boy of his time, longed for the sea. In 1809, at the age of 15, he began his sea life. When the war with England commenced, he served on the frigates *President*, Commodore Rogers, and the *Guerriere*, Commodore Preble. He vividly recalled the night of the bombardment when Francis Scott Key wrote "The Star Spangled Banner," as he served in the trenches on that occasion. He retired from the sea in 1835, after a life of twenty-six years on the ocean. He was a great-uncle of William O. Chapman, treasurer of the Naumkeag Trust Company.

Sixth voyage—On her sixth voyage the *Leander* was commanded by Captain Nathan Smith, who had sailed in her on her first voyage as second mate, and on the second, third, fourth and fifth as mate.

Other voyages—Captain James S. Kimball commanded her on several voyages after this Sumatra voyage, and went in her to Zanzibar and the East Coast of Africa, to Europe and to the West Indies. In March, 1837, he was at Zanzibar in her on the arrival of the first foreign consul from the United States ever sent to that busy port, Richard Palmer Waters of Salem, bearing a commission and an autograph letter from General Jackson. The consul was saluted by Turkish and other naval and commercial vessels representing various nations. Among them only two were American, and one of these was the *Leander*.

In November, 1840, the brig was sold to David Pingree of Salem, and was afterwards employed in the African trade. In 1844 she arrived home from the West Coast of Africa, March 3, and sailed again March 29, and arrived at Gambia, where she was condemned and sold July 11, 1844. During her life of twenty-three years she probably paid into the Salem Custom House in the neighborhood of half a million dollars in duties, and her profits would probably cover that figure and perhaps more.

Captain Kimball was a member of the old Salem Marine Society, which he joined October 31, 1843, and he died in Salem in 1875, aged 70 years. He was the father of Captain Thomas S. Kimball, also a member of the Marine Society and a Sumatra captain, who died November 29, 1885, aged 50 years. His daughter, Miss Sarah S. Kimball, lives in the house 14 Pickman street, in which her father passed the later years of his life. The writer well remembers Captain Kimball as he saw him on the streets of Salem.

Arrived at Salem, November 27, 1832, brig *Governor Endicott*, Horace H. Jenks, 119 days from Sumatra, via Batavia, and 48 days from St. Helena, with 743,084 pounds of pepper to Pickering Dodge. Had been absent 31 months. Duties, \$59,465.90.

Arrived at Boston, April 15, 1833, brig *Rosco*, Captain Briggs of Salem, Soo-soo, Sumatra, December 15, 1832.

Arrived at Salem, April 30, 1833, brig *Nereus*, Skerry, Sumatra, 114 days, and 54 from St. Helena. No dutiable goods landed. The natives on the coast continued to be peaceable and quiet, since their thrashing by the men of Commodore Downes of the frigate *Potomac*.

Arrived at New York, May 23, 1833, brig *Homer*, John Lovett of Beverly, Sumatra, January 30. Died on the passage from Sumatra for New York, January 31, First Mate Ezra O. Anderson of Beverly, 27 years, and February 7, Second Mate Benjamin Caulfield of Salem. Both died of dysentery.

Arrived at Salem, September 21, 1833, brig *Neptune*, Nathaniel Griffin, 130 days from Assahan, Sumatra, and St. Helena August 2, with 6000 piculs pepper to Robert Upton. No dutiable goods on board. Died June 6, 1833, on the homeward passage, Abraham Wilson of Salem.

Arrived at Salem, September 27, 1833, ship *Francis*, Charles F. Wilkins, Sumatra, to Joseph Peabody. No dutiable goods on board.

Arrived at Salem, July 29, 1834, brig *Nereus*, William Skerry, 140 days from Padang, via St. Helena, with all free goods to N. L. Rogers & Brothers.

On her next voyage the *Nereus* went again to Sumatra, under command of Captain Skerry. She experienced

hard luck, and was obliged, on the homeward passage to Salem, to put into Port Louis, Mauritius, and St. Denis, for repairs. The bill was contested by the insurance company. In the Essex Institute is a deposition sworn to by Captain Skerry, in which he gives full details regarding the disaster, and which covers 25 full pages of about 275 words each of examination by the counsel for the owners and that of the insurance people—a total of nearly 7,000 words. Concisely stated, Captain Skerry, on oath, declared:

“I was master of the brig *Nereus* on her late voyage from Salem to the Coast of Sumatra and back. Jacob Woodbury of Beverly was mate, and Calvin Wallis, Beverly, was second mate, and John Henry Proctor of Salem, clerk. We sailed from Salem September 12, 1834, and had pleasant weather ten or twelve days; then bad weather, with a great deal of thunder and lightning, and were under short sail. Had fresh trades and variable winds until we got to the Line; then took the southeast trades and had pleasant weather until the high latitudes, the wind variable, sometimes very fresh, and then fine southeast trades until I got upon the Coast. The vessel did not leak any more than common vessels in which I have always been. Tried the pumps every night and morning. She was coppered before I left home; had two suits of sails, four anchors, one spare anchor, her rigging was in good order, she was seaworthy, well found in everything, and was in perfect condition.

“At Pulo Nyas I took in 1300 bags of rice and 200 bags of paddy, and I think I had about fifty-five tons of ballast, besides a great deal of goods that I carried out from home, the lower hold being nearly full. The whole was delivered in perfect order. I was on the Coast nearly six months, that is, I was six weeks at the Island and the rest on the Coast. I had very fine weather until the latter part, when we had strong squalls from the northwest and a heavy sea, but she did not leak any on the Coast. It blew so heavy that I carried away the best bower chain and the stream chain. She did not leak any more than before. I had been on the coast five months. There was a very heavy swell from the northwest and shoal water,

about six fathoms where we lay. It blowed hard for three days.

"I left the Coast on July 2 (1835), had baffling winds until towards the trades, and then had it squally. We took in and made sail, and then the brig began to leak, and the wind continued fresh until I got into the trades. The leak increased from 200 to 300 strokes per hour, and kept increasing to 500 and from that upwards. I decided to bear up for the Isle of France, and we arrived there the latter part of July. We had a heavy sea and swell when she began to leak, with strong gales and squally.

"I anchored at the Bell Buoy and went on shore and applied to the American Consul, and he was agent of the ship. We had a survey on board with Captain Rogers, captain of the port, and Captain Ambrose, port master-general, the American consul (who is one of the firm of Froberville, Griffith & Co.)"

Captain Skerry here gives the minutest details of the survey, and when repairs were finished the vessel proved to be tight. He continued: "I sailed from there on the 17th of August, about two o'clock in the afternoon, the 17th by sea account. When I sailed it was pleasant, and during the night it came on squally, blowing fresh, and we double-reefed topsails and took in the light sails. In the morning, blowing heavy and cross sea running, I close-reefed the foretopsail, and a little while after, it blowing fresher, I took in the maintopsail, reefed the foresail and trisail. The ship was leaking a great deal then, and the shortest sail she was under was a close reefed foretopsail, reefed foresail, double reefed trisail, and foretopmast staysail. The pumps were going almost all the time, and the brig laboring a good deal.

"The officers and crew thought the vessel leaked too bad to proceed on her voyage, and I put into St. Denis for a harbor, in order to go back to the Isle of France, when the wind moderated. While lying at St. Denis, she was pitching very heavy, and continued to leak the same. We lay there four or five days. We got under way, and in three or four days arrived at the Isle of France again, and had the same survey as before."

The report of this second survey is given, and the

technical details are of great length. The vessel was repaired, reloaded, and Captain Skerry sailed for home on November 14, 1835. Had very pleasant weather around Cape of Good Hope, and the brig proved very tight. Had very heavy weather on the coast, three gales in the Gulf Stream, but the *Nereus* did not leak, and proved tight the whole passage. The amount paid for the first repairs was \$774, and for the second, \$7,052.48.

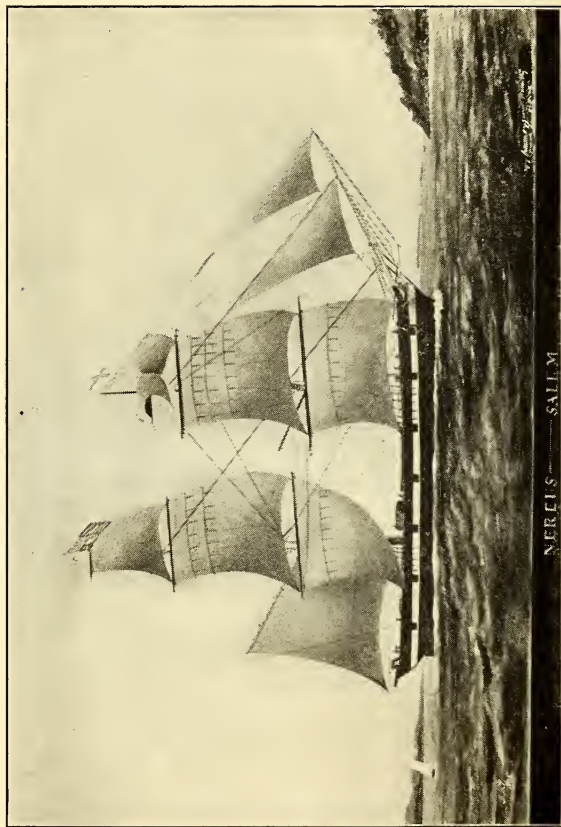
Captain Skerry was asked forty-three questions by the counsel for the owners, and fifty by the attorneys for the insurance companies. In reply to the first two questions, he stated: "I am forty-six years old, and have always lived in Salem; have been to sea thirty years, about seven years as master, and about nine years as an officer. I have been principally on India voyages. Two voyages before in the *Nereus* to Sumatra, and she always delivered her cargo in good order and was tight and a good sea boat."

Just how the case was settled does not appear in the record.

The *Nereus* arrived at Vineyard Haven February 10, 1836, 82 days from the Isle of France, and from there went to New York, where she arrived March 1, and discharged her Sumatra cargo. From New York she came back to Salem, arriving here May 11, 1836, under command of Captain Gray. She sailed from Salem, June 27, 1836, under command of Captain J. Woodbury, for the East Indies, having been cleared by N. L. Rogers & Brothers.

Arrived at Salem, September 4, 1834, ship *Francis*, Charles F. Wilkins, Quallah Battoo, Sumatra, May 15, via St. Helena, with pepper to Joseph Peabody and sailed September 12 for Marseilles, where she discharged her Sumatra cargo, and sailed again for that country December 22, 1834.

Arrived at Marseilles previous to December 2, 1834, ship *Lotos*, of Salem, Stephen Wilkins, Muckie, Sumatra, June 8, St. Helena, August 22. Captain Wilkins reported that he was boarded by an hermaphrodite brig, under Spanish colors, off Cape de Verde Islands, called the *Blue Eyed Mary*, of four cannonades, a long gun amidships,



NEREUS—SAILM

BRIG NEREUS, WILLIAM SKERRY, MASTER, 1834.

and about fifty men. Finding that we could defend our ship, the *Blue-Eyed Mary* hauled off, saying several of their men were sick and they wanted medicine. The *Lotos* sailed from Marseilles January 10, 1835, on her return to Sumatra.

Arrived at Salem, March 25, 1835, brig *Neptune*, Amos Lamson, Pulo Penang, Sumatra, November 25, St. Helena, February 1. March 1, Henry Ward, a foreigner, died on board the *Neptune*. Nathaniel Webb of Salem died at Rangoon. No dutiable goods.

Sailed from Salem, September 4, 1835, brig *Leander*, James Staniford Kimball, Padang. Her destination was changed to Zanzibar.

Arrived at Boston, November 25, 1835, ship *New England*, Isaiah Woodbury of Salem, Muckie, Sumatra, July 16, St. Helena, September 29. Died on board, at Sumatra, Richard Lovett, son of Josiah Lovett of Beverly, 21 years. He was a worthy and promising young man, respected by all who knew him.

Arrived at Salem, December 5, 1835, ship *Francis*, Charles F. Wilkins, Sumatra, July 26, St. Helena, September 28, via Holmes Hole. No dutiable goods. Died on board the *Francis*, J. E. Southwick of Salem, 27 years. Died on the coast of Sumatra, Benjamin Millett Chapman, Jr., of Salem, son of Captain Benjamin M. Chapman of Salem. He was 24 years old and a seaman on the brig *Conqueror*, late Solomon Towne of Salem, who died on the coast of Sumatra June 5, 1835.

Arrived at Salem, February 16, 1836, ship *Lotos*, Stephen Wilkins, Muckie, Sumatra, September 24, St. Helena, December 3, via Boston, with a full cargo of pepper to Joseph Peabody. No dutiable goods. (The *Lotos* completes a double voyage, having sailed from Salem, October 16, 1833, going to Sumatra, thence to Marseilles, back to Sumatra, and home to Salem. Time, exactly two years and four months.)

Arrived at Beverly, May 13, 1836, ship *Rosanna*, Lovett, west coast of Sumatra ports, last from Padang January 23, with coffee, spices, etc., to George Abbott, Samuel Endicott and others, and sailed June 11 for Leghorn, with her Sumatra cargo, and without landing any dutiable goods.

Ship *George Cabot*, Israel Williams of Salem, from Boston for Sumatra, put into Bahia, May 16, 1836, sailed again May 20, put back same day, and at night experienced a heavy gale. Remained May 21, to sail first fair wind. March 31, latitude 36 N., longitude 60 W., encountered a heavy gale from S. S. E. to S. W. It died away to a calm and remained so ten minutes, with a heavy sea. Then instantly commenced a violent gale from S. W. to S. E. The ship rolled heavily, and the maintopsail was loosed to keep her steady, but the instant it fell the wind tore it to ribbons. The foretopsail, which was furled, was blown from the yard, and also the mizzentop-sail, main royal, spencer and other sails, and the ballast shifted. Fearing she would go on her beam ends, Captain Williams determined to scud her, which was done for fourteen hours, during which he lost his stern boat, nearly all of his stock, 300 gallons of water, some lamp oil, etc. The ship was put in fine order to renew her voyage. She was 36 days to the Equator, and 46 to off Rio Janeiro.

Arrived at Boston, September 24, 1836, ship *Gentoo*, Coffin, Sumahduah, Sumatra, June 2. Reports: May 7, barque *Malay*, of Salem, John B. Silsbee, lost cables and anchors in a gale at Pula Riah, but obtained a cable and anchor from a French ship. A severe gale was experienced along the whole coast, May 7, destroying much pepper that had been gathered and many plantations. The water was six feet deep on the plantations, many houses floated away, and many buffaloes were drowned.

Arrived at Salem, October 2, 1836, ship *William & Henry*, E. Kilham, Mingin, Sumatra, June 8, with a full cargo of pepper to David Pingree.

Arrived at Salem, November 10, 1836, ship *Francis*, Charles F. Wilkins, Muckie, Sumatra, July 11, St. Helena, September 21, with a full cargo of pepper to Joseph Peabody.

Arrived at Salem, November 17, 1836, barque *Malay*, John B. Silsbee, Sumatra, July 4, St. Helena, September 21, with pepper. Before reported as having lost cables and anchor during a severe gale on the coast of Sumatra, May 7.

Sailed from Salem, December 8, 1836, ship *Eclipse*, of

Salem, Charles F. Wilkins, Sumatra, India, by Joseph Peabody. On this voyage she came back to Marseilles, where she arrived November 3, 1837, from Sumatra, and sailed again January 11, 1838, on her return.

Arrived at New York, September 22, 1837, brig *Lucilla* of Salem, Silver, Muckie, Sumatra, 125 days. Captain Silver reported that off Cape Good Hope and to the eastward, the *Lucilla* experienced very severe weather, lost foretopsail, mainyard, stern boat, stove bulwarks, galley and round house, and sprung a leak of 800 strokes per hour around the rudder case. The brig sailed from St. Helena August 4. Left at Muckie ship *Eclipse*, Wilkins, of Salem, loading; *Borneo*, Peabody, of Salem; at South Tallapoo, ship *Lotos*, Wilkins, of Salem.

Arrived at Salem, July 9, 1838, ship *Sumatra*, Peter Silver, Analaboo, Sumatra, March 4, via St. Helena, May 13, with a full cargo of pepper to Joseph Peabody. Had no dutiable goods.

It again becomes the sad duty of the compiler of these stories to present another "twice told tale" of cruelty, murder and revenge. It relates to the piracy of the beautiful Salem ship *Eclipse*, commanded by Captain George Whitmarsh of Beverly, which arrived at this port January 12, 1839, with the news of the death of her outward commander, Captain Charles F. Wilkins, murdered, with William F. Babbage of Salem, by the Malays, August 26, 1838, from Muckie, Sumatra, September 10, St. Helena, November 24, with pepper and lead to Joseph Peabody. This piracy of the *Eclipse* was similar in manner to that of the ship *Friendship* in 1831. Captain Whitmarsh, on his arrival home at Salem, made a report of the disaster. It is none the less interesting than that of the *Friendship*. It is not necessary to repeat here. The salient points, therefore, of Captain Whitmarsh's narrative are all that need be given, as follows:

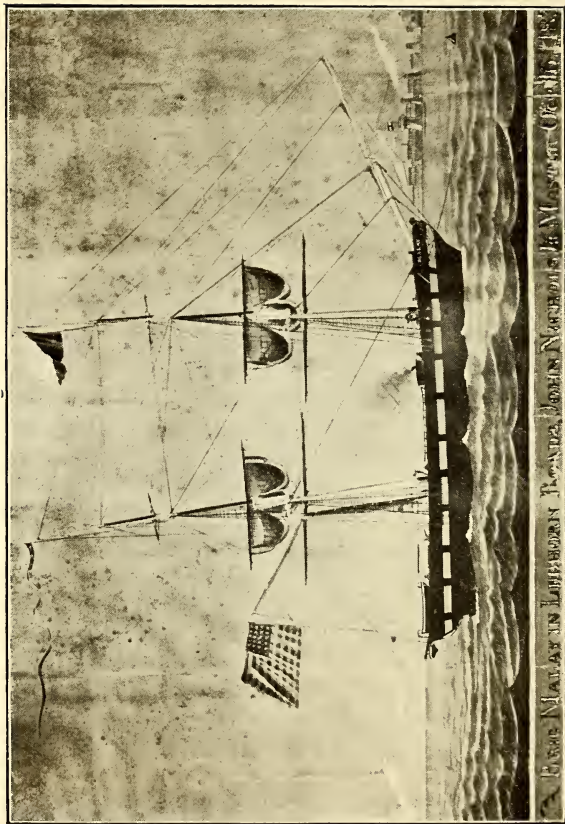
We arrived at Tra Bangan, Sumatra, Aug. 22, 1838, and the mate (Capt. Whitmarsh) and four men were on shore weighing pepper from Aug. 24 to Aug. 26, inclusive. At sundown of the 26th, eleven Malays went on board the *Eclipse*. At 8 commenced weighing two bags at a draft. On the third draft the Malays began an attack by stabbing the second mate and a boy named William F. Babbage.

The Malays seized the muskets in the round house, and the cook, William Reynolds, could be seen talking with them and apparently assisting them. They left between 10 and 12 o'clock, taking with them \$26,000 or \$27,000 in specie, two chests of opium, two trunks of the captain's best wearing apparel, two gold watches, spyglasses, muskets, ammunition, accounts, etc. The cook went with them. I was first informed on the morning of August 27 by men who swam two miles to the shore through the surf. The remainder of the crew lowered a boat and swam to a French barque and were taken aboard. I applied to a Rajah for assistance, and he manned and armed five boats, and himself, with five of his principal men, accompanied myself and our men to the *Eclipse* for the purpose of retaking her. We found no living soul on board, but discovered the body of Captain Wilkins on the half deck below, and that of the boy Babbage on the break of the half deck forward. After clearing decks, we slipped cable, put to sea, and arrived at Muckie September 2, where we received assistance from Captain Brackley R. Peabody of the ship *Borneo* and Captain Silver of the brig *Lucilla*. We desired to land the bodies of our dead, but the Rajah and others advised against it, fearing that it would incite the Malays to further outrages, and so we gave the captain and the lad a Christian burial in the deep.

A letter, dated Muckie, Sumatra, September 13, 1838, written by Captain Silver of the brig *Lucilla*, is printed in the *Register*, in full, as follows :

"On Monday evening, the 27th of August, at about 11 o'clock, my Jeretoulah came on board and informed me that the *Eclipse* had been taken, the captain and ten men killed, and that the ship was in the hands of the Malays. I immediately weighed my anchor, and in the morning was off Tra Bangun, but could see no ship. I was then afraid she had been burned. I proceeded along the shore, in hopes of rendering assistance to any of her crew who might be on shore, but I saw nothing. At night I anchored off Assahan, and in the morning was boarded by the boats from Rassahan. From them I learned that only one man besides the captain was killed, and that the ship had gone to sea.

"In the course of the day the boat of the French barque, lying at Qualla Tuah, boarded me, and sent on board two of the crew of the *Eclipse*, the second mate and one man, slightly wounded. From what I learned from



BRIG MALAY, ALTERED TO A BARK, 1834. JOHN B. SILSSEE MASTER, 1836.

them, I thought it best for me to go back to Muckie, and on my arrival here I learned that \$4000 of the specie was at South Tallapow, \$4000 at Muckie, and the remainder at Soo-soo and Tangan Tangan.

"The following particulars were obtained from my Jeretoulah. He states that on the 25th of August Libbee Sumat [Captain Wilkins' Jeretoulah] wrote to his brother at Muckie and his brother at Tangan Tangan, that he, Sumat, the mate and four men were on shore, weighing pepper, and would not go on board on account of the surf. He informed them that muskets were in the round house loaded, and laid all the plan of the whole affair.

"On the 26th of August two small boats, with pepper, came alongside the *Eclipse*, in one of which was Libbee Oosoo, Sumat's brother, and in the other was Chute Haadjit, his brother-in-law, son of the Rajah of Tangan Tangan. Captain Wilkins, being ill, had turned in. About 7 o'clock he turned out and had his tea, and Libbee Oosoo took supper with him. Captain Wilkins had not the least suspicion of Oosoo, as he was Sumat's brother, and had been in the habit of coming on board with him.

After tea, Captain Wilkins commenced weighing pepper. After weighing three drafts, the second mate and the boy Babbage were stabbed. The second mate immediately ran aft, and in going aft saw a Malay stab the captain. The captain then made towards Oosoo, thinking him to be his best friend, when he gave him several stabs which took his life. The second mate then jumped overboard, and all of the crew either went overboard or into the rigging.

After the Malays had robbed the ship of her money and opium, they left her. The men came from aloft, lowered the boat, and pulled to the French barque lying at Qualla Tuah. The next morning the steward pulled back to the ship, leaving the second mate and one man on board the barque. Mr. Whitmarsh, the chief mate, had by that time taken possession of the ship and found everything gone of any value, the Malays having come back the second time. Mr. Whitmarsh, on Monday night, slipped his cable and put to sea. Another man had his hand blown off in discharging a blunderbuss and has since died.

“If our Government does not send a frigate next season and destroy Soo-soo, Tangan Tangan, Muckie and South Tallapow, we must bid adieu to the pepper trade. The natives were never so much in want of a good chastising as at the present time. Besides the ports engaged in the affair of the *Eclipse*, Rassahan and Bocongung are ready the first chance to take a ship. If they do not cut off our vessels, they rob us of our money, keep us on shore, and exact large sums for our liberty; and if we are not poisoned, we contract diseases from exposure incident to being kept on shore. How many masters of vessels lose their lives here every year! I consider it just an equal chance now of losing life or vessel. If we do not have a frigate out next year, the Malays are growing so insolent that they will be for taking all the vessels where there is the least chance of success.”

This outrage called forth ringing demands from the *Salem Register* and other papers for immediate punishment of the pirates and murderers. The act, however, did not go long unpunished, according to the following story in the *Register* of May 30, 1839, which says :

The attack on the ship *Eclipse* of Salem, on August 26, 1838, was quickly avenged. The United States frigate *Columbia*, Commodore Reed, was at Colombo, when he heard the news. A writer says: “He immediately sailed for Sumatra, and with the beautiful American corvette, *John Adams*, anchored, December 23, 1838, off Qualah Battoo. Commodore Reed demanded the surrender of the murderers, but was refused compliance. The same result was met at Muckie. The ships were then kedged in near the towns and the Malay forts, and the *Columbia* opened fire, which was the signal for the *John Adams* to follow suit upon a neighboring fort, raking the town, as she chose, the whole length of it.

“The loud roar of the cannon reverberated from the mountain side to mountain side and over the water as the 41-pound shots were fired. The firing ceased, and 400 men were called by the bugle to their places. Boats were manned and the men landed. They entered the deserted town, the natives having retreated to the jungle. The town was then fired, and the force returned to the beach. Every building, except the sacred mosque, was destroyed.

“The bugle sounded retreat to the tune of ‘Yankee Doodle,’ and the men re-embarked as the strains of ‘Hail Columbia’ sent its national notes over the bay. In two hours after the boats left the

ships the men were again in their places on deck, having accomplished their purpose without accident or the firing of a gun. The natives looked from the mountains upon the remains of their homes."

No part of the property of the *Eclipse* was recovered, but \$12,000 was divided between Quallah Battoo and Soo-soo.

Arrived at Salem, May 14, 1839, ship *Lotos*, Benjamin Balch, Jr., West Coast Sumatra, December 10, St. Helena, March 14.

Arrived at Salem, September 18, 1839, barque *Eliza*, J. Wallis (late Samuel Smith, who died April 28), Analaboo, Sumatra, May 3, St. Helena, July 31, with full cargo of pepper to David Pingree. Passenger, Elbridge G. Kimball of Salem.

Arrived at Salem, February 14, 1840, ship *Eclipse*, George Whitmarsh, Sumatra, September 15, with 5588 pounds lead to Joseph Peabody. Duties, \$116.58. Took a pilot and went into Tarpaulin Cove, February 7. Died, at sea, January 4, Roswell S. Morgan, youngest son of Theodore Morgan of Salem, 19 years. He was on his second voyage. He was slightly injured on the coast of Sumatra by a weight falling upon his foot. A slow fever set in, which terminated his life while off the American coast, almost within reach of his own home.

Arrived at Salem, February 18, 1840, brig *Nereus*, I. N. Chapman, Pulo Penang, October 16, St. Helena, January 1, with pepper to N. L. Rogers & Brothers. Duties, \$1,814.80.

Arrived at Salem, August 10, 1840, barque *Eliza*, Wallis, Analaboo, Sumatra, March 28, with a full cargo of pepper to David Pingree. Died on board, March 29, of cholera, the day after sailing for home, Charles J. Brown of Beverly.

Arrived at Salem, November 1, 1840, ship *William and Henry*, John Francis, Analaboo, Sumatra, June 25, St. Helena, September 10, with a full cargo of pepper to David Pingree. Captain Francis was the grandfather of George Francis of 29 St. Peter street. Captain Francis also commanded the ship *Azelia* in the Sumatra trade.

Ship *Gibraltar*, James Gibson, master, of and for Boston, from Sumatra, April 2, 1840, with a cargo of pepper.

She was last spoken on April 17, 1840, latitude 3.45 north, longitude 90.56 east. The vessel was valued at \$12,000 and the cargo at \$30,000. Captain Gibson was about 42 years of age and one of the ablest and most enterprising shipmasters. The roll contained the name of Samuel Scales of Salem.

Arrived at Salem, February 27, 1841, ship *Eclipse*, George Whitmarsh, of Beverly, Trabangun, Sumatra, October 6, St. Helena, December 23, via Holmes, Hole, with a full cargo of pepper to Joseph Peabody. No dutiable goods. Was on the coast three weeks with very severe weather, and off Cape Cod February 17. Sailed on her return to Sumatra April 3.

Arrived at Salem, October 12, 1841, ship *Caroline Augusta*, Andrew M. Putnam of Danvers, Pangah, Sumatra, August 17, with pepper to David Pingree. Captain Putnam was obliged to leave the coast of Sumatra without completing his cargo, on account of sickness, and go to Mauritius for a new crew. Nehemiah Roberts, mate, Joseph R. Winn, son of John Winn, Jr., clerk, Samuel Melcher, Thomas Frazier, Charles Fisher and George Peddie, all young men, died of a fever, and Joshua Prentiss and Joseph Lawrence of Salem, and W. G. Lyman were left at Mauritius sick. At the Isle of France, June 21, Captain Putnam shipped Samuel Bullock, mate, and six seamen, formerly of the ship *Republic*, of Newburyport, which was burned at that island, in the places of his own seamen. On October 2 and 3, in a severe gale on Georges, the *Caroline Augusta* lost and split sails and the quarter boat was stove. October 9, she fell in with the schooner *Pembroke*, Rice, from Eastport for Georgetown, D. C., in a sinking condition, and took off her crew by throwing ropes to them, having lost their small boat, and the sea running very high. Five were rescued, but the mate, William Stockton, was washed overboard October 4. Passengers in the *Caroline Augusta* were Samuel F. Morse, supercargo of ship *Republic*; Captain Frederick Peabody, late of whaling barque *Pembroke*, of New London, Conn.; E. D. Fogg, late clerk of barque *Madagascar*, and Lieutenant R. A. Jones and three disabled seamen of the United States ship *Constellation*. The *Caroline Augusta* sailed on her return to Sumatra November 23, 1841.

(To be continued)

GENEALOGY OF THE LARCOM FAMILY.

BY WILLIAM F. ABBOT.

(Continued from Volume LVIII, page 48.)

He conveys by indenture, on Dec. 24, 1683, in consideration of three acres lying by the house he now lives in and formerly the house of Thomas Geers, four acres in Wenham to John Dodge, sr., of Beverly. He is styled "carpenter" in this deed.

On Feb. 27, 1687/8, Ezekiel Woodward, who had married the widow of John Solart, Elizabeth by name, deeds to heirs of said Solart, with the consent of his wife Sarah, all the land of Solart's in his possession. On Dec. 27, 1697, "at a meeting of the selectmen for granting liberty to the inhabitants to get timber on the town common for their own use in the town," he was granted "two hundred Rayles and fifty posts for fencing his land." At a meeting of the selectmen on March 13, 1698/9, "for granting gitting of Timber on the Common," he was granted "hemlock Timber to make Four Thousand of Shingles to Shingle his house".

On March 10, 1701/2, he conveyed to Jona. Dike of Beverly, for £16, sixteen acres, bounded on Josiah Dodge, John Stone, and common land belonging in Beverly. On Oct. 19, 1702, he sells to Jona. Dodge, jr., of Beverly, seven acres in Wenham, bounded on his own land, Beverly town common and John Stone. On March 8, 1707/8, he sold one-fourth acre of land to John Coy, Rice Knowlton, Thomas Whittredge and John Cleaves of Beverly.

On July 8, 1708, he sells four acres in Wenham to Josiah Dodge of Wenham. On Feb. 4, 1708/9, he gives to his son John a deed of gift of all his housing and lands in Wenham, "provided he pay 20s. to each of my daughters Elizabeth, Mary, Martha & Rebecca, when he shall come to the age of 21,—and when he shall come into possession of sd house &c—and if he does not see fit to pay sd sums, then the house and lands to be divided between sd children of my now wife."

He died November, 1717. Inventory of his estate, taken after his widow's death, by Samuel Lummus, Zacheus Goldsmith, jr., and Jona. Porter, on June 22, 1742, £151 : 8s. Old Tenor—£37: 7s. legal tenor.

June 2, 1741, John Whipple of Ipswich and Samuel Kimball, Jona. Kimball, Nath. Kimball of Wenham, obligate themselves in bonds of £1000 to make sale of such estate of Mordecai Larcom of Wenham, deceased, as will be for the support of his widow. The condition of this obligation is such that whereas "Abigail Larkam of Ipswich & widow of Mordica Larkam late of Wenham dec'd, did on ye 13th of May 1739 Pet'n the Great and General Court then sitting that shée ye sd Abigail Larkam might have Liberty to sell ye Reall Estate of ye sd Mordica for ye support of ye sd Abigail as by her 'Pet'n more at large appears—Whereupon ye sd Great and Generall Court did upon ye 26th of June 1740 grant the Prayer of ye sd Petit'r so far as to appoint ye sd Jonathan & Sam'l Kimball & John Whipple a Committee with full power and authority to make sale of all or so much of ye lands as they shall think fitt & convenient for ye better maintenance of ye Pet'r, and to give good deeds for ye same."

Nov. 30, 1741, "Jona. & Sam'l Kimball & Jona Whipple, a committee appointed by Genl Ct. held at Boston, Jan. 1740. In answer to a pet'n of Abigail Lasken, widow of Mordica Lasken, late of Wen. dec'd for sale of the Real estate of ye sd Mordica for ye support of sd Abigail. Their acc't of their proceedings in sd affair exhibited to the Hon. Thomas Berry Esq. Judge of Probate."

They gave the estate Credit Viz:—

By income of the Real estate for ye year 1740	£	9	:	7
By about 11 acres sold to Jonas Dodge				238 : 0
				£247 : 7

The estate is Dr. Viz.

To Willm Borrows for Boarding sd Abigail	54	:	13	:	6
To sam'l Lummus his acc't of Charge	13	:	5	:	0
To Jona. Kimball for Clothing &c.	8	:	1	:	6

To Funeral Charges / Doctors—Grave &c. at Capt. Rogers and Mr. Sawyers	12: 15: 6
To ye Comm. for time, trouble & expence &c	14: 0: 0
Stating, allowing & Recording this acc't	1: 5: 0
	<hr/>
	£103: 18: 6

On June 25, 1742, administration on the estate of Mordecai Larcom of Wenham was granted to Thomas Brown, jr., of Ipswich, and on Sept. 6, 1742, distribution of estate was made to children and heirs of sd Mordecai.

	£	s	d
To Representatives of eldest son John,	37:	7:	9
To Wm. Burroughs in right of his wife Mary	17:	13:	101/2
To Robert Sollas " " " " " Eliza-			
beth " " "			
To James Clark " " " " " Abigail			
" " " " " Martha			
To Eben'r Slingsbey in " " " " Rebecca			
To George Toppan in " " " " Hannah			
To Stephen Fairfield in " " " "			
	<hr/>	<hr/>	<hr/>
	£141:	11:	0

3. MORDECAI² LARCOM (Mordecai¹) was born at Ipswich, Sept. 16, 1658; went to Beverly with his parents about 1660, and, after his marriage to Abigail Solart, on Nov. 10, 1681, removed in a year or two to Wenham, near the Beverly line. This was his home the rest of his life. He died in November, 1717. His wife was the daughter of John Solart of Wenham, and was born Aug. 15, 1664. She died in 1741. Mordecai seems to have been a husbandman and a carpenter. It is impossible to arrange the children in the order of their births.

Children :

ABIGAIL, int. of m. to James Clark of Beverly March 18, 1706/7, "the wife of James Clark & her sister Elisabeth Larcom a young woman daughter of Mordecai Larcom owned ye Covenant &c. Sept. 5, 1703" at the Beverly Church.

ELIZABETH, b. about 1688; m. Robert Sallows of Beverly (second wife), Jan. 22, 1714/15. She died April 3, 1751, aged 63 (R. Hale's record). He d. Feb., 1756, aged 80 (R. Hale's record).

MARY, b. about 1691; m. 1st, David Wheeler of Beverly, Nov. 25, 1714; m. 2d, Oct. 28, 1728, William Burroughs of Ipswich; d. April 13, 1775, aged 84. Wm. Burroughs d. Jan. 15, 1773, aged 84.

MARTHA, m. Ebenezer Slingsbey of Wenham, July 6, 1719.

JOHN, b. Nov. 20, 1695; d. Nov. 21, 1695.

JOHN, b. June 10, 1699; removed to Connecticut; m. at Enfield, Conn., Hannah Kibbe, daughter of John and Hannah (Phelps) Kibbe. He was a carpenter. His widow, Hannah (Kibbe) Larcom, m. 2d, Charles Kelsey of Hartford, May 8, 1729. By John Larcom she had two sons, John, b. Aug. 17, 1724, and Job, b. Jan. 27, 1726. From these two sons there is a large number of descendants all over the country. No attempt has been made to trace these families.

REBECCA, b. July 10, 1701; m. in Ipswich, Nov. 1, 1725, George Toppan, both parties living in Wenham.

HANNAH, b. July 16, 1704; d. Oct. 17, 1704.

HANNAH, bapt. 1711; m. Stephen Fairfield of Ipswich, Nov. 18, 1731.

4. THOMAS² LARCOM (Mordecai¹), was probably third son and born about 1661. He was a fisherman. He was married, first, to Hannah —, by whom he had a son Thomas, recorded on the Manchester, Mass., records as born Feb. 16, 1694/5. He married, second, Abigail, widow of Thomas Woodbery, about 1699-1700. On March 24, 1714, he was appointed fence viewer, and on March 15, 1715/6, he was appointed to enforce the law relating to swine. He died March 30, 1718.

On Aug. 19, 1718, Abigail Larcom, widow of Thomas Larkum, late of Beverly, husbandman, sells four and a half acres of land to her son-in-law, John Masury, who had married her daughter by her first husband, Keziah Woodbery. On July 18, 1727, widow Abigail Larcom sells land in Mackerel Cove to John Thorndike, cordwinder. Dec. 25, 1739, Abigail Larcum is pronounced *non compos mentis* by the Beverly selectmen, and Brackenbury Patch (son-in-law), Mark Morse (son-in-law), and John Standley (husband of Thomas Larcom's sister, Rebecca), sign bond given by Brackenbury Patch, who is appointed guardian. Widow of Thomas Larkum died between June 5 and August, 1740 (Robert Hale's record).

Child by first wife:

THOMAS, b. Feb. 16, 1694/5; probably died young.

Children by second wife :

PHEBE, b. 1702/3; m. Nov. 11, 1729, Brackenbury Patch, who was b. May 17, 1705. They had five children. Two d. young; the others were Hannah, Sarah and Benjamin. Brackenbury Patch d. May or June, 1743. Phebe, bur. March 18, 1787, aged 84. Widow Phebe Patch was bapt. Aug. 2, 1772.

JEMIMA, b. 1704; int. of m. Nov. 5, 1727, to Mark Morse. On March 3, 1728, Jemima, wife of Mark Morse, bapt. He was bur. May 5, 1783. She d. May 20, 1797, aged 93. They had seven children, Mark, Thomas, Samuel, Christian, Hannah, David, Jemima.

HANNAH, birth and death or burial not found; m. John Bradford (second wife), March 31, 1741. They had one child, Robert. John Bradford was b. Feb. 26, 1689/90, and d. March 29, 1751. She was bapt. July 15, 1753.

5. **DANIEL² LARCOM** (Mordecai¹), born about 1664, was probably the youngest son of Mordecai, Sr. He testifies as a witness at Ipswich Court, March 29, 1692, as "about 26 years" old, and Robert Hale records him at his death as about 87 on Feb. 15, 1750. He married, at Chebacco, May 29, 1693, Phebe Stone, daughter of Nathaniel Stone of Beverly, who was baptized April 21, 1672. She "layd hold of ye Covenant of God" at the Beverly Church May 6, 1694.

March 25, 1711/12, he was chosen Fence Viewer. He was chosen Tythingman March 24, 1712/13 and March 24, 1714. He was Juror of Superior Court, chosen Nov. 16, 1716, and Oct. 2, 1720. He was chosen Constable March 26, 1717/18, but agreed with Henry Herrick to have Herrick serve in his place. He was chosen to be Grand Juror of Inferior Court, Dec. 22, 1724.

By the following deed, received from his father, of date of May 6, 1708, and recorded April 15, 1713, he acquired his father's real and personal estate : "Know all men by these presents yt I Mordecai Larkum in ye Towne of Beverly & County of Essex & province of Massachusetts bay in New England husbandman for & in consideration of ye love & affection I bear to my Loving Son Daniel Larkum of ye Town & County aforesaid husbandman & also for & in Consideration of Certain Covenant and obligation made by Said Daniel to me by an Instrument of Even

Date with these presents whereby ye Said Daniel doth firmly oblige himselfe heirs &c. to maintain and keep me ye Said Mordecai during my Naturall Life &c. as Reference thereto being had may more fully appear Doe Give Grant pass over and fully freely and forever Confirme my Dwelling house Messuage and Tenement with all and every part of Land or Meadow thereto adjoining whatsoever unto me belonging in Beverly aforesaid being in Estimation four acres and Quarter be it more or Less Lying partly on ye Northern & partly on ye Southern Side of ye road or high way yt Goeth by my Said Dwelling house & bounded Northerly by Land of Samuella Corning Easterly by Land of ye comon Southerly by Land or Swamp of Mr Isaac Woodberry westerly by Land my Said Son Daniel Lately purchased of Robert Morgan of Beverly aforesaid together with all other my personall and Moveable Estate whatsoever within Dore and without as also whatsoever Comon Right in ye Town Comon of Beverly to me doth in any way belong together with all rights Titles Interest priviledge and appurtenance to my aforesaid house and Land and Comon Right and every of them in any wise appertaining or belonging free and Clear of and from all former or other Gifts Grants Bargains or other Acts or Incumbrances whatsoever ye Same to my son Daniel his heirs executors and assigns forever to Have and to Hold" &c. &c. Signed, sealed and delivered 19-11th mo. 1709/10.

On Feb. 8, 1724, Daniel buys of Robert Rust three acres of salt marsh in Chebacco, Ipswich.

Daniel Larcom made his will Dec. 26, 1745, taking care of his wife Phebe and giving $\frac{2}{3}$ of his property to his son Joseph and $\frac{1}{3}$ to his son Benjamin. This was probated May 21, 1750. He died Feb. 15, 1750. His widow died between Aug. 6 and Oct. 16, 1756, aged 85 (Robert Hale's record).

Children:

JOSEPH, bapt. May 27, 1694; m. Mary Morgan, Oct. 26, 1737, who d. Oct. 16, 1756. They had: Phebe, b. April 22, 1740, m. Daniel Butman April 30, 1761; Abigail, b. April 25, 1742, m. Nathaniel Butman, Jan. 3, 1765; "Infant of Jo Larkum d. May 18, 1744;" "Infant of Jo Larkum d. 1745." Joseph Larcom, la-

borer, and his wife, Mary, conveyed, March 26, 1753, to his brother Benjamin, cordwainer, for a sum of money, all his rights in the estate of "my Honoured Father, Daniel Larkum, late of Beverly, husbandman," and also whatever his mother Phebe may die possessed of. Joseph was buried May 10, 1781, aged 86.

BENJAMIN, b. June 22, 1712; bapt. Aug. 10, 1712; m. Margery Edwards of Wenham, May 10, 1738, who was bur. Aug. 24, 1787. No children. Benjamin buys from his father Daniel, on Dec. 25, 1745, for two hundred pounds in bills of credit or their equivalent, one-half of his real estate (housing, lands, &c.), situate in Beverly. Benjamin's will, dated Nov. 7, 1768, and proved July 1, 1776, leaves his property to his wife Margery. Margery's will, dated Aug. 1, 1787, leaves to her "nephew," Martha Dodge of Ipswich, widow of Ambrose Dodge, all her personal estate, and to John Dodge, son of Ambrose and Martha Dodge, all her real estate (Beverly or elsewhere, about 20 acres), total value \$161: 6: 6. House, barn and 20 acres of land, valued at \$90, were sold for that sum to William Standley, jr. Thus the home of the emigrant Mordecai passed out of the family.

6. DAVID³ LARCOM (Cornelius², Mordecai,¹) was born Oct. 9 or 28, 1701, and succeeded to his father's estate. No record has been found of any deed between the father and son, but David began early to purchase land, most of which would be of advantage to his father's estate. He married, January 22, 1723, Lucy Downing, who died Jan. 18, 1750. He began his purchases of land on Oct. 30, 1724, by buying from Richard Thistle, for £14 in bills of credit of the Province, "about Two acres and a half of Woodland Be It more or Less that Is Situate and being in the Town-Ship of manchester . . . and Layeth near to the farm Line that is Caled Capt Wests farm It being my part of the five acres of Wood Land which Richard Leach of said manchester and Abigail his wife Sold and Confirmed Unto Hezekiah Ober and myself as by their Deeds of Sale thereof to Us bareing Date December the Seventeenth A. D. 1722 Referance There Unto being had may appear (and is yet Undivided between Us) to Have and to Hold, &c."

On April 4, 1726, he bought from Joseph Stevens, fisherman, "A Certain piece or Tract of Land being one

Common Right lying in that part of the Common Lands of Beverly Commonly known by the Name of Mackaroll Cove Cow Pasture & was laid out for our Dwelling House by the Committee appointed by the proprietors of the sd Common Land Anno Domini 1716 to apportion & stint sd Lands." The price paid was twenty-seven pounds.

On March 7, 1728/9, he bought for twenty pounds from Jonathan Smith "A Certain Right of Commonage in the Common Lands of Beverly & is the Same which the Committee who were chosen by the Proprietors of the Common Lands aforesd Anno Domini 1715 Stated to the heirs of Joseph Woodberry of Manchester deed in that part of the sd Common Lands which Lies on the Southern Side of the Road to Manchester near Robert Haskal's & was by mee purchased of John Woodberry of Manchester, one of the heirs of Joseph Woodberry."

On March 17, 1728/9, he exchanges by deeds of even date one Common Right for another, which are described as follows: "I Hezekiah Ober of Beverly . . . yeoman . . . for and in Consideration of one Common Right in that part of the Common Lands of Beverly that is caled and known by the name of Mackril Cove Cow pasture being Sould & Confirmed Unto me by a Deed of Sale bareing even Date with these presents under the hand and Seal of David Larcum . . . Grant &c. to David Larcum . . . the Common Right of Land that by the proprietors of the Common Lands in Beverly was Granted for the Dwelling House that was S(t)anding in the years 1698/9 upon the Land at Lords Hill so Caled in said Beverly that was formerly Nicholas Woodberry Sen. Late of said Beverly Deceased his Land the said Common Right of Land Containing Six acres and a half more or Less".

On Oct. 5, 1731, he bought for three pounds from heirs of Benjamin Balch the first more Common Land as follows: "We John Balch Sen yeoman John Balch Jun husbandman and Freeborn Balch Cordwinder being all of us of the Town of Beverly in the County of Essex in the Province of the Massachusetts Bay in New England and Ruth Drinker of Boston in the County of Suffolk in the Province aforesaid Relect, Widdow of Joseph Drinker Deceased for and in Consideration of the Sum of Three

pounds in Bills of Credit on the Province aforesaid to me the Said Ruth Drinker in hand well and Truly paid by David Larcum of said Beverly husbandman the Receipt whereof I the said Ruth Drinker do hereby acknowledg & myself to be therewith Content & paid and Divers and good Causes & Considerations hereunto moveing us the sd John Balch Senr John Balch Jun & Freeborn Balch we have all of us for ourselves Respectively and our heirs &c. . . . Do . . . forever Quitt Claime unto the Said David Larcum his heirs &c . . . all the Right Title & Interest we have in and unto the Common Right of Land in the Common Lands in Sd Beverly that is Sett out to the heirs or assignes of Benjamin Balch the first late of Said Beverly Deceased & is now in the possession of the sd David Larcum & layeth in that part of Sd Towns Common Lands that is Caled the Body alias the Sheep: pasture to Have and to Hold &c."

A deed acknowledged Nov. 13, 1734, before Edward Winslow, sells to David Larkum of Beverly apparently the remaining share of Benjamin Balch's heirs' interest in his Common Right: "Wee Samuel Bowles of Rochester in the County of Plimouth in New England Yeoman & Lydia wife of sd Samuel", for the sum of fifty shillings money, sell to David Larkum "all our Right Share Interest & Dividend whatsoever be the same more or less which wee now have or ought to have in & unto a Certain Common Right Stated in the Sheep-Pasture in sd Beverly unto the Heirs of Benjamin Balch Senior deceased (our Honoured Father) & since laid out together with other Rights of sd Larkum as on Record appears".

He was chosen highway surveyor March 12, 1728/29, and also March 10, 1736/37. On Dec. 21, 1736/37, he was chosen Juror for the Inferior Court. On March 11, 1746/47, he was chosen again Surveyor of Highways, with seven others, and on March 15, 1747/48, he was chosen Constable for Mackerel Cove Ward, one of three, to collect the Province tax assessed in Beverly, by commission from the "Treasurer & Receiver-General of His Majesty's Province, William Foye, Esq."

Children:

- ABIGAIL, b. Nov. 26, 1724; bapt. Nov. 21, 1725; m. Oct. 6, 1742, Samuel Harris, Jr.
- MARGARET, b. July 4, 1726; bapt. July 10, 1726; m. Dec. 25, 1746, John Morgan, Jr.
- SUSANNA, b. Jan. 1, 1727/8; bapt. Jan. 7, 1727/8; m. Feb. 27, 1752, Malachi Woodberry; bur. Oct. 15, 1812, aged 85 years.
7. CORNELIUS, b. Jan. 21, 1729/30; bapt. Feb. 15, 1729/30; m. June 19, 1752, Abigail Elliott; lost at sea, March, 1754.
8. DAVID, b. March 27, 1732; bapt. April 2, 1732; m. Nov. 18, 1754, Anna Batchelder; d. at New York in Jan., 1760; widow Anna m., 2d, at Lynnfield, John Bryant, Aug. 4, 1761, and d. Aug. 24, 1812, aged 80 years.
- BENJAMIN, b. April 7, 1735; bapt. April 28, 1734; d. March, 1754/5 (lost at sea).
- LUCY, b. April 5, 1737; no baptism found; m. Nov. 30, 1760, James Cavanaugh, who was drowned at Boston in 1763; m. 2d, Robert Edwards, June 8, 1765.
- HANNAH, b. Dec. 15, 1739; bapt. March 18, 1738/9; m. Nov. 5, 1761, Jacob Woodberry.
- JONATHAN, b. April 30, 1742; bapt. May 3, 1741; m. May 12, 1763, Abigail Ober; d. 1777/8.
- THANKFUL, bapt. Dec. 11, 1743; m. July 14, 1767, Benjamin Preston; d. Aug. 20, 1825, aged 84 years.
9. ASA, bapt. March 23, 1745/6; m. Sarah Hurlbut of Wenham, Dec. 17, 1767; d. before 1779.

The discrepancy between the dates of birth and baptism in the case of Benjamin, Hannah and Jonathan would seem to be due to error of a year in the entry of birth on the Town Records.

David Larcom married, second, Mary (Herrick), widow of Thomas West, Feb. 28, 1750/51. She died Jan. 22, 1797. She was the daughter of Capt. Henry Herrick, who, dying in 1755, left by will made in 1754 to "my daughter Mary Larcom Thirteen pounds six shillings & eight pence with a negro girl now living with her named Juno." In 1756 Juno was married to Jethro, "servant" of Jeffrey Thistle, and had by him twelve children. Two deeds of sale of two of these children are preserved; one is printed in the Essex Institute Historical Collections, vol. xxxiv, p. 205; the other is among the collections of the Beverly Historical Society. The first of these sales is dated July 30, 1757, and shows that "one Negro boy

named Sesar aged about seven year" was sold for £30 : 6s : 3d. to Thomas Davis, shoreman, of Beverly. The second records the sale of "Negro Boy named Reuben Aged about Twelve Years" to James Thistle for £46 : 13s. : 4d. on April 6, 1773.

Child by second marriage :

10. HENRY, b. Sept. 17, 1751; bapt. Aug. 14, 1757; m. Priscilla Woodberry, Nov. 24, 1774; d. July 5, 1780.

David Larcom's sons Cornelius and Benjamin were both lost at sea, while on a voyage between Beverly and the West Indies, according to the family tradition. Papers still preserved show that David had been surety for £120 on a loan made by Cornelius from the famous Thomas Hutchinson, and that this became a serious financial trouble for David, as the piling up of the interest made repayment difficult. This may account for the sale of the two negro boys and possibly others, whose deeds of sale have not come to light. David died in April, 1775, intestate, and was buried on the 25th of the month.

Jonathan Larcom was appointed administrator of his father's estate. The inventory showed personal estate to the value of £187 : 16s. : 5d., and real estate to the value of £152 : 6s. : 8d. The real estate consisted of five acres upland, six acres salt marsh, twenty-five acres great pasture, five acres little pasture, six acres woodland, a total of forty-seven acres. The widow's third of the real estate was set off to her Sept. 4, 1775. In the next four years the remainder of the estate was left undivided, probably owing to the troubled state of public affairs and the deaths of the sons Jonathan and Asa. Henry Larcom was appointed administrator July 6, 1779. Another inventory was taken and the real estate amounted to 4 acres 106 poles land, 4 acres woodland, 28 acres pasture, 4 acres 15 poles marsh. This was divided into nine parts and assigned to the heirs as follows : (1) Susanna Woodberry, (2) Hannah Woodberry, (3) Thankful Preston, (4) legal representatives of Asa Larcom, deceased son, intestate, (5) legal representatives of Jonathan Larcom, deceased son, intestate, (6) Lucy Edwards, (7) Henry Larcom, (8) Cornelius Morgan (absent and without the State), legal

representative of Peggy Morgan, deceased, (9) Abigail Harris (absent and without the State). In the first inventory, in 1775, the slaves were valued as follows: Negro woman Juno, £6: 13s.: 4d.; negro girl Dinah, £20; negro child Esope, £4: (child of Dinah, about 2 years old); negro girl Cloe, £20; negro boy Enoch, £16; negro boy Jethro (*non compos*), £0: 0s.: 0d. In the second inventory the slaves were regarded as valueless, "having claimed their Freedom."

7. CORNELIUS⁴ LARCOM (David³, Cornelius² Mordecai¹), was born Jan. 21, 1729/30; married, June 19, 1752, Abigail Elliott. On the 29th of August, 1753, he bought from Peter Groves, Jr., for £120, "one third part of the Body or hull of the good Schooner called the Endeavour now riding at Anchor in the harbour of Beverly & whereof the sd Cornelius Larkum is at present Master, together with one third part of her masts, sails, yards, rigging, skiff & of all other her tackle & appurtenances whatsoever, the sd Schooner being about the burthen of Sixty three Tuns." He borrowed this sum of £120 from Thomas Hutchinson of Milton in the County of Suffolk in New England, with his father, David Larcom, as surety. In Robert Hale's record of deaths he says, "Cornelius Larkum (and) his brother lost in coming from ye W. Indies March 1755" (1754/5.) His widow married, second, March 27, 1758, Israel Dodge of Wenham.

Child :

11. CORNELIUS, b. May 6, 1754; bapt. Sept. 8, 1754; m. Nov. 30, 1773, Joanna Lovett; bur. Nov. 21, 1775.

8. JONATHAN⁴ LARCOM (David³, Cornelius², Mordecai¹), was born April 30, 1741; married, May 12, 1763, Abigail Ober, daughter of Thomas and Abigail, who was born March 31, 1744, and died April 30, 1815. He was lost at sea between October, 1777, and June, 1778. There are papers preserved which seem to indicate that in 1774 he was a sea captain and that in 1777 he was engaged in privateering. He was a private in Capt. Andrew Giddings' company in Col. Jona. Bagley's Regiment; served 7 months 24 days (March 27-Nov. 1, 1759), for Gen. Amherst's in-

vasion of Canada. (Mass. Archives.) He was a private in Joseph Rea's company for coast defence, July 25-Oct. 28, 1776.

Children :

- ANNA, b. Aug. 11, 1764; bapt. April 14, 1765; m. John Down April 27, 1794; d. Aug. 13, 1828.
- LUCY, b. April 1, 1766; bapt. April 6, 1766; m. Richard Butman, Jan. 2, 1794; d. Feb. 16, 1843.
12. JONATHAN, b. Sept. 15, 1768; bapt. Sept. 18, 1768; m. Mary Chamberlain, Oct. 3, 1790, who was bur. March 16, 1798; m. 2d, Anna Ober, Dec. 25, 1798.
- ABIGAIL, b. Aug. 7, 1770; bapt. Aug. 12, 1770; m. Dec. 1, 1789, Benjamin Knowlton; d. Dec. 20, 1824.
13. FRANCIS WOODBERRY, b. Aug. 11, 1772; bapt. Aug. 16, 1772; m. Abigail (Nabby) Stanley, Jan. 14, 1796; d. at sea, Jan. 1, 1801.
14. DAVID, b. Sept. 17, 1774; m. May 27, 1802, Elizabeth Haskell; d. Aug. 23, 1840.
15. BENJAMIN, b. Aug. 20, 1776; m. Charlotte Ives, Jan. 10, 1804, who d. March 21, 1810; m. 2d, Lois Barrett, Nov. 21, 1811; d. Jan. 10, 1832.
16. ANDREW LARCOM, b. July 19, 1778; m. Molly Standley, 1803 (int. July 24); d. June 19, 1853.

9. ASA LARCOM⁴ (David³, Cornelius², Mordecai¹), bapt. March 23, 1745/6; married Mrs. Sarah Hurlbut of Wenham, Dec. 17, 1767; died before 1779.

On Nov. 16, 1773, Asa Larcom, fisherman, of Beverly, bought 48 poles of land, with dwelling house, in Salem, on the road to "New Mills" (Danvers), from Ebenezer Phelps, blacksmith.

He is named in the Massachusetts Revolutionary Rolls as private in Capt. Moses Brown's Company, Col. John Glover's (14th) Regiment. Enlisted Jan. 30, 1776. Pay abstracts for February, March, June, July, August, are preserved.

Children :

- SARAH, b. Sept. 7, 1768; Salem records have "Sarah Larcom m. John Everett, Aug. 15, 1782."
- JOANNA, b. Sept. 1, 1770.
- LUCY, m. Joseph Foster, Jr., of Beverly, Jan. 30, 1794.
- JEMIMA.
- DANIEL.
- PHEBE.

10. HENRY⁴ LARCOM (David³, Cornelius², Mordecai¹), born Sept. 17, 1751; married Priscilla Woodberry, daughter of Robert and Hannah Woodberry, Nov. 24, 1774; buried July 7, 1780.

The Massachusetts Revolutionary Rolls state that he was a private in Capt. James Prentiss's Company, Col. Samuel Brewer's Regiment, in 1776; also that he was lieutenant (second in command) on schooner Scorpion (privateer), Capt. Benjamin Niles, with a crew of forty men, in 1778. Between November and July, 1779/80, he was on a privateer, was captured, confined on the old Jersey prison ship near New York, exchanged and returned home with the ship fever, of which he died soon after reaching home, on July 5, 1780.

He bought from Benjamin Dodge of New Boston, New Hampshire, on June 10, 1778, for £235, "a certain piece of land laying in the town of Beverly near West beach so called bounded as follows viz. Beginning at the westerly corner at a stake and by the way that leads to Wenham and southwesterly corner of the widow Mary Larcom's pasture thence running easterly by said Pasture to a stake and stones to the wayside that leads to Manchester thence running southwesterly on several courses as the highway goes to the bounds first mentioned excepting the land that the easterly end of the dwelling house stands on containing about three acres be the same more or less and on the premises stands a dwelling house the parts of which I herewith sell is one fore room & part of the westerly part of the back room as the partition now stands and one fore chamber garret & cellar all in the westerly end of sd house and all the barn & half the Cyder mill and half the corn barn Liberty reserved of a way for the other owners of Cyder mill to pass to & from said mill to have & to hold &c &c."

An administration bond of the estate of David Larcom, on July 6, 1779, appointing Henry Larcom administrator of the estate, was signed by Henry Larcom and Abigail Larcom, widow of Jonathan. A division of the property was made Sept. 7, 1779. At Ipswich, Nov. 2, 1779, the following agreement was signed by Henry Larcom: "Know all men by these presents that I Henry Larcom

adm to the estate of David Larcom Late of Beverly Deceased Doth proms and oblige myself to Improve the Land Seet to Number eight and to Number Nine in said estate and to Account with Cornelius Morgan & Abigail Harris Heirs for the Rents and Increments of the Land as witness my Hand."

Children :

JOANNA, b. April 13, 1775; m. Dec. 10, 1793, Thomas Preston; d. Oct. 1, 1809.

17. HENRY, b. Feb. 21, 1777; m. Nov. 27, 1800, Fanny Ellingwood, at Hamilton; d. Feb. 24, 1862.

18. MISHAEL WEST, b. Nov. 24, 1779; m. Dec. 16, 1802, Nancy Edwards of Hamilton; d. Nov. 15, 1857.

11. CORNELIUS⁵ LARCOM (Cornelius⁴, David³, Cornelius², Mordecai¹), born May 6, 1754; married, Nov. 30, 1773, Joanna Lovett; buried Nov. 21, 1775. She married, second, March 5, 1778, Richard Thistle.

Child :

19. CORNELIUS, b. Dec. 6, 1775; m. Sept. 14, 1797, Mehitable Marvel; d. Aug. 30, 1846.

12. JONATHAN⁵ LARCOM (Jonathan⁴, David², Cornelius³, Mordecai¹), born Sept. 15, 1768; married Mary Chamberlain, Oct. 3, 1790, who was buried March 16, 1798; married, second, Anna Ober, Dec. 25, 1798.

Children, by first marriage:

POLLY, bapt. Sept. 21, 1794.

LUCY, bapt. Dec. 14, 1794.

JONATHAN, bapt. June 25, 1797; d. Feb. 1, 1798.

Children, by second marriage:

MARY ANN, b. May 6, 1800; m. June 6, 1819, George Perkins.

LUCY, b. July 28, 1803.

JONATHAN, b. Sept. 28, 1805.

HANNAH, b. Aug. 17, 1809.

13. FRANCIS WOODBERRY⁵ LARCOM (Jonathan⁴, David³, Cornelius², Mordecai¹), born Aug. 11, 1772; married Abigail (Nabby) Stanley, Jan. 14, 1796; died Jan. 1, 1801, at sea. His widow died Feb. 15, 1845, aged 72 years.

Child :

“daughter (Francis dec'd), bur. Aug. 27, 1801, aet. 2 weeks.”

14. DAVID⁵ LARCOM (Jonathan⁴, David², Cornelius³ Mordecai¹), born Sept. 17, 1774; married, May 27, 1802, Elizabeth Haskell; died Aug. 23, 1840. He was a cabinet maker and a deacon of the Dane Street Church.

Children :

ELIZABETH, b. Feb. 6, 1804; m. John Ober, July 22, 1828; d. Feb. 10, 1873.

ABIGAIL, b. May 3, 1806; m. Isaac Prince, Jan. 9, 1826.

JONATHAN, bapt. at Dane Street Church June 8, 1806.

20. DAVID, b. Aug. 9, 1808; m. widow Mary L. Ober, Dec. 8, 1840; d. Feb. 17, 1883.

21. FRANCIS, b. Sept. 16, 1810; m. Eliza Woodberry, Jan. 29, 1835; d. July 1, 1883.

JOSEPH, b. Aug. 9, 1812.

22. GEORGE TITTLE, b. Jan. 2, 1815; m. Louisa Marshall, Jan. 5 or 28, 1841.

PHEBE PRINCE, b. Nov. 6, 1817; m. (int. June 5), 1847, Joseph E. Ober.

15. BENJAMIN⁵ LARCOM (Jonathan⁴, David³, Cornelius², Mordecai¹), born Aug. 20, 1776; married Charlotte Ives, Jan. 10, 1804, who died March 21, 1810; married, second, Lois Barrett, Nov. 21, 1811; died Jan. 10, 1832.

A letter from him, dated Leghorn, June 9, 1800, to his brother David, says: “I embrace the present opportunity to inform you that I am well and all on Board and hope these lines will find you and all friends the same I have had the Small-Pox and been well a month we have been here two Months and I expect we shall stay a month Longer we expect to come home from here and not to go to India Sugar and Coffee are very Low we have had one hand turned ashore for Stealing Genoa was taken by the English four Days ago No more at present.”

Children, by first marriage :

CHARLOTTE IVES, b. Sept. 28, 1806; m. Sept. 30, 1827, Robert W. Welch of Newburyport.

ADELINE, b. March 5, 1810; m. March 6, 1831, George Meacom.

Children, by second marriage :

23. BENJAMIN, b. Jan. 30, 1814; m. (int. April 28), 1839, Abigail F. Hanson of Salem.
 LOUISA BARRETT, b. Oct. 14, 1815; m. Oct. 1, 1837, Edward Harrington, who d. on the coast of Africa, Aug. 20, 1844.
 EMELINE A., b. April 22, 1817; m. April 5, 1843, George Spaulding.
 JONATHAN, b. Aug. 3, 1818.
 ABIGAIL OBER, b. May 22, 1820; m. June 20, 1844, Luther Haskell of Rowley.
 LYDIA SMITH, b. March 5, 1822; m. April 9 or 19, 1844, Isaac W. Baker.
 LUCY, b. March 5, 1824; d. April 17, 1893. She was the well-known writer and friend of Whittier. Her biography has been published.
 OCTAVIA, b. June 8, 1827.

16. ANDREW⁵ LARCOM (Jonathan⁴, David³, Cornelius², Mordecai)¹, born July 19, 1778; married (int. July 24), 1803, Molly Standley; died June 19, 1853. The old home of Cornelius and David Larcom had passed into the possession of Jonathan's family, and by arrangement with the other heirs after Andrew's mother's death, it became the home of Andrew and his family. An interesting certificate, dated May, 1810, made out by the Vice-Consul of the United States at Bergen, Norway, recounts an episode in the early life of Andrew. "This is to certify That the bearer hereof Andrew Larcom an American Seaman hath produced to me the requisite Documents to prove that he is a Citizen of the United States & lately belonged to the American Schooner called the Betsy of Beverly, Capt. Fielder, Master, taken by the French armed Brig Le Genie, commanded by Capt. Degrave & brought to this place as a prisoner and released. The said Andrew Larcom intends now to depart from hence as passenger with the American Schooner Brig the Hunter, Nathaniel Babson, Master, in order to return home with said Vessel when opportunity may serve. I therefore pray & request that the said Andrew Larcom may pass without hindrance or molestation so long as he doth nothing contrary to the interest hereof."

Children :

- Twin sons, b. and d. Aug. 13, 1804.
 BETSEY, b. Sept. 27, 1805; m. Jan. 25, 1827, Israel Lefavour.
24. ANDREW, b. May 12, 1807; m. Feb. 4, 1834, Abigail Lefavour.
 MARY, b. Aug. 6, 1809; m. Oct. 5, 1830, Benjamin Ober, Jr.
25. ASA, b. March 15, 1812; m. Dec. 19, 1834, Abigail Hooper Larcom.
26. JOHN, b. Oct. 14, 1814; m. Jan. 10, 1839, Lucy W. Marshall.
 HENRY, b. Sept. 22, 1816.
 EDMUND, b. Dec. 27, 1818; m. Dec. 6, 1844, Louisa Woodberry.
 SALLY STANDLEY, b. Feb. 21, 1821; m. Dec. 28, 1847, Peter Obear, widr.
 MARTHA JANE, b. Aug. 18, 1823; m. Dec. 4, 1845, Josiah A. Haskell.
 RUFUS, b. Oct. 2, 1825; m. Dec. 27, 1849, Lydia L. Rea.
 JOSEPH, b. Aug. 10, 1830.

17. HENRY⁵ LARCOM (Henry⁴, David³, Cornelius², Mordecai¹), born Feb. 21, 1777; married, Nov. 27, 1800, Fanny Ellingwood, at Hamilton, who was born at Beverly, April 27, 1780, and died Dec. 21, 1847; he died Feb. 24, 1862. He was a shipmaster and business man, and a deacon at the Dane Street Church. In 1810, as he was returning a passenger on board the ship *Margaret* from Italy, his own ship having been confiscated by Napoleon's orders, he was a sufferer in the famous shipwreck of that vessel, described in the Salem papers of that summer. His daughter wrote an account of it and her memories thereof in the Atlantic Monthly for August, 1871, with the omission of the names. He sailed for years as captain and business agent for Israel Thorndike of Boston. He served the town of Beverly five years as selectman and four years as Representative in the Legislature.

Child :

FANNY ELLINGWOOD, b. June 14, 1807; m. May 13, 1830, Joseph Hale Abbot, who was b. at Wilton, N. H., Sept. 25, 1802, and d. at Cambridge, Mass., April 7, 1873; she d. at Cambridge, Mass., June 26, 1883. They had seven children, Henry Larcom and Edwin Hale, b. at Beverly, and Francis Ellingwood, Emily Frances, Edward Stanley and William Fitzhale, b. at Boston. An infant, who only lived a short time, was also born at Beverly.

18. MISHAEL WEST⁵ LARCOM (Henry⁴, David³, Cornelius², Mordecai¹), born Nov. 24, 1779; married, Dec. 16, 1802, Nancy Edwards of Hamilton, who was born July 11, 1780, and died May 29, 1853; he died Nov. 15, 1857. He was a mariner.

Children :

HENRY, b. May 18, 1804; d. Dec. 13, 1804.

MISHAEL WEST, b. Oct. 25, 1805; d. Jan. 20, 1820.

STEPHEN, b. Jan. 10, 1808; m. Nov. 2, 1842, Laura L. Colby of Manchester; d. Oct. 7, 1890.

ANNA, b. Sept. 3, 1810; m. March 21, 1833, Peter Ober; d. March 6, 1847.

LUCY, b. June 6, 1813; m. Dec. 4, 1832, Joseph Ober, 2d; d. March 28, 1842.

ABIGAIL HOOPER, b. Oct. 16, 1815; m. Dec. 19, 1834, Asa Larcom; d. Nov. 12, 1890.

SUSAN W., b. Aug. 24 (or 25, family record), 1819; m. Sept. 22, 1842, James Dow, Jr., of Manchester; d. Sept. 29, 1843.

JOANNA, b. Dec. 23, 1822; m. March 9, 1843, Joseph Ober, 2d; d. June 27 or 29, 1845.

19. CORNELIUS⁶ LARCOM (Cornelius⁵, Cornelius⁴, David³, Cornelius², Mordecai¹), born Dec. 6, 1775; married, Sept. 14, 1797, Mehitable Marvel; intention of marriage, June 14, 1812, to Betsey Collings; Betsey, wife of Cornelius, Sr., died May, 1840; married, Sept. 22, 1841, Mrs. Mary Standley; died Aug. 30, 1846. He was a trader.

Children :

MEHITABLE, b. Jan. 7, 1798; m. May 10, 1818, Samuel Brooks, 2d, of Hanover.

27. CORNELIUS, b. April 1, 1801; m. Nancy Standley, Aug. 4, 1825; d. June 25, 1852.

28. HENRY, b. Nov. 25, 1804; d. in Nova Scotia.

20. DAVID⁶ LARCOM (David⁵, Jonathan⁴, David³, Cornelius², Mordecai¹), born Aug. 9, 1808; married, Dec. 8, 1840, Mrs. Mary Larcom Ober, widow of Benjamin Ober, who died Feb. 7, 1836.

Children :

DAVID, b. July 5, 1841; d. Aug. 6, 1885.

LYDIA S., b. Oct. 8, 1842; d. Dec. 25, 1844.

JOSEPH HENRY, b. May 25, 1845.

THEODORE, b. April 9, 1849.

21. FRANCIS⁶ LARCOM (David⁵, Jonathan⁴, David³, Cornelius², Mordecai¹), born Sept. 16, 1810; married, Jan. 29, 1835, Eliza Woodberry; died July 1, 1883. She died April 29, 1850.

Children :

ELIZA, b. Oct. 24, 1836; d. Feb. 15, 1842.

ELIZA WOODBERRY, b. Jan. 15, 1843.

FRANCIS MILTON, b. Oct. 21, 1847.

22. GEORGE TITTLE⁶ LARCOM (David⁵, Jonathan⁴, David³, Cornelius², Mordecai¹), born Jan. 2, 1815; married, Jan. 5 or 28, 1841, Louisa Marshall.

Children :

GEORGE W., b. July 27, 1843.

LOUISA MARSHALL, b. Oct. 2, 1846.

WILLIAM HASKELL, b. July 16, 1849.

23. BENJAMIN⁶ LARCOM (Benjamin⁵, Jonathan⁴, David³, Cornelius², Mordecai¹), born Jan. 30, 1814; married, (int. April 28), 1839, Abigail F. Hanson of Salem.

Children :

MARY ABBIE, b. April 2, 1840.

EMELINE AUGUSTA, b. Oct. 29, 1842.

BENJAMIN, b. Feb. 2, 1847.

24. ANDREW⁶ LARCOM (Andrew⁵, Jonathan⁴, David³, Cornelius², Mordecai¹), born May 12, 1807; married, Feb. 4, 1834, Abigail Lefavour.

Children :

ELLEN AUGUSTA, b. Sept., 1835; m. William Perry.

ABIGAIL PORTER, b. June 27, 1838.

EMILY, b. May 11, 1841.

WILLIAM HENRY, b. Aug. 27, 1843.

ISABELLA, b. Nov. 8, 1845.

LYDIA STANDLEY, b. May 9, 1849.

25. ASA⁶ LARCOM (Andrew⁵, Jonathan⁴, David³, Cornelius², Mordecai¹), born March 15, 1812; married, Dec. 19, 1834, Abigail Hooper Larcom; died Oct. 22, 1882. She died Nov. 12, 1890.

Children :

- MISHAEL WEST, b. Aug. 18, 1842; d. Sept. 2, 1843.
 ABBIE FRANCES, b. Dec. 29, 1845; d. Nov. 11, 1916.
 ASA STANDLEY, b. June 2, 1849; d. Aug. 20, 1850.
 ADELINE MEACOM, b. March 29, 1852; m. July 28, 1875, Oliver Taylor Roberts of Manchester. One child, Hollis Larcom Roberts.

26. JOHN⁶ LARCOM (Andrew⁵, Jonathan⁴, David³, Cornelius², Mordecai¹), born Oct. 14, 1814; married, Jan. 10, 1839, Lucy W. Marshall.

Children :

- JOHN HENRY, b. April 4, 1840.
 LUCY JANE, b. March 1, 1849.

27. CORNELIUS⁷ LARCOM (Cornelius⁶, Cornelius⁵, Cornelius⁴, David³, Cornelius², Mordecai¹), born April 1, 1801; married, Aug. 4, 1825, Nancy Standley; died June 25, 1852.

Children :

- NANCY JANE, b. April 21, 1826; m. Jan. 17, 1843, Gideon Cole.
 MEHITABLE, b. Jan. 23, 1828; m. 1st, May 28, 1846, Edmond Stone; m. 2d, Jan. 24, 1854, John B. Cressy; d. Sept. 14, 1856.
 MARY O., b. Nov. or Dec. 24, 1829; m. Oct. (int. 6), 1849, George H. Clark.
 JOANNA, b. June 6, 1832 or 1833.
 CORNELIUS, b. July 9 or 23, 1834 or 1835.
 JOSEPH, b. July 9, 1836.
 JOSEPH M., b. July 24, 1836 or 1837 (private records).
 LYDIA W., b. Nov. 16, 1839 or 1840.
 SARAH F., b. June 8, 1841. "Sarah Ann, d. Cornelius, jr., d. of fever, Jan. 27, 1845."
 JACOB, b. Nov. 26, 1842; d. Dec. 19, 1842.
 LEVI (or LEWIS), b. July 23 or 24, 1844.
 BENJAMIN FRANKLIN, b. June 12, 1846; d. Sept. 23 or Nov. 15, 1846.
 BENJAMIN O., b. Dec. 7, 1847 or 1848.
 CHARLES HENRY, b. July 10 or Aug. 12, 1849; d. Sept. 2, 1849, aged 3 weeks.
 "d. Cornelius & Nancy, debility, d. Sept. 19, 1849."

28. HENRY⁷ LARCOM, 2D (Cornelius⁶, Cornelius⁵, Cornelius⁴, David³, Cornelius², Mordecai¹), born Nov. 25, 1804; married, Nov. 21, 1826, Nancy Allen; died in Nova Scotia.

Children :

HENRY P., b. Sept. 17, 1836; m. Clara Ann Coburn, b. at Antrim, N. H., Jan. 5, 1845, who m. 2d, May 20, 1889, — —.

They had four children: Dexter, b. 1872; Fred, b. Jan. 18, 1876, m. Jan. 20, 1906, Mary Thomas Whitlock, and had Jane Clark, b. Jan. 3, 1908; Albion; Harry Garfield, b. Dec. 19, 1881. (Lexington Records.)

GEORGE P., b. May 13, 1838.

ANN ELIZABETH, b. July 31, 1840; m. Charles O. Brown.

A LIST OF OLD AND NEW COMMONERS BELONGING TO IPSWICH HAMLET, 1720.

The following list is from a copy, now in possession of the Essex Institute, made January 30, 1720-21, from the Commoners Records of Ipswich, by John Wainwright, clerk. The common land was assigned to the inhabitants of the Hamlet as follows:

“Acco^t of the Land laid out by the Committee to y^e Hamblett, as by their return, the Line begins at two Small maples marked by Mile Brooke in Walker’s Swamp, and from thence to a great rock with Stones laid on it near the pond, on the West Side of the way & from the said Rock it turns & runs to a black Oak that stands nearest to the pond, & upon the same Line to the pond, & to the West of there Lines. there is Four hundred & Seventy & Seven acco^rs, wee account soe. Witness our hands Jan^r 3^d 1720. John Appleton, John Whipple, Mathew Whipple, Samuel Hart, Thomas Manning, George Hart, Nathaniel Goodhue, Thomas Dow, Committee.

OLD COMMONERS.

Mr. Richard Hubbard, claimed by his Heirs, one	1.	
John Davis, Right by his Entry in 78, claimed his heirs—one, & by purchase of Danl. Warner a quarter	1.	q ^r
Isaac Rindge, by his Fathers will as entered in '78	0.	q ^r
Matthew Whipple Sen ^r by his Fathers Entry in '78, one to y ^e farm	1.	
Matthew Whipple’s Home entered in 78, claimed by Lieut. John Whipple’s heirs—one—	1.	
Corpl. John Whipple in 78, claimed by his heirs	1.	
Isaac and Andrew Woodberry, one by Nicholas Woodberry Entry in 78 willed to them by their father—one	1.	
Jacob Browne claims half a Right, purchased of Adam Cogswell, if Cogswell hath power to sell it.	0.	half
Majr. Simons Epes Esq ^r Two—one that was his Fathers at the hill, y ^e other purchased		

of his Bro. at the Island	2.	
M ^r Haffills Entry in 78 to his Heirs sold by them the one half to Matthew Whipple Sen ^r the other half to Samuel Poland	1.	
John Whipple, jun half an old Right purchased of Serg ^t Will ^m Hunt	0.	half
Cap ^t Daniel Rindge by his Father's entry in 78 to the Farm three quarters of a Right to him & the heirs of his Father Rindge	0. 3	qrts.
5 Supernumerarys		

 11 1/4

NEW COMMONERS.

John Whipple, jun ^r one	1	
Matthew Whipple, Sen ^r to be to his son Matthew	1	
Abraham Tilton, Sen ^r	1	
John Thorne	1	
Nathaniel Browne, Sen ^r	1	
Samuel Dodge his heirs	1	
Isaac Rindge so much as to make 3 acres	0. 3.	100
John Knowlton, Sen ^r	1	
Isaac Giddings	1	
Samuel Knowlton	1	
John Hooker	1	
Capt. Daniel Rindge for the Farm	1	
David Thompson's heirs	1	
James Patch	1	
Samuel Poland	1	
Benjamin Knowlton	1	
Thomas Knowlton Carp ^r	1	
Nathaniel Dick	1	
Edmond and Nathaniel Pottar	1	
John Hubbard	1	
John Annable	1	
Jacob Brown purchast of Walter Fairfield	1	
Charles Tuttle, half a new Right	0	half
Joyner Whipple Right w ^t Moulton Farme	1	

John Dillwyn of Capitan General and Governour in Chief
in Charge Her Majesty's Province of New England in America
and His Majesty's Admirall of the Ocean. To Captain William Pickering formerly Appointed
Captain of His Majesty's Ship the Province Galley Reciting by virtue of the
power & Authority in & by Her Majesty's Royal Commission to me Pointed out by the
present, Respecting special Trust and Confidence in your Loyalty, Zeal, and good
conduct, hath and doth appoint you to be Captain of His Majesty's Ship the Province
Galley, Willing and requiring you to take upon you the Charge and Command of said
Ship according accordingly. And Wholly Charging & Commanding all the Officers & Company
belonging to Her Majesty's Ship to obey you therein with Loyalty and Fidelity in the
respected Employment with all due respect & Obedience to you their Captain
And you to be obedient Obedient and execute all his Majesty's Commands
as you shall be commanded to do, receive from my self Her Majesty's Service Pursuant
to the End specified in you. Hence if you or any of you may not take at you will
Answer the contrary at your peril.

Will under my hand & Seal at Arms at Boston the seventeenth Day of
January 1709. In the eighth Year of the Reign of our Sovereign
Lady Anne Queen of Great Britain &c.

By his Excellency's Command
John Dillwyn Secretary

Dillwyn

THE PROVINCE GALLEY OF MASSACHUSETTS
BAY, 1694—1716.

BY HARRIET SILVESTER TAPLEY.

(Continued from Volume LVIII, page 88.)

At this period in the career of the *Province Galley*, a Salem shipmaster, Captain William Pickering, became identified with it and other government naval service. As early as 1707 Captain Pickering was given a commission by Governor Joseph Dudley as commander of a vessel which should officially represent the Province for the protection of the fisheries in the Eastern waters. The appointment was made upon petition of Major Stephen Sewall and Captain Edward Brattle, who agreed to arm and equip in a warlike manner such a vessel at their own charge, to be manned by 25 or 30 soldiers and sailors. The original commission* authorized him to "war, fight, kill and exercise all Acts of Hostility upon and against her maj^{ty}'s said Enemys & Rebels, their Vessells Boates and Goods to take and make prize of," for the space of four months, "If the War with france so long last." The Captain's instructions were "from time to time to take under your care and convoy the Fishing Vessells, in a Fleet, both out and home and attend them on the Fishing Grounds and in the harbours, Keeping them so near together as their Fishing may allow, that you may be the better able to cover and Protect them who are to be perfectly under your Direction. . . . And in case you meet with or be attacked by any of the Enemy, you may, upon such Exigence, take a man out of Each Vessell further to reinforce you."

Captain Pickering was commissioned commander of the brigantine *Hope* the next year, instructions given by the Governor being as follows :

Province of the	By his Excy Joseph Dudley Esqr Capt
Massachusetts Bay	General & Govern ^r in Chief in & over
in New England	Her Maj ^{ty} 's sd Province & Vice Ad- miral of y ^e Same.

*Massachusetts Archives, vol. 63, pp. 90, 91.

Instructions to be Observed by Capt William Pickering, Command of the Briganteen Hope, In Pursuance of the Commission or Letters of Mart herewth given him.

First. You are to keep good Orders among your Vessells Company; That Swearing, Drunkenness & prophaneness be Avoided or duly punished, And that God be duly Worshipped.

2ly You are upon all Occasions to Endeavour the maintaining of her Matys honour, and to give Protection to her Subjects by Endeavouring to Secure them in their Trade, & in no wise to hurt Or Injure any of her Matys Subjects, Friends or Allies.

3ly You are to Take, Seize, Sinke or destroy any of the Ships, Vessels or Goods belonging to France, or Spain their Vassals or Subjects the Declared Enemies of the Crown of Great Britain & Ireland; And all Such Ships and Vessels with their Ladeing, Goods & Merchandizes whatsoever which you shall happen to Seize or Take, you are to carry or Send into Some Port or Ports within Her Matys Kingdoms or Dominions, to be proceeded against & adjudged.

But In Observance of her Matys Express Command, you are Strictly Charged, not to do or Commit any Injury, Violence, Spoyle or Molestation upon or within the main Land of the Continent or of the Islands or Plantations belonging to ye Spaniards in America or against any of the Subjects of the Crown of Great Britain & Ireland or the Subjects of the States General or any of them, Or their Ships, Vessels & Goods, that shall be found coming to or going from any Port or place in the Spanish West Indies being for the Proper Accompt & Risque of the Subjects of the Crown of Great Britain & Ireland; or of the Subjects of ye sd States General respectively, any thing Contained in the Declaration of War against Spain or in yr Commission or Instructions notwithstanding provided That no Goods whatsoever belonging to the Inhabitants of France or its Vassals, or any others Inhabiting within the Dominions & Territorys of that Crown, Nor any Contraband Goods, Stores or Provisions of War be permitted to be carryed to any Spanish Plantations in any ship whatsoever, but that they may be and are Declared to be Liable to Seizure & Confiscation as before the giving of this Instruction. Provided also That you may still attack, take & possess your selfe of any Spanish Ship, Vessel or Gallion either on the main Sea or in fresh Waters or in any Port, Bay, Creeke or harbour in America, as well as elsewhere, and to Seize and bring away the same. And all Treasure Goods & Merchandize which may be found on board ye Same according to the Intent & Meaning of the first part of this & ye following Instructions.

4ly You are to Take Effectual care that no Money, Goods, Merchandizes or what else shall be taken by you in any Ship, Vessel or otherwise, be Imbezeld, purloyned, Concealed or Conveyed away &

that Bulk be not broken, until the Same be first adjudged to be Lawful Prize, & Order given for the landing & Securing thereof as by Law is Directed. You are — carefully to preserve all Books, Papers, Letters & Writings which shall be found in any Ship or Vessel by you taken, to ye Intent a more Clear Evidence & Discovery may be made to what persons such Ship or Vessel & her Lading did belong.

5ly You are to Take care That no person or Persons taken or Surprized by you in any Ship or Vessel as afores^d though known to be of ye Enemies side, be in Cold blood killed, Machined or be Tortured or Cruelly Inhumanely Treated Contrary to the Common Usage or just Permission of War.

6ly You may not at any time by Virtue of the s^d Commission or Letters of Mart wear on board your s^d Briganteen any other Jack than such as is Directed by her Matys Royal Proclamation of July 28th 1707 to be worne by such Ships as have Commissions of Letters of Mart or Reprizal. And upon meeting with any of Her Matys Ships of War, You are to pay all Customary Respects to them according to the Laws and Orders of the Sea.

7ly You are to take care, That the Prisoners which you shall take in any Prize Ship or Vessel, or so many of them as you may be able to keep under Command, Especially the Officers or more principal of them, be brought or Sent into your Commission Port or where else within her Matys Dominions you Send yor prizes To the Intent there may be the more full Evidence for Condemning the Same; And also an advantage for the Exchange of Prisoners.

Lastly. You are Carefully to Observe and keep all the aforegoing Articles and Instructions, and not to make any breach thereof, Or of her Matys Laws respecting Letters of Mart or Reprizal, and Prize Ships and Goods, And to See that the full & just parts & shares of all Prize Ships, Vessels and Goods as shall be Taken & Seized by you Accrueing unto Her Majesty and the Lord high Admiral be duely & truly Answered & paid.

Given under my hand at Boston the First day of May 1708, In the Seventh year of Her Majesty's Reign.

J. Dudley.

On May 2, 1709, it was ordered by the Governor and Council that the "Brigantine Hope, Capt. Pickering, now laden for Newfoundland, be taken up, have part of her lading put on shore, guns loaded, proceed to Newfoundland, lately surprized by the French, with a Passport and Instructions as a Flag of Truce, to fetch off the English Prisoners, but with design to gain intelligence of the

state of that Country; and to relieve the necessitys of the Planters.”

The *Hope*, Joshua Pickman, master, was owned by Andrew Belcher, and had been taken by the Governor for Province duty, as the following instructions to the master will show :

Boston the 27th July 1709

Mr Joshua Pickman

You being master of the Brigantine *Hope*, and being cleared at Custome house for Newfoundland, you are to observe the order and Direction of Capⁿ William Pickering who goeth with you, for yor setting sail from hence, and so During the Voyage untill you return to this place, in case of his mortalitie you are to observe the order & Directions I have given to him referring to the Cargo I have laden aboard for which you have signed bills of Lading. Committing you to Divine Protection I Rest

Y^r Loveing Owner

Andr Belcher

Perhaps Captain Pickering discharged these duties in such a satisfactory manner that he was in line for higher honors. At any rate it is certain that he was a skillful and seasoned navigator, and that on January 17, 1709, he was commissioned* commander of the *Province Galley*. Colonel Timothy Pickering, in his Memorandum Book, attributes his relative's appointment to the following incident :

That in Queen Anne's war (at the beginning of the present century) he was the master or skipper of a fishing vessell; that off Cape Breton in calm weather he was attacked by a shallop containing about thirty Frenchmen. When the enemy approached, the crew were for surrendering, being only six or seven in number; but as they had each a musket, and their vessel was fixed with *close quarters*, William Pickering, the master, told them if they would only load their guns, he would fire them all himself. They did so. As the Frenchmen rode up astern and came within musket shot, he began to fire out of the cabin windows. They rowed the faster, but he continued firing until they got up to the stern. Then he shut fast the cabin windows, and they all ran forward to the forecastle, in which were loopholes. By the time they reached the forecastle; the Frenchmen were climbing over the stern. He

*Pickering Mss., Essex Institute.

renewed his fire, and in the whole defence of his vessel killed and wounded so many that the survivors took to their shallop and rowed off as expeditiously as possible. This signal act of bravery and good conduct procured him great applause, and occasioned his appointment to the command of the *Boston Galley*, a ship which had been provided and armed by the Province of Massachusetts for the protection of its commerce.

Upon information of a French privateer sloop from Martinique with 150 men attacking shipping near this coast, it was ordered, May 19, 1710, that the *Province Galley's* crew be increased to 110 men. She was to proceed, with the guard sloop *Anne*, Captain Carver, with 80 men, to Rhode Island, to act as convoy for provision vessels coming from Connecticut. Ten days later news was received of a fishing vessel being taken off Plymouth, and the Galley was ordered there, with the *Anne*, "to pursue the enemy upon the shoals where there is not water enough for the ship, and reinforce the Galley with 20 matrosses." It cost the Province £14. 5s. for the services of John Cock, bombardier, and the matrosses on this expedition.

Governor Dudley's instructions,* addressed "On Her Maj^{ty's} Service. To Captain Wm. Pickering, Commander of Her Maj^{ty's} Ship Province Galley," were as follows:

Boston, 17th of May, 1710

You have my order of this day forthwith to find Her Mat^{ys} Sloop *Anne* Capⁿ Carver Command^r now out upon her Cruise in her Station, which you know, and to keep so near together as to give Assistance to Each other as the Service may demand.

And for your present Enforcement, I Direct you to take one man of three out of the Coasters and Fishery, to be discharged again wⁿ you can be Enforced out of inward bound ships, or otherwise Supply'd, make up your own complement one hundred and twenty, and Carver Eighty, Give him a share of the men you take, continue together to the end of your present Cruise.

I am Sr your servant

J. Dudley.

A copy of Captain Robert Carver's instructions, † dated March 29, 1710, was sent by him to Captain Pickering, with

*Pickering Mss., Essex Institute.

†Pickering Mss., Essex Institute.

a postscript as to how they should recognize one another, as follows :

Massach^{ts}

By his Excellency The Governour

You are hereby ordered To Sail on a Cruise wth Her Mats Sloop Anne, Takeing under your Convoy all the Coasting provision vessels & others Bound to the westward that are Ready & shall attend you. See them saif To The Sandy Point of Manamoit, & then keep your station from the said Point To the head of Cape Codd forward & Backward untill the Eleventh day of Aprill next & proceed with what speed you may To new London & There Take up all the Coasters Bound into this Bay That shall be Ready To Join you. Stay not There more than Twenty-four hours unless you be detained by Contrary winds & Bad weather but make all Dispatch back again with the vessels under your Convoy & see them saif into Port—upon your arrivall anchor a little above Castle William & attend mee To Receive Further Orders—

I allow you a discretion To alter your Station in quest of the Enemy as you may Receive Intelligence & Descry any Sail or to Give assistance To any merchant ship or vessel. Take care that God be daily worshiped By public prayer To him morning & evening & in Reading some portion of the holy Scriptures Religiously observe the Lord's Day as farr as your Circumstances will admitt.

Govern your men well assert your own Just authority suppress & punish all mutinies, Disobedience immorality vice & prophaness, Maintain Her Maties honour In your post & Do nothing unworthy or unbecoming the Commission & Character you Bear.

Bee verry Carefull to keep good Lookout & By Every opportunity advise mee of all occurrants—If you happen to be attacked by the Enemy superior in force to You Repair if you can to the Province Galley for assistance To which End you have Given you herewith a Copy of Capt Pickerings Sayling orders That you may know his Station & where probably To meet him. Give him a Copy of yours, you are to observe These as Standing Instructions To you other then in what Relates to your present Cruise & Station.

Capt Pickering if you should see a Sloop that you Suspect to be ours hoist your Jack at the mizen peek without any other Collours & we will answer you with our Jack at the head of our mast So by this Signall we shall know each other.

Just how long Captain Pickering continued in this capacity cannot be determined, but it is certain that he was in command during the latter part of 1709, in 1710 and 1711. Some idea of the expense of keeping the

Galley in commission is shown by the muster roll from January to August, 1710, when the Province paid £1201. 10s. 6d. for wages, less £309. 15s. 8d. for Commissary. During this time Captain Pickering was allowed £17. 17s. 8d. for graving, raising seamen to man her, and for a trumpet.

On June 19, 1710, the Galley was provisioned* as follows: 28 bags of bread, bags to be returned; 9 barrels pork, 2 barrels beef, 9 bags peas, 1 quarter fresh beef, and 5 tuns and 14 gallons of beer. On September 4, 1710, Commissary-General Belcher received into his office from the *Province Galley* the following articles: 23 1-2 yds. Cape cloth at 3/, £3. 10s. 6d.; one speckled Linen white shirt, 8s.; 5 Cape cloth watch coats, £3. 11s. 8d.; 24 Frize Jackets, 15s. 4d.; Blankets, 16s. 6d.; blanket, 7s.; one piece blue cotton, at 18d., 13s. 1 1-2d.; 1 3-4 pounds thread, 7s.; total, £24. 17s. 19 1-2d.

At another time the Commissary-General wrote concerning requisitions of Captain Pickering: "I shall wayt on his Excellency and acquaint him with what you say referring to Dr. Standbury, and that you have supplied Capt. Carver with men, and wayt his orders to saile, as to Rum here is non; there is some at Cape Ann which you have an order for. I must desire you to call there for those things as soon as you can least they should be Embeseled."

The *Province Galley* was one of the fleet of 36 vessels which sailed from Nantasket, September 18, 1710, upon the expedition which successfully subdued Port Royal, under command of General Francis Nicholson, who is remembered today in Essex county as one of the founders of St. Michael's Church in Marblehead. Desertion among the sailors was a common occurrence and was becoming a menace, demoralizing the naval forces, as the following letter† from Governor Dudley to Secretary Addington shows:

Roxbury, 4 Sept. 1710.

Sr

It seems that Captain Pickering's hundred men are reduced to fifty & the General thereupon sends mee an order refering to her

*Pickering Mss., Essex Institute.
Massachusetts Archives, vol. 51, p. 202.

fitting. I pray that the Commissary will let the Victuals & stores be presently sent on board the whole affayre on our part depends upon it & let there be a Method taken for saylors Mr Pickering if he intends to discover how the saylours love him, at the cost of the province, he will prove himself an ill husband and will trade for me no more, it must needs be his connivance to let so many saylours desert. We must have saylours or we are undone.

I am sr your humble sert

J. Dudley.

In another letter of the same date, the Governor writes: "Agreeable to the Desire of the Council of Warr of this date I pray of you that an officer attended by a Trooper be sent for the several Pilots to Salem, Marblehead, Cape Ann and other ports so that they lose no time till they have delivered them on board the province Galey to Captain Southack or his officer attending the service."

Whether or not Captain Pickering's command was taken away on account of the desertions is not clear, but he was suspended for some reason for a few months, for on March 16, 1711, it was

Ordered that His Excellency the Governr be Intreated to Restore Capt: W^m Pickering to the Command of the Province Galley.

That he be Allowed after the rate of eight Pounds p month, for the year curr^t or for Such time thereof as he shall bear that Command.

And that the Victualling of the s^d Ship for the year curr^t be in the Proportions following viz^t

One pound of Bread, Three Quarts of Beer, & halfe a Pint of Peas, to a man p Day.

And Two messe Pieces of meat, to five men p Day.*

Captain Pickering was reinstated, and the *Province Galley* was ordered to take part in the gigantic expedition for the conquest of all Canada in the summer of this year. Admiral Walker had come from England with a large force of soldiers whom the colonists found it difficult to quarter and feed. The government had ordered the Galley to be fitted and victualled for the attack, with a crew of 79 sailors, but before this could be carried out, Admiral Walker sent out his instructions by Captain Matthews of the *Chester* man-of-war to Captain Pickering,

*Massachusetts Archives, vol. 63, p. 178.

A Muster Roll of the Company in Her Majesties 1711 Service under the Command of *William Sackering* Captain, *Regt of Artillery* *Guilty*

Mens Names	Quality	Town	Whether Names of La- Servants and Mat- or Sons, under Age, and for Age, Served	Time of Par- tance on the Service	Month	Days	Till what Time in the Service	Whole Time of Service	Pro- vince Arms	The whole of Wagg- Drags each Man	What each Re- ceiv'd of the Com- munity & impur		Balance Due to each Man					
											l	s						
<i>William Sackering</i> Capt	Solon			March 19	1711	4	1	4	1-10	38	11	5	38	11	5			
<i>Wm Sackering</i> Cap	Solon			March 21	1711	1	1	1	1-10	23	15	0	11	4	23	3	8	
<i>George Wyles</i> Lieut	Solon			March 21	1711	1	1	1	1-10	19	0	0	0	0	19	0	0	
<i>Robt Sackering</i> Lieut	Solon			March 21	1711	1	1	1	1-10	17	2	0	16	0	10	4	6	
<i>Wm Sackering</i> Lieut	Solon			March 19	1711	1	1	1	1-10	7	4	7	9	6	25	1	4	
<i>Richard Hill</i> Lieut	Solon			March 19	1711	1	1	1	1-10	7	4	7	0	0	7	4	7	
<i>James Sackering</i> Lieut	Solon			March 19	1711	1	1	1	1-10	7	4	7	0	0	7	4	7	
<i>Charles Pym</i> Lieut	Solon			March 21	1711	1	1	1	1-10	6	2	6	0	0	6	2	6	
<i>Matthys Joel</i> Gunner	Solon			March 21	1711	1	1	1	1-10	6	6	6	1	2	12	18	9	
<i>Francis Martin</i> Gunner	Solon			March 21	1711	1	1	1	1-10	7	2	6	1	6	7	4	0	
<i>John Wicker</i> Gunner	Solon			March 21	1711	1	1	1	1-10	9	2	10	0	0	9	2	10	
<i>Jonathan Wicker</i> Gunner	Solon			March 21	1711	1	1	1	1-10	5	5	0	1	8	3	6	4	
<i>Wm Rose</i> Gunner	Solon			March 20	1711	1	1	1	1-10	7	5	8	0	0	7	5	8	
<i>William Rose</i> Gunner	Solon			March 23	1711	1	1	1	1-10	5	2	11	2	10	4	2	4	8
<i>Wm Rose</i> Gunner	Solon			March 23	1711	1	1	1	1-10	1	12	1	1	10	4	0	8	
<i>Joseph Wicker</i> Gunner	Solon			March 23	1711	1	1	1	1-10	0	8	1	0	8	0	8	0	

who was then at sea with the Galley, to convoy some British transports to New York. The Boston *News-Letter* of July 16, 1711, chronicles the arrival at New York of "2 store ships from Boston under convoy of the *Province Galley* Her Majesties Ship" and another under convoy of Her Majesties Ship *Kingston*. It further records her arrival on July 30 with some vessels laden with provisions. Captain Pickering, with the Galley, was thereby hindered from coming into port until after the expedition had sailed. She was to have proceeded under command of Captain Southack as pilot to the whole fleet. The cost of this expedition was a heavy burden upon the colonists, and many questions arose as to whether the Crown or the Colony were liable for the payment of the bills incurred. Peter Faneuil and others brought a bill of £1503. 5s. 8d. for fitting out the *Province Galley*, which the Province considered should be paid by the government in England, since it was ordered by Admiral Walker. Three years later a committee reported that inasmuch as "the Laying of her Deck with the other Fitting & Victualling was all begun some time after the Fleet departed from hence on the said Expedition, by agents appointed by Admiral Walker, He having left his orders with Cpt. Southack for that end, And Admiral Walker said the Day he sailed (as we are creditably informed) That both her Fitting & Victualling can in strictness be demanded & required of the Province; But as the Government have alwaies expressed a forward Zeal for her Majestie Service in that and the former Expeditions, So we humbly offer as our Opinion in Deference to her Majesties Royal Commands, for that Ship to be employed for that service as aforesaid that the bill be paid."*

The following Muster Roll, which was found among the Pickering manuscripts at the Essex Institute, is probably the only one relating to the Galley in existence. The matter inclosed in brackets is from other papers in the same collection.

*Massachusetts Archives, Council Records, vol. ix, p. 340.

A MUSTER ROLL OF THE COMPANY IN HER MAJESTIES

Service under the Command of William Pickering Captain, Viz. of Province Galley 1711

Men's Names	Quality	Of What Town	Whether Servants Or Sons Under Age	Names of Fathers and Masters, of Sons under Age, and Servants	Time of Entrance on the Service		Whole Time of Service	Balance Due to each Man			
					Months, Days.				Days		
					l.	s.				d.	
William Pickering	Capt.	Salem			March	19th	4	23	38	11	5
Wm Woodberry	Mr. & Pilot	Bevry			Ditto	21	4	21	23	3	8
Eleazer Moses	Lieutt	Salem			Ditto	21st	4	21	19		
Robt Stanbury	Doctr	Ditto			Ditto	21	4	21	16	4	6
Wm Leach		Ditto	Servtt	Capt*	Ditto	19	4	23	6	15	1½
David Pitt		Ditto	Son	Ditto	Ditto	19	4	23	7	4	7½
James Pickering		Ditto	Servtt	Ditto undr age	Ditto	21	4	21	7	2	6
Charles pynnſ		Ditto		Lieutt	Ditto	21	4	21	12	16	9
Malicy foot		Ditto			Ditto	21	4	21	7	1	0
francis Marstis	Gunner	Ditto		Gunners	Ditto	21	4	16	9	2	10
John Webber	MidShman	Ditto			Ditto	26	4	16	9	2	10
Johnathan Woodwell		Ditto			April	21	3	14	3	6	4
Able Robenson	Steward	Ditto			Ditto	20	3	8	7	2	0
William Callum		Ditto			Ditto	23	3	12	2	5	5
Wm henfield		Ditto			Ditto	23	1	8	1	9	9
Joseph Mezury		Ditto	Son to Jno Callum		Ditto	23	0	8	8	2	0
Robt Stone	Cooper	Ditto			Ditto	23	3	12	6	6	0
Isaac Haker		Ditto			Ditto	23	3	12	3	10	5
William Bill	Carpendr	Boston			March	21	4	21	14	3	6
Edward Richards		Ditto	Servtt	Carpendr	Ditto	21	4	21	7	1	0

§Hired by Samuel Harlow of Plymouth.

*Hired by Mr. John Wadsworth of Duxbury.
†Hired by Eleazer Holmes of Plymouth.

Men's Names	Quality	Of What Town	Whether Servants Or Sons Under Age	Names of Fathers and Masters, of Sons under Age, and Servants	Time of Entrance on the Service		Whole Time of Service		Balance due to each Man		
					Months.	Days.	Months	Days		l.	s.
Ham Indian		Harwich	Servtt	Shubll Goreham	March	26	4	12	5	6	2
Sollomon Ziares					Ditto	26	3	10	1	2	5
Shabald Moses					Ditto	26	4	12	3	15	2
Samll Indian		Branestable	Servtt	Ditto Goreham	Ditto	26	0	15	0	16	1
Jno Pederick	Coxen	MHead			April	20	3	15	3	8	9
Charle Green	qrtear	Ditto			Ditto	20	1	24	3	1	0
Abra Lasher		Ditto			Ditto	19	3	16	2	9	6
James Stone		Ditto			Ditto	20	3	15	3	19	3
Joshua Edwards		Ditto	Servtt	Jno Cleaves	Ditto	20	3	5	0	16	6
Wm Dager		Ditto			Ditto	20	1	26	0	17	6
Thos Brickly		Ditto			Ditto	23	3	12	1	14	6
John Pudney		Ditto			Ditto	25	3	0	1	4	2
Ebenr Hanever		Ditto			Ditto	25	3	10	4	7	6
Jedidiah Irish		Ditto			Ditto	28	3	10	3	4	2
George Barker	qrtear	Ditto			Ditto	29	1	15	0	6	3
David Balch		Ditto			Ditto	23	1	0	1	6	6
Jonathan Remsdell		Ditto			Ditto	23	1	0	1	8	2
Moses Hart		Ditto			Ditto	23	1	0	1	9	8
Thomasfuollar		Ditto			Ditto	23	1	0	1	9	8
Humphry Parce		Ditto			Ditto	23	1	0	1	9	8
Samll Trap		Vinyard			Ditto	23	3	0	2	19	11
Wm Prince		Beverly	Servtt to Jabes Backor		Ditto	16	3	15	3	9	3
Nehemiah Stone		Ditto			Ditto	21	0	07	0	7	06
Nathl Williams		Ditto			Ditto	21	1	23	2	9	7
Thos Hill		Ditto			Ditto	21	1	23	0	8	1
John Martin	Cook	Ditto			Ditto	21	3	17	3	8	7

Men's Names	Quality	Of What Town	Whether Servants Or Sons Under Age	Names of Fathers and Masters, of Sons under Age, and Servants	Time of Entrance on the Service	Whole Time of Service		Balance Due to each Man			
						Months.	Days.	Month	Dayes	l.	s.
Wm Shephard		Strangr			June	12	1	18	0	0	0
Thos Shephard		Ditto			Ditto	12	1	18	2	2	11
Saml Woodbury		Salem			Ditto	12	1	18	1	15	3
Wm Pinson		Salem			Ditto	12	1	18	0	8	11
Josiah Rament		Ditto			Ditto	12	1	18	1	19	9
Joseph Grafton	2 Mate	Ditto			April	10	4	1	7	9	7
Saml Barton		Ditto			May	19	0	23	1	4	5
John Richards		Ditto			Ditto	19	0	23	1	4	5
Jno Pott		Indian			July	22	0	6	1	6	4
									£72 12 10		

Other names not included in the foregoing list, but given in the Pickering manuscripts, are: Bartholomew Cheevers, mariner, was discharged from service on the *Province Galley*, April 6, 1710, having hired Joachim Blackman, who had served already two years on the Galley. Benjamin Pickering, brother of William, served in 1709 and 1710. Thomas Rich and Humphrey Thomas were shipped April 25, 1711, and on the same date Joseph Mors from Col. Legg's Company of Marblehead, and Jno. Pitman and Mark Pitman from Captain Norden's Company of Marblehead.

Additional information concerning Plymouth county men, ordered by Nathaniel Thomas, April 4, 1711, to be sent to Boston and delivered to Capt. Pickering: Thomas Morton of Plymouth, under his father's tuition, Benja. Parnall served for him; Samuel Ramsden of Plimpton, Joseph Thomas, an Indian, in his place; Alexander Syas of Middlebury, Indian servant to Lieut. Lothrop, had been a fisherman. Receipt, dated January 19, 1710-11, for wages of 41s. for George Newman of Piscataqua, who served in the Galley the previous summer.

Perhaps the following year Captain Pickering had his turn as commander, for at a council of war held at Annapolis Royal June 15, 1711, it was determined again to ask Governor Dudley for repair of the fort and further protection from the enemy; also to immediately "send her Majestys ship 'Chester' to ride in the harbour and give us what assistance she can and in case of her being out upon any cruise that he would be pleased to order the Country Galley well Manned to attend this Station," until the *Chester* or some other frigate could relieve her. Accordingly the Galley proceeded, as related by Paul Mascarene, afterward Governor of Nova Scotia, in his "Narration of Events." He relates that "the Country Galley and two Brigantines came in order to take some Stores and follow the Fleet to Quebec. Captain Abercromby and I with six other officers had orders to leave the Garrison and attend the Expedition of Canada and accordingly we embarked on board the Galley and left Annapolis Royal 10th Sept., 1711."* The next year the Galley

*Nova Scotia Historical Society Collections, vol. 4, p. 84.

was ordered supplied with twelve oars thirty feet long and three hundred weight of tallow. In the summer of 1712 she took a prize, which formerly belonged to Captain Sanders, on board of which were 26 French and three Indians. She was accompanied by the sloop *Anne*, Captain Carver, and in September of the same year both vessels were ordered together to Cape Sables, on account of reports of more fishing vessels being taken by French privateers.*

The *Province Galley* continued in the service until the summer of 1713, when, the war being ended, there appeared to be no further use for her. She had been struck by lightning and was then "lying by the walls upon charge & under decay." She was finally ordered to be sold, by a committee composed of Commissary-General Belcher, Captain Thomas Hutchinson and Major Thomas Fitch, with all her tackle, apparel and stores, except her great and small guns, which were to be salvaged by the Commissary-General. It was apparently not easy to find a customer, for in the autumn of the same year the committee was again authorized to dispose of her, "with or without her guns." She was advertised for sale in the *Boston News-Letter*, February 3, 1713-14, at public vendue at the Crown Coffee House on King Street.

The Galley at first retained her old name after passing into private ownership, and in March following she was employed as a merchant vessel in the foreign trade under command of Captain Arthur Savage of Boston, who may have been also part owner, as she cleared from that port for Marblehead in that month. From an action† brought in 1716 by the Captain against John Oulton of Marblehead and Boston and Cornelius Waldo of Boston, merchants, who then owned three-fourths of the vessel, some idea of how she spent her remaining years is obtained. It appears that she was anchored in Marblehead harbor in 1714, while loading with fish brought in from Salem, Marblehead and Cape Ann, and the suit was brought on account of having delivered "bad refuse salt burnt Cape Sable fish" to be shipped aboard the *Province Galley*, in-

*Boston News-Letter, July 21 and Sept. 8, 1712.

†Suffolk Court Files, Nos. 11,151, 11,153.

stead of good merchantable dry fish. Depositions by different members of the crew, as well as by those who brought the fish to the vessel, tell an interesting story. Peleg Wiswell testified that he was on the Galley on the voyage up the Mediterranean when they sold the whole cargo at Mattero, but when the purchaser found that the fish was bad, he refused to take it. Captain Savage was threatened with his life and was forced to sell the fish at Barcelona. James Calley, culler of fish for Marblehead, testified that he went to Salem to receive fish which he shipped in sloops belonging to Samuel Wakefield and Philip Hills to the Galley in Marblehead, but his ability as a culler was questioned by Wiswell, who declared that Calley "did not know a Pollock from a Cod, a Refuse from a Merchantable Cod fish, nor a salt burnt fish from one that was not salt burnt." Among those at Salem who delivered fish to Calley were William Hirst, Joseph Orne, Jr., and John Maule; others of Marblehead were Ambrose Boden, John Legg, Richard Skinner, Samuel Russell and William Stacey; John Palmer, Sr., also delivered a quantity. Colonel Legg made the fish, and Samuel Phillips, Jr., who belonged to the *Province Galley*, saw him picking it and testified that people said it was a shame to ship off fish that was so eaten up with salt. Nathaniel Greenwood and Andrew Pullen of Boston were also members of the crew.

The old Galley was destined not to sail the seas much longer. Captain Savage arrived in Boston from London, April 6, 1716, after a five weeks' passage. Inasmuch as he advertised in the Boston *News-Letter* of April 23, 1716, "to be sold at the White Horse near Mr. Colman's Church, Boston, the best sort of Bohea tea and coffee per the Pound likewise the long London Tobacco Pipes and Red Herrings per the Box or Barrel, Erthen Ware and Glasses per the Hogshead, fine Holland Tiles, Erthen and Stone Ware in Parcels, all very reasonable," it is presumed that these articles composed his return cargo. While in Marblehead harbor, engaged in loading with fish in 1714, the *Province Galley* had had the misfortune to foul and sink the sloop *Dragon*, whose owners brought

suit and recovered judgment. As a result of this suit,* she was ordered by the Court of Admiralty to be sold September 3, 1716, by Mr. Ambrose Vincent at the Crown Coffee House in Boston. She was then lying at Long Wharf. Before that date arrived, however, the owners demanded that the sale be postponed for two weeks, when she should be "exposed to Sale by Inch of Candle at Mr. Selby's Coffee house in King Street." Her name was changed by the new owners a few weeks later to the *Shute Galley*, probably in honor of Samuel Shute, the new Governor, who arrived from England in October of that year. It is interesting to note that at this time Massachusetts had 190 vessels, employing 1100 men, and 150 small boats employing 600 men, in the fisheries along the coast. Luck seems not to have followed the change of name, for before the end of the year the old *Province Galley* went to pieces in a storm off Block Island, the *Boston News-Letter* of December 28, 1716, recording the disaster as follows :

On the 8th Currant, Capt. Othniel Beale, Commander of the Shute Galley, belonging to Boston, formerly called the Province Gally, was Cast away on the end of Block-Island, between Five & Six a'clock in the morning with a Southeast Storm of Snow, and very thiek dark Weather, sav'd himself and Ten of his Men, with the assistance of some of the Inhabitants of the Island with much ado, the Ship broke all to pieces in a very short time, and Nine of her men Drowned, viz; Timothy Kembell, John Collis, James Sinclear, Joseph Farrant, Joseph Midleton, Griffith Hake, Thomas Jervie, the Cabin boy, and the Cook of the said Ship whose name could not be heard of; who were all found and buried on said Island.

Apparently a few of her appurtenances were salvaged from the wreck, for there was advertised to be sold "at public vendue at the Crown Coffee house on July 25, 1717, at 5 P. M., all the Rigging, Sails, Anchors, &c., that were saved from the wreck of the Shute Galley, now at Warehouse No. 19, on Long Wharf."

Closely connected with Essex County for many years, the old *Province Galley* finally went down, commanded and perhaps owned by an Essex County man, for Captain

*Suffolk Court Files, No. 10,647.

Othniel Beale was a native of Marblehead, the son of Captain John Beale, and at the time of this wreck was twenty-eight years of age.

A few words may be added concerning Captain William Pickering. He continued in command of vessels engaged in trade to the eastward until his tragic death about 1720. In 1715, as master of the sloop *Lark*, Jonathan Belcher, owner, he received wages for services rendered the government, and it may be said that for more than twenty-five years he took an active part in the subjugation of the Indians, sharing in the hardships and dangers of the frontier settlements. In a letter* to his wife, dated St. John's, October 16, 1705, and sent by Captain Abraham Hill in the sloop *Mary*, he wrote :

My Dear

This Serves for Countt of a bill of Exchange for one hundred and twenty five pounds, and sixteene shillings starling and one more for thirty five pounds & two shillings Starling which when you Receive Lay them up safe. I hope to be at home in shortt time after this Vesell that this Coms by my dear hear is Seauarall Vesills Came in Lately from New england which I should have bin mytyly Rejoystt to hear from you & would bin a cumfort to me now in my trobles for I am Sorrouded on all Sides by Reson of the Enemy being all aboutt the Land and the badness of the weather we hau'tt had aboue 5 or 6 fare days this 7 or 8 weeks butt I bless the allmyty god I am in as good helth and as Lusty and harty as Euer in my life hoping that these may find you the Same with our Litle ones and mother and all frends So my dear I Remember my herty Love to you and our Children and duty to our mother Remaine your most Affectionate husband till Death

W^m Pickering

“my dear

I have Sentt to you by Mr Charters a broad peas of goold thatt you may think thatt I have [not] forgott you and thatt you may Remembr allso others wth 43^{li} and another bill of M^{rs} Elizabeth Bacor for seauentiene pounds Seauentiene Shillings Starling—our sloop is now to the norward Expected Every momentt Mr frend is well two days ago as I hear and Desires to be Remembrd to his wife Coz Moses is Veary well and desires to be Remembred to his wife and dafter and to you and all frends

*Pickering Mss., Essex Institute.

October ye 20th my dear I Received yours Justt now by Mr Eben-
 ezar harthon who Arived today I understand by yours thatt you
 Seame to be Sorry thatt you had nott a letter from me by him Last,
 which is nott the firstt disapointmentt. I have missed but one op-
 portunity this year Sending to you & thatt was by Jno Elkins & I
 think my mind was other ways the time and opetunity would nott
 admitt therefore my dear I would have you think thatt I have nott
 forgott you by the Inclosed

So Remaine your Efectioned

Wm Pickering

October 23th my dear Our sloop Is Com from ye norward & hope
 Itt wont Be Long before we shall be Coming.

Captain Pickering was owner or part owner, from 1711 to 1718, in several vessels engaged in fishing at Canso, the coastwise trade to Virginia and the foreign trade to Fayall and other places. Included in the list are the sloops "Salem," "Content," "Speedwell," "Friendship," "Good Luck," "Lark," "Robin," and the ship "Joseph and Mary." His warehouse, which was built on Winter Island in 1715 by Joseph Andrews, was forty feet long, eight feet wide, seven feet stud, and eleven and one-half feet in the rafters, according to his ledger, which is in the possession of the Essex Institute.

As early as 1709, the Province ordered all masters of vessels in the service to keep a journal of their proceedings to be submitted to the Governor and Council. Captain Pickering was at Canso, Nova Scotia, in 1720, when a party of Indians fell upon the settlement, which was made up during the summer months of people from Massachusetts, stripped them of everything, saying that they should take what they could find on their own land. Several of the English were killed, and the next night some of the French of Cape Breton, who were in confederacy with the Indians, took away the plunder, including fish, to the value of £20,000.* Captain Pickering apparently represented the Province at this time, as commander of a vessel, for among the Pickering papers in the Essex Institute is the following journal, giving his report of the attack :

*Boston News-Letter, Sept. 12-19, 1720, and Hutchinson's "History of Massachusetts."

Capt Pickerin Journall of affaires at Canso from Augt ye 7th to ye 24th of Do 1720.

Augt ye 8th about one or two in ye morning ye Indians and French Surprised us in our beds and plundered us takeing ye people one Shoar prisoners to Latonds point a little after Sunrise ye people on board the vessels drew together the Indians retired to Capt Richards Island then a Schooner and Shallop with men armed with such rusty Weapons as we had approached ye Island and fired one ye robbers who answered our fire and killed one man on which ye Schooner and Shallop retired about 2 aClock one of Capt Richards Schooners in which was Mr henshaw furber Shannen and Tayler Sayled for Lewisbourg to Inform ye french government of this affair this night ye Indians or french kept a continual fireing and hollowing from Capt Richards Island.

One ye 9th in ye afternoon ye Indians passed by Capt Lenwoods vessel and Came to Capt hinchaws and halls Stage and house with a flag of truce but plundered and tooke away what they could carry killing the Cattle piggs doggs fflowls and threatned and attempted to kill me, plundered hawkins Schooner and Wattson brigenteen John Poor was this evening drowned in hastily endeavouring to get one board from ye fury of ye Indians.

on ye 10th one of ye Chief of ye Indians was taken prisoner Capt Richards took 4 french Shallops and a Shareway one Ball was killed in Capt halls Stage by ye guard being landed there in about 6 pl—

11th Capt Calley Cruised this day after a french boat but could not come up with her Capt Richards men took one Indian prisoner

12th Capt Richards Schooner returned from luisbourg on ye 13th Capt Pike Sailed in Capt Richards Schooner for Annapolis Royal.

ye 14th one Shallop taken by Capt Richards.

ye 18th 2 Indians made their escape.

21st Capt Cawley Drew a petition Signed by Severall Gentlemen and others for and from ye Government of New England for fear of any accident that might happen to ye Schooner gone to Annapolis Royall

May it please your Honnor this is the truth to ye best of my knowledge

Your honners Most obedient Servant

W^m Pickering.

Captain Pickering sailed for home in 1720, it is claimed, but he never reached his destination, and it was supposed that he was either taken prisoner by the enemy or perished in a storm. Giles Hall, a merchant of Middleboro, Conn., writing from Boston, September 11, 1723, in answer

to Madam Pickering's request for news concerning her husband's affairs at Canso, stated that when Captain Pickering left there he had on board some pork which had been consigned by Mr. Bowdoin and Col. Browne, part of which had been disposed of at Cape Breton. There was also a barrel of powder left in the fort by Captain Pickering, which was upon the King's account, and for which he was to have been paid ten pounds in the spring. Early in his career, August 22, 1697, he gave a letter of attorney to his wife, which was not recorded until July 28, 1720.* He likewise made his will, September 18, 1701, at a time when he was about to make a voyage to Bilbao, Spain, which was proved July 18, 1723, after his family had watched in vain for his coming for two years. Six years after his disappearance, his widow received a letter from one James Johnston, who claimed that a Frenchman who had come from Canada told him that he had seen Captain Pickering at a farmhouse five miles above Mount Riall three months before, that two young men were taken at the same time as the Captain, and that they were working to earn money sufficient to return home, suggesting that a letter sent by the way of Albany would reach him. He was one of the early proprietors of Canso, but his widow, not being able to prove her claim, appealed to Lieutenant Governor Lawrence Armstrong, lately arrived from England, and one who had known Captain Pickering in the early days of Canso settlement. She wrote:

Salem, in—th Aprill 1725

I hartly Rejoyce to heare that yor Hon is Comeing Lieft Govern^r of Nova Scotia and Plasentia & am Glad to here by the worshipfull Cap^m John Cally Esqr that so good a friend to Justice as yor honr is has the Government of that People; my humble Requests to yor honr is that Justice may be done mee and my Deceasd husband Cap^m Pickering's fatherless Children In the first Place I Returne yor honr hartly thanks for all kindness heretofore done by you for my Deceasd Husband and fatharless Children yor Honer is sensible that my sd Husband Cap^m Pickering was one of the first setlers in Canso originally and that yor Honr assisted him in Laying out his Plantation or fishing Room; and there was Layd out by him some part of his estate for Clearing and setling said Plantation before he saild from Canso in the fall bound for Salem Intending to

*Essex Deeds, vol. 37, p. 140.

Returne in the spring Againe to his Plantation; but he never arived to this day and since there is one Mr. Samull Green pretending frindship to me by takeing Care of the Plantation; but Insteed thereof has proved an Enemy to me and the fatherless Children by obtaining in a Clandestine maner a Patten from General Phillips for said Plantation which is not Just nor Right in the Sight of God or man. I humbly Request of yor honr to apeare for the widdow and fatherless Children that Justice might be done for Elss: our friend the worshipfull Cap^{tn} John Calley Esq Very well acquainted with the whole affaire and Can give yor honr a full Acct of the whole matter I am also enformed that the abovesd Greene is Dead and that his Credettors is Indeavinging to get there Debts out of our Plantation. I once more humbly Request of yor Honr to take pity and Compassion on the widdow and fatherless and that the abovesd Plantation may be further setled and Confirmed to me not Els, but I pray God to Bless you and prosper you in yor Governments God hath promised a blessing to those that shall apeare in behalfe of the widdow and fatherless.

I subscribe myself yor honrs. Humble Servant

Hannah Pickering, Executrix

on Cap^{tn} W^m Pickerings Estate.

Captain Pickering left a good estate, but no mention is made in the inventory of this land at Nova Scotia. The claim probably could not be proved, and others, who were on the spot, profited by his disappearance.

WOUNDED MEN IN COL. MOSES TITCOMB'S
REGIMENT, 1755.

Wounded in y^e fight att Lake Georg on Monday, y^e 8th
of Sept. 1755 in y^e Regiment under y^e Command of Moses
Titcomb, Esq^r

Major Eben^r Nichols of Reading, in y^e Coller bone.

Lieut. Judah Clerk of Harvard, in y^e arm.

Lieut. Ben^a Flint of Reading, in y^e thygh, ye upper
side.

Joseph English of Newbery, in ye thygh, ye under
side.

Moses Greeno of Haveril, y^e upper side of thygh.

Joseph Slough of Newbery, in y^e left side under y^e
arm.

Jabish Blackledge of Rowley, in y^e thygh.

Semons Miller of Boxford, in y^e arm by y^e shoulder.

John Follansby of Newbery, in y^e arm just above y^e
Rist.

John Hardy of Boxford, on y^e shoulder, y^e Bullet cut
in y^e Back.

Nathan Thomson of Coventry, Connecticut, 2 Bullets
through Left arm and one through y^e Left side by y^e
short Ribbs.

Josiah Walton of Reading, in y^e Legg.

Ezra Myrick of Bradford, in y^e thigh.

Lieut. John Baker, in y^e Left shoulder, of Topsfield.

Thomas Thomson of Newbery, in y^e Right arm.

Ben^a Mores of Rentham, in both thighs and one side.

Charles Castaty of Newbery, in y^e mouth, broke y^e
under jaw.

Abraham Johnson of Haveril, in y^e head.

Sam^l Dedit of Sutzen, in y^e Right Legg.

Timothy Lovejoye of Andover, in y^e Right arm.

Eben Pike of Woburne, in y^e Neck.

Nath^l Eastman of Pennycook, in y^e thigh.

Elijah Macksey of Ipswich, shot in y^e Right fore finger.

Timothy Ryan of Newbery, in y^e back.

Abraham Safford of Ipswich, in y^e Right arm.

Robert Potter of Ipswich, in y^e head.

—*Perley Putnam Mss., Essex Institute.*

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THE ESSEX GUARDS

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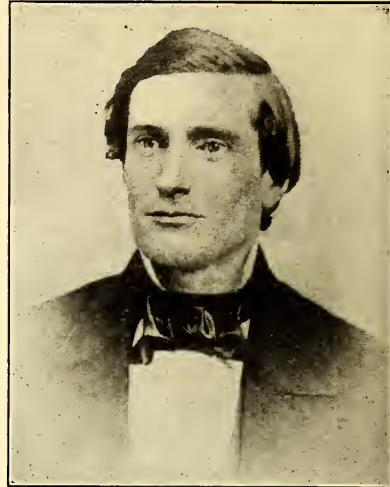
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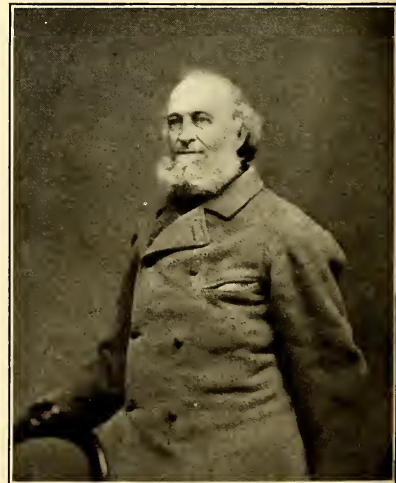
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HISTORICAL COLLECTIONS
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VOL. LVIII

JULY, 1922

No. 3

SALEM VESSELS AND THEIR VOYAGES.

BY GEORGE GRANVILLE PUTNAM.

(Concluded from Volume LVIII, page 128.)

Arrived at Salem, November 4, 1841, ship *Lotos*, Benjamin Balch, Jr., Analaboo, Sumatra, 157 days, St. Helena, September 1, with pepper to Joseph Peabody.

Arrived at Salem, January 9, 1842, ship *Eclipse*, George Whitmarsh, Qualah Battoo, Sumatra, August 26, St. Helena, November 14, with a full cargo of pepper to Joseph Peabody. The *Eclipse* loaded at Assahan, and was on the coast of Sumatra 31 days. Performed the round voyage in nine months. Duties, \$5,201.14. The ship sailed on her return to Sumatra, February 3, 1842.

Arrived at Boston, April 3, 1842, ship *Sooloo* (new, of Salem), John Crowninshield Very, Padang, November 14, St. Helena, February 1. Passenger, William F. Robinson.

Arrived at Boston, May 11, 1842, brig *Uncas*, Russell, Tapatuam, Sumatra, December 26.

Arrived at Salem, June 14, 1842, brig *Lucille*, Henry W. Perkins, Quallah Lema, Sumatra, February 10, with pepper to Tucker Daland. Duties, \$4,980.88.

Arrived at Salem, August 25, 1842, ship *Caroline Augusta*, Andrew M. Putnam of Danvers, Trabarguan, Sumatra, May 3, with pepper to David Pingree. Performed the round voyage in nine months. Duties, \$9,261.70.

These were the days before the general use of the telegraph, and it often happened that a vessel would make a voyage to the East Indies, and nothing would be heard of her until she arrived home, unless reported by some

other home arrival. The *Caroline Augusta* brought such news from absent vessels, and like reports were frequently to be found in the marine columns of the *Salem Register* and other papers. Captain Putnam reported the following :

Left on the coast, at Barbahwee, April 23, ship *Warsaw*, *Rhodes*, and brig *Tuskar*, *Nutting*, for Europe, just commenced loading; at Assahan, May 3, ship *Propontis*, *Silver*, with 5500 pels on board, for Europe; at Muckie, May 3, ships *Exchange*, *Stanwood*, and *Virginia* (British), *Davis*, waiting cargo; at Qualah Battoo, April 23, ship *Neponset*, *Rowell*, from Bremen, just arrived; at Rigas, April 27, ship *Frances Whitney*, *Lord*, from Boston, loading; at Telloo Gloom Pung, April 27, ship *New Orleans*, *Hale*, loading; at Senegun, April 27, brig *George Ryan*, *Stacey*, from Boston, nearly loaded, brig *Pleiades*, *Lovett*, with 3500 pels, sailed from Rassahan, April 25, for Padang. Barque *Brazil*, Francis Brown of Salem, bound South, sailed from Talla Pow, May 3. *Spoke*, June 16, latitude 32 South, longitude 30 East, ship *Kingston* (British), 63 days from Calcutta for Liverpool. *Spoke*, August 23, latitude 40-49, longitude 68-11, barque *William Schroder*.

Arrived at Salem, November 11, 1842, barque *Brazil*, Francis Brown, Muckie, Sumatra, June 19, St. Helena, September 9, and passed Bermuda October 26, with pepper to J. F. Andrew and others. Duties, \$4,607.53. Captain Brown reported extremely heavy weather in the North Atlantic, in which he experienced hard gales from the north, and crossed the Gulf Stream three times before he reached Salem. He made several voyages after this one, but not from Salem. He was the father of Frank A. Brown and the Misses Ellen A., Annie B., Sarah H. and Susan W. Brown of Washington Square.

Arrived at Salem, December 4, 1842, ship *Rome*, Nathaniel Brown, Padang, June 19, Batavia, July 23, with merchandise to Stone, Silsbee & Pickman. Had very severe weather on the coast, and was in the bay on Sunday last, but was blown off by a heavy northwester. The *Rome* was within 15 miles of Boston light on Wednesday night, but received no material damage. No dutiable goods.

Arrived at Salem, January 5, 1843, ship *Eclipse*, George Whitmarsh, Quallah Battoo, Sumatra, August

20, St. Helena, November 12, with pepper to Joseph Peabody. Experienced very heavy weather on the coast. Duties, \$6,194.44. The *Eclipse* sailed on her return to Sumatra, November 3, 1843, having in the meantime made one or two short voyages to the West Indies.

Arrived at Salem, March 7, 1844, ship *Caroline Augusta*, Andrew M. Putnam, Sumatra, January 3, with full cargo of pepper to David Pingree. Duties, \$20,272.50. Has on board 14 mutineers from the whale ship *Hibernia* of New Bedford, put aboard by the American consul at St. Helena.

Arrived at Salem, October 18, 1844, ship *Eclipse*, George Whitmarsh, Soosoo, Sumatra, June 17, with full cargo of pepper to George Peabody. Passed St. Helena August 25. The ship sailed October 30, Henry Archer, master, for Marseilles, with her Sumatra cargo. Returned to Salem via Boston. She sailed for Sumatra June 12, 1845, George Whitmarsh, master, having been cleared by Tucker Daland.

Arrived at Salem, November 9, 1844, ship *Lotos*, Benjamin Balch, Jr., Analaboo, Sumatra, June 20, St. Helena, September 8, with full cargo of pepper to George Peabody.

Sailed from Salem, November 27, 1844, ship *Beckford*, Pulsifer, Genoa, with her Sumatra cargo.

Arrived at Salem, November 19, 1845, ship *Caroline Augusta*, Edward D. Winn, Sumatra, via Mauritius, August 23, St. Helena, September 29, with a full cargo of pepper to David Pingree. November 11, in a very heavy gale, lost bulwarks, round house, and stove boat.

Arrived at Salem, April 29, 1846, ship *Eclipse*, George Whitmarsh, Soosoo, Sumatra, December 15, with full cargo of pepper to Tucker Daland. The ship cleared August 14, 1846, George Whitmarsh, master, for Europe, with her Sumatra cargo, by Henry L. Williams. She sailed August 19, but returned August 22, leaking and having carried away fore rigging. She was next cleared September 28, Captain Whitmarsh, for the East Indies, by Tucker Daland, and sailed the same day with a fine breeze. On her return from this voyage, she arrived at Boston August 6, 1847, from Soosoo, Sumatra, March 28, St. Helena, June 17.

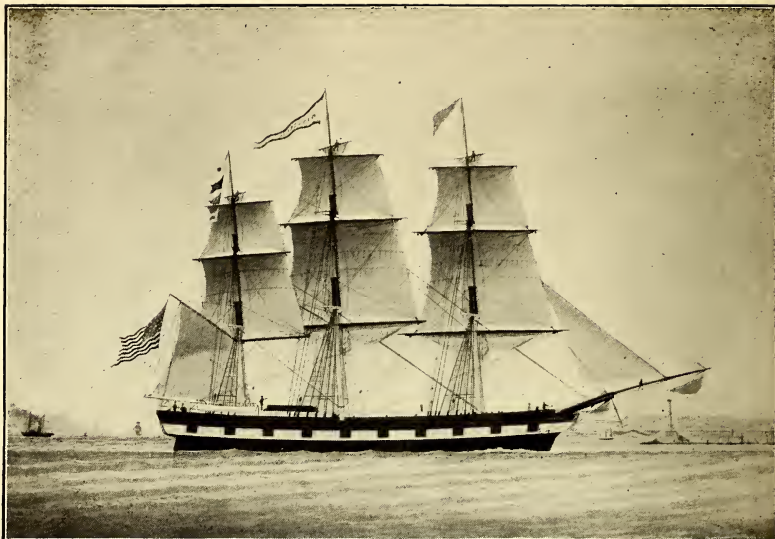
This old Sumatra trader, whose many voyages the reader has followed, was destined never to return again to this country. On her next voyage she was cleared from Boston, October 12, 1847, under command of Captain Daniel Cross, Jr., of Salem, by Tucker Daland. She loaded at Sumatra for Europe, and arrived at Genoa, via Gibraltar, in October, 1848. She sailed from Genoa the next month for Sumatra. Arriving there, she loaded a full cargo of pepper and sailed for New York. That was the last ever heard from her, and the following report is gleaned from the *Salem Register* of April 25, 1850 :

MISSING VESSEL.

Ship *Eclipse* (of Salem), Capt. Daniel Cross, sailed from coast of Sumatra, with a full cargo of pepper, for New York, previous to July 10 last, and has never since been heard from. It is feared she was lost and all on board perished in one of the many severe gales which prevailed throughout the Indian ocean, extending to Cape Good Hope, during the months of August and September, in which so many ships were crippled, many of which put into the Isle of France and the Cape for repairs, and others were fallen in with, wrecked, bottom up, etc. The *Eclipse* was an excellent ship of 326 tons, built in Salem in the most thorough manner, for the late Joseph Peabody, Esq., in 1831, and was employed by him many years in the East India trade. She was owned by Tucker Daland and Henry L. Williams of Salem, and was insured with her cargo for \$36,000, of which \$16,000 was at the Oriental office, Salem, \$9000 at the Essex office, Salem, and \$11,000 at the Neptune office, Boston.

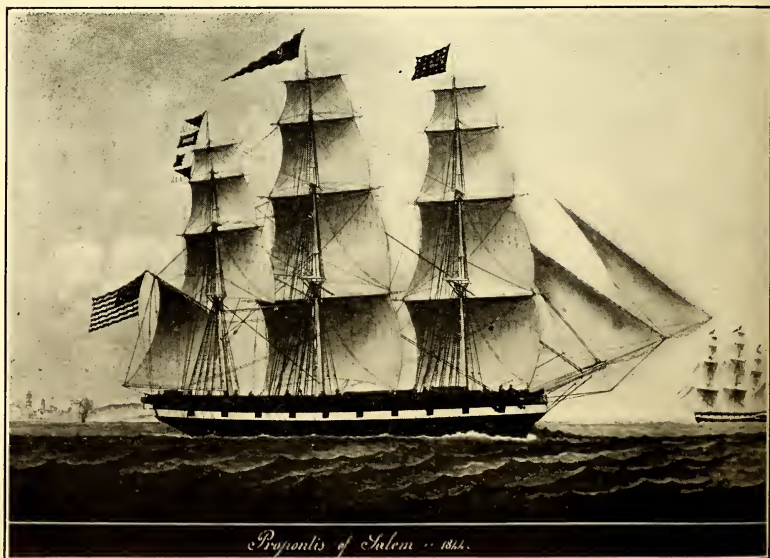
Capt. Cross was a native of Beverly, where he has left a wife and family, and was much beloved and respected by all who knew him. What is still more distressing in this sad event, he had taken his son, a lad, G. E. Cross, with him. The first officer, Stephen W. Crosby of Salem, was a young man of much promise. The second officer, name not known, was shipped in November, 1848, at Genoa, from the barque *Reform*, on board which vessel he had served in the same capacity. The cook, John W. Lewis, and steward, John R. Williams, were both colored men of Salem, and have left families. The *Eclipse* sailed from Europe on this, her last voyage to Sumatra, and it is not known with certainty how many of the original crew, who left Boston in October, 1847, remained on board.

The foregoing was the sad and tragical end of this old Salem-Sumatra trader. When the *Eclipse* was launched



SHIP AUSTRALIA, NATHANIEL J. KINSMAN. MASTER

Stone, Silsbee & Pickman, owners. From the painting in possession of the Peabody Museum showing the ship "entering the new harbor of Marseilles, June, 1857."



in Salem, in 1831, the *Salem Register* of July 4 of that year said of her :

The new and splendid ship *Eclipse* has attracted much attention from our citizens. She reflects great credit upon the enterprising artizans who constructed her, and nautical men pronounce her the most perfect ship ever built in this town. Her model is calculated to combine swiftness of sailing with a capacity for carrying heavy cargo. She is not finished in so costly a manner as some vessels, but every part shows the hand of neatness and simplicity. We were particularly struck with the carved work, executed by Joseph True of this town, which is remarkably fine and appropriate. Her bow is adorned with the head of a Chinese emperor, intended to denote the trade for which the ship is destined. On her stern are two beautiful female figures in white, one of them holding in her hand a representation of the *Eclipse* of the sun, from which the ship takes her name, her keel having been laid on the day of the great Eclipse in February last. For correctness of delineation and elegance of finish, we have rarely, if ever, seen this work excelled. Mr. True, by this production, has won a high reputation as a skillful and ingenious artist. We ought to cherish such a workman as a jewel of inestimable price. His knowledge of the beautiful art of which he is so perfect a master has been acquired by his own toil, industry and intelligence. It is our earnest wish that other ship-owners may display as much sound judgment as the owner of the *Eclipse*, in securing the assistance of so accomplished an artist to embellish their ships in a tasteful and finished manner. Salem cannot too highly appreciate that distinguished and liberal merchant for the inducements he holds out to our artisans for emulation and improvement, and the readiness with which he encourages them in every undertaking calculated to improve the arts and promote their own welfare.

The ship *Eclipse* was, as before stated, so named because her keel was laid on the day of the great eclipse of the sun, February 12, 1831. Her first voyage was made between Salem and Calcutta, under command of Captain Augustus Perry, a relative of the owner. On one of her voyages to China the natives fell down before her figure-head and worshipped it. The captain was obliged to cover it with canvas. (The same was true of the figure-head of the old ship *St. Paul*, which was that of the Apostle Paul.)

Mr. True also carved the eagle on the Salem Custom

House, made famous by Nathaniel Hawthorne. His shop was on Mill street, and stood over the water near the present Boston & Maine railway station, and the door faced to the north.

The *Salem Register* of February 14, 1831, says: "GREAT ECLIPSE.—The unclouded sky of Saturday afforded a very favorable opportunity to witness the great eclipse of the sun. The diminution of light was not sufficient to render many stars visible. This was the greatest eclipse which has been witnessed here since 1788, excepting the total eclipse of the sun on the 16th of June, 1806, and is the first of a series of five large eclipses of the sun which will be visible within a few years."

Arrived at Salem, November 6, 1846, brig *Lucille*, Daniel Marshall, Soosoo, Sumatra, June 27, with 759,313 pounds of pepper to Tucker Daland. Touched at Per-nambuco, September 28, and sailed the same day for Salem. Duties, \$37,965.15.

The *Lucille* was the last arrival at Salem direct from the northwest coast of Sumatra, but it must not be supposed that that ended Salem's trade with that island. The argosies of her merchants long after that visited the island and carried cargoes to Boston, New York, English, European and Mediterranean ports. The outward cargoes were composed of a small amount of cotton, the vessels being little more than in ballast trim, and of Spanish dollars to buy the pepper. It was not uncommon for a vessel to carry from 40,000 to 100,000 of these dollars. The merchants had to pay about \$1.25 for each Spanish dollar, and to engage them a year in advance.

The ship *Lotos*, the old Sumatra trader, was totally destroyed by fire January 8, 1846, while lying at Bermuda Hundreds, James River, Va., loaded with 300 hogs-heads of tobacco and 500 barrels of flour. She was bound to Amsterdam, under command of Captain Joseph R. Francks. She took fire in the cabin, from the stove, and both vessel and her cargo were a total loss. The fire spread with such fearful rapidity that all efforts to suppress it were unavailing. The *Lotos* was built in 1828, at Salem, by Elijah Briggs, and was 268 tons burthen. Her cargo was valued at about \$30,000, and was insured in Salem.

That our Salem merchants still engaged in the Sumatra trade, although they did not visit the northwest coast and return direct to Salem, the following movements of vessels of Salem interest will show.

Arrived at Salem, April 28, 1846, barque *Three Brothers*, John Wallis, Penang, west coast of Sumatra, January 4, with block tin, pepper, camphor, rattan, hides, etc., to David Pingree. Passed St. Helena March 11. She sailed from Salem, July 11, for Penang, where she arrived October 30.

Sailed from Salem, August 16, 1846, ship *Caroline Augusta*, James B. Creamer, Penang, and arrived December 6. She went from there to Singapore, where she loaded for Canton.

Arrived at Trieste, December 2, 1846, ship *Sooloo* of Salem, William G. Nutting, Sumatra. Is reported as having sailed from Gibraltar, March 10, 1847, from Trieste for Sumatra, under command of Captain Nathaniel Brown.

Arrived at Salem, April 30, 1847, barque *Three Brothers*, John Willis, Penang, January 9, with block tin, pepper, etc., to David Pingree. Passed St. Helena March 19. Voyage nine months and nineteen days. Passenger, Thomas Perkins, Jr., of Salem. Charles Endicott of Salem was mate on this voyage. She sailed on her return June 9, 1847, J. K. Stickney, master.

Arrived at New York, February 28, 1848, ship *Sooloo*, of Salem, Nathaniel Brown, Tapatuan, Sumatra, October 29, Pernambuco January 24.

Cleared at New York, April 3, 1848, barque *Lucille*, of Salem, Ropes, Sumatra.

Arrived at Salem, May 16, 1848, barque *Three Brothers*, Stickney, Penang, December 28, St. Helena March 26, with block tin, pepper and rattan to David Pingree.

Sailed from Salem, April 27, 1849, brig *Virginia* (of Salem, late of Alexandria), Charles Endicott, India, by Elbridge G. Kimball.

Sailed from Salem, May 10, 1849, barque *Lucille*, George N. Ropes, Sumatra, by Tucker Daland.

Sailed from Genoa, June 16, 1849, barque *Borneo*, of Salem, Nutting, Sumatra (and cleared from Gibraltar July 7).

At Gibraltar, August 31, 1849, ship *Sooloo*, of Salem, Brown, from Trieste for Sumatra, and sailed about September 18.

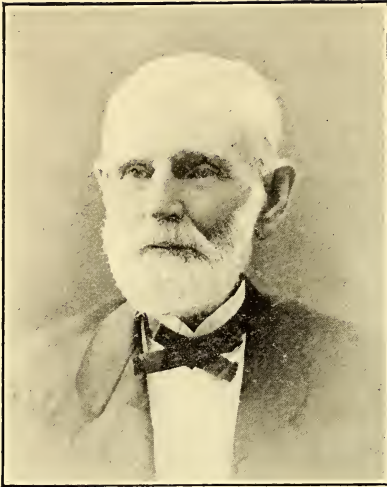
Arrived at Penang, August 23, 1849, brig *Virginia*, Endicott, Salem, April 27.

Arrived at Boston, February 8, 1850, barque *Hull*, Balch, Analaboo, Sumatra, September 21, via Pernambuco, December 22.

Arrived at Salem, March 31, 1850, brig *Virginia*, Charles Endicott, Penang, October 24, St. Helena, January 27, with pepper, block tin, etc., to Charles Millett and others. The *Virginia* experienced very heavy weather on the coast, was seventeen days on soundings, lost main boom.

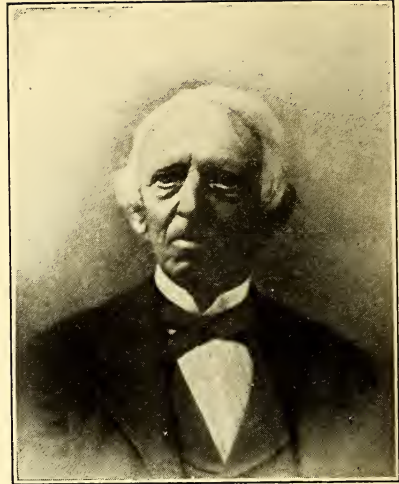
Captain Charles Endicott was a typical Salem shipmaster. He was born in this city January 7, 1823, and he died in Salem, December 3, 1906. He was the son of Captain Aaron Endicott and Hannah (Osgood) Endicott. His father commanded the brig *Niagara*, owned by Joseph Peabody of Salem. While bound from Salem for Matanzas, with \$50,000 specie on board, stored in nail kegs and hidden among the cargo, the *Niagara* was overhauled by pirates. No person, other than Captain Endicott, knew anything of the specie being on board. When the pirate came alongside the *Niagara*, one hundred men armed to the teeth swarmed over the rail and drove the crew below. Captain Endicott denied having any money aboard. The cabin boy was beaten with a sword on the cabin table, but he could give no information. The pirates began a search, threatening to kill the whole crew if any treasure was found. At this juncture a large ship hove in sight, and the pirates, believing it to be a man-of-war, stole all the nautical instruments, all the clothing of the men, and headed the brig for the breakers, and hastily decamped. As soon as they were gone, Captain Endicott released his men and headed for Matanzas, where he arrived safe. She loaded there for Cronstadt, Russia, and then returned to Salem, having made a most successful voyage. Captain Endicott died in Salem in 1854, aged 73 years.

Charles Endicott, his son, was educated in the excellent private schools of Miss Gray and Dr. Worcester. At the



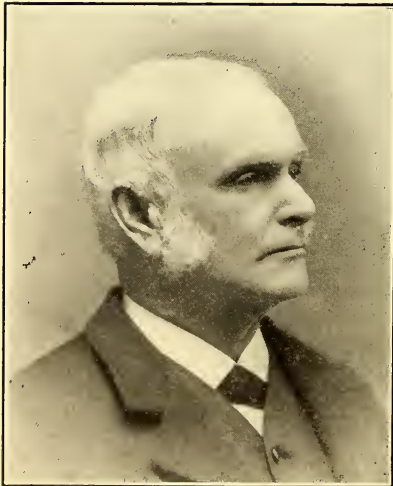
CAPTAIN BRACKLEY R. PEABODY

1798 - 1874.



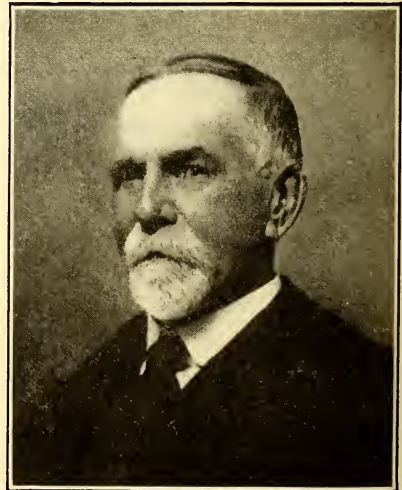
CAPTAIN JOHN WEBSTER

1804 - 1891



CAPTAIN CHARLES ENDICOTT

1823 - 1906



ANDREW S. WATERS

1833 - 1917

age of 15, longing for a life on the sea, he shipped on the *Carthage*, a fine ship owned by Joseph Peabody, and commanded by Captain Augustus Perry, bound from Boston for Calcutta. He made two voyages in this ship, which was built by Mr. Peabody to take the place of the famous old ship *George*. On the third day out, on his first voyage, a wreck was sighted five miles distant, and Captain Perry found it to be an abandoned barque, the sea washing over her like a Niagara.

After his second voyage, young Endicott joined the ship *Unicorn*, owned by Tucker Daland, on a voyage from Boston for Manila. She was commanded by Captain William Silver of Salem, who was the ideal of young American sailors. Elijah Haskell of Ipswich was mate, William Dwyer of Salem second mate, and her crew numbered twelve, independent of the cook and steward. On the passage the captain kept his guns ready for action, and drilled the men in loading and firing muskets, in order to be prepared in case of an attack by pirates. She arrived at Manila and remained there two months. While there the ship *Sumatra*, Captain Peter Silver, a brother of the master of the *Unicorn*, arrived from China, with several Salem boys aboard, among them Caleb Buffum. Just before the *Unicorn* sailed, the ship *Brookline*, Captain Charles H. Allen, arrived direct from Salem, with a crew of Salem men and boys.

The *Unicorn*, deeply loaded with hemp and sugar, sailed in due time, and had a long passage of 165 days, being very cranky. Although only 400 tons register, she brought home 1100 tons weight and measurement, and performed the voyage in eleven months and seven days, making a fine profit for her owners.

Hardly eighteen years of age, the young sailor was recommended very highly by Captain Silver for second mate of the ship *Lowell*, then loading stores at the Charlestown Navy Yard for the United States squadron on the East India station. He received the position. Captain George Pierce (an uncle of President Charles S. Rea of the Salem Savings Bank of today) was master, Nicholas Baylies was mate, and William P. Pierce of Salem was passenger.

The ship sailed from Nantasket Roads, December 19, 1841, and ran off the coast in intensely cold weather, before a northwest gale. Off Cape Good Hope meridian, latitude 37 degrees south, a terrific westerly gale was encountered. A tremendous sea was shipped, which stove several water casks, causing a loss of 1500 gallons of water, necessitating the placing of all hands on an allowance of three pints per day until reaching Anjier, Java. The ship arrived at Manila May 27, 1842, 159 days' passage from Boston and 36 days from Anjier.

After discharging at Manila, the ship went to Hong Kong, loaded with provisions and domestics, and sailed for Amoy and Chusan. As the English and Chinese were at war, Captain Pierce followed up the English fleet, selling them provisions and tobacco. On arriving at her destination, the *Lowell* was the first ship to show the American flag at Amoy and Chusan. The pig-tailed Celestials called it "the flowery flag of America."

They used to show the *Lowell's* crew pictures of a few Chinese junks chasing an English line-of-battle ship, as though they thought the American sailors would be deeply impressed with their bravery and prowess, and on their arrival in America would create wonder and surprise among the universal Yankee nation. While lying in Chusan the officers of the English men-of-war would come alongside the *Lowell* and would order Captain Pierce to have all cables clear to slip for firerafts that the Chinese would frequently send down to destroy the shipping, but which were almost always sunken by the boats from the British fleet before endangering the transports.

After disposing of his cargo, Captain Pierce sailed for Whamboa, loaded there with tea, and sailed for New York March 3, 1843, in company with the ship *Natchez*, Captain "Bob" Waterman, and the ship *Oneida*, Captain Swift, the mate of the latter being Josiah P. Creesy, who later, in 1854, made, as master of the famous ship *Flying Cloud*, the run from New York to San Francisco in 89 days, the quickest on record.

The *Lowell* arrived at St. Helena May 5, 1843, where she met the ship *Azelia*, Captain John Francis, bound from Sumatra for Gibraltar. The *Lowell* sailed the next

day for New York, and arrived there June 14, 103 days from Macao, 39 from St. Helena, performing the round voyage in one year, five months and twenty-six days. At New York Captain Pierce found both the *Natchez* and *Oneida*, the former having made the entire passage in 94 days, and the latter in 96 days.

Mr. Endicott's next voyage was as second mate of the ship *Thomas Perkins*, Captain William B. Graves, between Boston and Manila, which occupied ten months. A second and similar voyage was to be made in the same ship, but when she arrived at Manila the crop of new hemp was not ready, and Captain Graves accepted two charters to Amoy and Foochow, rather than to lie idle, and the *Thomas Perkins* thus became the first ship to fly the American flag at Foochow. On one of the trips the ship carried 250 Chinese passengers. She subsequently loaded a cargo of hemp at Manila and came home.

Captain Endicott next sailed as mate of the barque *Three Brothers*, and next as master of the brig *Virginia*, both before noted, from Salem. Completing those voyages, he was master of the fine ship *Josiah Quincy*, owned by Curtis & Peabody of Boston, which he sailed for four consecutive voyages. The first was between New York, San Francisco, Shanghai and New York. The passage from San Francisco to Shanghai was made in 36 days, the ship leading an entire fleet, beating one of them, an extreme English clipper, three weeks. The second voyage was between New York, San Francisco, Singapore, Manila, Calcutta and Boston. The other two voyages were between New York and the East Indies.

He then retired from the sea and engaged in the Para rubber trade, as a member of the firm of Phippen & Endicott.

At the breaking out of the Civil war, he was made executive officer of the United States ship *Ino*, Lieutenant Commander Josiah P. Cressy of ship *Flying Cloud* fame, commander. The vessel cruised about the North Atlantic, keeping a sharp lookout for the pirate *Sumpter*. Next he was placed in charge of a transport on the Potomac river, conveying General Butler's troops from place to place. At the close of the Rebellion he retired perma-

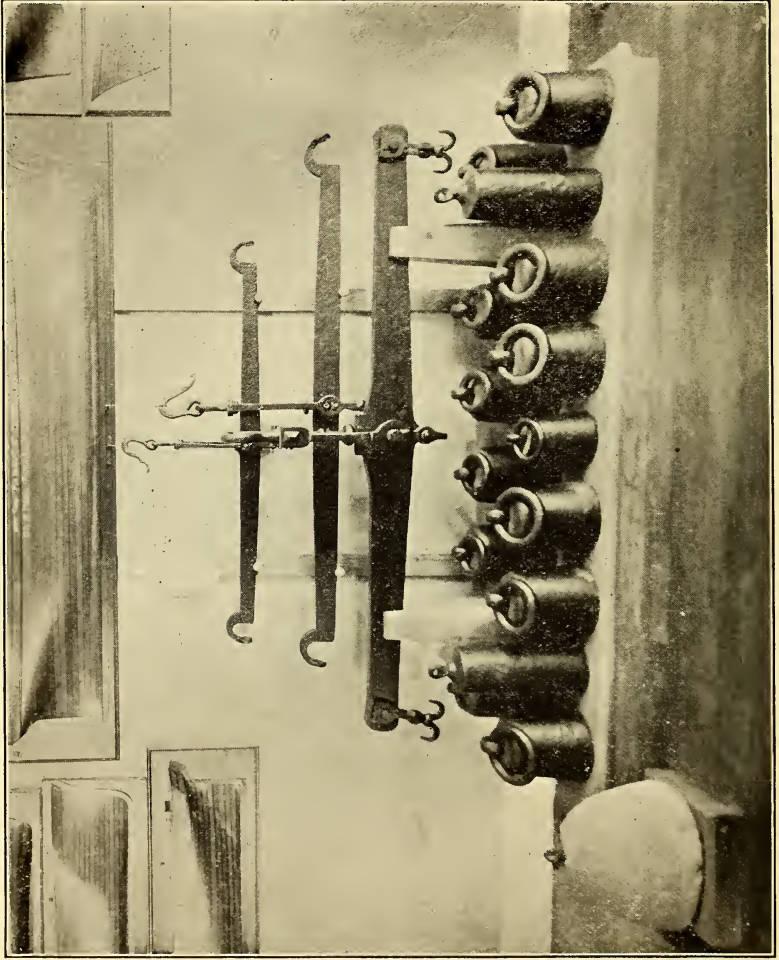
nently from the sea, and lived in Salem the remainder of his days.

The foregoing facts were related to the writer of these notes, many years ago, by Captain Endicott, and he feels that they are worthy of chronicling here.

Another of the old Sumatra captains who served his country in her Navy was Captain John Day, who commanded the ship *Perseverance* on two voyages, arriving at Salem August 6, 1825, and August 11, 1826. He died at the home of a relative in Boston Highlands, where he had resided a few months after the death of his wife, at the age of 80 years, on March 3, 1869. The *Salem Register* of March 8, 1869, says that Captain Day was in the Navy in the War of 1812, was a midshipman on board the *Constitution* when she was chased into Salem harbor by the British blockading squadron, and, we believe, in her actions with the *Guerriere* and *Java*. While in our harbor he fell down the hatchway of the frigate and injured his arm so that it was lame ever after. He was on board one of the vessels which conveyed some of the early foreign missionaries to their destination, and was for many years in the merchant service, sailing for some of our most eminent Salem merchants, although for a short time at one period he engaged in the hardware trade in Portland. He was a worthy man and highly respected. His remains were brought to Salem for burial.

There were two Salem ships named *Perseverance*. The first registered 245 tons, was built in Haverhill in 1794, and was owned by Simon Forrester. Richard Wheatland was master. An oil painting by M. Corné, at the Essex Institute, shows the wreck of the ship at Tarpaulin Cove, Cape Cod, January 31, 1805. In October, 1798, the *Perseverance* made the first entrance at Salem from Archangel. In 1799, Felt's *Annals*, volume 2, page 309, records that she fought an armed French privateer in the Bahama Channel. The story is also told in Captain Wheatland's letter in the second volume of the *History of Essex County*, and in the *Salem Gazette* of February 5, 1805.

The second *Perseverance*, which followed a few years after the loss of the first, was a ship of 241 tons, built in



Pepper Scales and Weights used on Vessels of David Pringree and Stone, Slisbee and Pickman of Salem, on the Sumatra Coast. Also Stone "59." Weight, used by Vessels of Waite and Peirce about 1802. From Marine Room Collections, Peabody Museum.

Salem in 1809. She was registered January 8, 1810, at the Salem Custom House, Richard Wheatland, James Silver, John Forrester, owners, and James Silver, master. Her subsequent registers were: January 25, 1811, Richard Wheatland and James Silver, owners; James Silver, master. December 26, 1811, Richard Wheatland, Willard Peele, James Silver, owners; James Silver, master. August 16, 1822, Willard Peele, Richard Wheatland, James Silver, Benjamin W. Dodge, James W. Cheever, owners; James W. Cheever, master. July 23, 1823, Willard Peele, Richard Wheatland, James Silver, Benjamin Dodge, owners; James W. Cheever, master. November 13, 1824, Willard Peele, James Silver, Benjamin Dodge, John W. Peele, owners; John Day, master. December 19, 1826, John W. Rogers, Nathaniel L. Rogers, Richard S. Rogers, Emery Johnson, owners; William Bates, master. Condemned at Madagascar in 1827.

Passenger, in steamer *Europa*, at Boston, August 21, 1850, Captain William G. Nutting of Salem, late of barque *Borneo*.

Off Hog Island, Coast of Sumatra, E., 50 miles, December 28, 1849, ship *Sooloo*, Brown, from Gibraltar, September 18, for Sumatra.

Arrived at Gibraltar, August 1, 1850, ship *Sooloo*, Brown, Sumatra, and cleared for Genoa.

Sailed from Genoa, February 23, 1851, ship *Propontis*, Barstow, Sumatra.

Sailed from Marseilles, April 16, 1851, ship *Frances Whitney*, Thomas Fuller (late Peter Silver, returned home), Sumatra.

Captain Thomas Fuller, who died in Salem, December 1, 1906, was a veteran in the Sumatra trade. He was born in Salem, in the Clark house, corner of Mill and Creek streets, March 25, 1813, and received all of his schooling before he was twelve years of age. He tried his hand at learning a trade, working two years in the lead mills in South Salem, but he disliked the business, and after several attempts, he succeeded, when in his sixteenth year, in getting a chance to go to sea in the brig *Dawn*, as a cabin boy. The vessel was less than 100 tons, was commanded by Captain William Johnson, and made

a voyage between Salem and Matanzas. Other voyages followed, and before he gave up the sea he had made twelve voyages to Sumatra, and had been master of the ships *Francis Whitney*, *Audubon*, *Arabia*, and *Kate Howes*, and the barques *Thetis*, *Ceres*, and *Lucilla*. He was a boy on the brig *Mexican* of Salem when she was captured by pirates, as before related.

He was thoroughly successful, and he passed through more than the usual amount of peril that befall "those who go down to the sea in ships." While master of the barque *Lucilla*, bound to Sumatra, he learned of a mutiny that was being hatched among the members of the crew. He had \$25,000 in specie on board with which to buy his cargo, and this becoming known, the men of the second mate's watch sought to kill him and his officers, and to seize and plunder his vessel.

The second mate discovered the plot, notified Captain Fuller, who at once armed his officers, and when the watch was called, he covered the men with revolvers, and the ringleaders confessed. They were landed at Pernambuco, were afterwards sent to Philadelphia, and were there sentenced to eight and ten years imprisonment, according as they were responsible.

While master of the ship *Kate Howes*, he rescued the passengers and crew of the English ship *Catherine Slew*, for which he received a handsome acknowledgment from the British government. He was on his passage through the China sea, and experienced a typhoon which wrecked the English ship.

His last command was the splendid ship *Arabia*, which he left in Europe on account of ill health.

He was a familiar figure about the streets of Salem after his retirement from the sea, and his quick step and vigorous manner to the very last gave him the appearance of a man several years his junior. He joined the Salem Marine Society July 5, 1870, and at the time of his death, at the age of 94 years, was its oldest member. He was the father of George W. Fuller.

At Singapore, February 7, 1851, barque *Borneo*, Rhoades, from West Coast Sumatra for Trieste (gets £3 dead weight).

On pepper coast of Sumatra, June 13, 1851, ship *Sooloo*, Brown, for Marseilles, about ready; barque *Borneo*, Rhoades, for Penang (also reported at Penang, August 2, for United States, loading).

On pepper coast of Sumatra, July 4, 1851, ship *Plato*, Lord, for New York; *Propontis*, Barstow, from Genoa; just arrived, barque *Lucille*, Welch, for New York or Boston, with 2000 pels. on board.

Sailed from pepper coast of Sumatra, June 15, 1851, ship *Sooloo*, Brown, Gibraltar.

Arrived at Boston, October 27, 1851, ship *California*, Woodbury, Tompatuan, Sumatra, June 26, St. Helena, September 3, with 6515 pels. pepper.

Cleared at New York, January 20, 1852, ship *California*, John Francis, Sumatra.

At Genoa, January 3, 1852, ship *Plato*, Lord, uncertain.

Denia, January 24, 1852—The *Sooloo*, of Salem, Hopkins, from Marseilles, for Gibraltar and Sumatra, got ashore about four miles west of this port, 20th instant, but has been assisted off, apparently without damage, and proceeds for Gibraltar to-day.

Cleared at Boston, March 23, 1852, ship *Ariosto*, Benjamin Balch, Sumatra.

Arrived at New York, April 2, 1852, barque *Borneo*, of Salem, Charles H. Rhoades, Penang, 135 days. While in the Gulf Stream was struck by lightning, March 29, which set fire to the maintopmast and burnt maintopsail.

Arrived at Boston, March 18, 1852, barque *Lucilla*, Welch, Sumatra, via Mauritius, December 8, via St. Helena January 27.

Passed Gibraltar night of June 29, 1852, ship *Sterling*, Rowell, from Leghorn, May 20, for Sumatra.

On pepper coast of Sumatra, May 21, 1852, barque *Eliza Ann*, Nutting, uncertain, and another American vessel, supposed the ship *California*, Francis, from Boston January 22.

At Analaboo, Sumatra, May 7, 1852, ship *Sooloo*, Hopkins, from Gibraltar, February 7, arrived May 6, and was on the coast the latter part of June, with two others, supposed the ships *California*, Francis, and *Ariosto*, Balch, the latter from Boston March 23.

At Mauritius, July 21, 1852, barque *Eliza Ann*, Nutting, from West Coast, put in July 10 for refreshments and for caulking her topsides, and sailed 18th for Gibraltar, but may receive orders at St. Helena to proceed to Boston.

On Coast of Sumatra, August 3, 1852, ships *Ariosto*, Balch, from Boston, March 23, arrived July 15, with 100 pels. pepper on board; *California*, Francis, with 300 pels.; *Sooloo*, Hopkins, wanting 1500 pels. to complete cargo.

Sailed from St. Helena, August 31, 1852, barque *Eliza Ann*, Nutting, from Sumatra for Gibraltar, where she arrived October 16th, and sailed 20th for Mediterranean ports, supposed Marseilles.

Sailed from Gibraltar, December 12, 1852, ship *Medora*, Lord, Sumatra.

At Marseilles, December 28, 1852, barque *Eliza Ann*, Nutting, for Sumatra next day.

At Assahan, Sumatra, September 28, ship *California*, Francis, wanting 2000 pels. pepper; at Tampatuan, barque *Lucilla*, Welch, 500 pels. on board, bound north.

Arrived at New York, January 22, 1853, ship *Sooloo*, Hopkins, Sumatra, via Gibraltar.

At Gibraltar, January 27, 1853, barque *Eliza Ann*, Nutting, for Sumatra, ready, but windbound.

At Penang, December 7, 1852, barque *Borneo*, Rhoades, for Singapore.

On pepper coast of Sumatra, February 4, 1853, barque *Lucilla*, Welch, Boston.

Arrived at Salem, July 10, 1853, barque *Buckeye*, Tibbetts, Padang, April 3, passed Cape Good Hope May 22, St. Helena June 5, with coffee, rubber, rattan, etc., to Edward D. Kimball.

Arrived at New York, September 14, 1853, barque *Ceres*, of Salem, Smith, Sumatra, 120 days, via Pernambuco 33 days.

Arrived at New York, October 17, 1853, barque *Borneo*, Rhoades, Penang, April 28, St. Helena August 17.

Arrived at New York, October 23, 1853, ship *Medora*, Michael Lord, Sumatra, via St. Helena, September 4.

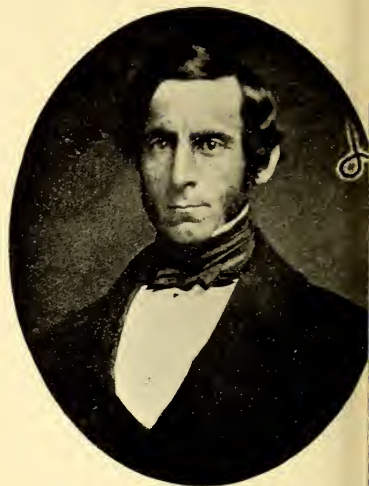
Arrived at New York, November 9, 1853, barque *Hollander*, Barstow, Sumatra.



CAPTAIN BENJAMIN BALCH

1804 - 1863

From a miniature painted in Marseilles in 1824



CAPTAIN JOHN B. SILSBEE

1813 - 1867



CAPTAIN JOSIAH DUDLEY

1799 - 1880



CAPTAIN THOMAS FULLER

1813 - 1906

On West Coast of Sumatra, June 21, 1853, barque *Eliza Ann*, Nutting, with 3000 pcls. on board.

Sailed from West Coast of Sumatra, May 15, 1853, ship *California*, Francis, with 6000 pcls.

Arrived at Penang, January 20, 1854, ship *Ariosto*, Balch, Melbourne.

Cleared at New York, November 4, 1853, barque *Ceres*, Smith, Sumatra.

At Penang, February 2, 1854, ship *Ariosto*, Balch, for West Coast of Sumatra in two days.

On West Coast of Sumatra, April 15, 1854, ships *Ariosto*, Balch, loading pepper; *California*, Dodge, do.; barque *Ceres*, Smith, do.

Disasters—Ship *Ariosto*, Balch, of and for Boston, from West Coast of Sumatra, with a full cargo of pepper, went ashore on the S. E. coast of Africa, near Point Natal, July 31, with studding sails set. Captain Balch was sick at the time. Crew saved and arrived at Cape Town August 18. Hull and stores of vessel sold for £250, and the cargo for £900. Vessel, cargo and profits valued at upwards of \$90,000; insured for \$51,500 in Boston. Two-thirds of the vessel and cargo owned by William H. Boardman, Esq., and one-third by Francis Gray. The *Ariosto* was a good vessel of 361 tons, built in South Boston in 1835.—*Salem Register of October 26, 1854.*

Captain Benjamin Balch, the commander, was born in Salem in 1804, the son of Benjamin Balch, a jeweler, who for several years kept a store on Essex street. The son early went to sea, and in 1829 was mate of the ship *Glide*, which was totally wrecked at the Fiji Islands. All of the crew, excepting a few, were killed by the natives. He was held captive by the natives, who were at that time utterly barbarous, more than two years. They curiously tattooed his hands, feet, and portions of his body. The colors held bright until the day of his death. The story is told in a small volume entitled "The Wreck of the *Glide*." Captain Balch, on returning to Salem, shipped as mate of Captain Joseph Peabody's fine ship *George*, the Salem school ship as she was called, and he commanded her on her last two voyages to Calcutta from Salem, when she was sold. Hot and unhealthy climates broke down

his constitution, and he was an invalid several years. He died in Salem.

He was the father of David Moore Balch, a distinguished chemist, who died in California a few years ago, and of the late E. Frank Balch of Salem, so long agent of the Naumkeag Steam Cotton Company. Mrs. Frederick B. Broadhead, Miss Elizabeth Balch and Frank Balch of Salem are his grandchildren. Captain Balch died in Salem, November 5, 1863, in his 60th year.

Arrived at New York, October 31, 1854, ship *California*, Dodge, Analaboo, Sumatra, June 30, with 6000 pcls. pepper.

At Analaboo, Sumatra, June 30, 1854, barque *Ceres*, Smith, for Genoa, with 4800 pcls. aboard and 1700 more wanted. Also reported as having sailed August 27, 1854, with 6500 pcls.

At Genoa, December 4, 1854, barque *Ceres*, Smith, from Sumatra, arrived November 26, to return to the coast of Sumatra.

On pepper coast of Sumatra, about November 1, 1854, barque *Lucilla*, Thomas Fuller, from Boston, May 29, arrived October 7, the only American vessel.

Barque *Ceres*, Smith, from Genoa for Sumatra, put into Mauritius May 17, 1855, having sprung aleak May 7, when 1200 miles from land. Her pumps had been kept going night and day, and the crew were quite exhausted. Vessel had five feet of water in her hold on arrival. Captain Smith acknowledges the attention of Mr. Farnum, agent of Boston underwriters, in rendering assistance with the least possible delay.—*Salem Register of August 13, 1855.*

A Salem vessel lost on the coast of Sumatra after the direct trade ceased with Salem, was the ship *Sooloo*, owned by Silsbee, Pickman & Allen, and commanded by Captain William G. Nutting. The late Andrew S. Waters of Salem was mate, and the remainder on board were the second mate, carpenter, steward, cook, nine able seamen and two boys. She sailed from New York November 18, 1854, crossed the Equator December 27, in longitude 35.27 W., and anchored off Analaboo Point, Sumatra, 118 days' passage. She was lost May 15, 1855, and Mr.

Waters thus describes it in his log book, which is preserved in the Essex Institute :

The ship *Sooloo*, of Salem, Capt. William G. Nutting, Andrew S. Waters, first officer, and nine able seamen, two boys, carpenter, steward and cook, sailed from New York, Nov. 18, 1854, for Sumatra. She crossed the Equator Dec. 27, in longitude 35.27 W., and March 15, 1855, anchored off Analaboo.

May 11, 1855, the usual duties aboard ship performed during the day in preparing to leave Tounom, the ship being loaded and ready for sea. At 1 P. M. weighed the anchor and steered down the coast for Analaboo. At 5 P. M., passed Boubon Point, about two miles distant. From 5 to 6, steered S. E. by E. At 6, kept off to S. E. by 1-2 E., Analaboo point open one and a half points on the larboard bow. All hands looking out. From 6 to 7 P. M., wind hauled off the land, with dark, cloudy weather. At 7 1-2 P. M., when going about 2 1-2 knots per hour, the ship struck on a sunken reef off Analaboo Point, and from the course steered must have had a strong current setting to the eastward around the Point, which was confirmed by casting the lead, the line tending strongly in that direction. Hauled up the course immediately and braced aback the yards in order to back her off, but did not succeed.

Lowered away the boats, and sent one in charge of the Jerry for assistance. Cleared away the kedge and warp, and run it out on the larboard bow, the ship rolling heavily and thumping very hard, endangering the masts and yards, and rendering it almost impossible to stand upon the deck to do anything. Before heaving taut, the ship's bow swung off to the westward, but she still hung fast amidships and aft. Clewed up the light sails and commenced heaving at the capstan. Sounded the pumps and found three feet of water in the well.

After heaving about an hour, ship came off, ran half a mile off from the shoal, and let go the small anchor in seven fathoms, the ship having a list of three or four streaks to starboard. Furled all sail and sounded the pumps again and found water increased to five feet in the well. Rigged both pumps and continued pumping during the night, but gained nothing on the leak.

At 2 A. M. a boat's crew from a China brig lying in Analaboo came on board to assist in working the pumps, but could get no assistance from the Malays. At 7 A. M. the captain of the French ship *Robert Peele* came on board. Sounded the pumps and found six feet of water in the well. Crew being exhausted, and no further possibility of any assistance, concluded it best to save what cargo and other things that we could take care of.

Sent on shore for boats to take the pepper as fast as possible.

Noon, ship continued to list more to starboard, and Malays taking out pepper. At 5 P. M., ship still listing more to starboard, thought best to cut away the masts, to prevent her capsizing and to save the pepper between decks. At 5 1-2 P. M., got the masts and rigging all clear of the hull, which righted her considerably at once. At 6 P. M. the captain and Jerry went on shore to make arrangements with the rajah concerning the pepper, leaving the second mate and four men on board the ship.

May 13. Malays at work bringing pepper on shore. Went on board and brought the long boat on shore with eight pipes of bread and two barrels of beef. Thirteen feet of water in the hold.

May 14, finished taking pepper out of the between decks, the water about one foot above the between decks. During the night the ship sank at her anchors, carrying down one Malay with her.

The *Sooloo* was built in South Salem by Elias Jenks & Co., and was launched November 12, 1840. She was 440 tons burden. Her register at the Salem Custom House, dated June 15, 1841, names as her owners, John B. Silsbee, John H. Silsbee, Benjamin H. Silsbee, Benjamin W. Stone, and William D. Pickman, and Samuel Very, Jr., master. An oil painting, a water color and a half model may be seen in the Peabody Museum of Salem, and a water color at the Essex Institute. She sailed from Salem January 18, 1841, under command of Captain Samuel Very, Jr., for Mobile, thence to Liverpool and the East Indies, and returned to Boston on her first voyage.

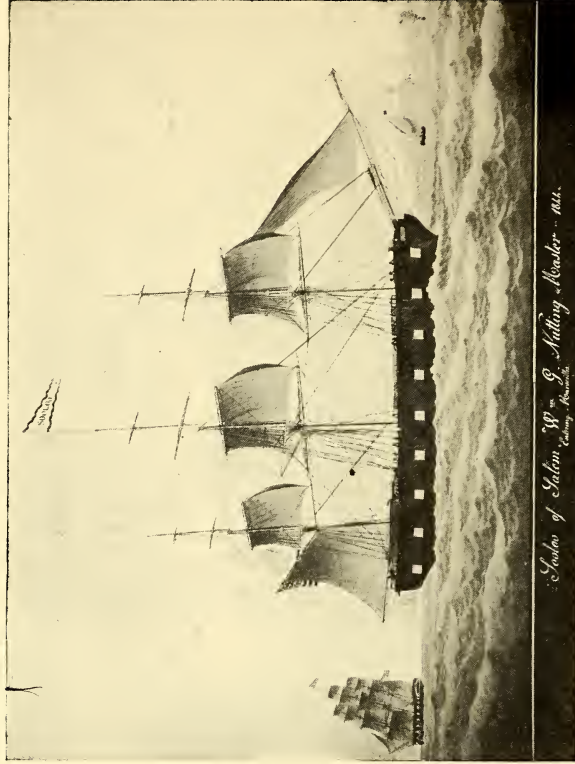
Captain William G. Nutting died in Salem, January 2, 1871, in his 64th year. He was a most successful ship-master, sailing for many years for Silsbee, Pickman & Allen as officer and master. He commanded the ship *Sooloo*, the barque *Eliza Ann*, and other vessels.

Andrew Shales Waters, Jr., the mate of the *Sooloo*, was born in Salem, May 2, 1833, the son of the late Andrew Shales and Eveline (Very) Waters. He was educated in the public schools, graduating from the old Salem English High School, in the eighteenth class to enter that temple of learning. Leaving school, he was for a year a clerk in the Asiatic Bank.

In June, 1850, he shipped as captain's clerk on the ship *Columbia*, owned by Stone, Silsbee & Pickman, and commanded by Captain Edward A. Silsbee. The voyage was between Boston, San Francisco, Manila, Singapore and



CAPTAIN WILLIAM G. NUTTING
1807 - 1871



Sooloo of Soolon, 1844, by S. Pellegrin, Peabody Museum.

SHIP SOOLOO, WILLIAM G. NUTTING MASTER,

Owned by Stone, Silsbee & Pickman. From the painting showing the ship entering the harbor of Marseilles, by S. Pellegrin in 1844, and now in the possession of the Peabody Museum.

Boston. The time was two years. He later made several voyages in the ship *Australia*, Captain William H. Clough, from New York to Hobartown, Australia, Manila and Boston, and also in the ship *Sumatra*, Captain Josiah Dudley of Ipswich, between New York and Sumatra.

Mr. Waters next sailed as mate of the first ship *Sooloo*, owned by Silsbee, Pickman & Allen, commanded by Captain William G. Nutting, between New York and Sumatra. Mr. George Henry Allen, the junior member of the firm, is the sole surviving Salem merchant in the Sumatra trade, as stated in the beginning of these articles. Mr. Waters' log, giving an account of the loss of the ship, May 14, 1855, is deposited in the Essex Institute. Captain Nutting and Mr. Waters went to Penang in a Malay prow, and Mr. Waters changed the prow to a schooner rig. He came home in the barque *Thetis* of Boston, commanded by Captain Richard T. Dodge of Ipswich.

Then followed four voyages in the ship *Australia*—one each to Marseilles and Melbourne, and two to Sumatra, and three voyages in the ship *Derby* to San Francisco and Manila and home. His first voyage and his last he sailed from Boston, but all others were from New York.

At the outbreak of the Civil War he retired from the sea and entered the brass foundry of his father. When the latter retired he succeeded to the business and conducted it until his 83d birthday, May 2, 1916, when he discontinued the business. The brass foundry had been conducted by the Waters family since 1800, when John Waters came from Boston and established a shop in Salem.

Mr. Waters was the father of Frederick G. Waters, Mrs. George Francis Dow of Topsfield, for many years librarian of the Essex Institute, and Miss Eleanor L. Waters of Salem.

There is now living in Ipswich Eben Lakeman Thomas, who was a sailor on the *Thetis*, on which Mr. Waters came home. He tells the writer that the commander of the barque was Captain Richard Thomas Dodge of Ipswich, the mate was the late Captain Edward K. Lakeman of Ipswich, and the second mate was the late Captain Thomas Kimball of Salem. Five Ipswich boys, William Nichols, George Baker, Mark Harris, William Cogswell and Mr.

Thomas were members of the crew. Mr. Thomas, who was born in Ipswich, August 12, 1835, is the sole survivor of the crew. A boy named Whitemore also came home in the *Thetis*. Mr. Thomas made another voyage in the *Thetis*, with the same officers, to Sumatra. Captain Woodbury of the barque *Arthur* died on the coast, the mate took charge, and Mr. Kimball of the *Thetis* was made mate of the *Arthur*. The *Thetis* was owned by John P. Graham. Mr. Thomas also made voyages in the ship *Cleopatra*, Captain Shreve of Salem, the ship *Antelope*, Captain Joseph Snow, the mate being Nathaniel Heard, and the second mate John Benson, both of Salem; the ship *Volga*, Captain Bennett; the ship *Jennie Beals*, Captain Crocker, barque *General Taylor*, and other vessels. During the Civil War he served two years in the United States Navy in the South Atlantic squadron, on the *Curlew* and the *Potomska*, and in the Port Royal expedition. He is a member of General James Appleton Post No. 23, G. A. R., of Ipswich.

The writer, on a visit to Mr. Thomas, found that the veteran had a good memory, and he told of many former Ipswich boys who sailed the ocean blue when he was a seaman. He readily recalled such men as Charles George, Richard T. Dodge and Eben K. Lakeman, who went in the brig *Shawmut*, Captain James Staniford Kimball of Salem, to Rio Janeiro, both Dodge and Lakeman becoming, later, shipmasters, and Moses K. Henderson, Henry F. Dunnels and Nicholas Kinsman, who sailed in the ship *Boston*, Captain Jesse F. Potter of Salem. Mr. Dunnels later sailed with Captain Kimball in the *Monterey* to Sumatra, as did John Semple, John Condon and Harvey Nourse, the mate being Eben K. Lakeman. Philip E. Clark sailed in the ship *Malay*, Captain Samuel Hutchinson, Jr., of Salem, two or three voyages to the East Indies, Joseph W. Willcomb, afterwards master of the *Malay* and *Highlander*, both owned in Salem, being the mate; William Cogswell, William O. Nichols and George Baker, who made their first voyage in the ship *Derby* of Salem, Captain Samuel Hutchinson, to San Francisco and around the world. George Haskell went in the ship *Cyclone*, Captain Nathaniel Ingersoll of Salem, to Penang,

the late Captain Charles Beadle of Salem, second mate, and afterwards with Captain Thomas Kimball in the *Thetis*, and with Captain Nathaniel Brown in the ship *Shirley* of Salem, John Mullin of Salem mate, and subsequently master of the ship *Shirley*, *Sumatra*, and *Paul Revere*; and Oliver D. Way of Salem, second mate; John Bodwell, who was in the ship *Sooloo* of Salem, Captain Daniel H. Hutchinson of Salem, the mate being John Shatswell, who later commanded the ship; Henry Lakeman, George Baker and Ephraim Parsons, who sailed with Captain Lakeman in the brig *Louisa*; James Wellington and Mark Harris, who were in the ship *Boston*, Captain Jesse F. Potter of Salem, to Manila.

Other Ipswich boys were Lewis Brocklebank, Mark Harris, Marcus Lindberg and George Henderson, who sailed with Capt. Thomas Kimball of Salem in the barque *Tarquin*, for Sumatra; James H. Staniford, who sailed on the ship *Elizabeth* to California in 1849; John Shatswell, in the ship *Sumatra*, Captain Josiah Dudley of Ipswich, for Australia, and later master of the ship *Sooloo*; John Tyler Caldwell, in the ship *Sumatra*, Captain Nathaniel Kinsman of Salem, for Australia; William P. Cram, in the barque *Arrow*, Captain George Harrington of Salem, to South America; and in the barque *Dorchester*, Captain A. Staniford Perkins, and the same vessel, Captain Stephen Cloutman, on voyages to Zanzibar, and Henry Haskell, in the barque *Nubia*, Captain James Staniford Kimball, for Zanzibar.

Mr. Thomas is probably the last survivor of the old Sumatra sailors, as is Mr. George H. Allen of Salem of the merchants in that trade. Mr. Thomas is the oldest member of John T. Heard Lodge, A. F. and A. M., of Ipswich, which he joined February 8, 1865.

Another ship *Sooloo*, 784 tons register, was built in Boston in 1861, for John H. Silsbee, Benjamin H. Silsbee, George Z. Silsbee, William D. Pickman and George H. Allen. She made several voyages to the East Indies, under command of Captain Charles H. Allen, Jr., Captain Daniel H. Hutchinson, and Captain William Frank Powars. The ship was sold in 1887 and converted into a coal barge, and she foundered November 15, 1892, on Pollock Rip shoal. A

photograph of an original painting and also a half-hull model may be seen in the Peabody Museum of Salem.

The reader will readily recall the outrage perpetrated by the Malays in the robbery and massacres of the ships *Friendship* and *Eclipse*, of Salem, recited in the early portions of these articles. There is still another, in which Salem took a prominent and heroic part, although Salem interests were not affected, to be recorded. It portrays vividly the friendly feeling existing between sailors the world over in hastening to the aid of one another. The story, which was written to Stone, Silsbee, Pickman & Allen of this city, merchants, in a letter, is as follows :

“Diah, West Coast of Sumatra,

“April 1, 1851.

“March 30—At sunrise this morning Captain (Benjamin) Balch, of ship *Ariosto*, lying at Babahwee, came on board my vessel, the *Borneo*, lying at Pinoo Biah, bringing with him an Italian seaman. Captain Balch stated that he was alarmed at about 4 A. M. by some person hailing his vessel. Upon going on deck and getting the hail alongside, found it to be a boat from the Italian barque *Clementina*, lying at Diah, containing two persons, one of them badly wounded in the head, bleeding profusely, and perfectly naked. Had him taken on board and the wound dressed. They informed him that the Malays had taken the barque and killed the captain and the mate.

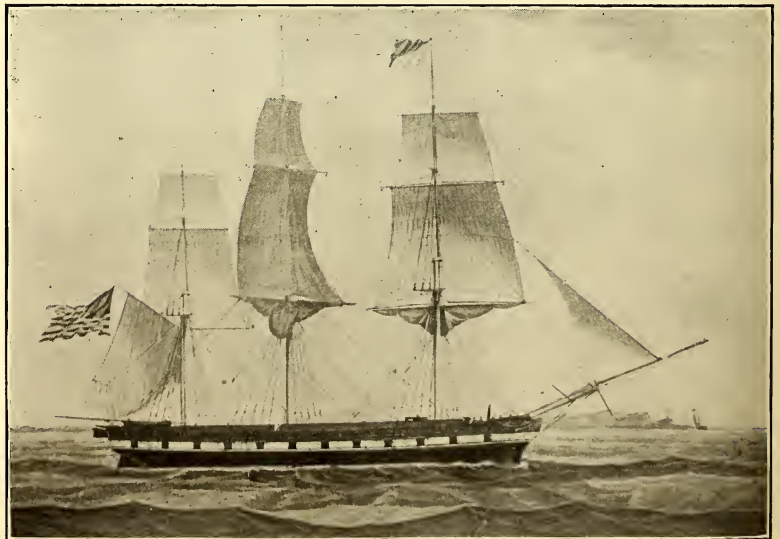
On hearing this, lowered my boat and went on shore at Telococroot, informed the Rajah of the affair, and requested him to come with us and help get the vessel back from the Malays. He said he would come as soon as he could get his proas ready. Found the carpenter of the Italian barque on shore at work for the Rajah, took him with us, went on board my vessel, armed five of my seamen, and proceeded to the *Ariosto*. On reaching her, found that another boat had arrived from the *Clementina*, with seven more of the Italian crew, one of them badly wounded in the hand. They stated that at the time they left the barque the Malays had full possession of her.

“We now commenced to get the *Ariosto* under way, but the wind failing, gave up the attempt. Armed Captain Balch's crew, and started with boats containing twelve in



SHIP SOOLOO, CHARLES H. ALLEN, JR , MASTER

Built in 1861. Silsbee, Pickman & Allen, owners



SHIP BORNEO, CHARLES H RHOADES, MASTER, 1851.

Silsbee, Pickman & Stone, owners. Altered to a bark.

all—the Italians in one of their boats unarmed. After getting a part of the way, saw a signal flying on board the barque. On getting near enough, saw many Malays on board and one Italian. Now pulled directly for the barque, Captain Balch for the starboard quarter and myself for the larboard bow; boarded her from both sides at the same time, and found her in complete possession of the Malays, there being about twenty of them on deck, all completely armed. Drove them all into the Malay boats alongside, except one head man from Quallah, Oongah Oongah, and Libby Doolah, Jerrytoulis of the barque—they stating they were all friends and knew nothing of the affair until that morning; that they came off from Quallah Oongah to keep the people of Diah from coming to the barque; that the people who took the barque came from Diah, and that the money was at that place. Ordered them all into their boats, and set the American colors, to let our vessels know we had taken possession of her.

“At this time the boat containing the Italian crew reached us. We found the barque in the utmost confusion, pepper in bags and loose, scales and weights, common shot, clothing and broken crockery strewed around, the decks, bulwarks and rail spattered with blood, one corpse lying across the threshold of the cabin door, and the cabin deck covered with blood. Found one body at the foot of the lower cabin steps, cold and rigid, covered with blood; found another body in the lower cabin, covered with boxes, old canvas and bags, the last body being that of the captain. Had them taken on deck. Found one seaman in the forecabin, wounded in the right shoulder by a stab passing through from front to back, the wound bandaged; the captain killed by a stab in the left breast, in the region of the heart, and one stab in the right side of the back near the kidneys; the mate stabbed in the right and left breast, through the shoulders and in the hip; the other body with a large wound in the left breast, below the collar bone, and a bad wound in the shoulder. Had the bodies laid out and sewed up in their shrouds, preparatory to burying them.

“Captain Balch and myself now concluded, as the weather

was very hot and sultry, that it was necessary to bury them at once. As we did not deem it safe or prudent to risk either ourselves or people on shore at this time, called all the people and had the burial service performed by the Italian crew, and committed the bodies to the deep.

About noon the Rajah of Telocroot, Tueo Nynhgee, reached the barque with two proas, filled with men and arms. He came directly on board. After stating the case to him, he wished us to remain at anchor until the next morning, and he would go on shore and try, if possible, to get any of the specie or articles plundered from the vessel. Saw everything ready to get the barque under sail, or act on the defensive, there being two cannons on board, which were all the arms we found. Divided the people into two watches, Captain Balch taking charge of one watch and myself of the other. All remained peaceable and quiet during the night.

"Morning of March 31, Ally George, the Jerrytoulis of the *Borneo*, came off from Diah, where I had sent him the previous day to ascertain all he could in relation to the affair. He informed us that as near as he could find out, all the articles taken out of the barque were carried to Diah; that Coguan see Dam and Hedgie Mattahee were the originators and actors of the whole plot; that they had all the money between them in their possession, the Malays stating that there were eight kegs and five bags of dollars, with many other articles.

About 11 A. M. the French ship *Nantes*, Captain Leroy, came in at anchor. Sent a boat inviting the captain to call on board the barque. He came directly on board, said he got the news of the affair at 4 P. M. the previous day, got his vessel under way and came as soon as possible. About 2 P. M. the American ship *Plato*, Captain Michael Lord of Salem, came in at anchor. Captain Lord came directly on board, said he got the news of the affair on shore at Patty at 9 A. M., went on board, got his vessel under way, and came directly up. About 4 P. M. the Rajah of Telocroot sent off word from Quallah Oongah that he should like to have all the vessels remain, as he was in hopes of obtaining some of the money or articles from Diah, or he should attack the place the next morn-

ing. Concluded to remain. Through the night peaceable and quiet.

"Morning April 1, the French ship *Adele*, Captain Amority, came in at anchor, Captain Amority coming directly on board the barque."

The original of the foregoing left on board the *Clementina* and signed by

Charles H. Rhoades,
Master of American barque *Borneo*.
Benjamin Balch, Jr.,
Ship *Ariosto*.
Captains Leroy and Amority,
Of French Ships *Nantes* and *Adele*.

Witnessed by Captain Michael Lord of ship *Plato*.

A true copy of the original left on board the barque *Clementina*, to go with the vessel to Bourbon.


Charles H. Rhoades,
Master of American barque *Borneo*.

After consulting with the masters now together, came to the conclusion that, as there was one navigator left on board the barque, it was best to put him in first officer. There being all her original crew left (except the captain and two officers killed), being men enough to take care of and to work the vessel, and Captain Leroy offering to send one of his officers to take charge of and to conduct the vessel to the Isle of Bourbon and to deliver her up to the proper authorities there, called all the Italian crew and stated this our conclusion, to which they fully consented. Libby Doolah being on board, and being Jerry-toulis of the barque, we thought it best he should go in the vessel to Bourbon to state what he knew of the affair. There being several of the head men on board, they gave their consent as the head men of Quallah Oongah and Telooocroot. We accordingly kept him from going on shore. We now all left the barque in charge of her proper authorities and chief officer.

Charles H. Rhoades,
Master of American Barque *Borneo*.
Benjamin Balch, Jr.,
Ship *Ariosto*.

At daylight on the morning of April 2 Diah was attacked by the Rajah of Telocroot, and the greater part of the town laid in ashes, but neither the money nor the actors in this piratical transaction have as yet been detected.

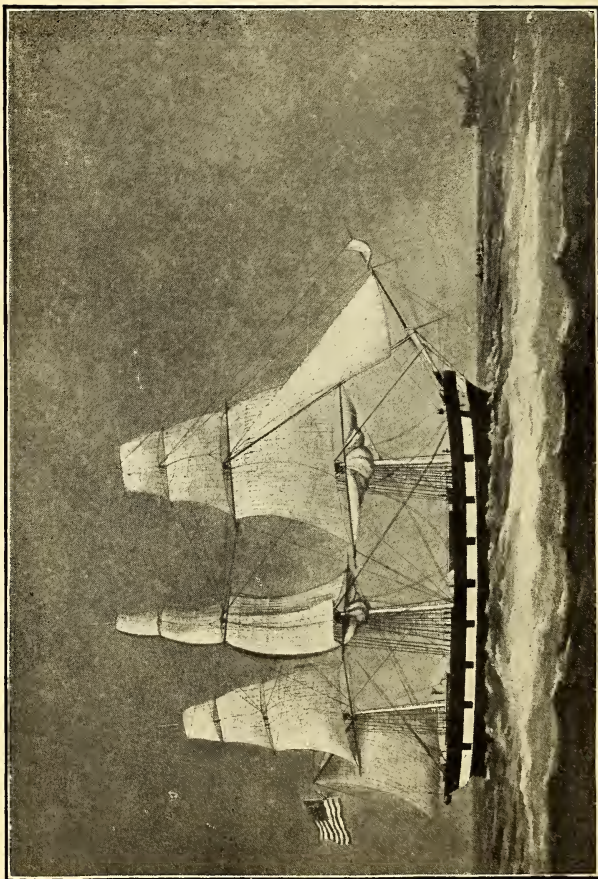
C. H. R.

 A vessel of war would not be far from the right place, if one could be spared to visit this coast at the present time.

The *Penang Gazette* of May 23, 1851, noticing the rescue of the Italian barque from the Malays on the coast of Sumatra, pays a very high compliment to Captain Charles H. Rhoades and Benjamin Balch, Jr., of Salem. The paper says :

“The bold and manly conduct of these American captains during a moment of peculiar peril and difficulty, and when the hazardous state of the Acheen coasts are considered, infested, as they always are, by numerous hordes of banditti and pirates, who are ever ready to take advantage of every favorable opportunity that may present itself to satisfy their cravings for robbery and pillage—deserves the highest encomiums. It will be a source of unbounded gratification to hear that the courageous and praiseworthy behavior displayed by them on that trying occasion will not only be duly appreciated by the owners of the unfortunate vessel, but will not be permitted to pass unrewarded by the insurance offices generally.

“This affair affords another melancholy illustration of trading on the west coast of Sumatra, and adds another incident to the catalogue of already numerous atrocities committed by these desperadoes. As vessels of different nations resort thither for commercial purposes, and remain for considerable periods until their lading is completed—having frequently to proceed from port to port in search of pepper and picking up here and there a few piculs at a time—it behoves the governments of their respective countries to station ships-of-war along the coast to protect the commercial interests of each nation. We are fully convinced that this is the only mode by which not only these ruffians will be deterred from prosecuting with impunity their nefarious pursuits, but will also, on the other hand, be the means of protecting the lives and properties



SHIP ELIZA ANN, WILLIAM G. NUTTING, MASTER.

of such of the traders that may resort thither, and on recurrence of a catastrophe similar to the foregoing, obtain immediate and ample vengeance for the wrongs and injuries sustained."

The ship *Australia*, owned by Silsbee, Pickman and Allen of Salem, made three voyages between Boston and Sumatra, under command of Captain Josiah Dudley, they being her eighth, ninth and tenth voyages. She was the last Salem ship to visit the coast of Sumatra.

In 1857, on her eighth voyage, she carried 65,000 Spanish dollars, which were bought by her owners for \$1.25 each, and so cost \$80,652.04. They were contracted for in December, 1856, and were paid for in September, 1857. They were purchased of Beebe & Co., New York bankers. On her ninth voyage the *Australia* had 50,000 Spanish dollars, which cost \$1.18 each, or \$59,388, and 3148 cost \$3714.64; 25 kegs of 2000 each, or \$50,000 at \$1.15, or \$57,500. On the *Australia's* tenth voyage her specie was purchased for \$67,400.

Captain Josiah Dudley came to Salem from Ossipee, N. H. He shipped on the barque *Palestine*, a whaler. The captain and mate died, and the second mate was unable to navigate the vessel, but young Dudley had learned navigation, and so brought the ship to port at Salem. He sailed later as mate of the barque *Henry Ewbank*, Captain Carter of Beverly, to Sumatra; mate of the ship *Sooloo*, Captain Hopkins, to Sumatra; master of ship *Rome*, to San Francisco; master of the clipper ship *Witchcraft*, in 1852, to San Francisco and the Chinchas; master of barque *Eliza Ann*, in 1854, to Singapore and Rio Janeiro; master also to Melbourne in 1855; master for three years of the new ship *Sumatra*, in 1856-57; master of the ship *Australia*, in 1857-60, to west coast Sumatra; master of ship *Malay*, in 1860, from New York to San Francisco; and also in other vessels.

Mr. George Henry Allen, one of the owners of the ships mentioned, speaks very highly of Captain Dudley as a thorough sailor, skillful navigator, and perfectly conscientious, honorable and honest man in all his dealings.

Many more instances of Salem men who engaged in the Sumatra trade, either through freighting their ships or

sailing as masters of them might be quoted, but that is not direct trade between Salem and Sumatra. There is no direct trade to-day, anyway, between the United States and Sumatra. Captain Jonathan Carnes, the reader will remember, brought to Salem and the United States the first cargo of pepper from the northwest coast of Sumatra, thus opening the trade.

It is a coincidence that as Salem furnished the first shipmasters in this trade, the closing of the trade also should be marked by another of her sons. The barque *Tarquin*, owned by John L. Graham, and commanded by Captain Thomas Kimball, William F. Jelly, mate, both of Salem, arrived at New York in 1867, and was the last vessel to come to this country from Sumatra with a cargo of pepper.

Captain Thomas Kimball, the master of the *Tarquin*, was born in Salem, the son of Captain James Staniford Kimball, who commanded the brig *Leander* on a voyage between Salem and Sumatra, in the early days of the trade, later engaged in the East Coast of Africa trade, commanded the old ship *Elizabeth*, one of the argonauts to California, sailing from Boston April 3, 1849, at the time of the craze created by the discovery of gold. Captain Brackley R. Peabody and Robert M. Copeland were passengers.

Captain Thomas Kimball of the *Tarquin* followed the sea many years, was a member of the Salem Marine Society, and died November 27, 1885, aged 50 years. Miss Sarah S. Kimball, of 14 Pickman street, is his sister.

William F. Jelly, mate of the *Tarquin*, later became a shipmaster. He died in Salem, January 20, 1908, aged 74 years. He was a member of the Salem Marine Society.

The writer here ends this long story of Salem and the Sumatra trade. It is not complete, and errors may be found in it, but it is the best, he feels, that he could do with the material at hand. If the future historian of the commerce of Salem shall find in it that which may be of help to him, the reward will be sufficient.

These articles were written to show that the opening of the direct trade between the northwest coast of Sumatra and America began in Salem, although it has also been

stated that pepper came from Sumatra to this country before Captain Jonathan Carnes brought his cargo in the *Rajah*. The writer's attention has been called by Samuel Eliot Morison of Cambridge, author of an excellent historical volume, recently published, entitled "The Maritime History of Massachusetts, 1783-1860," to a small book in the Essex Institute, the title of which is "The Life of William Vans, by Himself," Boston, 1832. Vans was a Salem boy, who went to China as supercargo on the ship *Grand Turk* in 1785. On his return he writes: "Went into copartnership with Jona. Freeman, at Boston, fitted our brig *Cadet* for India, this being the first vessel from America to Bencoolen, Moco, Paddang, Tappannooly, and other ports on the west coast of Sumatra, where I bought cassia, cinnamon, gum benzoin, pepper, and other goods, and opened a trade with that island, which has been so beneficial to the United States, and particularly to the town of Salem. In 1788, arrived from India in the *Cadet*, and left in 1789 for London."

This statement by Mr. Vans in no way refutes the claim made at the very beginning of these articles, but, on the contrary, tends to its confirmation. Nor does it discredit the splendid achievements of Captain Jonathan Carnes, Captain James D. Gillis, Captain Charles M. Endicott, Captain George Nichols, all of Salem, and others in their exploring and charting the then unknown north-west coast of Sumatra, the result of their skill and labor being accepted today by the commercial nations of the world, as of the highest value.

The writer acknowledges his indebtedness to the Essex Institute, to Miss Harriet Silvester Tapley, editor of the Historical Collections; to Collector of Customs William J. Sullivan, and Inspector Daniel F. Connolly, to Messrs. George Henry Allen, John Robinson, Lawrence W. Jenkins, and to all other friends who have assisted him in gathering information.

LETTER FROM TIMOTHY PICKERING TO
SAMUEL PUTNAM.

Danvers, April 6, 1803.

Dear Sir,

As I shall, next Friday, commence a long journey and be absent during the ensuing session of the Supreme Judicial Court at Ipswich, when a trial may be had in the prosecution by the Commonwealth against William Carlton, printer of the Salem Register, for a libel against me; —I request your attention to the matter; and that you would, in my behalf, do any act which you shall deem proper, and which I could do if present, concerning it. You will have no *personal resentments* to take into view: I feel none: It is the injury to the cause of federalism, which I consider as involving the true and most important interests of my country, that I wish to have vindicated.

If, therefore, Mr. Carlton will make and publish such declaration as you shall deem satisfactory, respecting the libellous charges against me, in his Register of October, 1802, I hereby desire you to propose to the Solicitor General, and to intercede with the Court, that a *nolle prosequi* be entered. And I also authorize you, in my behalf, to relinquish all demands which might be made & prosecuted by me for damages against Mr. Carlton for the false and libellous paragraphs in those newspapers.

I am your obedt. servant,

Timothy Pickering.

Samuel Putnam, Esq.

THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LVII, page 336.)

“You must be in error as to Jacob uniting with the church in Scotland in 1741. I find by record that Jacob and wife Esther united about 1804 by letter from Mr. Channing’s church, New London. (This of course is a misunderstanding. It was Jacob senior who joined the church in 1741, and Jacob junior that joined in 1804. H. W. B.) Jacob Burnett married Esther Wales, no children. He died in Scotland in 1814. Esther died 24 August, 1835. He was a farmer. The old Burnap homestead in the southwest part of the town of Scotland, about two miles from the Congregational Church, was sold by John (brother of my grandfather) in 1831 to William Smith, and is still owned by him. I do not know that any of the brothers were in the Revolution except John. I wish you could see the widow Buckingham of Windham, who was the wife of Clark Burnett. John, Jacob and Isaac were farmers, my grandfather was a hatter.”

These letters were written to Mr. Weaver when he was compiling his notes upon Windham families. Other papers relating to this branch were in the hands of Mr. Wellington Burnett, San Francisco, son of Lester, son of James, son of Jonathan, etc. The papers were compiled by Dr. Edward Burnett of New York, now dead. (Very probably they were destroyed in the great fire. H. W. B.)

Children, baptized in Scotland :

143. MARY, born 13, baptized 17 April, 1737.
144. ABIGAIL, born 8 May, baptized 13 May, 1739.
145. BETTE (Betsey), born 8 Feb., baptized 22 Feb., 1740/1; died July, 1741.
146. ELIZABETH, born 17 Dec., baptized 19 Dec., 1742; died 30 Dec., 1835.
147. LIDIA, born 10 Mar., baptized 24 Mar., 1745.
148. ISAAC, born 10 Feb., baptized 15 Feb., 1747; died 13 May, 1830, a. e. 83, Scotland, unmarried.
149. JAMES, born 20 Feb., baptized 26 Feb., 1749; died 31 Oct., 1754.

150. SIBYLL, born 10 April, 1751; baptized 14 April, 1750 (*sic*).
 151. NAOMI, born 11 April, baptized 15 April, 1753; married — Spring.
 152. JAMES, born 21 Mar., baptized 30 Mar., 1755; died after 1817.
 153. JOHN, born 28 April, baptized 8 May, 1757; died 9 Feb., 1840, ae. 83.
 154. JACOB, born 20 Feb., bapt. 22 Feb., 1761; died Mar., 1814.

103. TABITHA BURNAP, born 5 May, 1692; married, 18 May, 1714, at Reading, Ebenezer, born 16 December, 1689, son of Sergeant George and Elizabeth (Putnam) Flint. He lived at North Reading on a farm near the Andover line, given him by his father. She died 30 July, 1734 (Reading Town Records), and he died 18 September, 1778 (*ibid*). The births of their children are in the Reading Town Records in part and the baptism of some in the Wakefield Church Records.

Children—FLINT :

- TABITHA, born 15 Feb., 1714/5; baptized 1 May, 1715; died 9 May, 1715, ae. 2 mos. 24 dys.
 EBENEZER, born 1 Sept., baptized 23 Sept., 1716; married, 25 May, 1738, Abigail Sawyer. He was killed by Indians in Charlestown, N. H. Perhaps m., second, 17 July, 1744, at Reading, Judith Parker.
 JOHN, baptized 30 Aug., 1719; married, 6 June, 1744, Joanna Farnum of Andover, who died 22 Feb., 1753, and he married, before 1761, Tamar Hunt. Called captain on gravestone.
 EUNICE, baptized 1720, North Reading.
 TABATHA, born 18 May, 1721.
 ELIZABETH, baptized 1723, North Reading.
 JACOB, baptized 1729, North Reading.
 HEPZIBAH, born 18 June, 1732; married, about 1759, Joshua Jones of Wilmington, Mass. She died in 1764, and he married Ruth, daughter of John Burnap, No. 110, q. v.
 ANN, born 30 July, 1734; died 30 July, 1734, ae. 1 day.

104. SARAH BURNAP, born 12 July, 1694; married, 9 February, 1714/5, Jeremiah, born 28 August, 1693, at Reading, son of Jeremiah and Elizabeth Swayne. She died 13 April, 1771, ae. 77, Laurel Hill Cemetery, Reading, and he died 13 February, 1779, ae. 85 yrs. 6 mos. (Reading Town Records.)

Children, born in Reading, baptized in Wakefield—
SWAYNE:

JEREMIAH, born 3 April, baptized 7 April, 1717; died probably 17 Oct., 1741.

SARAH, born 25 Nov., 1719.

SAMUEL, born 9 Feb., baptized 11 Feb., 1721/2; died 10 April, 1740, ae. 18 yrs. 2 mos. It is probable that he is the same child as appears in the Wakefield Church Records as “. . . son of Jeremy, Apl., 1740, ae. 16 yrs.”

MARY, born 23 Oct., baptized 25 Oct., 1724; probably married, 12 Jan., 1742/3, at Marblehead, Benjamin Hartshorn. She died 22 June, 1807, ae. 83, at Wakefield, a widow.

ELIZABETH, born 16 July, baptized 7 Aug., 1726.

LIDIA, born 16 Jan., 1728/9.

HEPZIBAH, born 8 April, baptized 13 April, 1731; died 19 June, 1749, ae. 18.

JACOB, born 9 April, 1733; married, 27 Jan., 1756, Hannah Green; died 24 July, 1789, ae. 57th year.

105. ABIGAIL BURNAP, born 5 February, 1698/9; married, 14 March, 1716 (Wakefield Church Records), James, born 9 February, 1690/1, son of Francis and Ruth (Maverick) Smith of Reading. She died 8 October, 1773, ae. 75 (Wakefield Church Records), and he died 29 April, 1778, ae. 87 (*ibid.*)

Children, born in Reading, baptized in Wakefield—
SMITH:

ABIGAIL, born 14 May, baptized 21 May, 1721; married, 31 Jan., 1754, Samuel Damon. She died 24 May, 1772, ae. 47 (*sic.*), Reading.

HEPSABA (called Mehitable in Wakefield Records), born 22 June, baptized 28 June, 1724; married, 23 July, 1753, William Gould (Gold). She died 29 April, 1803, ae. 79 (Wakefield Town Burying Ground).

ESTHER, born 30 Jan., baptized 19 Feb., 1726/7; married, 25 Nov., 1755, James Bancroft of Lynn End. She died 25 Mar., 1814, ae. 87, Lynnfield.

JAMES, born 27 Jan., baptized 1 Feb., 1729/30; married, 26 Oct., 1773, Susanna Mead. He died 11 April, 1816, ae. 86 (Wakefield Town Records), ae. 84 (Church Records).

RUTH, born 10 Oct., baptized 29 Oct., 1732; died 27 Nov., 1738, ae. 6 (Town Burying Ground, Reading; 16 Mar., 1737, Church Record).

106. JOSEPH BURNAP, born 28 January, 1700/1; married, 20 December, 1722, Sarah, born 30 March, 1699, at Reading, daughter of James and Mary (Pooll) Nichols (Nickols) of Reading. There does not seem to be any record of the deaths of either Joseph or his wife, but probably both died before 1786, she surviving him. The confusion arising from the fact that several Josephs were living at the same time renders it difficult to say positively to which of them some of the deeds and records refer, and further difficulty appears in connection with a will which seems to be that of his wife, as in it her name is given as Abigail, but the bequests certainly oblige us to assume that it is that of the wife of this same Joseph. It is as follows:

The will of Abigail Burnap of Reading, widow, 9 June, 1786. To my neice Abigail Kittredge; to Anne Hayward my neice; to Bulah French my neice; to widow Susannah Burnap my niece; to Dr. Francis Kittredge, Jr.; to Sarah Burnap, daughter of my son Joseph; to Bethiah Parker, who has long resided with me; Francis Kittredge, executor. Witnesses: Ezra Damon, Samuel Taylor, Edmond Damon. Proved 12 November, 1788. (Middlesex Probate Records, vol. lxxi, p. 349.)

The inventory contains notes against Joseph Burnap of Reading and Stephen Richardson of Billerica.

Although the deaths of only three of the children of Joseph Burnap are to be found, it would seem that all but Joseph junior had died before the date of the above will. Except the marriage of Joseph none appear but one of a Hepzibah, probably the daughter of that name, so that the three not accounted for may well have died.

The legatees named in the will may be accounted for as follows: James and Mary Nichols, who married in 1682, had a daughter Elizabeth, who married Pierson Richardson, while her sister Sarah (Abigail?) married Joseph Burnap, as stated above. Stephen Richardson, second cousin of Pierson, married Amy Parker, and had Amy, who married Nathaniel Hayward, Abigail, who married Francis Kittredge, and Beulah, who married John French, so that they were grand-nieces of Sarah (Nichols) Burnap's brother-in-law, Pierson Richardson. The widow

Susannah Burnap was, it may be supposed, Susannah (Emerson), widow of testator's brother-in-law Isaac, and Bethiah Parker would seem to have been the daughter, born 1733, of Nathaniel and Bethiah (Emerson) Parker, whose parents had long been dead. Susannah and Bethiah Emerson were sisters. Even with allowance for the erratic way in which the terms "cousin" and "nephew" and "niece" were used in early days, it is hard to account for her calling these beneficiaries nieces, however a careful scrutiny of all the families concerned compels the conclusion that these were persons so-called.

Children, born in Reading :

155. JOSEPH, born 13 Jan., 1723/4; died 13 Feb., 1809.
156. JAMES, born 14 Feb., 1725/6; died before 1786.
157. EBENEZER, born 2 Mar., 1728; died 6 June, 1729, ae. 1: 3: 4.
158. SARAH, born 22 June, 1731; died before 1786.
159. TAMAR, baptized 1732, Congregational Church, North Reading; died before 1786.
160. HEPZIBAH, born 4 Mar., 1733; died after 1763.
161. EBENEZER, born 4 Mar., 1733; died 4 April, 1733, ae. 1 mo.
162. MEHITABEL, baptized 1736, Congregational Church, North Reading.

107. SAMUEL BURNAP, born 21 April, 1703; married, 1 December (Newbury Town Records), or 11 December, 1726 (Reading Town Records), at Newbury, Ruth, born 14 February, 1702/3, at Newbury, daughter of Thomas and Hannah (Webster) Huse (Hewes), of that place. He died 28 December, 1735, and she married, 28 February, 1736/7, Nehemiah Hayward, at Reading, by whom she had one daughter. Her death does not appear in the records.

Administration of the estate of Samuel Burnap, late of Reading, was granted to Ruth Burnap of Reading, 24 May, 1736. (Mdx. Probate Records, vol. xxii, p. 94.)

Additional account of Ruth Hayward, formerly Ruth Burnap, administratrix of Samuel Burnap, late of Reading. An item is a payment to John Burnap on a bond, 23 May, 1743. (Ibid, vol. xx, p. 166.)

Guardianship of Ruth Burnap in her 15th year, daughter of Samuel Burnap of Reading, to Ruth, wife of Nehemiah Hayward of Reading, cordwainer, 23 May, 1743;

also of Hannah Burnap, in her 13th year, to Joseph Huse of Newbury (her uncle), and of Tabitha Burnap, in her 11th year, to John Burnap of Reading, housewright (probably her uncle), on the same date. (Mdx. Probate Records, vol. xxii, p. 632.)

Children, born in Reading:

163. RUTH, born 18 Dec., 1727; died after 1770.
 164. HANNAH, baptized 1730, Congregational Church, North Reading.
 165. TABITHA, born 9 Dec., 1731.
 166. SAMUEL, baptized 1733, Congregational Church, North Reading.

108. HEPZIBETH BURNAP, born about 1704; married, 15 April, 1725, at Reading, Nathaniel, born 31 March, 1704/5, son of Ebenezer and Bethiah (Parker) Emerson, and brother of Isaac Burnap's wife (No. 112). They are said to have lived for a time in Merrimack, N. H., but all dates connected with the family are in the Reading Records. He died 5 June, 1777, in his 74th year, and she died 20 March, 1796, ae. 92.

Children, born in Reading, baptized in Wakefield—
 EMERSON:

- NATHANIEL, born 21, baptized 26 June, 1726. He died 16 Oct., 1754, ae. 28.
 HEPZIBAH, born 10 July, 1729; perhaps married, 9 May, 1753, William Melendy.
 JOHN, born 4, baptized 6 Feb., 1731/2; perhaps married, 30 Jan., 1755, Hannah Nicolls.
 SUSANNA, born 17 June, 1734; married, 28 Dec., 1756, Josiah Upton.
 TABITHA, born 14, baptized 20 Feb., 1736/7; married, 9 Jan., 1755, Timothy Pratt. She died 29 Aug., 1785.
 MARTHA, born 2, baptized 9 Sept., 1739.
 MARY, born 2, baptized 9 Sept., 1739; married, 4 Oct., 1763, Nathaniel Batchelder of Reading. She died at Shirley, Mass.
 SAMUEL, born 29 Mar., 1743.
 JOSEPH, baptized 16 Nov., 1746; perhaps married, 17 Feb., 1774, Rebecca Nicolls.

109. LYDIA BURNAP, born 29 July, 1706; married, 4 January, 1726/7, William, born 17 July, 1703, at Salem,

son of William and Mary (Mabee) Upton (Wakefield Congregational Church Records). She died after 1745, and he married, 9 December, 1755, Hannah, daughter of John and Mary (Waters) Felton of Salem, by whom he had no children. He died after 1760.

Children, born in Reading—UPTON :

WILLIAM, born 5 Aug., 1729; married (1) Sarah Herrick; (2) 1 Dec., 1757, Hannah Stanley; (3) Mehitabel —. Resided at Temple, N. H. He died 1790, ae. 61 yrs.

DANIEL, born 19 Aug., 1731; died in or before 1759.

JAMES, born 26 Mar., 1733; married, 26 Mar., 1769, Rachel Holt of Billerica.

LYDIA, born 22 Feb., 1734/5; married, 13 April, 1762, David Damon, jr. She died after 1784.

MARY, born 30 Sept., 1737; died young.

JACOB, born 10 Dec., 1739; married, 19 June, 1743, Mary Clark of Townsend; died 4 July, 1824, at Goffstown, N. H.

MARY, born 5 Feb., 1741; married, 7 Oct., 1762, Jacob Tucker of Reading.

JABEZ, born 5 Feb., 1741; married, 5 Oct., 1762, Abigail Taylor; (2) 16 May, 1765, Hannah Flint. He died 23 Mar., 1802.

TABITHA, born 20 Mar., 1745; married, 21 May, 1766, Aaron Felt of Temple, N. H. She died 1789.

110. JOHN BURNAP, born 29 June, 1708; married, 18 April, 1732, Ruth, born 4 November, 1707, at Reading, daughter of John and Elizabeth (Lynde) Smith of Reading. He was a deacon in the church.

John Burnap of Reading, yeoman, consideration £223: 13: 4, conveys to Thomas Eaton, 2d, of Reading, blacksmith, land in North parish, Reading, 9 April, 1777. Ruth Burnap also signs. Witnesses: Nathaniel Skelden, Nathaniel Eaton, Jr. Acknowledged 16 April, 1777. (Mdx. Land Records, vol. xcvi, p. 10.)

Evidently they both died after April, 1777, but no dates have been found, nor any probate records.

Children, born in Reading, baptized in Reading Congregational Church :

167. RUTH, born 28 Nov., baptized 2 Dec., 1733; died after 1773.

168. ELIZABETH, born 27 Jan., baptized 13 Feb., 1736/7; probably died after 1773, in Packersfield (Nelson), N. H.

169. ABIGAIL, baptized 1743, Congregational Church, North Reading.
170. LYDIA, baptized 1743, *ibid*; died perhaps after 1769.
171. JOHN, born 25 June, 1744; baptized 1744, *ibid.*; died 28 May, 1815, at Packersfield.
172. MARY, baptized 1744, *ibid.*; died 22 Oct., 1778 (Chandler Genealogy).
173. SAMUEL, born 17 July, 1747, possibly in Andover; died 2 Jan., 1832, in Temple, N. H.

NOTE.—The Phelps Genealogy states that Elizabeth, daughter of Deacon John Burnap, widow of — Smith, married, 2 Nov., 1731, Joseph, born about 1704, probably in Salem, but baptized 21 Sept., 1707 (Danvers Church Records), son of John [Jonathan] (Salem Records) and Elizabeth (Putnam) Phelps, and he died April, 1753, having removed to Reading, or near there. It is manifestly impossible that John's daughter could have been married at this date, while his sister and all other known Burnaps named Elizabeth are accounted for otherwise; however, Joseph Phelps' wife Elizabeth and Deacon John Burnap were his executors (will dated 3 April, 1753, and proved 30 April, 1753), of which she at first refused every provision, but later accepted all. She was appointed guardian of Anna, Rebecca, John and Ebenezer, all under 14, 30 April, 1753. John Burnap of Reading, housewright, was made guardian of John Phelps, upward of 14, 8 June, 1761. The marriage is from a Bible record, and it would seem that the author of the Phelps' Genealogy had been misled by the executorship and guardianship into thinking she was a Burnap. In view of the possibility that she was, the children's records are here given.

Children, born in Reading—PHELPS :

- JOSEPH, born 30 Sept., 1732; married, before 1759, Edith (Eda) —, called "of Reading Precinct" in 1760, when a child was born. (Middleton Records.)
- NATHAN, born 24 Aug., baptized 25 Aug., First Church, Salem, 1734; married, 17 May, 1761, Wakefield, Bethiah Upton.
- ELIZABETH, born 7 July, baptized 11 July, First Church, Salem, 1736.
- ANNA, born 27 Feb., 1739/40.
- REBECCA, born 31 July, 1741; married, 14 Feb., 1765, Reading, John King (intention recorded at Danvers).
- JOHN, born 12 Sept., 1743; married Mary Lovejoy.
- EBENEZER, born 10 Dec., 1745; married, 16 Nov., 1788, Sarah Brown.

111. MARTHA BURNAP, born 30 September, 1710; married, 26 December, 1734, at Reading, John, born 12 February, 1709/10, at Reading, son of John and Mary Walton (called "Captain John"). She died 5 August, 1737, at Wakefield, in her 27th year, and he married, 18 September, 1739, Mary Williams, by whom he had seven children. He is said to have lived at Marblehead and Malden, but no children are recorded there, and he died at Reading, 14 April, 1785, as did his second wife.

John Walton's sisters, Eunice and Elizabeth, married Samuel, grandson of Hannah, daughter of Rev. William Sargent and wife of Henry Felch, Jr., of Reading, and the following is found in the records:

"Redding, 28 February, 1699/1700, This may sartifie by whom it may consarne that I Hanah Feltch, Reliett widow of Henry Feltch late of Redding, deceased, who died June . . . not being capable to com to Woborne to sign the agrement for settlement of the estate: Therefore I doe desier and ImPower Joseph Burnap to signe for me In my name and sted: holding it to be correct as tho I signed myself, as witness my hand,

Hanah Feltch, her mark."

Child, born in Reading—WALTON:

MARTHA, born 16 Nov., 1735; perhaps married John Walton.

112. ISAAC BURNAP, born 31 January, and baptized 8 February, 1712/3; married, 19 February, 1736, Susanna, born 18 March, 1713, at Reading, daughter of Ebenzer and Bethiah (Parker) Emerson, whose brother Nathaniel married Isaac's sister Hepzibeth. She died 28 Nov., 1792, at Reading, in her 80th year.

William Bryant, Esq., Ebenr. Parker, yeoman, Nathaniel Parker, gent., freeholders & inhabitants of Reading, as a Committee chosen by the Freeholders and inhabitants of Reading 1 April 1742, to make deeds to several purchasers of common lands in Reading, the town committee on one part and Phineas Parker & Isaac Barnap, husbandman & Samuel Bancroft Jun^r, cordwainer, all of Reading, on the other part, consideration £297, 33 1/2 acres of land in Reading on the northerly side of Bear Hill, 15 May, 1742. Witnesses: Thomas Wesson, Ephraim Wes-

son. Acknowledged 5 March, 1744. (Mddx. Land Records, vol. liv, p. 8.)

As constable, he signs a "warning," 29 August, 1752, and he was probably the Isaac who was a voter in the Third Parish of Reading in 1771.

He died before 7 June, 1780, and his will follows.

The will of Isaac Burnap of Reading, yeoman: To Susanna my *now* married wife; to son Joseph Burnap Lobs Pound Mill, etc.; son Jacob previously provided for; daughters already have their full portion; Susanna, wife of Nathaniel Sherman; Martha, wife of Richard Melendy; Bethiah, wife of John Nichols; Elizabeth, wife of Andrew Beard; Rebekah, wife of David Nichols; Abigail, wife of Thomas Taylor; daughter Tabitha a loom, etc.; daughter Sarah Burnap; son Joseph, executor. 22 May, 1775. Proved 7 June, 1780. Witnesses: Thomas Brown, Edmund Eaton, John Temple. (Mddx. Probate Records, vol. lx, p. 13.)

His wife died 28 November, 1792, in her 80th year, at Reading.

Children, born in Reading, baptized in Wakefield:

174. SUSANNA, born 26 Oct., baptized 5 Dec., 1736; died 3 Oct., 1768, Lynn.
175. MARTHA, born 28 Dec., 1737; baptized 1 Jan., 1737/8; died Nov., 1796, Reading.
176. REBECCA, baptized 25 Nov., 1737.
177. BETHYAH, born 6, baptized 14 Oct., 1739; died 19 May, 1823; Laurel Hill Cemetery, Reading.
178. TABITHA, born 7, baptized 13 Dec., 1741.
179. JACOB, baptized 9 Oct., 1743; died Oct., 1743, ae. "few days".
180. ELIZABETH, born 6, baptized 10 June, 1745; died 1835, Gardner, Mass.
181. REBEKAH, born 6, baptized 10 June, 1745; died 21 Dec., 1825, Gardner, Mass.
182. JOSEPH, born 9 June, 1746; died young probably.
183. JOSEPH, born 13, baptized 22 June, 1747; died after March, 1789.
184. JACOB, born 20, baptized 23 Oct., 1748; died 26 Dec., 1821, Merrimac, Mass.
185. SARAH, born 19, baptized 26 Aug., 1750; died 24 April, 1825, ae. 75; Congregational Church, Reading.
186. ABIGAIL, born 21, baptized 28 June, 1752; died after 1787, Reading.

115. BENJAMIN BURNAP, born 14 November, 1702; married, before 1728, Hannah, born about 1700, as she was aged 13 in 1714, whose birthplace is not known, daughter of John and Hannah (Hichins) Haven of Lynn and Sherburne, as Framingham then was. Just as he came of age, in 1723, his father settled in Hopkinton, and eleven years later deeded to Benjamin, junior, eighty acres of land there, as he did to his other sons.

By the time he was thirty he was a deacon in the church, of which he had been one of the original fifteen members in 1723. He was ordained to this office 14 June, 1732, and always took a prominent part in the not always peaceable proceedings.

He was a Selectman of the town, and as "Benja. Burnap Ju." signs a "warning" 21 August, 1738. (Clerk of Courts Papers, Middlesex.)

Partition, 20 December, 1745, between Benjamin Burnap, Jr., yeoman, of Hopkinton, and Daniel Burnap of Hopkinton, housewright, land in Hopkinton, 85 acres, with a house, etc., saw-mill, etc., to Benjamin the piece on which the house and mill stand. 6 December, 1745/6. Recorded 31 October, 1765. (Worcester Deeds, vol. lv, p. 198.)

A similar agreement of division is recorded in Middlesex Deeds, vol. lxxv, p. 557.

Benjamin Burnap, Jr., of Hopkinton, husbandman, consideration £25, to John Belknap of Westboro, cooper, land in Hopkinton, north or northeast corner near the river called Sudbury, 12 acres. 16 September, 1751. Mehitable Burnap signs as a witness. (Worcester Deeds, vol. lv, p. 33.)

Benjamin Burnap, Jun., of Hopkinton, yeoman, and Mehetable Nichols of Reading, spinster, executors of the will of Nathaniel Bancroft, late of Framingham, consideration £66, to Ebenezer Pike of Framingham, husbandman, 58 acres of land in Framingham, 2 acres of land in Southboro. 5 November, 1753. Witnesses: John Farrar, Joseph Haven, Caleb Bancroft, Ebenr. Nichols. Acknowledged 6 Nov., 1753, and 18 March, 1754. (Mddx. Land Records, vol. liv, p. 504.)

Ebenezer Pike of Framingham, yeoman, consideration

£26, to Benjamin Burnap, Jr., of Hopkinton, yeoman, and Mehetabel Nichols of Reading, spinster, 12 acres of land in Framingham (unless certain payments are made, when this deed is void). 6 November, 1753. Witnesses: Joseph Haven, John Ferrar. Acknowledged 6 Nov., 1753. (Ibid, vol. liv, p. 488.)

Benjamin Barnap, Jun., of Hopkinton, husbandman, consideration £134: 13: 4, to Jonathan Locke of Hopkinton, husbandman, 40 acres in Hopkinton and 20 acres in Westboro. 26 December, 1759. Witnesses: John Wilson, Elizabeth Wilson. Acknowledged (by Benjamin and Hannah Burnap) 12 Jan., 1764. (Ibid, vol. lxxv, p. 552.)

Benjamin Burnett of Hopkinton, yeoman, consideration £400, to John Burnett of Hopkinton, husbandman, one-half of lands in Hopkinton and Westboro, and one-half of building, etc. 20 December, 1765. Hannah Burnap releases dower right. Witnesses: Julia Overing, John Wilson, Hannah Burnett, Lois Burnett. Acknowledged 29 October, 1765. (Mdx. Land Records, vol. lxxv, p. 553.)

Benjamin Burnett of Hopkinton, yeoman, consideration £108, to Joseph Baker of Westboro, land in Westboro, south side of Sudbury river, land of Barakiah Morse mentioned. 14 June, 1779. Acknowledged 23 March, 1786. Witnesses: John Baker, Elijah Brigham.

Benjamin Burnet of Hopkinton, gent., consideration £150, to my daughter Sarah Burnet, land in Hopkinton. 5 December, 1781. Witnesses: Martha Baker, Joseph Baker. Acknowledged 27 December, 1781.

Benjamin Burnett of Hopkinton, yeoman, consideration £119, to Jacob Parker of Hopkinton, yeoman, land in Hopkinton, 34 acres. 10 March, 1783. Witnesses: Sarah Burnet, Lois Burnett. Acknowledged 14 June, 1784. (Ibid, vol. xcii, p. 9.)

Benjamin Burnett of Hopkinton, yeoman, consideration £100, to John Burnett of Barre, land in Hopkinton, 26 November, 1785. Witnesses: James Hawes, Nathan Burnap. Acknowledged 23 November, 1785. (Ibid, vol. xci, p. 471.)

Benjamin Burnett of Hopkinton, yeoman, consideration

£50, to John Burnett of Barre, land in Westboro (land that Barachias Morse bought of John Burnett mentioned). 26 November, 1785. Witnesses: Nathan Burnap, James Hawes. Acknowledged 26 November, 1785. (Worcester Deeds, vol. xciii, p. 745.)

It will be noted that he is still called "Junior" in deeds dated 1751 and 1764, although his father was then dead, but his son of that name was too young at the earlier date to have signed such papers, and it is presumed it was simply the result of habit. It will also be noted that after 1765 the family name was quite consistently written "Burnett," and this form has been retained in this branch until the present day. In fact, it was a matter of some difficulty for the writer to persuade them that they were really Burnaps. Prior to this date the Burnett form only occurs occasionally.

The dates of death of Benjamin and his wife have not been found, nor have any probate papers appeared, but the wife was alive in 1751, and he himself in 1785.

Children, born in Hopkinton, baptized in Christ (Congregational) Church:

187. MEHETABLE, born 28 Oct., baptized 10 Nov., 1728; died 6 Oct., 1769.
188. JOHN, born 20, baptized 26 Sept., 1731; died 1806, ae. 76.
189. THOMAS, born 30 Nov., baptized 2 Dec., 1733; died 19 April, 1740, Hopkinton.
190. BENJAMIN, born 14, baptized 24 Oct., 1736; died 11 April, 1740, Hopkinton.
191. HANNAH, baptized 15 Oct., 1738, or 1741 (Church Records).
192. SARAH, baptized 27 Sept., 1741; died after 1797, unmarried. Resided in Barre, 1796, and Petersham, 1797.
193. LOIS, baptized 15 Aug., 1742; died 9 Feb., 1816, ae. 74, Hopkinton, unmarried. She was living in Barre in 1796.
- 193a. ESTHER, born 23 Sept., 1743.

116. DANIEL BURNAP, born 24 March, 1704; came to Hopkinton with his parents in 1723, and married, 14 December, 1731, in the First Church at Cambridge, Sarah, born about 1709, doubtless in Cambridge, as her father had lived there some time, daughter of Joseph and Rebecca (Robbins) Cheney. In 1734 he received from his father eighty acres of land in Hopkinton.

Daniel Burnap of Hopkinton, housewright, consideration £20, to Seth Morse of Hopkinton, 7 acres of land in Hopkinton. 6 January, 1745/6. Witnesses: John Jones, Benjamin Burnap. Acknowledged 6 January, 1745/6. (Mdx. Land Records, vol. lxvi, p. 626.)

Ebenezer Walker of Upton, yeoman, consideration £1: 16: 0, to Daniel Burnap, the second lot in Cedar Swamp in Hopkinton. 2 May, 1758. Witnesses: Joshua Wheeler, Joseph Chaddock. Acknowledged 2 May, 1758. (Ibid, vol. lxv, p. 558.)

Daniel Burnap of Hopkinton, husbandman, consideration £150, to Seth Morse, 25 acres of land in Hopkinton (land of Benjamin Burnap mentioned). 15 August, 1765. Witnesses: Joseph Young, James Locke. Acknowledged 15 August, 1765.

Daniel Burnap of Hopkinton, gent., consideration £200, to my son Isaac Burnap of Hopkinton, yeoman, land in Hopkinton (the house he lived in; Deacon Benjamin Burnap's land mentioned), as may more particularly appear by deeds to me from Benjamin Burnap, then Senr., and David Burnap, then both of Hopkinton, and deed of partition between Benjamin Burnap, then Junr., of Hopkinton, and myself, and in deed by Ebenezer Walker. (See deeds under Benjamin Burnap, No. 75.) 30 August, 1773. Witnesses: Jno. Wilson, Abigail Chamberlain. Acknowledged 30 August, 1773. (Ibid, vol. cxiii, p. 41.)

He died in Hopkinton, May, 1793, aged "almost 90" (Christ Church Records), but his wife's death does not appear in the records.

Children, born and baptized in Hopkinton:

194. ESTHER, born 13, baptized 18 or 23 Feb., 1732/3; died 21 Dec., 1740.
195. JERUSA, born 20 Sept., 1734; died 13 Aug., 1828, probably, *ae.* 87 (*sic.*)
196. DANIEL, born 7 Jan., baptized 11 Jan. or Feb., 1735/6; died 6 Jan., 1741.
197. NATHAN, born 17 Mar., 1737/8; died 26 Dec., 1740.
198. A child, born 11 Dec., 1739; died 19 Dec., 1739.
199. SARAH, born 27, baptized 23 March (*sic.*), 1740; died 17 Dec., 1740.
200. DANIEL, born 24 May, baptized 23 May (*sic.*), 1742.

201. ESTHER, born 22 Aug., baptized 23 Sept., 1744; died 5 June, 1767.
202. SARAH, born 27 Sept., baptized 4 Oct. (probably), 1747; died 5 April, 1751.
203. NATHAN D., born 2 July, baptized July, 1749; died after 1791, Dublin, N. H.
204. ISAAC, born 21, baptized 28 July, 1751; died 15 or 18 Mar., 1816, ae. 64, Hopkinton.
205. RHODA, born 23 Dec., 1753; (she or her cousin of same name baptized 28 Sept., 1755; died 11 May, 1843.)
206. LYDIA, born 12, baptized 22 May, 1757.

117. DAVID BURNAP, born 13 March, 1705; came with his parents and the family to Hopkinton in 1723. He married, 6 October, 1738 (26 October in the Records of Christ Church), Sarah, born 10 December, 1714, probably in Roxbury, daughter of Jacob and Abigail (Abiel) Chamberlain. They had one child, who died in a few days, and was followed by her mother ten days later, 29 December, 1739. David married again, 11 January, 1740/1, in Boston, Hannah, born 10 November, 1712, daughter of Deacon John and Hannah (Hasey) Chamberlain of Chelsea. Hannah Burnap was one of the beneficiaries under the will of John Chamberlain. In the Chelsea records the date of the marriage is given as 1 December, probably an error.

David Burnap was a partner in the Land Bank in 1740, and in 1734 he received land in Hopkinton, in company with his brothers, from their father.

David Burnap of Hopkinton, yeoman, consideration £75, to Robert Auchmuty of Roxbury, Esq., Samuel Adams and William Stoddard of Boston, Esqs., Peter Chardon of Boston, merchant, Samuel Watts of Chelsea, George Leonard of —, in the County of Bristol, England, Esq., Robert Hale of Beverly, Esq., John Choate of Ipswich, Esq., and Thomas Cheever of Lynn, Gentleman, Directors of Manufactory Company (so called), land in Hopkinton. 9 September, 1740. Witnesses: John Jones, John Hazeltine. Acknowledged 26 October, 1740. (Mddx. Land Records, vol. xlii, pp. 77-8.)

In the files of the Essex Institute is the copy of a broadside which sets forth the prospectus of The Manufactory Scheme, which is headed as follows: "In Confe-

quence of the Scheme which is inserted in the Book of Records of the Manufactory Company, proposing a Medium of Trade and Buiness by an Emiffion of Notes of Hand, or Bills on Land Security, Redeemable by the Manufactures or Produce of the Province of the Massachusetts-Bay; the Directors (chosen by the Subscribers thereto on July 30th last), have unanimously this Day agreed on the following Articles, including and expressing the Meaning and Intention of that Scheme, and for the Prosecution of it, which are to be esteemed Fundamental." It is provided that each "Undertaker" who borrows from the company "shall Mortgage to the Directors each Director shall Mortgage to the other Directors an Estate in Lands . . . equal to one and an half of the Sum he undertakes for." This paper is dated 8 September, 1840, so it is evident that David Burnap was one of the very first to take advantage of the new scheme. Full details of this unsuccessful project may be found in the publications of the Prince Society for 1911.

David Burnap of Hopkinton, husbandman, consideration £450 to Benjamin Burnap, Junr., and Daniel Burnap of Hopkinton, husbandman, 80 acres of land and a house in Hopkinton. 1 February, 1743/4. Hannah Burnap also signs. Witnesses: Benjamin Burnap, James Locke. Acknowledged 8 November, 1751. (Mdx. Land Records, vol. lxx, pp. 558-9.)

This and probably the following deed doubtless convey to his brothers the land he had received from his father some years before.

David Burnap of Hopkinton, husbandman, consideration £50, to Benjamin Burnap, Junr., and Daniel Burnap of Hopkinton, husbandmen, 5 and a fraction acres in Hopkinton. 2 February, 1743/4. Hannah Burnap also signs. Witnesses: Benjamin Burnap, James Locke. Acknowledged 8 November, 1751. (Ibid, vol. lxx, p. 561.)

About this time the family must have removed to Southboro, and David died there 27 February, 1756, while his wife Hannah died 20 February, 1787, in her 75th year, "widow of David Burnap of Southboro."

(To be continued)

ANDOVER CHURCH RECORDS.

ADMISSIONS TO THE FIRST CHURCH (SOUTH PARISH)

- Samuel Phillips, from the First church, Salem, Oct. 17, 1711.
- Joseph West and Bethiah, his wife, from Bradford, and Dr. Israel How, from Ipswich, June 4, 1727.
- Hepzibah Russell, wife of Joseph, from the North parish, Reading, Oct. 5, 1729.
- David Lovejoy, from York, Oct. 31, 1736.
- Abigail Wardwell, wife of Thomas, from North parish, Andover, Oct. 18, 1736.
- Susanna Holt, wife of James, from Second church, Reading, Aug. 7, 1737.
- Mehitabel Barnard, wife of John, Jr., from First church, Boxford, Sept. 18, 1737.
- Hezekiah Stiles, from Middlesex, Apr. 2, 1738.
- Lucy Russel, wife of James, from Reading, Apr. 5, 1741.
- Sarah Fields, wife of Samuel, from Second church, Methuen, May 15, 1743.
- Abigail Foster, wife of Jacob, from Tewksbury, Apr. 1, 1744.
- Elizabeth Holt, wife of Benjamin, from North parish, Andover, June 30, 1745.
- Elizabeth Holt, wife of Humphrey, from the Second church, Boxford, Apr. 5, 1747.
- Dr. Nehemiah Abbot, from Lexington, June 26, 1748.
- Elizabeth Blanchard, wife of Thomas, Jr., from the North parish, Andover, Apr. 2, 1749.
- Stephen Holt, from Suncook, May 13, 1750.
- Deborah Lovejoy, wife of Isaac, from Billerica, Oct. 1, 1752.
- Jonathan Abbot, Jr., and wife Martha, from Lunenburg, Aug. 5, 1753.
- Lydia Wardwell, wife of John, from the Second church, Bradford, Apr. 6, 1760.

- Cornelius Johnson and wife Eleanor, from Plaistow, N.H.,
June 29, 1760.
- Susanna Phelps, wife of Henry, from Tewksbury, Aug. 10,
1760.
- Phebe Holt, wife of Dea. Joshua, from the North parish,
Andover, Nov. 2, 1760.
- Elizabeth Abbot, widow, from Pelham, N. H., June 27,
1762.
- Mary Herrick, wife of Edward, from Wenham, June 26,
1763.
- Ebenezer Hathorne, and wife Mary, from the Second
church, Reading, June 24, 1764.
- Nathaniel Bailey and wife Deborah, from the Second
church, Bradford, Apr. 7, 1765.
- Daniel Dane and wife Prudence, from Tewksbury, Nov. 1,
1772.
- Elizabeth Cogswell, wife of Samuel, from the Fourth
church, Ipswich, Apr. 4, 1773.
- Isaac Blunt, from the Fourth church, Ipswich, May 2,
1773.
- Dorothy Holbrook, widow, from the First church, Rox-
bury, May 16, 1773.
- Shemuel Griffin and wife Abigail, and Sarah Mace, wife
of Isaac, June 27, 1773.
- Abigail French, wife of Rev. Jonathan, from Braintree,
and Humphrey Holt, from Tewksbury, Sept. 19,
1773.
- Dea. Jonathan Holt, Jr., and wife Ruth, from the North
parish, Andover, Apr. 3, 1774.
- Sarah Lovejoy, wife of Joshua, Jr., from Middleton, Oct.
31, 1773.
- Joseph Lovejoy and wife Mary, Mary Lovejoy, wife of
Daniel, Abigail Abbot, wife of Nathan, from the
North parish, Andover, May 15, 1774.
- Mary Holt, wife of James, from the North parish, An-
dover, and Mary Cummings, wife of Jonathan, from
Pembroke, N. H., June 26, 1774.
- Abiel Chandler, wife of David, from Pembroke, N. H.,
Sept. 18, 1774.
- Susanna Marshall, wife of Benjamin, from the Second
church, Ipswich, Nov. 13, 1774.

- Zela Holt and wife Priscilla, from Wilton, N. H., Aug. 6, 1775.
- Dinah Parker, widow, from the North parish, Andover, Aug. 6, 1775.
- Simon Crosby, from Billerica, and Susanna Haggitt, wife of Thomas, from Chelmsford, May 19, 1776.
- Zaccheus Goldsmith and wife Mehitabel, from Wenham, June 30, 1776.
- Samuel Bailey, and Elinor Webb, wife of John, from the Second church, Bradford, Nov. 3, 1776.
- John Swain, from the First church, Reading, June 29, 1777.
- Robert Day and wife Mary, from Lyndeboro, N. H., June 25, 1780.
- Jonathan Swift, from Milton, Nov. 27, 1785.
- Abigail Allen, wife of Asa, from Barrington, R. I., Dec. 11, 1785.
- Abigail Chandler, wife of Isaac, 3d, from Wilmington, Apr. 1, 1787.
- Abner Wilkins, from Middleton, May 18, 1788.
- Lt. Gov. Samuel Phillips, from the North parish, Andover, June 12, 1791.
- Samuel Abbot and wife Sarah Kneeland, from Brattle Street, Boston, Aug. 7, 1791.
- Dorcas Wardwell, daughter of Jonathan, from the North parish, Andover, Aug. 26, 1792.
- Benjamin Jenkins and wife Peggy, from the Second church, Reading, Oct. 28, 1792.
- John Erving and wife Mary, from the Second church, Londonderry, N. H., Apr. 6, 1794.
- Hannah Goldsmith, wife of John, from the Third church, Roxbury, July 17, 1797.

DISMISSIONS FROM THE FIRST CHURCH (South Parish).

- Elizabeth Barker, wife of Zebulon, to Methuen, Oct. 26, 1729.
- James Abbot, to Rumford, N. H., May 25, 1735.
- Zebadiah Barker, to Methuen, Oct. 26, 1729.
- John Harnden and Sarah, his wife, to the North parish, Reading, June 26, 1720.

- Sarah Clark, wife of Joseph, to Souhegan, Oct. 1, 1749.
John Gutterson, and Sarah, wife of Thomas Austin, to
Methuen, Oct. 26, 1729.
- Benjamin Blanchard and wife Mary, to Nisetisset (Hollis),
N. H., Apr. 3, 1743.
- Sherebiah Ballard and wife Lydia, to Willington, Conn.,
May 19, 1751.
- Lydia Barker and Stephen Barker, to Methuen, Oct. 26,
1729.
- Mary Bridges, wife of James, to the North parish, An-
dover, Aug. 5, 1739.
- Joseph Blanchard, to Tewksbury, May 13, 1759.
- Mehitabel Barker and Moriah Barker, wife of James, to
Methuen, Oct. 26, 1729.
- Mehetabel Huntington, wife of Thomas, to Mansfield,
Conn., May 13, 1733.
- James Barker and Ebenezer Barker, to Methuen, Oct. 26,
1729.
- Mehitabel Lasell, wife of Thomas, to Candia, N. H., Oct.
27, 1734.
- Barachias Farnum and wife Hepzibah, to Rumford, N. H.,
May 21, 1738.
- Deborah Hall, wife of Dea. Joseph, to Rumford, N. H.,
May 18, 1740.
- John Ross, to Pennycook, N. H., Nov. 8, 1730.
- Thomas Astin and Joseph Gutterson, to Methuen, Oct. 29,
1729.
- Mary Ballard, wife of Jeremiah, to Lunenburg, Nov. 23,
1735.
- Rhoda Whittemore, to Suncook, May 21, 1738.
- Mehitabel Crosby, wife of Robert, to Townsend, Dec. 8,
1734.
- Mary Foster, wife of Moses, to the Second church, Box-
ford.
- Sarah Oakes, wife of Thomas, to Medford, Apr. 4, 1731.
- Hannah Rust, wife of Richard, to the Old South church,
Boston, Jan. 12, 1745.
- Benjamin Stevens and wife Annis, to Methuen, Oct. 26,
1729.
- Hannah Nichols, wife of James, to the North parish, An-
dover, May 17, 1741.

- Wm. Russ, to Methuen, Apr. 6, 1755.
Benjamin Ballard, to Lancaster, Feb. 1, 1736.
Sarah Abbot, wife of George, to Rumford, N. H., Nov. 13, 1737.
Mehitabel Lovejoy, wife of Joseph, to the North parish, Andover, June 26, 1737.
Benjamin Chandler, to Suncook, Feb. 19, 1738.
Mary Bevins, wife of Edward, to Lyndeboro, N. H., Oct. 29, 1769.
Miriam Fitch, wife of Benjamin, to Bedford, May 13, 1733.
Abiel Chandler, wife of David, to Suncook, May 21, 1738.
Mary Appleton, wife of Samuel, to the First church, Haverhill, Dec. 26, 1736.
Dea. Samuel Phillips, to the North parish, Andover, Apr. 1, 1739.
Stephen Osgood and wife Dorcas, to Tewksbury, Jan. 29, 1738.
Rev. Samuel Chandler, to the Second church, York, Me., Nov. 1, 1741.
Asa Foster and wife Elizabeth, to the North parish, Andover, Jan. 26, 1743.
Stephen Holt, to Suncook, Feb. 19, 1738.
Mary Holt, wife of Joseph, to Lunenburg, Dec. 9, 1744.
David Lovejoy, to Suncook, Feb. 19, 1738.
Nicholas Holt, Jr., to the North parish, Andover, Apr. 4, 1756.
Joshua Tompson, to Wilmington, Apr. 4, 1742.
Mary Eastman, wife of Richard, and Mehitabel Lovejoy, wife of Caleb, to Suncook, May 21, 1738.
Lydia Wilkins, to Souhegan, Nov. 12, 1752.
Martha Abbot, wife of Jonathan, Jr., to Lunenburg, Feb. 10, 1740.
Moses Scales and wife Rebecca, to Concord, N. H., Oct. 29, 1769.
Hannah Abbot, wife of Benjamin, to Rumford, N. H., Sept. 18, 1743.
Sarah Muzzey, wife of Reuben, to Second church, Kingston, Oct. 9, 1743.
Mary Lovejoy, wife of Jonathan, to Nisetisset (Hollis).
Elizabeth Chandler, to the Second church, Readng, Apr. 5, 1741.

- Lucy Russel, wife of James, to Ashford, Oct. 30, 1748.
James Brown and wife Phebe, to Nicetisset, Dec. 4, 1748.
Rachel Felt, wife of Joshua, to Attleboro, Dec. 7, 1743.
Elizabeth Boynton, to Lunenburg, Oct. 28, 1753.
Rev. John Chandler, to Billerica, Sept. 20, 1747.
Anne Blanchard, to Nicetisset, May 15, 1743.
Sarah Foster, wife of Andrew, to North parish, Andover,
Aug. 10, 1760.
Henry Lovejoy and wife Phebe, to Rumford, June 30,
1745.
William Hunt, to Dunstable, Aug. 16, 1766.
Sarah Avery, wife of Thomas, to Souhegan, Aug. 5, 1759.
Hannah Thurston, wife of Moses, to Hollis, N. H., Apr-
12, 1752.
Fyfield Holt and wife Abigail, to Wilton, N. H., May 13,
1779.
Rev. Nathan Holt, to the Second church, Danvers, Dec-
24, 1758.
Stephen Holt and wife Mary, to the North parish, An-
dover, Apr. 4, 1756.
Nathan Ames, to Groton, Sept. 19, 1762.
Susanna Abbot, wife of Isaac, to Fryeburg, Me., Oct. 23,
1785.
Hannah Fox, wife of Isaac, to Dracut, May 19, 1771.
Dorcas, wife of Rev. Benjamin Butler, to Nottingham,
N. H., Nov. 8, 1761.
Uriah Ballard and Dea. Timothy Gray and wife Eleanor,
to Wilton, N. H., Sept. 22, 1765.
Nathan Blanchard and wife Bathsheba, to Wilton, N. H.,
Dec. 4, 1763.
Elizabeth Russell, wife of Isaac, to Rumford, N. H., Apr-
6, 1760.
Lydia Ballard, wife of Uriah, Jr., to Wilton, N. H., Sept-
22, 1765.
Cornelius Johnson and wife Eleanor, to Rumford, N. H.,
June 26, 1763.
Susanna Kidder, wife of Thomas, to Billerica, Sept. 20,
1767.
Dea. Jonathan Holt, 3d, to North parish, Andover, June
26, 1763.
Ebenezer Hathorne and wife Mary, to Jaffrey, N. H., June
25, 1780.

- Sarah Abbot, wife of Jesse, to Rumford, N. H., Nov. 15, 1767.
- Mary Abbot, wife of Joseph, 3d, to Wilton, N. H., Mar. 25, 1776.
- Hannah Russel, wife of Dr. Edward, to Yarmouth, Me., 1768.
- Dorcas Abbot, wife of Dea. Abiel, to Wilton, N. H., Sept. 22, 1765.
- Rachel Brown, to Wilton, N. H., Oct. 28, 1770.
- Chloe Abbot, wife of Jeremiah, to Wilton, Sept. 20, 1767.
- Rev. David Osgood, to Medford, Aug. 28, 1772.
- Jefferd Goldsmith, to Manchester, Sept. 16, 1798.
- Barachias Abbot, to Wilton, N. H., Apr. 10, 1788.
- Daniel Dane's wife Prudence, to Francistown, N. H., Dec. 19, 1790.
- Sarah Abbot, wife of Barachias, to Wilton, N. H., Apr. 10, 1787.
- Joshua Lovejoy, Jr., and wife Sarah, to Amherst, N. H., Mar. 19, 1781.
- Joseph Abbot, Jr., to Wilton, Mar. 25, 1776.
- Benjamin Buxton and wife Abigail, to Milford, N. H., May 16, 1773.
- Solomon Wardwell and wife Bethiah, to Hollis, N. H., Nov. 19, 1780.
- John Patten and wife Molly, to Temple, N. H., Mar. 28, 1782.
- Nathaniel Abbot and wife Sarah, to Pelham, N. H., May 18, 1783.
- Daniel Ordway and wife Deborah, to Loudon, N. H., Oct. 18, 1789.
- Oliver Whiting and wife Martha, to Temple, N. H., Apr. 2, 1775.
- Timothy Holt, 3d, and wife Hannah, to Wilton, N. H., June 25, 1780.
- Lydia Holt, wife of Thomas, Jr., to Amherst, N. H., Sept. 17, 1783.
- Israel Wood and wife Sarah, to Thetford, Vt., Apr. 10, 1788.
- Lydia Stevens, wife of John, to Thetford, Vt., Mar. 20, 1792.
- Joshua Mooar and wife Deborah, to Wilton, N. H., Oct. 29, 1786.

- John Swain, to Second church, Reading, Mar. 16, 1780.
Mehitabel Wilkins, wife of Abner, to Jaffrey, N. H., June 29, 1794.
Abiel Stevens and wife Elizabeth, to Loudon, N. H., Oct. 18, 1789.
Dea. Thomas Merrill and wife Lydia, to Derry, N.H., Feb. 19, 1793.
Alice Boynton, to Hancock, N. H., June 22, 1791.
Job Abbot and wife Anna, to Wilton, N. H., Sept. 27, 1786.
Abiah Dane, wife of Francis, to Danville, Vt., Sept. 22, 1793.
Francis Dane, to Danville, Vt., Feb. 9, 1794.
Sarah Dennis, wife of Moses, to Hancock, N. H., Mar. 16, 1789.
Mary Herrick, wife of John, to Reading, June 26, 1785.
Mary Burnham, wife of Nathan, to the Fourth church, Ipswich, Dec. 5, 1784.
Lois Blanchard, wife of Thomas, to Danville, Vt., Sept. 22, 1793.
Daniel Kimball and wife Elizabeth, to Hancock, N. H., Mar. 16, 1789.
Mary Blunt, wife of John, to Amherst, N. H., May 19, 1799.
Mary Foster, wife of Isaac, to Greenfield, N. H., Mar. 20, 1792.
Nathaniel Chandler, 3d, and wife Lucy, to Concord, N.H., June 29, 1794.
Sarah Lovering, wife of Joseph, to Hamilton, Aug., 1795.
Joseph Osgood and wife Hannah, to Bluehill, Me., Apr. 7, 1793.
Mary Holt, wife of Daniel, Jr., to Fitchburg, Mar. 21, 1791.
Abigail Chandler, wife of Isaac, 3d, to Hillsboro, N. H., Feb. 24, 1788.
Abner Wilkins, to Jaffrey, N. H., June 29, 1794.
Phebe Shattuck, wife of Abiel, to Hillsboro, N. H., Oct. 30, 1790.
John Dane, Jr., and wife Deborah, to Greenfield, N. H., Aug. 21, 1791.
Jeremiah Lovejoy and wife Hannah, to Danville, Me., Nov. 29, 1792.

- Abigail Stearns, wife of Rev. Samuel, to Bedford, Feb. 4, 1798.
- Rev. Peter Hoit, to Epping, N. H., Feb. 17, 1793.
- Samuel Kittredge and wife Sarah, "about to move to new township," 1791.
- Abiah Kimball, wife of Dea. Daniel, to Hancock, N. H., Mar. 20, 1792.
- Rev. Jonathan Huse, to Warren, Oct. 18, 1795.
- Elizabeth Shattuck, wife of Zebadiah, to Hillsboro, N. H., Oct. 30, 1796.
- Rev. Abiel Abbot, to the First church, Haverhill, May 3, 1795.
- Rev. James Kendall, to the First church, Plymouth, Dec. 15, 1799.
- Hannah Clark, wife of Samuel, to Randolph, Aug. 5, 1798.
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IPSWICH CHURCH RECORDS.

SOUTH CHURCH ADMISSIONS.

- Rev. John Walley, from South Church, Boston, Nov. 4, 1747.
- Josiah Fairfield, from Wenham, May 5, 1751.
- Sarah Fellows, from First Church, Gloucester, Aug. 10, 1755.
- Jeremiah Nelson, from Second Church, Rowley, May 14, 1765.
- James Foster, from Brattle Street Church, Boston, Mar., 1766.

OLD NORFOLK COUNTY RECORDS.

(Continued from Volume LVIII, page 104.)

George Corlis of Haverhill, for fifty pounds, conveys to Benjamin Tompson of Braintry, about fifty acres land in Haverhill, bounded by Merrill's creek, by the highway, by land and dividing line of Steven Kent, and five acres of meadow, lying near Spickett hill, bounded by the river, by Michael Emerson, etc. April 1, 1678. Wit: John Griffin and Zakiriah Curtis. Ack. by Georg Corlis and Joanna [her Z mark] Corlis, April 5, 1678, before Nath^l Saltonstall, commissioner.

Bond, dated Dec. 30, 1675, given by James ffreez of Amesbery, ship carpenter, to Mr. Tho: Woodbridg of Nubery, mar^{nt} for the building of a vessel. Wit: Dudley Bradstreet, Henry Short, John Jones. Ack. by James ffreez, April 6, 1678, before Jo: Woodbridg.

Assignment by Thomas Woodbridg of all his interest in foregoing bill to Mr. George Carr, Sen., and Mr. James Carr, April 6, 1678. Wit: Georg Carr, jun., and Richard Carr. Ack. by Tho: Woodbridg, April 6, 1678, before Jo: Woodbridg, commissioner.

James ffreez of Amesbery conveys to Geo. Carr, Sen., and James Carr, for one hundred and ten pounds due on bill to Mr. Tho. Woodbridg of Nubery, which bill is made over and assigned to Georg Carr, sen. and James Carr of Nubery, a dwelling house, with 6 acres of land, at a place called Jamaica in Amesbery, also about forty acres, bounded by Nathan Todd of Amesbery and John Davis of Newbury, near a place called Cobbler's brook, bought heretofore of William Burns of Amesbery. Provided the said George or James Carr shall pay sixty pounds in money or work agreed upon within space of three years. April 6, 1678. Wit: George Carr, jun. and Rich^d Carr. Ack. by James ffreeze, April 6, 1678, before Jo. Woodbridg, commissioner.

Robert Clement of Haverhill conveys to Mr. Thomas Wasse, my countryman, late schoolmaster in Haverhill, as a reall testimony of my good will and affection, a peece of land fronting upon ye common road in Haverhill, next ye river of Merimack, bounded by a runn of water nearest the land of Mr. John Light, etc., thence towards my present dwelling. April 8, 1678. Wit: John Dole and Daniel Ela. Ack. by Robert Clement and Elizabeth, his wife, April 8, 1678, before Nath^l Saltonstall, commissioner.

John Wells of Boston, for eighteen pounds, mortgaged to James Davis, jun., of Haverhill, about five acres of land in Haverhill, in a field commonly called ye playne field, formerly bought by John Wells of Robt. Clement of Haverhill, and now in possession of Jotham Hendrick of Haverhill, April 2, 1678. Wit: Daniell [his O mark] Thurston. Ack. by John Wells, April 2, 1678, before Jo: Woodbridg, commissioner.

Phillip Challis of Amsbery, planter, for eighteen pounds, conveys to William Sargent of same place, about three acres of higledee pigledee lott of salt marsh in Salisbury, being ye 26 lott in number, lying between lotts of W^m Huntington and Isaac Buswell, sen., butting upon two branches in part of Fox Island Creek. March 28, 1678. Wit: Tho: Wells and Sarah Sargent. Ack. by Leift. Phillip Challis, April 12, 1678, before Nath: Saltonstall, commissioner.

Sam^l Getchell of Salisbury, planter, for six pounds, conveys to Henry Green of Hampton, carpenter, all my division of upland and meadow or marsh belonging to ye sd. upland in Salisbury, at ye place commonly called Mr. Hall's farm. 4th day of ye 8th m^o 1664. Wit: Rob^t Ring and Steven [his S marke] fflanders. Ack. by Sam^l [his R mark] Getchell and Dorcass his wife, April 12, 1678, before Sam^l Dalton, commissioner.

John Wood of Salisbury, husbandman, conveys to Tho: Mudgett one fourth part of ye old Sawmill now standing on ye north side of ye pawaus river, and also that right and priviledge of tymber that do belong to that quarter part by grant from ye old Town of Salisbury, and one tymber cheyne and also all ye iron worke thereunto

belonging. Also ye sd. John Wood is to deliver ye mill unto ye sd. Tho. Mudgett in ye 12 month 67. Dated, 9. 9. 1667. Wit: Richard Currier and Thomas Currier. Ack. by Jn^o Wood, April 11, 1678, before Samuel Dalton, commissioner.

William Barnes of Eamsbery, house carpenter, for sixty pounds sterling, conveys to Tho. Mudgett of Salisbury, shipwright, all my quarter part of ye old sawmill in Salisbury upon ye mill river, so called. Also all rights, grants and priviledges of tymber by grant of sd. town of Salisbury to Wm. Osgood, sen., of Salisbury, millwright, with all ye utensills thereunto belonging, as Croes, Doggs, Sawes, etc. November 1, 1676. Wit: Abraham Morrill and John Martyn. Ack. by William [his 1 mark] Barnes, April 11, 1678, before Sam^l Dalton, commissioner.

William Sargent, jun., of Amsbery, planter, conveys to William Barnes of same town, carpenter, forty acres land, bounded with a highway, and joyned to ye children's land by a markt tree and a peece of meadow butting upon ye land of John Weeds which was formerly W^m Barnes. March 11, 1669. Wit: Phillip Challis and Tho: Currier. Ack. by Will: Sargent, jun., April 11, 1678, before Sam^l Dalton, commissioner.

Henry True of Salisbury, house carpenter, for seventeen pounds, ten shillings sterling, conveys to Joseph fletcher of same town, husbandman, one full and compleat half part of all that meadow in Salisbury which I lately purchased of Timothie Lindall of Salem, merchant, being formerly a lott of meadow belonging unto ffrancis dove, Esq., in a place commonly called ye great meadows, containing about ten acres, lying between ye lotts of W^m Partridg and Mr. Tho: Dumer, with one end upon ye great neck and ye other upon ye little river, so called. April 11, 1678. Wit: Henry Dow and Joseph True. Ack. by Henry True, April 9, 1678, before Salisbury Court, Tho: Bradbury, recorder.

Onesiphorus Page of Salisbury, weaver, for twenty pounds, conveys to Joseph french, sen., of Salisbury, taylor, all my lott or division of upland above ye mill, containing about thirty acres, being ye fifth lott in number, formerly belonging to ye widdow willix, lying between

lots of Georg Goldwyer and John Dickison. Dec. 3, 1674. Wit: John ffrench and Edward Goue. Ack. by Onesiphorus Page, his wife Mary consenting thereto, April 9, 1678, at Salisbury Court.

Thomas Thurston of Saint Buttols, Bishopgate, London, Tobacconist, being declared by Court held at Hampton, New England, Oct. 9, 1677, to be sole heir to estate of Giles ffuller, late of Hampton, deceased, for twenty pounds, conveys to Daniel Tilton of Hampton, blacksmith, about five acres salt marsh in Hampton, which was lately in ye possession of ye aforesaid Giles ffuller, bounded with ye marsh of Tho: Levitt, the marsh of James Wall, the marsh of Rodger Shaw, and by Hampton river. March 12, 1677-8. Wit: Timothi Dalton and Elizabeth Dalton. Ack. by Tho: Thurston, March 12, 1677-78, before Sam^{ll} Dalton, commissioner.

William Barnes of Amsbery, carpenter, conveys to Jn^o Gill of Salisbury, planter, four acres salt marsh at Salisbury, in a place called ye outside sweepage, bounded by lott of Steven fflanders, the beach, and by a creek. [No date.] Wit: Tho: Currier and Sam^{ll} ffoott. Ack: by William [his T mark] Barnes, 11. 2. 1678, before Sam^{ll} Dalton, commissioner.

Sam^{ll} Tilton of Hampton, carpenter, for three pounds, conveys unto his brother, Daniell Tilton of Hampton, about twenty-four acres land in Hampton, being land granted by ye town of Hampton, in a certaine tract of land called ye north division towards Greenland, lying betwixt ye land of Henry Green and Benjamin Shaw, being ye eighteen lot in number, butting upon ye north line of Hampton bounds, about a mile towards ye towne, being about twelve rods in breadth. Aug. 31, 1674. Wit: Benjamin ffifeild and Thomas Cram. Ack. by Sam^{ll} Tilton, Aug. 31, 1674, before Sam^{ll} Dalton, commissioner.

Isaac Buswell, sen., of Salisbury, weaver, for natural love and affection, conveys to my well-beloved son-in-law, John Gill of same town, husbandman, and Phebe, my daughter, his now wife, all my cow comon lot of salt marsh in Salisbury, containing about six acres, lying between ye lott of John Ilsly and Andrew Grele, touching upon Mr. Tho: Bradbury's lott. Said Buswell's lot being

ye one and fifty lott in number, as by ye towne records of Salisbury. Also sd. Buswell conveys to sd. well beloved children my feather bed which I do now ly on and make use of, with bolster, pillow, rug, blankets, sheets, and all other furniture thereunto belonging, together with ye bedstedd, ye sd. bed sted, beding and furniture to be delivered into ye possession of my said children immediately after my decease. The sd. marsh lott after the decease of my aforesd children to be and remayn to ye only use and behoof of their son Benjamin Gill and his heirs forever. April 12, 1678. Wit: Tho: Bradbury and Theoder Atkinson. Ack. by Isaac [his Z mark] Buswell, before Salisbury Court, April 9, 1678. Tho: Bradbury, rec.

Joseph ffletcher of Salisbury, husbandman, for nine pounds in currant New England money, conveys to Isaac Green of same town, planter, all yt division of upland belonging unto me in tract of land in Salisbury commonly called Halls farme, containing about seven acres and a halfe and seven rods, as by sd. town's record doth appeare, being ye 4th lott in number, lying between ye land formerly belonging to Daniell Peirce, now of sd. Isaac Green, and land formerly of Sam^l Getchell, now of sd. Green, butting upon ye highway now leading to ye marshes and upon ye bound line between Salisbury and Hampton, January 13, 1677. Wit: Tho: Bradbury and John Bradbury. Ack. by Joseph [his E Fo mark] ffletcher, his wife Israell resigning her right of dowrie, April 11, 1678, before Sam^l Dalton, commissioner.

Daniel Ela of Haverhill, as a testimony of that natural love and affection which I ought to bear unto Israel Ela of same place, my natural brother, and for ennobling and encouraging my sd. brother to settle in Haverhill to follow his trade of a joiner, conveys to sd. Israel one acre of upland in Haverhill, to be layd out to him upon any rationall request out of and in that feild which I did lately purchase of Michaell Emerson, to be layd out at that end of the feild adjoining to Mr. John Ward and Mr. Nath^l Saltonstall and ye townes highway, provided always that ye sd. Israel at his own charg, with what convenient speed he can, build himself an house upon y^t one acre to live in, so as to follow his calling. Also provided y^t I,

the said Daniel, shall have full and free use of the sd. one acre for feeding or mowing until such time as ye sd. Israel shall fence ye same from my other land in that place. Item. I, ye sd. Daniel, do also grant to sd. Israel fower acres more of upland to be layd out to him out of ye land which I have neare Sam^l Gilds house, or else out of that land which I have at a place called ye oxen comon land in Haverhill. Also I give to sd. Israel fifty acres land to be layd out in that tract called ye fourth division land, where my, ye sd. Daniel's, rights shall happen, and at such time as when my sd. 4th division land already granted by ye towne of Haverhill shall be fully layd out. Feb. 25, 1677. Wit: John Johnson. Ack. by Daniel Ela, Feb. 25, '77, before Nath: Saltonstall, commissioner.

John Gill of Salisbury, planter, conveys to W^m Barnes of Amsbury, carpenter, fower acres salt marsh in Salisbury, called ye higledee pigledee lott, joyning to John Dickison's on one side, and another side on ye little river, butting upon a lot that was Abraham Morrill's and a lot of Joseph frenches, and the other end runs out to a peake. [No date.] Wit: Tho: Currier and Sam: ffoot. Ack. by Jn^o [his M mark] Gill, sen., 11. 2. 1678, before Sam^l Dalton, commissioner.

Onesiphorus Page of Salisbury, weaver, conveys to Sam^l ffoot of Amsbury, planter, twenty acres land in Amsbury, in a place commonly called Jamaica, bounded with Merrimack river, land of William Ilsley, the country highway, and land of W^m Buswell. Nov. 6, 1674. Wit: Richard Currier and Thomas Currier. Ack. by Onesiphorus Page, his wife Mary consenting thereto, 7. 2. 1678, before Salisbury Court, Tho: Bradbury, recorder.

Henry Brown of Salisbury, for twenty pounds sterling, conveys to my sone Phillip Brown of same town, taylor, about ten acres of upland in Salisbury, being a division out of ye five hundred acres (given by ye town of Salisbury to ye Inhabitants thereof) belonging to Joseph Moys and purchased of sd. Moys by me ye sd. Brown, bounded with ye land of Jno. Easman and land now of Benjamin Collins, formerly of Richd Wells, late deceased, and with ye country highway leading to Amsbury, excepting three acres of it formerly already given by me unto sd. Phillip

Brown. March 7, 1677-8. Wit: Tho: Bradbury and Henry True. Ack. by Henry Brown, April 11, 1678, before Samⁿ Dalton, commissioner.

In consideration of a release and discharge of ye sum of four and twenty pounds due unto Joseph True of Salisbury, house carpenter, by a legacie from his grandfather, John Pike, deceased, as also his proportion of his father, Henry True's estate allowed to him, ye sd. Joseph True, by Salisbury court, 10. 2. 1660, Joseph ffletcher of Salisbury, planter, and Israell, his wife, convey to sd. Joseph True all ye twenty acre lott of upland in Salisbury, commonly called M^r Bats playne, between ye land of Mr. francis Doue and land formerly of Mr. Samⁿ Dudley, now in possession of George Goldwyer, butting upon a little run, and upon ye comon way leading towards John Gills. Also one-half of a second higgledde pigledde lot of marsh called bareberry meadow, sd. halfe by a rock at Allin's Iland, ye little creek, ye marsh of Merrill from sd. Iland unto ye great creeke. April 11, 1675. Wit: Henry Dow and Tho: Bradbury. Ack. by Joseph [his I F mark] ffletcher and his wife Israell[her Y mark] ffletcher, April 9, 1678, before Salisbury Court, Tho: Bradbury, rec.

Isaac Buswell, sen., of Salisbury, weaver, for natural love and affection and other considerations, conveys to his welbeloved children, Phillip Brown and Mary his wiffe, all his planting land in Salisbury, which he formerly bought of his sone Samuel Buswell, late of Salisbury, bounded by land now of William Buswell of Salisbury, weaver, by a pine stake next to ye highway leading to ye mill, fourteen rods to ye townward, to continue same breadth to ye boggie meadow, with about an acre and a halfe of land lying athwart ye westernmost end of Willi: Buswell's division next to Samⁿ ffelloes, to run to end of sd. ffelloes planting lott and ye pasture of John Severans. Dated — day of March, 1677. Wit: Tho: Bradbury and Henry True. Ack. by Isaac [his G mark] Buswell, before Samⁿ Dalton, commissioner.

Henry Brown of Salisbury, for love and natural affection and other considerations, conveys to his well beloved sone Phillip Brown, a planting lott between ye land of

Sam^{ll} Buswell and John Stevens, sen., which was Jn^o Clough's, and also a higledee pigledee lot of marsh which he bought of William Worcester, as it is bounded and expressed in his bill of sale, and also three acres of upland which is part of ye ten acre lott which he bought of Joseph Moys, on ye playne leading towards ye mill, only ye sd. Phillip Brown is to mayntaine his part of fence proportionably to ye three acres. Dated ——— day of June, 1669. Wit: Ephraim Winsly and Joseph Easman. Ack. by Henry Brown and Abigail, his wife, before Sam^{ll} Dalton, commissioner.

Jn^o Dickison of Salisbury, husbandman, for ye full number of ten thousand foote of white pine boards, secured by Tho: fowler of Amsbery, planter, unto John Dickison, my sone, conveys to ye sd. Tho. fowler about three acres salt marsh, formerly belonging to Edward Cottle, sometime of Salisbury, lying in ye second division of ye higledee pigledee lotts, comonly called ye Barebery Meadow, bounded by a little creek betwixt that and M Tho. Bradbury's marsh lott, and with ye lotts of Wm. Buswell, Jn^o Gill and Henry Blasdall's originally. 21 day of ye tenth mo. 16—. Wit: Wm. Sargent and Jn^o Dickison, jun. Ack. by Jn^o [his E mark] Dickison, 9. 2 mo. 1678, before Sam^{ll} Dalton, commissioner.

Onesiphorus Page of Salisbury, weaver, for fiveteen pounds sterling, conveys to Joseph ffrench all my thirty acre lott of upland in Salisbury in ye comon division of land above ye mill, ye sd. lott belonging to ye comon right of John Cleford, formerly of Salisbury, and by him sould unto Mary Hauxworth, wife of Tho: Hauxworth, sometime of Salisbury, deceased, being ye thirty-seventh lott in number, as by ye sd. town's book of records, lying between ye lotts of Andrew Greele and Isaac Buswell, butting upon ye Pawwaus river. Aug. 7, 1674. Wit: W^m Buswell and Sarah [her S mark] Hauxworth. Ack. by Onesiphorus Page and Mary, his wife, before Salisbury Court, Tho: Bradbury, rec.

John Coles of Salisbury, weaver, for natural love and affection, also for other considerations, conveys unto my dearly and well beloved niece Elizabeth Carr, ye now wyfe of Willi: Carr of same town, ship carpenter, and to

her heires lawfully begotten, all my ten acre lott of upland in Salisbury, between ye lott of Jn^o Maxfeild's, formerly ye lott of Sam^l ffelloes, and common land butting on land of Steven flanders and Wm. Brown. March 7, 1673 or 4. Wit: Robert Pike, Jun., and Dorotheie Pearce. Ack. by Jn^o [his C mark] Coles, before Robert Pike, commissioner.

Major Robert Pike of Salisbury and Sarah [her S mark] Pike, his wife, for natural love and affection and other considerations, convey to our deare and well beloved children, William Carr, shipwright, and Elizabeth, his now wife, both of Salisbury, one full and complete (eight) part of lands described as follows: Aguntus and Alumpus, two Indian Sachems, formerly gave unto John Endicott, Esq., late Governor of Massachusetts, and John Winthrop, Esq., late Governor of Conecticot, Joshua Huse, and Amos Richardson, both late of Boston, land belonging unto them, the sd. Sagamores or Sachems, called Quenebagne, containing, by English estimation, about thirty miles in length and fiveteen miles in breadth, extending from uncass^s land, being westward Pequids, and ye Narragansett contrey, as far as any of ye sd. Haguntus and Alumpus lands do reach, as by instruments under ye hands of sd. Sagamores and others now upon record, with ye records of ye publick notary for Massachusetts Colony, with some reservation of privilege unto the sd. Sagamores, conveyed by their deed of gift unto ye aforesaid Jno Endicott, Esq., John Winthrop, Esq., Joshua Hues and Amos Richardson, one full eight part being by aforesaid John Endicott granted unto Robert Pike, as doth appear in sd. Notarie's third book of records in ye 80 and 81 pages. Deed dated March 1, 1677. Wit: George Brown and John Light. Ack. by grantors before Samuel Dalton, commissioner.

John Hoyt, Jr., of Amsbury, conveys to Tho: Hale, Jun., of Nuberie, about fifty acres land in Amsbury, at a place commonly called ye upper end of ye great swamp, adjoining upon a place called burchin playne, bounded by Jn^o Atkinson's land which was layd out by ye town to Isaac Colby, by ye Pawwaus River, by land of John Hoyt, by a highway and by a little pond in burchin playne, also

by a little corner of land between John Atkinson's aforementioned and ye highway. Further more ye sd. John Hoyt, Jun., binds himself to make good whatever damage may accrue to the abovesaid Tho: Hale by ye running of ye line between Salisbury and Amsbury, in case all or part of ye land be taken away from ye sd. Tho: Hale. April 24, 1678. Wit: Tristram Coffyn, John Atkinson, William Hoyt. Ack. by John Hoyt, Jun. and Mary, his wife, before Jo: Woodbridg, commissioner.

George Goldwyer of Salisbury, yeoman, for forty-five pounds sterling, conveys to Tristram Coffyn about seven acres and fifty-six rods sweepage lott of salt marsh in Salisbury, at sd. place called ye beach, being ye twenty-third lott, as by town records doth appear, bounded by ye marsh lott of Mr. Tho: Bradbury, the dead creeke, and by ye sandy beach. Feb. 20, 1677. Wit: Steven Greenlefe and James Coffyn. Ack. by George [his O mark] Goldwyer and Martha, his wife, before Jo: Woodbridg, commissioner.

Daniell Lad, sen., of Haverhill, conveys to Thomas Hale, jun., of Nuberie, about threescore acres land in Haverhill, as mentioned in town book as layd out to me April 4, 1678, for 3^d division addition, ye first being taken away by ye line stated by ye contrey for town bounds, and ye second being mistaken in ye bounding of it. Ye piece of land hereby conveyed bounded land formerly of Jn^o Eyer, by a knowle north of an hill called Jn^o Ayers, his Darby hill, and by a small brooke at Darby hill on Jn^o Ayers land. April 5, 1678. [No witnesses.] Ack. by Daniel [his L mark] Ladd and Ann [her T mark] Ladd, before Nath: Saltonstall, commissioner.

John Atkinson of Nubery conveys to Thomas Hale of same town, about fifty acres land in Amsbery, at a place commonly called ye burchin playne, and in ye swamp adjoining. The first parcel bounded by the highway and by goodman Osgood's meadow in burchin playne, by Powwoue river, Jn^o Hoyt's land, which parcell of land was layd out formerly by ye towne to Isaac Colby. The other parcell bounded by the edge of ye swamp, by the highway, by John Hoyt's land, and through a swamp formerly of Richard Currier and by upland of William Huntington.

Sd. John Atkinson further binds himself to make good any damage which may come to ye above sd. Thos. Hale, jun. by ye running of ye line between Salisbury and Amsbery, if any land be taken away from him. April 24, 1678. Wit: William Sargent and John Hoyt, jun. Ack. by Jno. Atkinson and Sarah, his wife, before John Woodbridg, commissioner.

Richard Currier of Eamsbery, planter, for a bill of twenty pounds, nine shillings, owed by him to Jno. Atkinson of Nubery, feltmaker, mortgaged to sd. Jno. Atkinson my three acre lott of marsh meadow in Salisbury upon ye town creek, bounded by land of Jn^o Hoyt, sen., and by land of Thomas Rowell. April 4, 1678. Wit: John Hoyt. Ack. by Richard Currier, before Jo. Woodbridg, commissioner.

Robert Jones of Eamsbery having sold to John Atkinson of Nubery these parcels of land, viz: Sixty acres beyond ye great pond in Eamsbery, bounded by Jno. Hoyt, Jun., by children's land, James George and back river; two lotts in burchin playne, one bought by me of Willi: Huntington and ye other of Isaac Colby, with a swamp lott which I bought of John Wood; therefore I, Robert Jones, do grant a pass over to sd. Jno. Atkinson in consideration of thirty pounds to be payd as followeth, one yoke of good, substantial oxen, to be on the thirty-first day of this month, and remainder of ye thirty pounds to be payd in hatts, att or before ye last day of September next ensuing. Dated May 20, 1673. Wit: Steven Swett and Hugh Marsh. Ack. by Robert [his I mark] Jones, before Nath. Saltonstall, commissioner.

Jno. Garland of Hampton, yeoman, in consideration of a certain bargain of fencing made for me by Edward ffox of same town, and other considerations, conveys to sd ffox about one hundred and forty acres land in Hampton, according to ye town's grant to me, at a place called ye new plantation of Hampton, as it shall hereafter be layd out to ye sd. Edward ffox. Nov. 16, 1671. Wit: Nath^l [his N mark] Boulter, jun. Ack. by Jno. [his S mark] Garland, before Sam: Dalton, commissioner.

(To be continued.)

ORDERLY BOOK OF CAPT. SIMEON BROWN,
COLONEL WADE'S REGIMENT, RHODE
ISLAND CAMPAIGN, 1778.

FROM THE ORIGINAL IN POSSESSION OF THE ESSEX
INSTITUTE.

Capt. Simeon Brown was the son of Bartholomew and Sarah (Rea) Brown, and was born Jan. 27, 1748, in that part of Salem which was incorporated as Danvers. He appears as 1st Lieutenant in Capt. Samuel Ward's Company, Col. Timothy Pickering's Regiment, June 6, 1776, and as Captain in a list of officers detached for service at Peekskill, commissioned July 12, 1778. He is also credited with service in Col. Nathaniel Wade's Regiment in the Rhode Island campaign, from July 17, 1778, to Jan. 1, 1779.

Captain Brown's father died young, and his mother married Benjamin Porter. Gen. Moses Porter was a half-brother of Captain Brown.

Head Quarters Providence August 6th 1778

Feild Officer of the Day to morrow L^t Colo Woods Adj^t the Day R'cd all the troops In the town to Be furnished with two Days Provision & march to morrow Morning for Tivertown at 4 oClock the Main Guard to Be Dismisd this Evning at sunset at which time a guard of one Sergt one Corp^r & twelve Privates of invilades will take the Prisoners from the Guard house and Conduct them to the Guard Ship And Releve the Guard that hath Now the Care Of the Prisoners of war the Invalades will Parade In front of Head Quarters this Evnning at 5 oClock the Comanding Officers of Regts and Corps will Suffer there Men that are Assisting the Different Staff Officers in this Department to Continue with them till further Orders A Return of Invalades to Be made at one oClock this Affternoon

Doggets tavern August 7th 1778 Colo Green's Brigade Orders

The troops will Rest and Cook & Sleep untill 6 oClock

if they Chuse it at that hour they must all Be Ready to March they will be Counted of in Divisions by Eights Properly Officerd which the Brigade Mj^r will See Done Super numry If any fall into the Rear of their Reg^t the men are Not to go out of their Ranks without Permission of their oficers Comanding the Divisions to which they Belong the Camp Equipage will go on at 4 oClock Properly Guarded & make No Halt Untill Ordered the r[torn] must march as above Directed on all the Ground that will admit of it it is Expected the Above Orders will be stricly Obeyd

August 11th 1778 Colo Greenes Orders

the Several Regts of the Brigades to Draw two Days Provision Imediately which is to be Cooek^d without loss of time

H'd Q^{trs} Agust 11th 1778

The whole Army to hold themselves in Readiness to march tomorow morning at 6 oClock to Newport, One Cannon To Be Discharg^d on The Right of the front Line which will Bee a Signal for the Troops to Parade for them to march By Platoons and form a Collum—After which a Discharge of two Canon which will Bee a Signal for the whole to march On—the officers Leading the Several Colums Are Again Requested to Observe the Proper Directions Between the Colums for the Purpose of Discharging with Regularity Colo Crane Will Give Direction Respecting the Feild Artillery Tents to Be Struck and Loaded with the Bagage & Remain on the Ground while the whole are Ready to March & the heavy Artillery to move on with A Reserved Party in the Rear the fasheene & Gabines Will folow after imediately the Q^r Master will see these are followd after imediately after the Armys marching Pioneers to be Draughted from Each Brigade and flanking Division the Pioneers will Level the whole Before Heads of the Colums; the Q^r Master Gen'l will furnish them with tools for that purpose Maj'r Daniel Lemon is apointed to act as Vollunteer A^d Camp to Mj^r Gen'l Sullivan He is to Be Obeyed and Respected as Such The whole army to Be under arms at 4 oClock this Afternoon Weather permiting. Those Corps that have No Destination are to Parade on the Ground that they

Now Occupy Mj^r Morris is to act as Volunteer to Major Gen^l Glover. He is to be Obeyd & Respected as Such the whole army will imediately furnish themselves with two Days Provision a third Part of which is to be Cookd imediately. Mjr Gen^l for the Day to morrow the Marquis Delia fayette Brigadear Shuburne field officers Colo Sprout Mjr Bradford Brigade Mjr Handy A piquet of 200 men Comanded By a Colo Lt Colo & a Mj^r Draughted from the first Line to be Paraded of Genl Cornwalls Presisely at 4 °Clock this Afternoon the Officer the Day will wait on the Marquis at H^d Q^r at Half Past ten this morning Mjrs of Brigades will return to H^d Q^{rs} the field officers Names at 6 °Clock this Evning a Waggon with muskets Cartridges will always keep between the first and second Line when the Army Encamps where The Ammunition Can Be Drawn at Present from the Redoubts

August 11th 1778 Colo Greene's orders

All the Regts in his Brigade will Bee Paraded in front of their Respective Encampments Counted of in Divisions of Eleven files and officers Posted to march by half after three Oclock they will wait for Orders Nathaniel Hall & Samuel Bennett Drum and fife Mj^{rs} to the Brigade. They have to be Obeyd as Such

H^d Qrts August 13th 1778

Mj^r Gen^l for the Day to morrow Green Brigadier Lovel Field Officers Colo Cary Lt Collo Collins Brigad^r Niles Comdant of Brigades Regts and Corps and — Companys will see that their mens arms in the Best Order for immediate use they will also order their men to Discharge their Peices—as they shall—Find Nesesary this foernoon all three troops to be Suplyd with two Days Provisions to Be in Readiness to march tomorrow morning at 6 °Clock the Qr master Gen^l & Company at Military Stores—and Comisary of Provisions will have Everything in their Department in most Perfect Readiness the Regt^l Surgeons are Directed to make & Return Every Saturday of the Sick to the Director Gen^l of the Hospital Specifying Reg^t & Comp^y and Disorders also Medicines Lint and Bandages wanting that they may be suplyd. A Return of invalads Called for Some time Since is ——— Deficient from Several Corps Collo Sherburn & Long is to act as Volun-

teers to Gen'l Sullivan they are to Be Respected accordingly the Piquet to Parade

Precisly at twelve oClock

Midletown August 16th 1778

Collo Wades Orders

The men Belonging to his Reg't are Forbid to Enter any of the Cornfeildes of the inhabitants to take any of their Corn or Potatoes without their Leave or Do any other kind of injury to their interest after these Orders any Complaint Entered against any Persons of this Sort they may expect to Suffer for their Proceedings the Collo is Surprised to se the men appear so Beastly and have No more Regard for their own health than to . . .

Brigade Orders

Notwithstanding the Orders yesterday for the Brigade to Be under arms this morning at Day Break the Collo. is informed to his great surprise that a Number of men Be longing to the Second Reg't Did Not turn Out to the Orders is Neglect in the Officers it Not only Lulls themselves into Disobedience of Orders but is much more attended with Bad Consequences He therefor Expects the Officers will Be more attentive to their Duty that a Neglect will Not happen for the future at the same time informs them that this order is not sufficient aggainst Such an Evil Practice the Regt will be mentioned in Orders in a more Particular manner

Hd Qrts August 18th 1778.

Mj^r Gen'l for the Day tomorrow hancock & Brigadear Glover Field Officers Collo Mackintosh Lt. Collo. hawkins Mj^r Manchester Brigade Mj^r Richmond One Hundred Fatigue men to Be on the grand Parade at five oClock this evening for the Purpose of leaving on the aproaches with as much Vigor as Possible this Evening and Covering Party of three Hundred men to Be on the Parade at the Same time & the main Batries will Be Nearly Completed this Night the Comander & Left wing of the Army will open Batries on every Advantageous Peise of Ground for increasing the fire upon the Enemy.

They will Be Suplied with any Number of Large Cannon that they may Require for that Purpose the Gen'l flatters himself that the Officers will Exert themselves in

a work which Gives them opportunity to acquire honour to themselves and that Part of the Army to which they Belong. Collo. James Livingston will Command Var-num's Brigade No Centinels to Stop Officers or any Party of men Under Arms with Commissioned Officer or Non Commissioned officer at the Head. the General Requests the officers and soldiers to use their Endeavour to Preserve the Property of the Distressed inhabitants of the island the Covering for the works to Serve as Piquets to the Left Wing only half the Day Details to Parade for the Relief of those to Be Posted by the Mj^o Genl of the Day two gills of Spirits to Be issued to all the Fatigue Parties that are Employed in the Works & one gill to the Covering Parties & Piquets. Three guns to Be fired at the Park of Artillery in front of the Second Line to Serve as alarm throughout the Camps one Field Officer from Each of the Militia Regts to Return home Immediately to Collect and Bring forward the Rest of the forces. A weekly Return to be made of all the troops on the island at Head Q^{rs} Orderly Time

Head Qrs August 19th 1778

Mjr Genl for the Day to morrow the Marquis Delia Fayette; Brigadear Cornwall; feild officer Carpenter, Lt. Collo. Gray Mjr heath Brigadear handy the General Officers are Desired to Be at head Q^{rs} this Afternoon at 5 oClock.

Brigade Orders August 19th

The Collo is Greatly Astonished at the Naglect of the Officers in Not making the men Keep their Arms Clean and fit for Duty; he thought that the Repeated Orders from the Comander in Chief was sufficient; But finding it is Not he Strictly Orders an officer from Each Company to Examine the Arms Every Day and for the officers to take it in Rotation. The field Officers are Ordered to see that those officers Under them Do their Duty in this Respect and in Case of Neglect to Arest the officer & report him to the Collo. Comd^t

After Orders Aug. 19th 1778

On the 11th inst. Brigadear Titcomb Reporting By writing to the Comander in Chief that Collo Thorndike beg'd to Be Discharged from the Service for the want of

his Experience in the Military Knowledge to Comand a Regt & that another Person might Be appointed to the Comand of it as the Letter Did Not Suffieiently Explain the Motive which induced Collo. Thorndike to Resign, the Genl could Not account for the Suden Resignation. Uepon Principles favourable to the Carecter of Collo Thorndike But by Conversation had since with General titcomb and Several gentlemen who are Acquainted with the Carricter of Collo thorndike then finding he is yet Determined to Stay on the Ground as a Volunteer During the Seige he is fully Determined that it was Not a Spirit of intimidation that induced the Collo to Resign, but from the Deficiencie of his own Inability and Desires to Promote the good of the Service by Puting his Regt under the Command of Persons whose opportunity of improving for the art of war had been Greater than his he Voluntarily Gave up the Comand of his Reg't at the Same time. Determined to Share the Dangers of the Campaign with his Countrymen as a Volunteer, the Gen'l therefore wishes that this Explanation may Serve to wipe of any unfavourable Expressions which the orders of the 12th Inst may have Caused—the fatigue & Covering Party to Parade as ordered heretofore as the Giving Special Orders to Stop officers Not on Duty from going Down to the Lines hath Sometimes Prevented Artillery officers & Engineers from going Down to Lay out Works the Sentinels are not in future to Stop Officers from Pasing the General at the same time Recommends to the officers of Duty Not to Practice going Down the Lines as it Serves only to Draw the fire of Enemy on the Centeries and fatigue men.

Brigade Orders of the Same Date

The Adj^{ts} are Directed to Examine the men's Arms and Ammunition Previous to their marching on the Brigade Parade for any Kind of Duty with their arms Clean and see that Each man hath at Least 24 Rounds of Cartridges and his Gun Clean and fit for use.

Head Qrs. August 20th 1778

Maj^r Genl for the Day to morrow Green—Brigadear Lovel Field Officer Collo Sprout Lt Collo Pope Mj^r Fany Brigade Mj^r Niles and the General's Positive Orders that No officers Comanding fatigue Parties Shall Not

Suffer to Come of their works untill they are Properly Releived or Dismised By the Mj^r Gen'l of the Day the Court Martial whereof Brigadear Varnum was President to Set to Morrow Morning to try Collo Noyes for taking of the fatigue without orders & without Being Releivd the Q^r Master Gen^l to aply to the Adj^t. Gen'l for a number of hands to bury ofills of the Cattel Killed about the Camps also the Carcasses of Dead Cattle about the Island Collo Everings will give orders for those on the No. end of the Island ; the general trusts in his Brave officers and Soldiers to use their utmost Efforts in Carrying on the aproaches to the Enemy's Lines through a Noble Spirit of Patriotism Brought Numbers of them on the Ground whose Peculiar Business Call aloud for them at home & though the Gen'l convinced of the Publick Interests he hopes they will Prevail over Every other Consideration yet the Gen'l wished to Do Everything in his Power to forward the Returns of those Brave men to their Respective families and Business for which Reason he Exerts Every one Concern'd to use their utmost Endeavour to make the Siege as short as Possible which the Commander in Chief Esteems it his Duty to Return his warmest acknowledgments that the haughty spirit of the Citizens of Salem & Marblehead who so Chearfully turned out to take Care of the Boats and who have hitherto Executed their trust to Such Universal Satisfaction he Cannot but help Expressing his Concern that the Term of time that they agreed for is so Nearly Expired it gives him the most sensible Pain the Unfavourable weather that the absence of the french fleet & some other unforseen and unfortunate Events have Lengthened out the Operations far beyond his Expectations and Lays him under the Necessity of Calling those men who Ought to Return home with the thanks of the Army and Country. In General to Continue in the Service a few days Longer if they are making their Private Interests to see the Business that they so Nobly Engaged in Completed and this Island Restored Again to the Dominion of the United States.

Regimental Orders 21st August

Collo Wades Orders

That the officers Belonging to his Regt. will Not Ab-

sent themselves any Distance from Camp without Acquainting the Collo. or Commanding Officers of the Regt. of it. By Reason of their oftentimes Being absent when Called for Duty they will Likwise forbid the Soldiers Stroling from Q^{rs} without Leave as they might much better be employed in Cleaning their Arms; the Collo. hath been informed that Some officers make a Practise of Playing Cards which Practice is totally forbid for the future Either by officers or Soldiers Belonging to the Regt. Notwithstanding Repeated Orders from the Commander in Chief with Regard to the Soldiers firing off their Peices without Leave Little or No Regard has been [paid] to them. if the Officers Dont take Care to Prevent it they may Depend on being Calld to an Account for it for Disobedience of Orders.

Head Quarters, Aug. 21st 1778.

Mjr General for the Day to morrow—Hancock Brigadier Titcomb field Officers Collo. Whitney Lt. Collo. Ward & Mjr Williams Brigad^r Mjr & general Court Martial held at Camp the 19th Inst whereof Brigadier Cornwall is President Lt. Collo. William Davis of Collo. Jackson's Regiment was tried for Disobedience ordered in Refusing to give up a tent to Cover the Soldiers that Exposed to Severity of the weather he being alone in the tent and Sufficient Room was offered him by another officer, the Collo. adjudging him Guilty of the Charge and Sentenced him to be Reprimanded in General orders while Above Proceedings Reflect the highest honour on Collo. Jackson for that Care, attention and tenderness to his Soldiers which will Ever make each good officer Respected, while dishonour upon Collo Davis who Rather than Put himself to some Little Inconvenience would Suffer those Brave Soldiers who so Chearfully Exposed themselves to Every Danger to Lay out in the Storm against the Severity of the weather. tents was Scarce. Proper Covering Nothing Can Give the general greater Satisfaction than to see officers comand obedience and Respect from their Soldiers. Nothing Can give him more Pain than to see those officers inattentive to the health and Comfort of the troops. Lazarus Barbrick of Collo. hanlys Reg't Confined for Desertion & inlisting into the

Six months Service in the Malitia, tryed By the Same Court and found Guilty and in Considering his inCapacity By the Same Court Contented to be Dismissed from the Service & forfeit all to the United States the Part of the Bounty which yet Remains Due to him and all his Back wages the gen^l approves the Sentence and Orders it to take Place the Money to be Delivered by the Comanding Officers to the Q^{tr}master for the Use of the Army having Been Reported to the Commander in Chief of the said Department that Collo Noyes Suffering a fatigue Party which he Comanded to Come off without being Relieved was owing to his Not having Directions from the officer he Releived or any Officer at the time of his going on Duty Collo Noyes is therefore Releived from his Arest Doctor tillison is to Grant Passes to the men to such Persons as he shall think Proper he will only to the Sick and those that attend them and to the Surgeons all the heavy Canon to Be mounted as quick as Possible Ready to be moved into the works this Night Collo Burbank and Collo Mason to attend to the firing the Bombatries Even Comisary General of Carpenters to attend this Night to Put together the Platform In the works Collo Crane to give Direction that Ammunition & Every other thing Be in Preparation to Open upon the Enemy in the Morning from the four Batries that will then Be Completed

Brigade Orders August 21st 1778

A Brigade Court martial to be held tomorrow morning to try such Prisoners as shall be Brought before them of which Collo Wade is President.

the Com^{dt} Positively Orders the Brigade to turn Out Every morning at the Reveles Beating for the future and go through Platoon firing & Call the Rolls & be Dismissed at Sunrise the Brigade to turn out this afternoon at 3/4 after 4.

Head Q^{rs} August 22^d 1778

After Orders the Comisary will Deliver to the troops Rice two Days in a week in Lieu of Bread. Brigade Orders August 23^d the Collo is Pleased at Learning of the spirit & Elacrity Shown by the Officers and Soldiers of Collo Wades Reg^t In turning out this morning agreeable to the Brigadears Orders of yesterday and wishes

that a like spirit may Prevail throughout the Brigade the General will Beat in front of the Brigade which is to be a Signal for several Reg^{ts} to be Dismissed, the Comanding Officers of Reg^{ts} are Requested to see that No men are Returned on Comand In their Returns who Draw Provisions from their Regiment Q^{rt} Masters

Head Q^{trs} August 23^d 1778.

Mj^r Gen^l for the Day tomorow Green Brigadear Tyler feild Officer Collo west L^t Collo Buterick Brigade Mj^r Peters

Head Q^{trs} August 25th 1778

Mj^r Gen^l for the Day tomorow the marquis Delia Fayette Brigadear Lovel feild officers Collo Noyes L^t Coll. White & Maj Durpe Brigade Maj^r Leonard the feild officer of Collo Wades & Jacobs Reg^t to meet this Day to Call upon the Officers to attend them & fix upon the proper Officers for to Comand the Reg^t & make a Return of the Agreement without Loss of time that the Officers may be Dismissed Collo Lippet of this State to Repair to the North End of the Island Gen^l Cornwall is Desired to Give the Comand to such Parties employed in Constructing the works and Remove Such Stores.

East Greenwich Sep^t 2^d 1778

Brigade Orders

Each Reg^t to be Employ'd in Cleaning their Arms this Day the inhabitants Complain that the Soldiers have taken their Corn & Potatoes without their Leave or knowledge the Collo. is Determined to Put a Stop to such an Evill & unsoldierlike Practice, for which Purpose he Orders any soldier who shall be seen by any Officers Plundering the Inhabitants to be tied up & flog^d ten Lashes without the Benefit of a Court Martial by the officer's Direction who sees him these orders to Be made known as soon as Possible.

Regimental orders, Sept^r 3^d 1778

Collo Wades Orders

the Reg^t to Be under Arms this Afternoon at five °Clock to have their arms Viewed it is Expected they will be found clean and in good order.

E greenwich, Sep^{tr} 6th 1778

Feild Officer for the Day to morow Collo Wade Adj^t

the Day farly No soldier to Absent more than one mile from his Quarters without a written Permit from his Officers on Penalty of his Being floged ten Lashes on the Spot.

Reg^{tl} Orders E Greenwich Sep^{tr} 9th 1778

Collo Wades Orders—for the future the Comanding Officers of Companys will have their Companys on the Regimental Parade Ready for Roll Call by Sunrising when every man of Duty will atend to Answer to his Name & for any Ones Neglect of Attending without sufficient Reason for his Absence the Serg^t of the Company is to Put him upon Fatigue the first that is Called for after such Neglect which is not to allowed a tour Duty to him but is to Do his s^d proportion of Duty Exclusive of it and more Particular attention to the mens Arms to Be attended to by the Officers of Companys Likewise the men that they clean themselves and such as are Lousy to shift themselves and have their Cloaths cleaned the Reg^t to Parade this afternoon at 4 °Clock &c and to Continue till further Orders the Q^{tr}masters will aply for tools & order Vaults to be Dug this Day & order all the Muck thrown about the Camp to be buried.

Brigade Orders Egreenwich Sept 10, 1778

The troops will man the Redouts at Reveles Beating in the morning & to Exercise in the Practiced way of firing untill sunrise they will turn Out at 3 Oclk. this afternoon the Brigade will Joyn them & be Exercised & manovered in the Brigade in the Method Now Practised in the Grand Army untill 5 °Clock the Officers are Desired to pay Attention to these Orders the Piquet and Roe Guard to Draw one jill Per Man untill further orders. Mr. Stephen Green of East Greenwich is Apointed Baker for the Brigade under my Comand till further Orders.

HQrs Regimental Orders Sept. 11th 1778

The Collo hath been informed that Some of the Soldiers have been Very free in giving away their Cartridges to the Lads in town. After this Order any Guilty of the Like Crime may Depend On being most Severely Punished the officers Comanding Companys are to View their mens Ammunition once Every Day and if they find any missing Give a Proper Account By what means he Ex-

pended it they are to Complain of Such Soldiers that he may be tried for Embezling the Store of the United States & Suffer as the Rule and articles of the Army Directs the Comanding officers of Companys are cautioned of Signing false Returns of any kind Before they are fully Examined as they must be answerable for them.

East Greenwich Sept. 11, 1778.

Brigade Orders

The troops will have their Cartrige Boxes filled with Cartridges Imediately the Comanding Officers of Companys Are Directed to Examine the same and Amunition of their Respective Companys and see that they are in good Order for Use if they find any Deficiency of Cartridges which cannot be accounted for to their Satisfaction they will Confine the Soldier who is Deficient to the Main Guard with a Crime against the officers Neglecting to Comply with these orders will be Delt with accordingly.

The Regimental Q^rmaster will Drawe flower for the Troops & Deliver it to the Baker for the Brigade who will turn out Bread In Leue Thereof all Settlers are forbid selling any sperets of any kind to Bregade on Penalty of Being Tried by a Court Marshal for breach of orders.

E greenwich Sep^{tr} 14th 1778.

Ninety Good Oarsmen to Be on the Grand Parade with their Arms and four Days Provisions Precisely at twelve oClock the Comanding Officer of which will apply to Collo Greens Q^{rts} for Orders

East Greenwich Sep^{tr} 16th 1778.

Brigade Orders

Serg^t Tayler of Collo Greens Reg^t is apointed to the Overseer of the forage yard he is to suffer No horse to Be taken therefrom without an Order from the Comander or Maj^r holden or Collo. fry the feild and staff officer are to Put in and take these horses either By themselves or their own written order the Q^{rt}masters are Directed to Draw ten Days allowance of flour for their Respective Reg^{ts} to which they Belong of the Comisarys and Deliver it to the Baker who is Requested to Bake one half of it into hard Bread.

Feild Officers of the Day tomorrow Mj^r Ward Adj^t the Day Farley

E greenwich Sept^r 18th 1778. The Catriges that have Been Dealt out to the troops to be Examined as soon as the weather is fair the Damaged ones If any to be turned in & the Boxes to Bee filled with such as are good the Comanding officers will see these Orders Put in Execution.

Regimental Orders Sept. 22^d 1778.

The Collo is Very Sorry to see Negligence In Officers in Not attending the Parade for Exercise in season in the afternoon. As has been ordered In former orders he wishes them to keep their men from stroling from the Camp without Leave & make them attend Punctually for Exercise at the hour appointed for that purpose he Likewise Requests them to Exert themselves to teach their men how to march and stop together those that are Inattentive to be turned out & Exercised one hour By themselves after the others are Dismissed. Any Soldier who shall come upon the Parade without having their Arms Clean and In good Order to Be taken out and sent off with a Serg^t to attend them and Not to Dismiss them till they have thoroughly Cleaned them the Capts are Desired to finish their Pay Abstracts & have them Sworn to and handed in as soon as may be.

E Greenwich Oct. 12th 1778. Regimental Orders. All the Officers and Soldiers belonging to Collo. Wades Regt that are of Duty are to Dress themselves as Clean and Neat as Possible, to have their arms Clean and in good Order and Bee Ready to Parade at three °Clock Post Meridian the Comanding Officers of each Company will see this Order Obeyed.

Head Quarters Providence Oct^r 19th 1778. Extract of Gen^l Orders.

the General finds himself under the Necessity of Directing that No furlough Bee given Untill further Orders the Officers at the several Posts Not to Leave them But Upon some Interesting and important affairs of the Army Collo Green to Employ Persons with good horses to Remain Near the Sea Coasts to Watch the Enemy's Shiping and Give the Earliest Notice to him Without Loss of time, to Be transmitted to head Q^{rts} the troops to hold themselves in Readiness to March at the Shortest Notice. Such

Arms as are Not Clean to be Cleaned and Put In the Best Use and Order the Regimental Q^{tr}masters are to Draw five Days of flower for Each Reg^t if the Comisary has soe much or otherwise what he hath and Deliver it to the Baker who will Bake it Into hard Bread without Loss of time.

E greenwich Oct^r 21st 1778. Regimental Orders. Collo Wades Orders that No Soldier Belonging to the Reg^t Presume to fire of his Gun upon any Pretense whatever without Leave from his Comanding officer the Plea that those make are Taken is Because they Did Not no any Orders Against it, But that may not any more make Ignorance their Excuse they may be asured that it is general Washington orders throughout the Army that if any Soldier shall be Caught Discharging his gun without Leave to Be tied Up and floged without the Benefit of the Court Martial all officers are Directed to Pay Particular Attention to these orders and see that they are Put in Axecution

H^d Quarters Providence Nov. 8, 1778.

General Orders by the best Intelligence from New York and by some accounts from Rhode Island it appears that the Enemy's fleet with a large Number of troops are about to sail from New York and are Expected at Rhode Island and it is More than Probable that they will land on the Eastern Shore and march to Boston Mj^r taggot is Ordered to send fifteen flat Bottom Boats Immediately to Greenwich to the care of Comandant Green who is Desired to Arrange them in the Best Manner he can For transporting his troops aCros the water in Case a Landing is made on the Eastern Shore. Mj^r Taggot is also to send as many Boatmen as he Possibly Can Spare to be with them in Case of Necessity that Q^rmaster General is to send all the flat-bottom Boats Now at Providence Greenwich for the purpose before mentioned Collo Green is Directed in Case the Attack Should be made on the Western Shore to Order the Boats Over to Waren to be in Readiness to transport the troops that may be Ordered to Assist in the Defence of the Western Shore No time is to be Lost In having this Done as the enemy an hundred and fifty Sail had fallen Down to the hook Six Days Ago

Brigade Orders In Compliance of the within Orders the troops from Warwick to Boston Neck are Imediately to have their Arms and Accoutrements Put in the Best Order that they Can Possible and Bee Everyway Ready to move at the Shortest Notice to have Ammunition Ready to Compleat forty Rounds Per man

Gen'l Stark's Orders, Dec. 14, 1778

the troops are to be Reviewed at Every Post in this Department weekly by each Comanding Officer at his Post on the Preceding Day of making Returns they are to Report when they make Return in what Amunition the Soldiers have on hand and what they have in Store to Deal out what arms they have in good Order for Every Soldier is to be accountable for any of amunition Loss of Arms or any other things Dealt to them through Neglect to Be Punished for Breach of Orders and Put Under Stoppages untill he is fully made Satisfaction

E greenwich, Dec. 29th 1778

Collo Wades Orders

Where as the time for which the Reg't is Engaged Expires the first Day of Jan'y which is Near at hand the Collo takes this Opportunity to Return his Sincere thanks to both the Officers & soldiers of the Reg't which he has had the Hon^r to Comand for their Universal good conduct and Military Behaviour in their Several Stations which they have Sustained he thanks the Officers for their Care in Keeping up that good order amongst the troops which is Not Comonly kept up in Armies without Severe means being Used he Likewise thanks the Soldiers for the Soldier Like Behaviour in Showing their Readiness and willingness to Do their Duty as Soldiers and that their General Conduct has been such as has gained a Universal Applause of the People wherever the Regt has Ever been Stationed in all which have done themselves Hon^r Done Honour to their officers to the State to which they belong and as the Credit of a Comanding Officer of a Reg't Depends almost Solely upon the Behaviour of the officers and Soldiers Under his Comand they in a Particular manner unto him and that they may Still Retain that they are So justly Applauded for he wishes the folowing Orders may be Strictly attended to

The Comanding officers of Companys will take care to see that all their Cooking Utensils Canteens &c are Returned into the Several Q^rmasters Gen'l assistants at the Posts where they are Stationed and take their Receipts for the Number of Each Sort Returned—all those officers that have Drawn arms Cartrige Boxes and other Accoutrements will order those men who have them to the Comisary of Ordnance Stores at Providence where the officers will attend and take Receipts for the Same all those Drummers and fifers who have Drawn Either Drums or fifes will Likewise Return them to the Comisary at Providence where the arms &c. are Returned that Receipts may be taken for them.

The Ammunition Now in Poesion of the troops the officers will take Particular Care to see that it all be Returned in to Some Proper Person who have the Care of Military Stores. The Collo Hopes the troops when their time is Expired and going of will have So much ambition as to Dispise that Pernicious and Low practice of firing that has Some time taken Place Amongst troops upon their Quitting the Servis & Practiss the Most Dishonorable and Ignominious that a Soldier Can be guilty off.

A List of Capt Simeon Brown's Company :

Commissioned Officers.

Capt. Simeon Brown	1st Lieut. Samuel Berry
1st Lieut. James Lord	2d Lieut. John Gilpatrick

Sergts.

Richd Kimball
John Kingsbury
Daniel Swain
Aaron Lord
Paul Welch
Abner Crediford
George Mains
Daniel Dutch, Qr Mast Serg

Corporals

Charles Lord
Thos. Hodgkins
Josiah Traften
Joseph Knight
Charles Traften
Benjm Hagget
Daniel Cumings
fife Sam'l Stickney

Privates

John Andrews	Abel Bordman	David Clarke
Willm Andrews	James Choat	Thos. Chever
Andrew Allen	William Carlile	Solom Colman
Jeremiah Abbott	Elijah Cumings	Wm Case
Solomon Ames	Asa Cumings	John Denis
Aron Bread	Obadiah Cosens	John Duniel

Edward Dodge	Samuel Neal	Sam'l Straw
Rice Dodge	Andrew Newhall	Richard Shean
Francis Dodge	Elisha Perkins	Moses Stevens
John Evans	Thos. Perkins, Junr	Nathan Stickney
Will ^m Fall	Henry Perly	Jonathan Seargeant
Thos. Farington	Stephen Peabody	John Symson
Benja Geniss	Thomas Pickard	Ebenr Symns
Sam'l Hood	Abner Poland	Robert Town
Israel Herick	Asa Poland	John Trow
Will ^m Holman	George Peirce	William Touthery
John Jose	Will ^m Poland	Daniel Thomson
Joel Jillison	Jonathan Porter	Ebenr Welch
Ezra Knowlton	Ebenr Prible	Benja Woster
Abraham Knowlton	Henry Rusel	Lemuel Walker
Jerem ^b Kinsman	Moses Ricker	Jonathan Winn
Philip Lord	Isaac Read	Noah Weber
Benja Lord	Gideon Rust	John Welch
Daniel Lary	John Ross	Isaac Woodbury
Asa Larsdell	Benja. Sands	Jona. Weson
Reuben Littlefield	Will ^m Seargant	Nicholas Woodbury
Jonathan Molten	Will ^m Sebasten	Jotham Young

TO-MORROW, AT 10 O'CLOCK,

*At the Buildings adjoining the late Mansion of Gen. E. H. Derby,
Essex Street,*

The most valuable of the Materials

of the house lately taken down:

Among which are


24 round and half do Columns—Ionic Capitals—12
Pilasters with Capitals—40 half and quarter doric, ionic
and fancy Capitals—5 Glafs Doors—About 60 round and
square top brafs fheve Window Frames with Safhes,
Glafs 12 by 18 inches—4 Iron frame handsomely orna-
mented Fan Lights—14 sets Window and Door Blinds—
6 large fliding Windows, 12 by 18 inch glafs—24 Urns—
Draws—14 capt elegantly ornamented Door Frames—
Pedestals for four large rooms and Cornices—Mouldings
—the Cupola Frame, Windows, &c. complete—8 richly
ornamented Chimney Pieces—18 large Window Caps—
50 Doors—50 Window Shutters—4 reflecting Windows,
53 squares, 12 by 18 inch—Mahogany Railing for stairs—
6 large Pilasters with Capitals—2 large door Frames, con-
taining 4 columns with Capitals handsomely ornamented
and connected—30 Mortice Locks of an excellent kind—
Bras and common Hinges—3000 lb. sheet and window
Weights of Lead—500 lb. Sheet Copper—11 set Stone
Jams—2 marble Chimney Pieces, one very elegant—1
dark marble Hearth, 5 inches thick—Marble Slips for 6
fire places—Marble Tile—White Marble Steps, viz. 5
pieces 1 ft 3 in by 16 ft and top 2 pieces 5 by 8 ft.—Iron
Railing, about 40 feet, 3 1-2 ft. high—Front Steps with
end pieces—Posts and Chains—7 Iron Backs—1000 lb.
old Iron—15000 Nails—Lightning Rod, 100 feet—Set
Rumford Apparatus complete—and many articles well
worthy attention.

Also, at 12 o'clock,

The two Buildings, viz. one 57 by 18 feet—the other
90 by 18, with an L of 22 feet.

—AND—

The Summer House, 12 feet square, 10 ft. stud, having
6 windows, &c.

 The articles may be examined two days previous to the sale.

JONATHAN P. SAUNDERS, Auct.

—Salem Gazette, Dec. 19, 1815.

INDENTURES OF APPRENTICES IN ESSEX COUNTY.

Thomas Titterton, July 21, 1649, bound himself to Nicholas Hill, ironmonger, until his next arrival in Virginia, and for six years thereafter, said Hill to pay for his passage, and at the end of the term to give him fifty acres of land, according to the custom of the country. Witnesses: John Collins and John Hudson. [Printed form.]

The wife of Peter Joy of Salem, fisherman, bound her daughter, Sarah Joye, aged seven years, with her own consent, and also with the consent of her grandfather and grandmother Gascoine, and by order of the selectmen of Salem, from Jan. 1, 1673-4, until eighteen years of age, to Mr. Joseph Porter of Salem, husbandman, who was to teach her to read English, the capital laws of the country and the catechism. Dated July 2, 1674. Witnesses: Henery Skerry, Sr., and Edw. Norice, scr.

Charles Atwood, with the consent of his father Thomas Atwood of Ipswich, bound himself to William Baker of Ipswich, from April 11, 1687, to March 1, 1699, thirteen years, to learn the trade of a glover and a white leather dresser sufficiently for the use of a glover. Said Baker was to teach him to read and write English, the rule of three "called ye golden rule or rule of proportion," and at the end of his term was to give him two sets of apparel, one set to be made of "good solid Cloth or stuff by merchants Handsome & Comely for Sabath dayes, y^e other new good strong Home Made Cloth." Witnesses: Thomas Lovell, Sr., and Mary Lovell.

The selectmen of Salem, on Jan. 22, 1694/5, bound John, son of Joshua Lyon, late of Salem, deceased, aged eight or nine years, to Mr. Joseph Capen, clerk, of Topsfield, and Priscilla, his wife, until 21 years of age. Witnesses: Jeremiah Shepard, sen^r and Jeremiah Shepard, Jun^r. memorandum. John Lyon was born y^e 2^d day of November, 1686.

The selectmen of Salem, on Aug. 4, 1696, bound Thomas Meshury, son of Benjamin and Margaret Meshury, both deceased, he being about eleven years of age, to

William Abbot and Elizabeth, his wife, of Andover, until said Thomas should reach the age of twenty-one years, to learn the trade of a weaver. Witnesses: Fra. Ellis and John Croade.

Jeremiah Calef of Boston, on Mar. 6, 1697-8, bound himself to Peter Osgood of Salem, tanner, with the free consent of his father Robert Calef and mother Mary Calef, for seven years, or until said Jeremiah be twenty-one years of age, which will be on Mar. 6, 1704-5, said Osgood to teach him the trade of a tanner. Witnesses: John Woodwell and Joseph Smith.

Elizabeth (her mark) McMeans and her son Wm. McMeans, on June 15, 1730, bound themselves to John Mitchell, until the arrival of the ship *Dheby* at Salem, and then for the term of four years, the son to continue to serve until he reached the age of twenty-one years, said Mitchell paying for their passage, and at the expiration of the term to give them land, corn and clothes, according to the custom of the country. Witnesses: Margaret Lewis and William Hay.

Ebenezer Morrison of Newbury was bound, Nov. 28, 1754, by the selectmen of Newbury, to Clement Kent of Newbury, potter, to serve seven years and six months, to learn the trade of a potter, and to be taught to read, write and cipher as far as the rule of three, or so as to be able to keep a tradesman's book. Witnesses: John Kingsbury and Samuel Hamilton.

Nathan Andrews of Danvers, on Sept. 30, 1758, bound himself, with the consent of his guardian, Jeremiah Page of Danvers, brickmaker, to Thomas Towne of Danvers, cordwainer, to learn his trade, for the term of two years. Witnesses: John Brown and Saml. Town.

Joseph Whittier, son of Morrill Whittier of Newburyport, caulker, bound himself, on Jan. 18, 1769, to Joseph Sprague of Salem, distiller, for six years and six months. Witnesses: Stephen Bradshaw and Benoni Eaton Knap.

Emmons Smith, Jr., with the consent of his father, Emmons Smith, both of Salem, bound himself, in Jan., 1792, to Mathew Vincent of Salem, ropemaker, and wife Sarah.

THE
ESSEX INSTITUTE
HISTORICAL COLLECTIONS

VOL. LVIII — OCTOBER, 1922.

ISSUED QUARTERLY



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BY GEORGE GRANVILLE PUTNAM.

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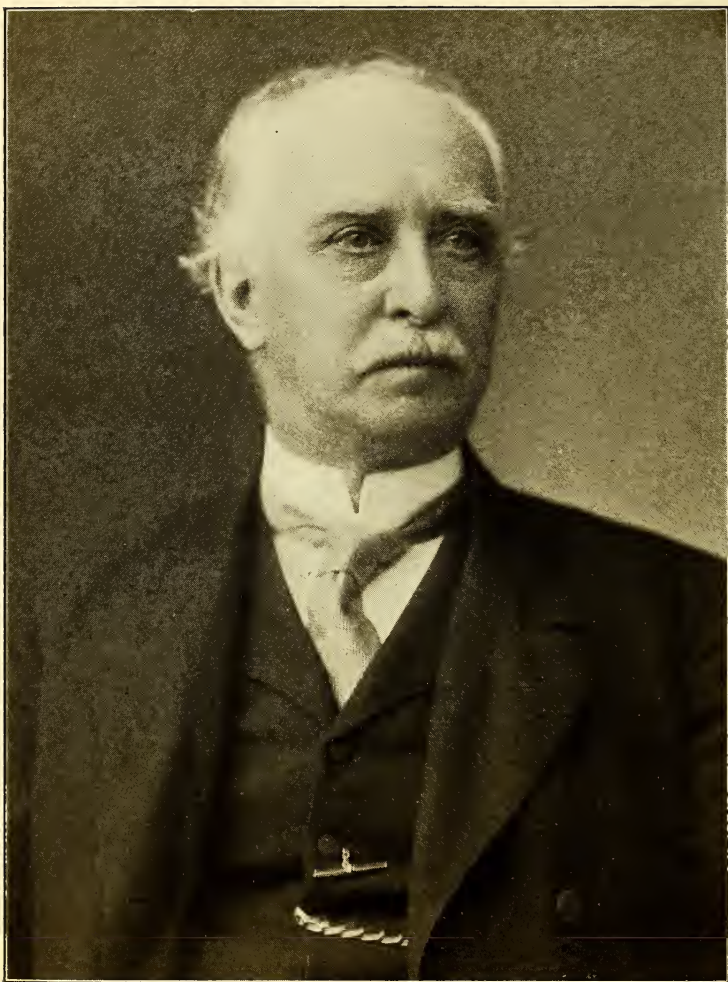
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ROBERT SAMUEL RANTOUL

Born in Beverly, June 2, 1832. Died in Beverly, May 1 1922.

HISTORICAL COLLECTIONS
OF THE
ESSEX INSTITUTE

VOL. LVIII

OCTOBER, 1922

No. 4

ROBERT SAMUEL RANTOUL.

BY CHARLES W. ELIOT, LL. D.

The long and interesting life of Robert Samuel Rantoul was characterized from beginning to end by remarkable variety as respects sympathies, feelings, and experiences. This variety appeared strongly during his college life at Harvard. He got along well with a variety of classmates, the studious and the idlers, the well-to-do and the poor, the rowdies and the well-mannered. There was an alertness and vivacity, and an atmosphere of good-will about him which commended him to classmates of very different origins and ways of thinking.

He was born in Beverly, but went to small private schools in Gloucester and Beverly, and then to the Boston Latin School for four years beginning in 1845, following the movements of his father's family. The Latin School at that time was supposed to be the best as well as the oldest public school in the country, and was then resorted to almost exclusively by boys of American parentage. Rantoul therefore entered Harvard College in 1849 with an excellent preparation, and having experienced intimate contacts with a large variety of children.

His father died in 1852 ; and thereafter he needed to earn part of his college expenses, and therefore kept a district school in his Junior and Senior years for about three months between Thanksgiving and the first week in

March. The College made it easy for students to serve in district schools those three months by placing a six-weeks' vacation in the latter half of this period, and arranging that the students that remained in College while the school-keepers were away should do chiefly review work during the first six weeks of the school-teachers' absence. Rantoul's mental and moral qualities and his delightful disposition made him a teacher acceptable both to his pupils and to their parents, and also to the village communities in which the schools were situated. He himself thought this school-keeping was an important part of his own training, and always looked back on these experiences with satisfaction. The high scholars in College as a rule did not keep school, but by preference adhered to the Harvard recitation room and its book work up to the beginning of the winter vacation. Nevertheless, some of Rantoul's intimates in college and afterwards were in the group of high scholars. On the whole, broad sympathies and good fellowship with all sorts of students characterized his college life.

During the first year after his graduation Rantoul lived at home in Beverly, and began the study of law in the office of Charles G. Loring, whose professional and civic career was for him a bright example. During the summers of '53 and '54 he taught at Beverly a group of boys who belonged to the Loring and Jackson families; and some of these boys in their after-lives had strong influence on Rantoul's opinions and associations. In that stirring winter of 1853-54 his opinions about the rendition of fugitive slaves, which had first been formed during his Junior Year in college when his father and Mr. Charles G. Loring were of Counsel for the fugitive Thomas Sims at the hearing before George Ticknor Curtis, were strengthened and confirmed by what he saw of the trial of Anthony Burns before Judge Edward Greeley Loring. In the fall following that exciting winter Rantoul entered the Harvard Law School, where he remained for a year and a half, receiving his degree in 1856. Within a year of his admission to the Bar at Salem (1856) he entered upon his political career, being elected Representative to the General Court.

Rantoul was always proud of his lineage. His mother was descended from John Woodbury of Salem, a member of the little colony which moved from Cape Ann to Naumkeag in 1626. His father's family dates in this country only from 1769; for the first Rantoul in America, the victim of a press-gang in a Scottish port, escaped from one of the British frigates which sailed for Boston in that year to enforce the tea tax, and died in command of a Salem merchant's ship which went down with all on board in a storm off the Virginia coast in 1783.

The variety of Rantoul's political experience is well illustrated by his appointment by President Lincoln as Collector of the Customs for the port of Salem and Beverly. When he had completed his four years' term he owed his removal to Benjamin F. Butler, who at that time was called a Republican, but whose re-election to Congress Rantoul had publicly declined to support. His administration of the Collectorship had been highly satisfactory to the Salem merchants; and he himself was afterward pleased to recall that in one of his official years \$112,000 had been collected in duties, a sum which had not been collected for many years before, and has never been collected since. In the balmy days of Salem commerce such a sum might have been collected on one cargo.

Rantoul was equally proud of his ancestors and of his own marriage to the youngest child of David A. Neal of Salem, a marriage of which he himself says "in the weightiest transaction of my life I have been the most fortunate." From this marriage came six sons and three daughters. This marriage also consolidated the pecuniary interests of two of the descendants of the two fathers Rantoul and Neal, who together had been active in the development and management of the Illinois Central Railway when that corporation—a railway running north and south—was still a lively financial experiment.

After Rantoul was removed from the Collectorship he returned to the practice of the law, with an office in Boston; but the law business being light he gave much time to writing for newspapers, thereby adding much to the variety of his intellectual interests.

Thus far his family life had centered at Beverly and

Salem ; but in August 1875 he took all his family to Europe, where they remained for four years, not engaged in rapid travel, but spending long periods in places where the children could pursue their education under favorable conditions, and their parents could enter into the civic and social life of such places as Stuttgart and Baden Baden in Germany, and of Paris and French Switzerland.

When in Europe Rantoul became known as a competent speaker at historical celebrations and festivals ; and in this function he continued for the rest of his life. He thus added to his interests as a lawyer and a public servant the interests of a local historian.

Between 1879 and 1885 Rantoul's interest in politics and the public service was strongly developed ; so that he repeatedly served on Party Committees in political campaigns. He was twice elected to represent a Salem District in the State Legislature. In 1885 he took a portion of his family to live abroad in France and parts of England, his method again being that of living abroad rather than that of travelling abroad. He thus added to the remarkable variety of his life as respects human sympathies and contacts.

After 1884 he "drifted away from the Republican Party of which I (he) had been in 1855 one of the organizers". He became a supporter of President Cleveland ; and after he had joined the Democratic Party it gave him great satisfaction to be elected Mayor of Salem for four years running, Salem being a distinctly Republican city. His services to the City as Mayor were universally recognized as highly creditable ; but that recognition did not prevent his defeat when he aspired to be elected for the fifth time. His desires for political service were frequently defeated in Massachusetts after he had joined the Democratic Party ; for Massachusetts was in most years strongly Republican. On the whole, Rantoul's political experiences were like all his other work, highly various, and they brought him into contact with politicians and voters of various origins, habits, and modes of thought.

None of Rantoul's varied occupations gave him more lasting satisfaction than his constant and disinterested services to the Essex Institute. There he could feed all

his tastes for historical and genealogical studies, and express his strong belief in the value of Essex County and New England traditions and in the character and services of the settlers and founders of New England and their descendants.

Rantoul was always an active and much interested member of the Class that graduated at Harvard College in 1853. If he were not in Europe, he invariably attended both the stated and the occasional meetings of the Class. Accordingly he was present at the annual dinner of the Class on January 11, 1913, which was attended by eight of its fourteen surviving members. That meeting resolved that the sketches of deceased members which had been prepared from time to time by the Secretary, Samuel S. Shaw, should be printed on its sixtieth anniversary of graduation with as many sketches of the living members as it would prove possible to procure. Secretary Shaw feeling unable to undertake the editorship, Rantoul accepted that function and did the work with great zeal. The prefatory note which he prefixed to this publication, dated at Salem Massachusetts, June 1913, gives an account of the Class which is at once amusing and touching; and in the last sentence Rantoul declares that "many of these revived associations appealed to the strongest ties that have given value to my life". This emphatic statement is all the more interesting because the four years which the Class of 1853 spent together in Harvard College antedate organized athletic sports the college newspapers, college colors, high-colored academic robes, expensive club-houses, and all the other recent influences which are nowadays supposed to create the characteristic Harvard flavor, atmosphere, or spirit. What Rantoul and his classmates got from Harvard was love of freedom and toleration, and a firm belief in public spirit and fellowship with kindred hearts.

CHARLES W. ELIOT.

Asticou, 17 Aug., '22.

A TRIBUTE TO MR. RANTOUL.

BY JUDGE ALDEN PERLEY WHITE.

In the days of small classes, college classmates knew each other, through and through, in the very making of manhood, and their appreciation of each other's characters and capacities was keenly true. Thereafter they followed each other's careers, sharing in the reflected pride of individual successes, charitable for individual shortcomings. Except as merit and fault are revealed in the sacred limits of homes, except as the tenderest memories are reserved as family inheritance, no more true and loving tribute can be paid to a man against whose name a star must henceforth be placed in the alumni list than by a surviving classmate. The tribute to Mr. Rantoul by Charles W. Eliot, himself so pre-eminent in distinction as head of the great university from which they graduated together, sixty-nine years ago this summer, is unique as an instance of vigorous survivorship, a rare and precious testimonial of mutual friendship throughout unusually long years of life.

We, the members of the Essex Institute, were well aware of the many-sided activities of Mr. Rantoul, though but few are old enough to recall his early career. We knew him as Mayor of Salem, and as one unofficially recognized as well nigh its first citizen in association with public affairs and civic endeavor. We, here, knew him best and now recall him most familiarly in connection with his long and devoted service to the Institute.

The paragraph of Dr. Eliot's memorial which most directly touches our point of view is this: "None of Rantoul's varied occupations gave him more lasting satisfaction than his constant and disinterested service to the Essex Institute. There he could feed all his tastes for historical and genealogical studies, and express his strong belief in the value of Essex County and New England traditions and in the character and services of the settlers and founders of New England and their descendants."

His membership began Dec. 9, 1863; it continued as long as he lived. How keenly he appreciated the foresight of the men of 1821, whose organization of the Essex Historical Society was the genesis of the Institute; how he revered their characters and attainments; how he cherished their ideals, how enthusiastically he rejoiced in the extent to which those ideals had been realized,—all ring out from the lines of his address as President of the Institute, delivered at Academy Hall, September 18, 1896, on the occasion of the seventy-fifth anniversary of the Historical Society. Vividly he portrayed the individuals of that remarkable group, which included Doctor Edward Augustus Holyoke, son of a president of Harvard College; Joseph Story, of the greatest of American jurists; John Pickering, distinguished lawyer and more distinguished scholar; Nathaniel Bowditch, whose name is honored by navigators; Leverett Saltonstall, to become President of the Massachusetts Senate, first Mayor of Salem, and Member of Congress; Nathaniel Silsbee, to become Member of Congress, President of the Massachusetts Senate, United States Senator. "The professions, clerical, legal, medical, the pursuits of statecraft, commerce, letters and the arts, could show no brighter names, search the continent over, than the roll of our infant Historical Society embraced." The membership list was soon embellished by other illustrious names, including Nathan Dane and Manasseh Cutler. And even more vividly did Mr. Rantoul portray "the magnificent, second-century celebration of the landing of Endecott, which is without a rival, as it was without a prototype, and which culminated in a discourse from Mr. Justice Story, then at the acme of his power and fame, making the day forever memorable in the annals of the county."

Doctor Holyoke, veteran of a hundred years, had been succeeded in the presidency of the Historical Society by Colonel Benjamin Pickman, Honorable Ichabod Tucker, and Honorable Daniel Appleton White; and when, in 1848, by the merger of the Historical Society and the Essex County Natural History Society, the Essex Institute was established, Judge White's presidency of the older society was likewise merged in the presidency of the

composite organization. Succeeding him, Honorable Asahel Huntington, Francis Peabody, Doctor Henry Wheatland and Reverend Edmund B. Willson, D.D., successively held the presidency of the Institute until 1895. In that year Mr. Rantoul had been elected to succeed Mr. Willson. The address referred to, delivered early in his term of office, was thus in the nature of a salutatory. He did not in words express the pride which naturally and rightfully he felt in his election to a leadership which had been made so distinctive a position of honor in this community by his eminent predecessors. But his sense of the responsibility, coupled with the honor, was unmistakable. "We may not close the reflections proper to this historic hour without asking of ourselves, custodians as we are of a sacred trust, what cheer?" "Derived from a source so noble and so exacting of high endeavor, how has the Institute thus far sustained her part? Providence has devolved on us, for better or for worse, the burthen they laid down. With us it rests, for there is none other, to take up the work and bear it on a little, and lay it down again, when the time shall soon arrive, at the foot of our successors. What of our stewardship? Have we a good account to give?" Faithfully and well for ten full years Mr. Rantoul fulfilled his stewardship. The Institute was to him a temple, his presidency was an administration of devout and loving service.

Last year another quarter of a century had transpired since he addressed that meeting of 1896. The annual meeting of the Institute for 1921 was properly observed as the one hundredth anniversary of the Essex Historical Society. This meeting was held where the seventy-fifth anniversary had been observed, in Academy Hall. The gathering, quite filling the hall, was of course typical of the men and women who cherish the career of the Institute and who lovingly share in its functions. It included descendants of the earliest settlers of New England, representatives of family names which were part of the old-time commercial glory of Salem, representatives of the modern life and activities of the community, representatives of outlying historical societies, individuals who had themselves honored the city by their work in art,

science, music and literature. In the unavoidable absence of President William Crowninshield Endicott, his carefully prepared address was read ; and a scholarly historical resume of the hundred years was given by Secretary Henry Wyckoff Belknap, all of which, with the reports of officers depicting the stupendous development of the idea of the founders, fully appear in the published report of the occasion.

At the mention of the name of a friend who has gone, one generally brings his personality to mind first against the background of some particular occasion or association. Many, who all their lives had known Robert S. Rantoul, are likely first to recall his personality most vividly in association with this centennial anniversary. Some, the older, had known him familiarly since his middle-age ; some, the younger, from those years of his age when ordinary men are old. But he had seemed not to get old. His erect body did not stoop ; his quick step did not falter ; his keen eye was not blurred ; his somewhat lordly bearing did not less suddenly give way to geniality ; his sense of humor was ever alert ; his platform voice and manner retained familiar characteristics. But, dates are uncompromising. 1821-1921, the century which was being commemorated. 1832-1921, the nearly commensurate human life, which, despite its vigor, must inexorably be approaching its close. And so, though Mr. Rantoul's address was brief, he and it were the outstanding, memorable features of this memorable gathering.

On his presentation there was an outburst of welcome, so spontaneous and genuine, so appreciative of regard for his honorable career, so expressive of personal affection, that he could not fail to appreciate the meaning of the tribute and to cherish it in his heart. Indeed, this was his last public appearance in Salem. Concluding his address, he said : "One gets, at my age, a rather unsavory reputation for claiming to remember things that happened before his birth. But some things which occurred under my eye are worth reciting. To have lived through the last nine decades gives one something to recall. I have personally seen fourteen Presidents of the United States, from John Quincy Adams down. I have seen more than

twenty Governors of Massachusetts. I have lived in twenty-four Presidential terms. I saw men drilling at Rockport for an expected war with England when the Eastern Boundary was an open issue. I rode from Milk Street, in Boston, to Gloucester, on a stage-box with the driver, when there was not a rod of railroad iron laid between those points, starting at dawn, when the ill-smelling street-lamps, perched on wooden posts, were flickering out their nightly oil supply, and when the sun only greeted us at the Charlestown Navy Yard. I saw the Salem tunnel in its building, when Washington Street was one broad ditch from end to end, and that year I rode in a hand-car, with the Directors of the Boston and Albany Railroad, from Worcester to Charlestown—the “Summit Level” they called it—where a descent into the Connecticut valley begins, before a passenger car had ever run west of Worcester. Before I reached my teens my likeness was painted by Thomas Buchanan Read, who later wrote the poem and produced the picture known as ‘Sheridan’s Ride.’ I was half-way up the Mechanic Hall stairway, pulling myself up by the banister, as the crowd pushed in at the memorial service on the death of General Harrison, and was rescued when the down-rush came, on the settling of the western gallery, by a snare-drummer who put his drum against the wall and took me on his shoulder and I was floated into Sewall Street. I have heard Harrison Gray Otis and Webster and Kossuth and President Josiah Quincy. I knew the Boston Mill Dam, with its Beacon Street toll-house, and the Back Bay when it was a bay, with ducks paddling in the mud where Ball’s equestrian statue of Washington now stands, and when bath-houses and boat-houses had made way for the Arlington Street Church. I have seen the great city of Chicago grow up out of nothing. And I saw New York when no Central Park was dreamt of, and when Twenty-third Street was Land’s End, and the site of the Fifth Avenue Hotel was a gravel-pit, and all beyond was goat-shacks and pig-pens and milk-farms and Harlem Bridge and Westchester County !”

In the Harvard class of 1852, sharing for three years the college life of President Eliot and Mr. Rantoul, was

Joseph Hodges Choate, to become jurist, statesman, Ambassador of the United States to Great Britain, "one of Salem's most distinguished sons". The life-long ties of college friendship between Mr. Choate and Mr. Rantoul was more closely cemented by a community of local association. Both loved Salem. Mr. Choate, some six months older than Mr. Rantoul, had died nearly four years before the latter delivered the address before the Essex Institute here recalled. The building of the Merchants National Bank was erected on the site of Mr. Choate's birthplace. His daughter, Miss Mabel Choate, presented to the bank a fine oil portrait of her father. On the afternoon of June 28th of this year, 1922, there gathered at the bank "a company of about seventy-five prominent persons, to participate in the exercises of the hanging of the portrait." "There were present representatives of the Choate family, of the several Salem banks, of the national and city governments, of the Essex Institute, of the Peabody Museum, of the Essex County and Salem Bar Associations, and leading business men of Salem." Miss Choate herself made the presentation address, in which, speaking of her father, she said: "No matter where he went or whom he saw, Salem was always in his thoughts; and added to his affection was a deep feeling of gratitude, for he never forgot that his early life here, of hard work and high thinking, steeped in all the best traditions of old New England, was the foundation of his happiness and his success."

Naturally, first among those who had been invited to share in the exercises was Mr. Rantoul. He had prepared his address. But the lips which were to have uttered it were sealed some weeks before the anticipated event, namely, on the first day of May. After the acceptance of the portrait by the president of the bank, Mr. Henry M. Batchelder, the address of Mr. Rantoul was read and was listened to reverently. It was by no means a studied effort of solemn eulogy, but was cheerfully reminiscent and descriptive. He referred to his friend as from youth he was wont to call him, "Joe".

Though Mr. Rantoul's last public appearance in Salem was that at the Essex Institute centennial in May of 1921,

as before stated, it happens that, so far as is known, his very last formal appearance before an audience was on the invitation of the Danvers Historical Society. On the evening of the tenth of the following October, he spoke in the parlor of the Society home, the old Page House, from behind the rude desk associated with the school-days of his dead friend, John Greenleaf Whittier. Recollections of Mr. Rantoul on this occasion picture him as an elderly man, of course, but so full of vigor and interest and conviction that the fact that he was in his ninetieth year seemed incredible. His subject was "An Apology for Antiquarian Pursuits", very much in line of that paragraph of Dr. Eliot's observations, heretofore quoted. And the enjoyment which he gave, in his formal talk and especially in the aftermath of informal, delightful chats, he, in the giving, seemed fully to share.

Mr. Rantoul, writing, a number of years ago, of a deceased fellow-member of the Institute, distinguished for his historical work, said that his contributions "speak for themselves. A mere catalogue of them is all that space will warrant, but the student of our local antiquities will ask no more". This observation may be aptly turned in memory of him who made it. Even to those who have been more or less familiar with Mr. Rantoul's historical and literary activities, the following list of his published writings, confessedly incomplete, is likely to be a surprising revelation as to their number and variety. They cover the period from 1864 to his later years, and are given in approximately chronological order.

Some Notes on Wenham Pond.

The Cod in Massachusetts History.

The Port of Salem.

Address on July 4, 1876, at a meeting of Americans in Stuttgart, to celebrate the centennial of the United States.

Some Notes on Old Modes of Travel.

Cat Island (Lowell Island).

Memoir of Benjamin Peirce.

Memoir of James Kimball.

The Early Quarantine Arrangements of Salem.

Memoir of James Osborne Safford.

Note on the Authenticity of the Portraits of Governor Endecott.

Memoir of Charles Davis.

Legislative work, including minority committee reports against abolishment of poll-tax, and against biennial elections.

Genealogical Material,—Rentoul, Rintoul, Rantoul.

Letters from Paris,—Some Facts that have connection with Roger Conant.

Letter,—The Ancient Manor and Parish of Woodbury.

A Contribution to the History of the Ancient Family of Woodbury.

Memoir of Richard Palmer Waters.

Two Naval Songs,—Apropos of the Engagement Between the Shannon and the Chesapeake.

A Statement of Title and Occupancy of Downing's Field, being the square bounded by Essex, Newbury, Brown and St. Peter Streets, from its earliest date. Our New Home.

The Spirit of the Early Lyceums.

Endecott Wills, inventories and matters connected with the Estate of Governor John Endecott.

The Part Taken by Essex County in the Organization and Settlement of the Northwest Territory. (A collection of material from Timothy Pickering's letter to Samuel Hodgdon, 1783, to the oration of Senator George F. Hoar at the centennial celebration of Marietta, Ohio, in 1888.)

Memoir of Samuel Page Fowler.

A Lost Paper on Hugh Peter.

Inaugural Addresses, Mayor of Salem, 1890, 1891, 1892, 1893.

The Building of Essex Bridge.

An Historic Ball-Room.

Some Words about Dr. Peabody. (Rev. Andrew P. Peabody, D. D.)

Edmund B. Willson, D. D., Pastor of the North Church, Salem. Memoir.

A Stately Pleasure House. (The mansion of Honorable William Browne on the hill since known as Folly Hill.)

Some Claims of Salem on the Notice of the Country. (Read by invitation of the Historical Pilgrimage from the Philadelphia Society for the Extension of University Training.)

Address, 1896, before the Essex Agricultural Society.

Charles S. Osgood, Memoir.

Did Winthrop land in Manchester?

Whittier. Address before the Haverhill Whittier Club.

Ancient Salem. In "Education".

Cruise of the "Quero". How we carried the news (of Lexington and Concord) to the King. A neglected chapter of local history. (Century Magazine, September, 1899.)

Where Harvard College might have been. (Graduates' Magazine, 1902.)

The Misery Islands and what has happened there.

The Affair at the North Bridge.

Address at unveiling of historical tablets, Ipswich.

The Pickman Silver, deposited with the Essex Institute by the Commonwealth, 1902.

Memoir of Frederick Townsend Ward, Organizer and First Commander of the "Ever Victorious Army" in the Tai Ping Rebellion.

Abraham Lincoln. Address delivered before the Essex Institute and the City Government of Salem, 1909.

Memoir of William Phineas Upham. Massachusetts Historical Society.

Gideon Foster. Address at dedication of tablet in Peabody.

Memoir of Henry Fitz-Gilbert Waters. Massachusetts Historical Society.

Story of the Lynde Block, Salem.

Memoir of William Endicott. Massachusetts Historical Society.

Story of the Old Lyceum Hall.

The John Brown Raid. Republication of address delivered in Newton in 1869.

Early in this present year Mr. Rantoul attended a social meeting in the vestry of the North Church of Salem, his church. Here again he seemed as keen and sprightly, physically and mentally, as those of half his years. He stood up, on one side, in an old-fashioned spelling-school contest, and good-naturedly went down.

Not long thereafter there was a gathering, in the main body of that church, of his family and friends. This time they came solemnly, devoutly, and paid homage to a life which had here ceased to be.

Mr. Rantoul privately printed, a few years ago, his "Personal Recollections". The concluding paragraph of the book is this: "Little is left now but to enjoy life while it lasts, in the hope that, when my time comes, I may slip quietly away in my bed, secure in the affection of my children, and at peace with all the world."

His hopes were fulfilled. But, as he wrote of his predecessor in the presidency of the Institute, "To all of us Salem will be a little less than Salem now that he is gone."

RESOLUTIONS.

Resolved, that the Board of Directors of the Essex Institute hereby express its appreciation of the faithful and valuable service Hon. Robert Samuel Rantoul rendered the Institute during his presidency from 1896-1904, and before and after that time, even to the very close of his long life.

Resolved, that his duties in the office of president were performed with great ability, and that his numerous addresses and articles contributed to the Historical Collections have increased the prestige of the Institute.

Resolved, that the interest that he always enthusiastically manifested was inspiring to others interested in the Institute and its various lines of work.

Resolved, that his passing removes a power for good, and that his familiar form and face will be greatly missed.

Resolved, that these resolutions be placed on the records of the Institute, and that a copy be sent to his family.

ESSEX COUNTY VESSELS CAPTURED BY
FOREIGN POWERS, 1793-1813.

COMPILED FROM AMERICAN STATE PAPERS.

ADAIR, brig, Hector Coffin, of Newburyport, to Amsterdam; taken by a privateer, The Polecat, carried to Dover, Sept., 1804, libelled, tried, and two-thirds of sugar in casks condemned; value of vessel, \$7,000; value of cargo, \$31,765.99; adventures, \$1,097.87.

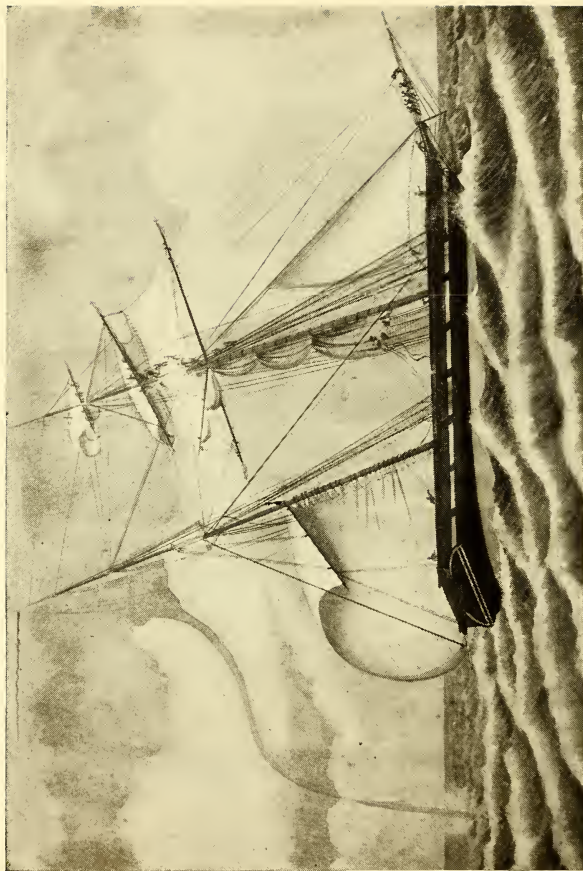
ALERT, sch., Jacob Oliver of Beverly, bound to Santander, and taken within half gunshot of the port, Jan. 17, 1799; sent into Bayonne, France, and condemned with cargo by the tribunal of commerce Apr. 2; had been out 43 days when taken by three French cruisers manned with Spanish sailors; did not appeal.

AMERICA, Stone, of Newburyport, captured before Aug. 21, 1809, and sent into Christiansand; value, \$7,000; cleared.

AMERICA, Ward, of Salem, from New York to Petersburg, with cotton and gum; owner, Crowninshield; captured and brought into Copenhagen, Sept. 3, 1811; passed without interruption.

ANN, sch., Dolliber, of Marblehead, from Marblehead, with green fish and oil, captured by the British and condemned by the court of admiralty, June 18, 1811; value of vessel, \$2,000; value of cargo, \$1,800; sold and money deposited in court to await for twelve months the appeal of the captured.

ARGO, ship, George Warner, of the district of Newburyport; owners, Daniel Richards and John B. Titcomb; sailed from Rotterdam Apr. 13, 1804, for St. Lucas, with a cargo of wheat; captured Apr. 14, 1804, by the British ship Blazer, Lt. Henton; detained at the Downs until Apr. 19, then liberated without trial on payment of captor's expense, \$489.63.



U. S. SCHOONER "SHARK"

Type of a light draft vessel used in chasing Pirates.
From a print in the collection of F. B. C. Bradlee.

AUGUSTUS, Flint, of Salem, from Petersburg to Salem, with iron, hemp and ravens duck; owner, Joseph Peabody; captured and brought into Copenhagen, June 11, 1811; released and fined 1,500 Danish Rix Dollars, some cannon, not mentioned on his papers, besides some Danish muskets, the exportation of which is prohibited, having been found on board.

AURORA, Marsters, of Salem, captured and carried into a Danish port in 1809; cleared in the prize court Aug. 28, 1809, by paying 600 Rix Dollars and expenses of court.

AURORA, Curtis, of Marblehead, bound to Riga, captured in 1810 and detained at Farhsund; cleared, paying costs and \$200 to captors.

AURORA, Curtis, of Marblehead, from Russia to Ireland; captured and brought into Copenhagen, July 24, 1811; condemned, having an English license.

BETSEY, Fielding, of Beverly, bound to Gothenburg, captured and detained in 1810 at Farhsund; condemned and cleared.

BETSEY, Wilson, of Salem, from Salem, captured by the Danes in 1810 and brought into Copenhagen; cleared by the prize court.

BETSEY, sch., Lindsey, of Marblehead, from Marblehead, with fish, oil, indigo and cotton, captured by the British and condemned by the court of admiralty, June 18, 1811; value of vessel, \$3,500; value of cargo, \$21,500; sold and money deposited in court to await for twelve months the appeal of the captured.

CATHARINE, sch., James Cox, with 6 seamen, of Marblehead, to Bilbao, with fish and oil; owners of cargo and vessel, Peter Osgood and others; Gordia and Bayo, consignees; taken Feb. 20, 1799, by L'Heureux of B., and conducted to Santander; ransomed.

CATHARINE, Endicott, of Salem, from Riga to Salem, with iron and hemp; owners, Peabody & Tucker; captured by the Danes in 1810, and brought into Copenhagen; cleared by the prize court June 3, 1811.

CICERO, ship, Isaac Adams, of the district of Newburyport; owners, James Prince and Isaac Adams; detained by the French government at Helveltsluys, from Dec. 26, 1802, to May 6, 1805, with freight on board, which was afterwards taken forcibly out of the ship by an order of the French government, which refused to pay for the detention of the ship, except for about \$2,000, leaving a balance due of \$7,000.

COMMERCE, ship, Ham, of Newburyport, from Norfolk to Jamaica, captured Dec. 25, 1796, by a French privateer; cargo, lumber; abandoned on appearance of a British ship of war.

COMMERCE, Ingersoll, of Beverly, captured by a privateer and carried into Christiansand, Norway, about Oct., 1809; cleared.

COURIER, sch., William Williams, of the district of Newburyport; owners, Micajah Lunt and Anthony Knapp; captured on passage from Bonairo to St. Thomas and a market with her outward cargo, by the English ship of war Diana, Thomas James Maling, Esq., and the Sufficent, Henry La Koche, Esq., carried to Port Royal, Jamaica, Apr. 8, 1805, condemned on suspicion of her being bound to Curracoa, then said to be blockaded; cargo, fish, beef, brandy, gin, boards, shingles, and 100 barrels naval stores; value of vessel, \$2,000; value of cargo and freight, \$5,473.25; adventure belonging to Francis Todd, \$558.55.

DECATUR, private armed brigantine, of Newburyport, William Nichols, captured by the British frigate Surprise, Cochran, Jan. 18, 1813, and carried into Barbadoes. James Foot, of Newburyport, prize master, deposed, May 31, 1813, which deposition was sent to the Secretary of the Navy: "After our arrival in Barbadoes, Captain Nichols, with the other officers of the Decatur, were paroled. About two months after our arrival, his Britannic majesty's frigate Vesta arrived in Barbadoes, and through the influence of the commander of the Vesta, Captain Nichols, without any known or pretended cause, was arrested and held in close confinement, without liberty to speak to any of his officers or any other Ameri-

can. The place where Captain Nichols was confined was about four feet in width and about seven feet in length, on board a prison ship, where he remained for thirty-four days, as nearly as I can recollect, and was then taken on board her majesty's ship Tribune and carried to England. What the cause of the unwarrantable and unjustifiable conduct of the enemy towards Captain Nichols was, I am unable to state ; there were several reports in circulation ; one was that he was to be carried to England and held a prisoner until the release of certain men in France from whom Captain Nichols recaptured his vessel, which had been taken by the British before the commencement of the present war between the two countries ; another report was, that he was to be held until the close of the war on account of his having been active against the enemy since the commencement of hostilities, and having been fortunate in a former cruise."

DOLLY, Parsons, of Newburyport, from Tonningen to St. Petersburg, with sugar and coffee ; owners, Stephen Holland and B. Merrill ; captured by the Danes, June 25, 1811, and passed without interruption.

EDWARD AND HENRY, Foster, of Gloucester, bound to Russia ; captured before Aug. 21, 1809, and sent into Christiansand, Norway ; value, \$7,000 ; cleared Nov. 20, 1809.

ELIZA, brig, William Mugford, of Salem, from Malaga, with wines and brandy ; William Gray, owner ; Demaziere & Stem, consignees ; taken in Bay of Alicante, May 18, 1797, by the Lanne, of Rev. & Zen., and carried to Carthagea ; value of vessel, \$5,000 ; value of cargo, \$20,360 ; charge, violation of territory.

ELLEN MARIA, Adams, of Newburyport, bound to Riga, captured in 1810, and detained at Farhsund ; cleared, captors appealed and cleared again.

ELLEN MARIA, Adams, of Newburyport, from Riga to Newburyport, with iron and hemp ; Swett & Adams, owners ; captured and brought into Copenhagen, Aug. 25, 1811 ; passed without interruption.

ENDEAVOUR, Lovett, of Salem, captured by a privateer and carried into Christiansand, Norway, about Oct., 1809 ; cleared.

ESTHER, sch., 68 tons, Zechariah Morgan, with 7 seamen, of Beverly, from Beverly to Coruna, with fish and fish oils; owners of cargo, Thorndike, Chapman & Co.; owner of vessel, Abner Chapman; taken 5 leagues from Lisarga, Mar., 1799, by La Legere of Bay, and conducted to Camarinas; value of vessel, \$2,500; value of cargo, \$6,782; condemned Apr. 8, 1799.

GEORGE, Bray, of Newburyport, taken Jan. 13, 1808, by the Precurseur, carried to Passage and condemned by the Imperial Council of Prizes at Paris, June 8, 1808. Motion for condemnation; visited by an English frigate Dec. 23, 1807.

GEORGE, Joseph Eveleth, of Newburyport; owners, John Woodwell and David Coffin of Newburyport; condemned by the Imperial Council of Prizes at Paris, July 6, 1808. Motion for condemnation: visited Jan. 28, 1808; taken by an English frigate the 31st, and taken Feb. 20 by the corsair, the Speculation.

GOOD INTENT, brig, of Marblehead, from Marblehead to Bilbao, with fish, oil, cocoa and staves; captured by an armed French launch and carried into Santander, Dec., 1810.

HANNAH, sch., John Griste, of Marblehead, for Alicante, with fish; Loring & Curtis, owners of vessel and cargo; Grivegne & Co., consignees; taken Dec. 10, 1798, by privateer Filibustier and conducted to Malaga.

HANNAH, Dennis, of Newburyport, bound to Riga, captured in 1810 and detained at Christiansand; condemned; captain appealed and cleared.

HANNAH, Dennis, of Newburyport, from England to Petersburg; captured by a Dane and afterwards by a French privateer and brought into Copenhagen, Aug. 30, 1811.

HELEN, sch., Elkins, of Marblehead, from Marblehead, with fish and oil, captured by the British and condemned by the court of admiralty, July 5, 1811; value of vessel, \$3,500; value of cargo, \$4,000; sold and money deposited in court to await for twelve months the appeal of the captured.

HENRY, Harris, of Salem, captured and carried into a Danish port in 1809; cleared in the prize court, Aug. 4, 1809, by paying 200 Rix Dollars expenses.

HENRY, Harris, of Salem, from Salem to Petersburg, with sugar; owners, J. W. Ward & Co.; captured by the Danes, and passed without interruption, June 4, 1811.

HERALD, Graves, of Salem, from Petersburg to Salem, with hemp and iron; owners, Silsbee & Stone; captured and brought to Copenhagen July 20, 1811; released, receiving eight Spanish dollars for each day's detention, all costs paid by the captor.

HERO, brig, 107 tons, H. Blackler, of Marblehead; owners, William Blackler and Sons; captured by the French when bound from Marblehead to St. Petersburg, with cotton and coffee, before July 14, 1811; detained by French privateer; condemned at Copenhagen on suspicion of being on English account and of sailing with convoy.

HIND, brig, Daniel Ropes, jr., laden with sugar, cocoa and fish, bound from Salem to Cadiz; brig and cargo owned by Joseph White and William Orne of Salem; captured by British frigate Anson, P. C. Durham, commander, June, 1800.

HOPE, brig, Meek, of Marblehead, from St. Petersburg to Marblehead, with sailcloth, hemp and iron; taken in company with the remainder of a fleet under convoy of a British gun-brig, and sent into Christiansand by five Danish gun-brigs, in July, 1810; condemned July 2, 1811.

HOPE, Pearl, of Salem, from Petersburg to Boston, with iron and hemp; owner, Gray; captured and brought into Copenhagen, Sept. 5, 1811; passed without interruption.

HOPE, Pearl, of Salem, from Newport to St. Petersburg, with cotton; owner, Samuel Gray; captured by the Danes, and passed without interruption, June 20, 1811.

HOPEWELL, Sheppard, of Salem, conducted to Dieppe, condemned by the Imperial Council of Prizes at Paris, Mar. 29, 1809; motion for condemnation; opposition to the imperial decree of blockades; property of English underwriters.

HORACE, Leach, of Salem, from Petersburg to Boston, with iron and hemp; owner, Wm. Gray; captured by the Danes and brought into Copenhagen, Sept. 7, 1811; released by the prize court, and fined 1500 Rix Dollars, some cannon and muskets having been found on board.

HUNTER, privateer brig, of Salem, Jeduthan Upton, captured in Nov., 1812, off the Western Islands, by the British frigate Phoebe, Capt. Hilliard; as usual in such cases, Upton threw his guns overboard to ease his vessel, but was taken and carried into Plymouth, England, where, with his first lieutenant Wayne, he was put into Mill prison and refused parole, for having, when captured, 14 mounted carriage guns above the calibre of 4-pounders. "After having been thus closely confined for 3 or 4 months in a filthy jail, they were in the month of March taken out and sent on board the prison ship at Chatham, where they were in a worse situation if possible than in Mill prison. . . . The captain of the Phoebe petitioned the transport board and used every exertion in his power to obtain the paroles of Captain Upton and Mr. Wayne, but all would not do; they were deaf to his petition, lost as they are to every sentiment of honor and every principle of humanity. Except Captain Upton and his first lieutenant, all the rest of his officers and crew were sent on board the prison ship on their first arrival at Plymouth; amongst them was the doctor of the Hunter, Mr. Carter, who came home in the cartel Robinson Potter. What I have stated I know to be facts, as I had the *honor* of spending 24 hours in Mill prison with them, and heard these facts related by themselves."—Alexander Coffin, Jr., to J. Mason, Commissary General of Prisoners, May 24, 1813.

HUNTRESS, ship, Baily Chase, of the district of Newburyport, from Boston, July 9, 1804, on her first voyage, bound to Rotterdam, with a cargo of sugar, coffee, tobacco, ashes, ginger, and New England rum; owners, Thomas M. Clark, Orlando B. Merrill, Bailey Chase and Stephen Bartlett; captured Aug. 5, 1804, off the Island of Showen, by the English frigate Aminthis, Captain Spanger, carried to Yarmouth, detained until Sept. 5, then liberated without trial, on payment of the captor's expenses, \$2,221.11.

IRIS, sch., Russell, of Salem, from Gothenburg to Salem; taken in company with the remainder of a fleet under convoy of a British gun-brig, and sent into Christiansand by five Danish gun-brigs, in July, 1810; condemned July 2, 1811.

INDUSTRY, sch., Cook, of Salem, captured by a privateer and carried into Christiansand, Norway, about Oct., 1809; condemned and appealed; released in 1811; value, \$12,000.

JANE, brigantine, Moses Moss, of Haverhill, with crew of 8; owners, Moss & Kidder of Haverhill; captured by the corsairs of Algiers in consequence of the truce with Portugal, Oct. 11, 1793.

JASON, Allen, of Salem, from Cape Verde, captured in 1810 and carried to a Danish port; cleared.

JASON, Frost, of Salem, from Salem to St. Petersburg, with sugar and coffee; owner, Charles Saunders; captured by the Danes, and passed without interruption, June 11, 1811.

JAY, sch., Samuel Calder, of Gloucester, with crew of 7; owner, David Pierce of Gloucester; captured by the corsairs of Algiers in consequence of the truce with Portugal, Oct. 12, 1793.

JAY, sch., Samuel Calder, of Gloucester, with 6 men; David Pierce, owner; captured by Algerian corsairs near Gibraltar, 1793.

JEREMIAH, ship, Russell, of Salem, from Salem to Petersburg, with sugar; owner, Samuel Page; captured and brought into Copenhagen, Sept. 3, 1811; acquitted.

(To be continued.)

LETTER FROM WILLIAM VANS, ESQ., TO JUDGE
SAMUEL CORWIN, LOYALIST.

Salem, 2 Jany., 1784.

Dear Sir:

You will perhaps be surprised at this late day to receive a Letter from me, the truth is I began a Letter some yrs. ago, but found on perusing it that my sentiments (however true) might appear to you very different from the accts. you would have from some other mistaken friends, for this reason I destroyed the letter, but finding by my Son & Eben West that you are still doubtfull what reception you shall have when you return to this place, I could not refrain from giving my opinion on that subject. I therefore now inform you from my own knowledge, from the universal talk of all Ranks of people, and from the opinion of Major Sprague, now one of the Committee of Safety, that there has been no time since the yr. 76 (except a few weeks after the first news of peace) but what you might have returned to Salem with all safety to your person & property, everybody viewing you not as an enemy but as a timid friend, & when any person comes here from London, the general enquiry is why don't Mr. Curwen come home—even James Hastic, a Scotch loyalist, has been received within two or three months past in the most friendly manner, Harry Gardner & family, Capt. Tho. Dean and family were very kindly rec'd even in the midst of the Warr, also Mrs. (John) Higginson, who people said let her tongue run pretty freely against us while she was at Halifax, was allowed to come back after a very little trouble—in short, my dear Sir, you will find yourself kindly received by all sorts of people. This lenity I confess is different from some other Towns, who have acted with great violence at least in words, but the people in this Town have been (except in a very few instances) no great sufferers by the Warr. The Town has greatly increased in Riches, & vastly in numbers, so that people's minds are in general easy and free from that bit-

terness that naturally arises where people have been distressed by the loss of their dwellings, &c. By the laws against Refugees returning, complaints are to be made to the Court by the Committee of Safety when the Refugee returns, & if they don't complain no notice is taken of them, & this town in general of late years have chosen men in that office few in number & men of liberal sentiments & moderate principles, for this cause your name was not inserted in the exclusion bill, for the same reason your estate was not returned as confiscable, tho the Salem Reps. were called upon years ago to know if there was any such estates, but yrs. and Mr. Pickman's were winked out of sight—its true Mr. Pickman was proscribed by name, but that was done by Mr. Hancock, then Speaker of the House, from knowledge he sd. he had of Mr. P's unfriendliness, & here I would observe that confiscation of estates is now entirely at an end, so that you have nothing to fear on that score. On the whole, my good friend, if you wish to see your native country again, come without delay, there will be several Salem Vessels in the Spring, say Cpts. Emerton, Strout, Patterson & Osborne, who can bring you directly here. But say you my estate is gone, perhaps that may be true in part, but tho' your personal is diminished, your Real estate is enhanced 50 pr. cent in value & is now free of any encumbrance—I suppose your homestead—take the whole of it—would sell at least for £1800 hard lawfull money, & if you separate from it the whole of the land on Daland lane that alone at least would bring £400 like money, & Mr. Sprague thinks much more. Mrs. (Stephen) Higginson sold her House in Paved street last week for £1450 like money; Clarke Pickman's House was sold to Hasket Derby for £2400 sterling, & Mr. Blaney sold his old House near Col. Pickman's stillhouse, with the Brick warehouse, &c., for £2400 sterling to Mr. Josh Ward, 3d. I mention these instances to confirm my opinion respecting reall Estates.

When you come, if its agreeable, you may bring or send if you choose it (addressed to some friend, say Thomas Russell, Esq.), an assortment of hardware weh will sell as well now as before the warr, but say you, I

am too old to engage in business, if that's the case it will be easy to get an assistant, & I believe I could point you out one that would be agreeable to you. But I have done & fear have said too much, for which must plead your candor.

I thank you for your civilities to my Son while in London, he desires his dutiful respect to you, flatter myself his voyage will be attended with good effect, his goods sold well at a moderate profit. Father & Mother Nutting, with Mrs. Vans, joyn me in our best wishes for yr. welfare, & I remain, My Dear Sir,

Yr. Assured Friend & Servt.,

Wm. Vans.

S. Curwen, Esq.

Addressed "Sam Curwen, Esq., at the New England Coffee-house in London, per Mr. Cabot, who is desired to deliver it himself if possible."

Curwen Mss.

DIFFICULTY OF ENGAGING A SCHOOLMASTER FOR ANDOVER.

Andover : March y^e 18th 1712/13

This may Certifie eny to whom it may Concern that y^e Selectmen of said Town have taken all the care and pains thay could for to procure a Schoolmaster For our Town : for y^e yeare Last past : but could not attaine one: ffirst wee Agreed with Mr Obadiah Ayers of haurell : for half a year : only he excepted Liberty if he had a better : call or offer : which we thought would be only to the work of y^e ministry : but however he was pleased to take it otherwise and so left us: where upon we fourthwith aplied our selves to the collidge to The president for advise and he could Tell us of none: only advised us to the ffellows : to ask them: and they advised to Mr. Rogers of ipswich : for they could tell us of no other : and we aplied ourselves to him and got him to Andover But by Reason our Reverand Mr. Barned could not dieat him : he would not stay with us : and sence we have sent to Newbary and

Salsbary and To Mistick: for to hier one and cannot git one and we doe take the best care we can for to bring up our children into Reeding by school Dames: and we have no gramer schoolers in our Town as we know of: and we are now Taking the best care we can for to obtaine one: therefore pray that we may be ffavoured: so fare as may be: for we cannot compell gentell men to come to us and we doe suppose thay are somthing afraid by y^e Rason we doe Ly so exposed to our Indgon enemys: pray consider our great extremity in that Regard: And we shall doe our uttermost to answer the tru intent of the Law in that behalf.

“So we Rest

Your humbell petitioners

George Abbott

John Aslebee

Ephraim Foster

John Frie

Nehemiah Abbott

Selectmen of Andover.

MEETING OF FREEMASONS IN SALEM.

Jan^{ry} 23^d 1753

Bro. Curwin

Your attendance is desired at my House at 4 of y^e Clock this afternoon where will be Bro. Gerrish and Bro. Pointon where we shall be able without Interruption to spend an hour or two agreeably together as Masons and am

Your affect. Bro. &

Humble Servt.

Jona. Pue.

—*Curwen Mss.*

LIST OF HOUSES BUILT IN SALEM FROM
1750—1773.

1750-1760.

Jona. Cook, William Doust, David Smith, Benjamin Hathorne, Tobias Davis, Jona. Bancroft, John Symonds (North Field), Samuel West, jr., James Barr, Benja. Daland (now G. D.), Wm. West, Francis Cox, William Luscomb, Nathl. Pease, The Ivess (O. F.)*, John Bray, Robert Mackentire, Joseph Ropes, Wm. Browne, Esq., Thomas Mason (O. F.), Widow Hannah Ropes, N. A. now Geo. Peale, William Gray, Jona. Phelps, Widow Bott, John Hodges, John White, John Ives, Edm. Whitmore, Jona. Andrew, George Beckford, Jno. Bullock, jr., Arch. Greenfield, — Thomas (O. F.), Thorndike Procter, John Orne, B. Pickman, Esq., farmhouse, Jonathan Gardner (O. F.), 1751; Ichabod Plaisted, jr., 1752; John Holten, John Turner, J. Crowninshield, jr. (O. F.), 1753; Samuel Bickford, Mary Lindall, 1755; Nathaniel Andrew, — Aborn, 1758.

1759.

Clifford Crowninshield, Sam. Luscomb, joiner, Joseph Mackentire, James Andrew, John Felt.

1760.

Wm. Brown, tailor, Brick School-house, Sam. Curwen, Samuel Blyth (O. F.), Benjamin Daland, Benjamin Bates, Samuel Clemons, William Mugford, Samuel Cook, jr. (N. F.)†

1761.

Timothy Orne, John Massey, Robert Peele, David Felt, Daniel Mackey, Jona. Mansfield (O. F.), Saml. Barton (new slaughter house), Jona. Mansfield, Jona. Peele, jr., John Bray, Benja. Cox, Archibald Greenfield, Richard Derby (distill house).

*Old Foundation.

†North Field.

1762.

William Luscomb, Thomas Aden, Robert Watts, Benjamin Peeters, Saml. Luscomb (gunsmith, South Field), — Tarrant, Hasket Derby (brew house), Joseph Rollins, Dixey Morgan (So. F.), George Glover (So. F.), Joseph Aborn (O. F.), William Pickering, George Smith (O. F.), Wm. Lander, Saml. Carlton, jr., Daniel Jacobs, jr. (in Dean's lane).

1763.

Wm. Browne, Esq., Jona. Archer, Miles Ward, 3d, B. Pickman, Esq. (Br. O. F. Sch. House Lane), John Mackintire, Enoch Goodale, Richd. Derby (Br. for his Daughter Prince), Jeremiah Newhall, Benja. Ward, jr., Thomas Griffin.

1764.

Billings Bradish, New prison and house (O. F.), James Ford, Joseph Gavet, George Bickford, David Phippen, — Symonds (N. F.), — Richardson, Joseph Foster, Jona. Archer.

1765.

Wm. Pynchon, Benja. Punchard, Danl. Cheever, Saml. Carrell, Sam. Calley, Abram Gray, Joseph Hood (addition), Joseph Lambert, George Holm, Nathl. Archer, — Welman, Ezra Johnson, Henry Rust, Sam. D. Mackintire (on hired land in Almshouse lane abt. 15 ft. sq).

1766.

Daniel Maloon, John Ingalls (So. Field), Saml. Archer, jr., Joseph Scott, James Nicholls, George Holm (So. Field), Nehemiah Gould (No. Field), Sam. Symonds, 3d (No. Field), Jno. Dampney (new Back str.), Daniel Bray, Joseph Blaney (br. store), Jona. Mansfield (O. F.), Henry Stanley, Josiah Gould (No. Field), Joseph Symonds (No. Field No. 15).

1767.

Fr. Cabot (br. store O. F.), Atwater Phippen, Wm. Hunt, Barnabas Herrick, David Northey (Windmill point), — Crowell (O. F.), Hasket Derby (large store on the

new wharf), Joseph Sprague (distill house), David Calum (on Mill Hill back of Palmer's), Jona. Neale (near the pound), David Masury, Joseph Symonds, jr. (under the same roof with B. H. sepd. by a br. P. wall), W. & T. M., large store on Long wharff, Miles Ward, jr.

1768.

John George, Trantretter, bey^d Sym^d Tavern on the road to Lynn, Wm. Lander, jr., Edmund Needham, jr. (new Addition), Jonathan Mason (O. F.), Miles Ward (distill house), Robert Byard (So. Field), Joseph Churchill (on Neale's land), Josiah Gould (near the church), Edward Allen.

1769.

Jona. Frothingham, Josiah Woodberry (near Back St.), Stephen Cook (near Back St.), Robert Peele, jr. (near Back St.), John Cloutman (Schoolhouse lane), John Gardner, jr. (brick), Abram Watson (br. ends), John Ward, 3d, joiner, Richard Masury (in lower parish), Benja. Browne (on Neale's Land), Eben. Phelps (in No. Field), Wm. Browne, Esq. (turned into a dwelling of 2 tenements), Joseph Gavet, Benja. Daland (new Assembly House with tenement for a family), Thomas Safford (at Wharf lane), Saml. West, jr. (barn into a tenement), Benja. Daniels (on So. Creek), Tho. Frye (new addition), Saml. Cheever, Saml. Blyth (new addition), Israel Ober (new addition), John Turner, Esq. (on hired Land for his father's Negroes), Jno. Bullock (near the spot of the old house blown down).

1770.

James Gould (near No. Street), Jona. Phelps (on Hathorne's farm), Jona. Mansfield (barn into a dwelling house for himself), Abijah Northey (on east pt. of Mr. Nutting's garden), Thomas Needham (on So. side of So. Creek), David Ropes, cooper (on Turner's lot, E. Parish), Joseph Nurse, tanner (further down), — Peale (on Lane from Main Str. to Blaney's wharf), Nathan Kimball (upper part of new North Street), Eben Tosier (E. Parish, between J. H. & J. W. Lane), James Symonds (No. Field, West side, near Br.), Workhouse (in the common

Training Field), Jona. Harraden (opposite J. M^{ds} new House), Jos. Hood (barn now made a tenement in Lowder's Lane).

1771.

Ephraim Symonds (No. Field, E. side high up), Robert Foster (No. Field, E. side near Br.), Penn Townsend (near Col. Turner's old man^{sn}), Joseph Hilliard (new No. Street), Peggy Mansfield (below the gate), Isaac, ye late Mr. Gardner's negro (in So. Field), Jona. Ropes, jr. (distill house near Deacon Ward's tanyard), Col. Pickman (near Burying point for his sister Thomas), Capt. Mottey (on So. side ditto), James Collins (in Lambert's lane, E. parish), George Peale (opposite ye Common, E. Parish), James Buffington (O. F. near Town Br.), David Ropes (near Derby's new wharf), Isaac Needham (near new Workhouse), Miles Ward, 3d (So. side of the Creek), Daniel Needham, Jno. Browne, carpenter (in a So. Lane, E. Parish), John Cook (O. F. in Bickford's lane), David Britton (new addition, North St., late Jno. Dampney's), Joseph Ross (new North St.), Ebenr. Pearce (E. Parish, corner of lane to Col. Turner), Jno. Macgraw (Palfray's lane, O. F.), Benja. Abbot (O. F. near Clark's Wharf), Charles Worthen (beyond Buffum's Corner), Charles Browne (on G. T. land, So. Field), — Barker (new addition, E. P. Lane), Jos. Janes (new No. Street), Wm. Hunt (shop turned into a tenement for Molly Gill).

1772.

North meeting house in Curwen's Lane, Ichabod Glover (in new No. Street), John Appleton (Brick Main Str.), Thomas Mason (Brick), Saml. Phippen (near late Mr. Fisk's), Wm. Young (near Blaney's wharf), Joseph Millet (new addition), Josiah Orne (new addition, Sch. House Lane), John Bray (E. Parish, O. F.), Saml. Barton (addition, Main St.), Elijah Haskell (on Silsbee's land, E. P.), Wm. Northey (new addition, Sch. House Lane), Nathl. Richardson (on Ives tanyard, E. P.), Thomas Hutchinson (on Turner lane, E. P.), Wm. Williams (near

Blaney's wharf, E. P.), Saml. Croel (near Pease's), Wm. Becket (new addition, E. Parish), — Barret (on Hathorne's farm), Simon Gardner (on Sch. House lane).

1773.

Abram Rand, (on 1/2 Sander's Main St.), Saml. Blyth (new addition, Prison lane), Saml. Silsby (new addition, E. Parish), Joshua Winn (on Wido. Neale's, Almshouse lane), Saml. Liscomb, joiner (head of Cove), Benja. Hathorne, shoemaker (North St.), G. W. & G. D. (new distill House near ye distill house of M. W.), Francis Joseph (on Palmer's hill near the mill), Hubbartus Malloon (in Lane leading to ye late Mr. Fisk's House), Simon Brown, currier and mason (on late Deacon Ruck's land).

—*Curwen Mss.*

THE SUPPRESSION OF PIRACY IN THE WEST INDIES, 1820-1832.

BY FRANCIS B. C. BRADLEE.

The struggle of the Spanish-American colonies for independence was accompanied by lawless depredations on commerce which finally developed into piracy on an unprecedented scale.

Revolutionary governments are, at best, generally attended by acts of violence, but when undertaken by the ignorant and depraved people of the South American colonies, it not only, as before stated, led to rapine and piracy, but adventurers and outlaws from all over the world flocked to these provinces as soon as the standard of rebellion was raised, ostensibly to serve against Spain, but in reality attracted by the prospects of plunder.

Shortly after the close of the Napoleonic wars, the republics of Buenos Ayres and Venezuela commissioned swift-sailing vessels, manned each by twenty-five to one hundred men, as privateers to prey on Spanish merchantmen. However, it was not long before these ships began to plunder vessels of neutral nations, and, as their first acts of violence were not nipped in the bud, piracy soon spread to an alarming extent.

A few of the most desperate characters, seeing their opportunity, captured defenceless merchantmen at the very entrance to such large ports as Havana and Vera Cruz, resulting so successfully that recruits flocked to their standards, making the pirates so formidable that squadrons from various naval powers had to be sent to capture them.

In the files of the Boston and Salem newspapers of those days are to be found many accounts of the atrocities of the pirates, which caused the greatest excitement, as the United States then had a very large commerce with the West Indies. In 1822, a bold, but, thanks to the courage of the captain and crew, unsuccessful attempt

was made by these highwaymen of the deep to seize the brig "Belvidere" of Beverly, Massachusetts. As this episode has, as far as is known, never yet been published, the full account of it, as printed in the *Essex* (Salem) *Register* for June 22d and 26th and July 17th, 1822, is well worth reproducing. Curiously enough, too, no mention is made of the "Belvidere" in the usually minute and all-embracing "Ship Registers of the District of Salem and Beverly, Massachusetts," published by the Essex Institute, but possibly she was registered at another port. The story follows :

"An account has already been published of an attack made by a piratical vessel upon the brig 'Belvidere', Capt. Lamson, of Beverly, on her passage from Port-au-Prince to New Orleans, and of the successful defence of the 'Belvidere'. Capt. Lamson has arrived at the Balize, and furnished the following particulars, which appear in the New Orleans papers. He was hailed by the piratical Capt. and ordered on board his vessel. Capt. L. replied that he was coming, and after some delay, during which the crew of the 'Belvidere' were preparing to defend themselves, the commander of the pirates came alongside in his boat and jumped on board the 'Belvidere.' Capt. L. instantly shot him down with a musket, and a severe conflict ensued between the crew of the boat and that of the 'Belvidere', the issue of which was the total defeat of the pirates, with the loss of six of their number killed. One man of the 'Belvidere' was mortally wounded.

"Capt. Lamson (who on a former voyage was robbed and shamefully abused by pirates, and determined to resist any further attacks from them, had prepared his vessel and crew accordingly) is certainly entitled to great praise for his gallant and spirited conduct. A few such checks as this will as effectually prevent a repetition of the outrages perpetrated by these lawless sea-monsters as anything which our Seventy-fours or Frigates can do."

"Extract from the log-book of the 'Belvidere', Capt. Lamson, arr. at New Orleans from Port-au-Prince."

"May 2, fell in with a sch'r and three launches, which gave chase; blowing heavy and being to windward, succeeded in getting from them the next day. At 10 A. M. made a sch. on our larboard bow, lying under mainsail

and jib ; at 11, she was on our lee quarter, fired a shot, and coming up very fast ; at 20 minutes past 11, gave us a second shot, and hoisted a red flag, with death's head and cross under it.

"Finding I had a *hard character* to deal with, I prepared for him as well as we were able, and immediately brailed up my topsails, hauled up my courses, clewed down top-gallant sails, hauled down jib, braced to the main-topsail, and kept off two points, fired a musket and hoisted colors—at 12, she came alongside, within 10 yards distance—hailed with '*God d—— you, send your boat on board, or I will murder all hands of you.*'

"He had not discovered our gun at that time—I told him I would send her directly—he immediately gave me a whole volley of musketry and blunderbusses, before I had answered him—our gun was pointed and cloth removed, and we commenced as smart a fire as possible with our 24 pound carronade, 4 muskets and 7 pistols, and on our first fire six of them were seen to fall, the captain among them, or leader, being the one that hailed me—he only discharged his long gun three times alongside, as our third shot broke his carriage, and his gun fell into the lee scupper—he then kept up as smart a fire as he was able with muskets and blunderbusses, and dropped near the stern, expecting to find more comfortable quarters, but there he got a most terrible cutting up from a brass 3 pounder, by which he was raked within 20 yards distance with a round and two bags of 40 musket balls each, which completely fixed him—I did not receive any fire from, nor even hear a word spoken on board of him, and in fact did not see any one on deck. His vessel holding such a wind and sailing so fast, she was soon clear of grapeshot range, and wore ship, when we counted 6 or 7 of them, which appeared to be all that was left ; the captain I saw distinctly laid on deck. Our loss was one man killed, shot through the head ; about 40 musket balls through the rudder case, tiller, skylight, companion way, our fore topsail halliards shot away and our try-sail halliards cut in 3 pieces. The pirate was 36 to 40 tons ; we counted 22 men when he came alongside ; he had a brass 6 or 9 pounder amidships, and muskets and blunderbusses.

"Z. G. Lamson."

“Louisiana State Insurance Company,
 “June 7, 1822.

“The report of the Committee appointed to enquire into the circumstances in relation to an action between the brig ‘Belvidere’, Capt. Lamson, of Beverly, and a piratical vessel, on the passage of the former vessel from Port au Prince to this place, having been read, it was unanimously adopted, and on motion it was resolved that the President and Directors of the Louisiana State Insurance Company do testify their high sense of obligation for the service rendered them by Capt. Lamson of the brig ‘Belvidere’ in repelling the attack made on his vessel by a piratical cruizer on the 3d day of May last, on her passage from Port au Prince to this port, by which a considerable amount of property was saved to this institution, do order that the President be directed to return Capt. Lamson the thanks of this Board for his exertions on this occasion, and that a piece of plate of the value of \$300 be caused to be executed under the superintendence of a committee of this board, and presented to Capt. Lamson in the name of this Company, and likewise that the sum of \$200 be appropriated and placed at the disposal of Capt. Lamson, to be distributed among his crew in such proportion as he may conceive their services merit.

“E. Deflequier, Sec’ry,
 Louisiana State Insurance Office.”

“New Orleans, 8th June, 1822.

“Captain Z. G. Lamson of the brig ‘Belvidere.’

“Sir:—

“I am directed by a vote of this board, a copy of which is enclosed, to return you the thanks of the Company for the signal service rendered them by your successful exertions in repelling the attack of a Piratical Cruizer on the brig ‘Belvidere’, the cargo of which was insured in this office, and it affords me much pleasure to have an opportunity individually of expressing to your crew the gratification I derive from the gallant conduct displayed on the occasion, which you will please to communicate to them in distributing the amount voted to their benefit, which you will find enclosed.

“With the best wishes for your future success and happiness, I am, very respectfully, your obedient servant.

“(Signed) R. Relf,

“President of the L. S. I. Company.”

“New Orleans, June 10.

“To the President and Directors of the Louisiana State Insurance Company.

“Gentlemen:—

“I have received yours of the 8th inst., inclosing the resolutions of the board of directors, as well as their thanks to myself and crew, for the defence made on board the brig ‘Belvidere’ of Beverly, under my command, off Key Sal, against a piratical cruiser.

“Gentlemen, I have to tender my best respects, as well as those of my crew, for the marked attention with which you have honored us, and have to say, under similar circumstances, we shall ever be ready to defend ourselves against those pests of the ocean. The gratuity for the benefit of my crew has been distributed agreeably to your direction, with which they are highly gratified.

“Accept, gentlemen, my best wishes.

“Z. G. Lamson.”

Although numerous acts of piracy were committed about this time on Salem ships, still they suffered much less damage, in proportion, than was done to vessels hailing from other ports of the country, the reason being that the West India trade, at that period, had largely left Salem in favor of Boston, New York and Portland. Nevertheless, in 1824, the merchants of Salem were summoned, by circular letter, to counsel on the matter of petitioning Congress for means of relief. Probably one of the worst cases of piracy against an American vessel was in February, 1829, when the brig “New Priscilla”, Captain Hart, was found apparently abandoned a few miles out from Havana. The account of this tragic affair, which, as there were no survivors, is shrouded in mystery, is as follows, compiled from the newspaper files of the day.

The brig "New Priscilla", Captain Hart, of and from Salem, sailed on a voyage, the ultimate destination of which was Sumatra and the pepper coast, but she never again saw her home port. Pepper cargoes were paid for in Spanish dollars, and the specie for this voyage was driven down from the banks in Essex street in several four-horse stages, and delivered at the wharf, so that it need not be on deposit over night. Upon receiving it the brig made sail, and later was found abandoned in the Gulf Stream, all on board murdered by pirates. And yet there are those who pretend to think there was nothing exciting in Salem's past!

"It was no uncommon sight," said an old stage driver, "to see several coaches coming from Boston driven down Essex street to the Asiatic Bank, loaded with silver dollars in kegs of \$3000 each and canvas bags of \$1000 each."

After much research, the author has collected the following items concerning the "New Priscilla." She was built at Scituate, Mass., in 1822, registered 125 tons, length 75 feet, beam 22 feet; register issued Oct. 16, 1827; owners, Stephen W. Shepard and Charles Hart. Her last clearance from the Salem Custom House was on Sept. 24, 1828, and for the West Indies, under Captain Charles Hart.

An examination of the files of the *Essex Register* shows that she arrived at Havana, via Matanzas, about Oct. 20. She next visited Charleston, S. C., from which port she made two round voyages to the West Indies. The "New Priscilla" is reported as arriving at Charleston on Jan. 22, 1829, but no record of her sailing was published. The next news of her is that regarding her piracy, which was printed in the *Essex Register* of March 16, 1829, as follows: "The Philadelphia Gazette contains the details of a horrible tragedy, communicated in a private letter from Havana, and a notarial certificate from Matanzas. The statement is made by John Conega, master of the brig 'Mary Jane' of New York. He says:

"On the 14th Feb. inst., the wind at S. W., entered the Keysal Bank in sight of the Dog Keys; at 2.30 P.M. saw a herm. brig and schooner in company, lying to the

wind ; at 4 P. M., not wishing to leave the Bank, tacked to the Southward, when they immediately filled away. At 4.15, finding we were coming up with them, they both tacked for about fifteen minutes, when the schooner again filled away and left the brig in the situation above mentioned. At 5 P. M., being aboard the brig 'The New Priscilla of Salem,' on her stern, observed that her stern boat tackles were hanging in the water, her boat gone, and not a soul to be seen on board ; called three or four times, but receiving no answer, stood off.' "

The next issue of the *Register*, March 19, 1829, has an extract from a letter written by a Captain Weston, in which he says he has "no doubt but that Captain Hart and his crew were all cut off by pirates."

These facts, gathered from sources which cannot be disputed, for they are matters of record, must be accepted as conclusive.

It is worth noting, also, that there is nowhere to be found any mention of a boy having been spiked to the deck by the pirates. This blood-curdling yarn has generally been told in connection with the piracy of the "New Priscilla." Another incident in connection with this unfortunate vessel is a story told of two sailors belonging to her. They had been allowed a day's liberty on shore at Charleston, and, returning at night, were about to go on board, just as a large black dog came to the ship's side and howled. That was enough for the men. Possessing a sailor's superstition, they felt that something was surely going to happen to the brig. So off they ran and secreted themselves until the vessel had proceeded to sea, and thus their lives were spared. One of them died many years ago in Salem, at a green old age, and he always delighted in telling the story of his escape from the fate of the crew of the "New Priscilla."

In September, 1832, came the seizure of the Salem brig "Mexican", which turned out to be the very last act of piracy perpetrated on the Atlantic ocean. As this noted event attracted world-wide attention and has been often written up, a short account of it will suffice here.

The "Mexican", a craft of 227 tons register, owned by Joseph Peabody of Salem, and commanded by Captain

John G. Butman of the same place, sailed from Salem for Rio Janeiro and a market on August 29, 1832. In view of subsequent purchases, she sailed from this port in ballast, with the exception of about one hundred bags of salt petre and one hundred chests of tea, also having concealed in the run some twenty thousand dollars in specie.

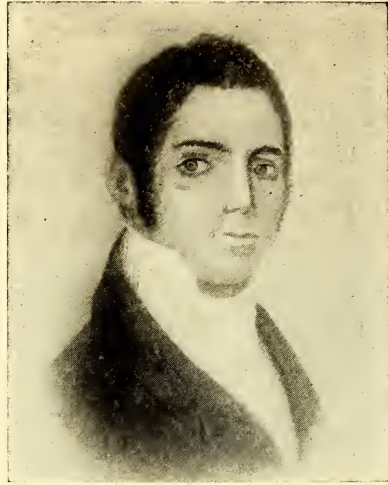
Exclusive of the captain, the crew of the "Mexican" consisted of two mates, eight hands before the mast, colored cook and steward; thirteen men all told.

On September 20, 1832, when in latitude 33 north and longitude 34 1-2 west, the "Mexican" fell in with and was captured by the piratical schooner "Panda", by whom she was robbed of her specie, the crew maltreated and robbed of their own belongings. The pirates also nearly stripped the brig of provisions, sails, and ship's furniture of all kinds.

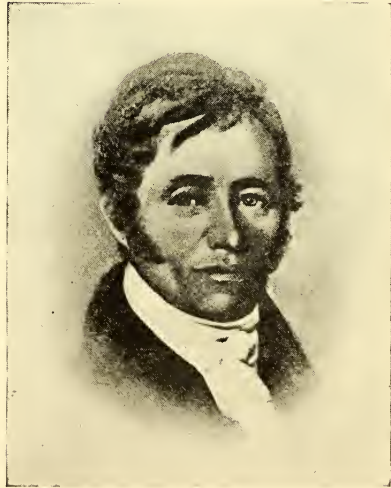
They then drove the officers and crew of the "Mexican" below, all means of egress securely fastened, the running rigging and sails of the brig cut and mutilated, her galley filled with combustibles and set on fire, and then both the crew and the brig were abandoned to the flames. Luckily, however, before the fire had gained much headway, the crew were able to break out and slowly extinguish it. They were afraid to do this too quickly, for as long as the pirates were in sight any sudden checking of the flames would be sure to draw their attention and return, which latter fact would assuredly have settled the fate of everyone on board the "Mexican." The pirates had left the unfortunate brig in a bad plight, but Captain Butman and his crew, esteeming themselves fortunate to escape with their lives, at once set to work repairing damages as speedily as possible, and before dark had bent new sails, repaired the running gear, etc.

Thanks, also, to the foresight of Captain Butman, who, when he discovered the true character of the strange vessel, had managed to hide some of the most necessary navigating appliances, such as a compass, quadrant and chart, the "Mexican" was eventually able to reach Salem, on Oct. 12, 1832.

It had been the intention of the pirate captain to have Captain Butman and his men put to death, on the principle



CAPTAIN Z. G. LAMSON
of the brig "Belvidere"



CAPTAIN CHARLES HART
of the brig "New Priscilla"

that "dead men tell no tales." When he found that this had not been done, he put his schooner about, and with many and deep curses at his crew for their cowardice, attempted to rejoin the unfortunate brig.

The "Mexican's" crew owed their salvation to the fact that a strong wind arose soon after the two vessels separated, which in a few hours developed into a gale, and thus prevented any chance of the pirate leader, Gibert, finding his victims.

Naturally the seizure and piracy of the "Mexican" created the greatest excitement in the United States, and the news of it soon spread to all the maritime nations of the world. In those days pirates and slavers often interchanged their roles as occasion or profit demanded, and in order to put down the slave trade, both Great Britain and the United States maintained small squadrons of men-of-war off the west coast of Africa.

Not many months after the "Mexican" piracy the British brig-of-war "Curlew", Captain Henry D. Trotter, while on this station, received information that a certain slaving schooner lay in the river Nazareth, and the description given him of this vessel corresponded exactly with that of the schooner engaged in the robbery of the "Mexican".

Arriving at the river Nazareth, Captain Trotter, with a force of forty men, proceeded up the stream in boats and attacked the schooner. Her crew fled ashore, but were soon after given up to Captain Trotter by the native king; eventually they were brought to this country in H. B. M. brig "Savage", arriving in Salem Aug. 27, 1834, and were then surrendered to the United States authorities for trial. After a long and tedious trial before the Federal Court in Boston, on the strongest evidence, both circumstantial and direct, produced by the government against the defendants, the jury returned a verdict of "Guilty" as to Gibert, de Soto, Ruiz, Boyza, Castillo, Garcia and Montenegro, and "Not Guilty" as to Costa, Ferrer, Guzman, Portana and Velaquez, it having been satisfactorily proven to the jury that they were not on board the "Panda" at the time of the commission of the offence charged. In the hush that followed the announcement of the verdict, the foreman of the jury drew from

his pocket a paper and read to the Court the following recommendation to mercy :

“The sympathies of the jury have been strongly moved in behalf of Bernado de Soto on account of his generous and self-sacrificing conduct in saving the lives of more than seventy human beings, constituting the passengers and crew of the ship ‘Minerva’; and they desire that his case should be presented to the merciful consideration of the Government.” The testimony of Mr. Daniel F. Hale for the defence had showed that the ship “Minerva”, Captain Putnam, in the course of her voyage from New York to New Orleans, loaded with lime, naval stores and other freight, and having on board, besides the crew, some sixty passengers, on the night of October 19, 1830, struck the “Little Isaacs”, on the Bahama banks, and lost both boats and anchors trying to get off. By reason of the ship springing aleak, the lime coming in contact with the water, set fire to the ship. The light of the burning ship brought to their rescue the brig “Leon”, commanded by de Soto, who, after a while, succeeded in getting them all safe on board his little craft, and in about a week landed the sufferers at Havana.

It was also proved that in rescuing these people, de Soto was put to considerable loss and self-sacrifice, as he was obliged, in order to accommodate them, to throw overboard a considerable quantity of freight with which his brig was loaded, and in which he was financially interested.

On December 16, 1834, Judge Story pronounced sentence of death upon all those convicted. The defence, by appeal, protest and declaration, attempted in every way to overthrow the verdict of the jury, but without success, and execution was done June 11, 1835, at Boston, upon five of those under sentence, viz: Gibert, Boyza, Castillo, Garcia and Montenegro.

A respite was granted in the case of de Soto and Ruiz by President Jackson. Before its expiration de Soto was fully pardoned by the President, mainly on account of his humane conduct in the case referred to, and duly discharged from custody. By reason of a claim on the part of the defence that Ruiz had become mentally deranged,

the President ordered a further respite of sixty days, at the end of which time, this claim having been disproved by medical examination, he, also, was hung, September 12, 1835.

The piracy of the "Mexican" may be said to mark the very end of the era of marine highwaymen. It will not be uninteresting, therefore, to mention some of the piratical acts in the West Indies which took place at other periods, and the multiplicity of which caused the United States to send a squadron into those seas to stamp out this nefarious trade.

The exploits of our navy in connection with these events has been slightly passed over by most historians, but as a whole it compares favorably as regards courage, resourcefulness and daring, with the deeds of the United States navy a quarter of a century before in its struggle with the Barbary corsairs in the Mediterranean, when it earned the gratitude of the seafaring world by curbing and finally putting an end to these pests.

The magnitude of the piratical operations in the West Indies has never been fully ascertained, and the following account of it has only been revealed to the author by means of the most diligent research among old newspaper files, log-books, insurance records, official reports of the various naval officers, etc. Many of the published reports, exaggerated beyond reason, were subsequently found to have been based upon terrified imagination; but on the other hand, there is no doubt that much valuable information was covered up, some of the pirates, also, were lost at sea, with all their booty and all knowledge of the vessels they had plundered and destroyed.

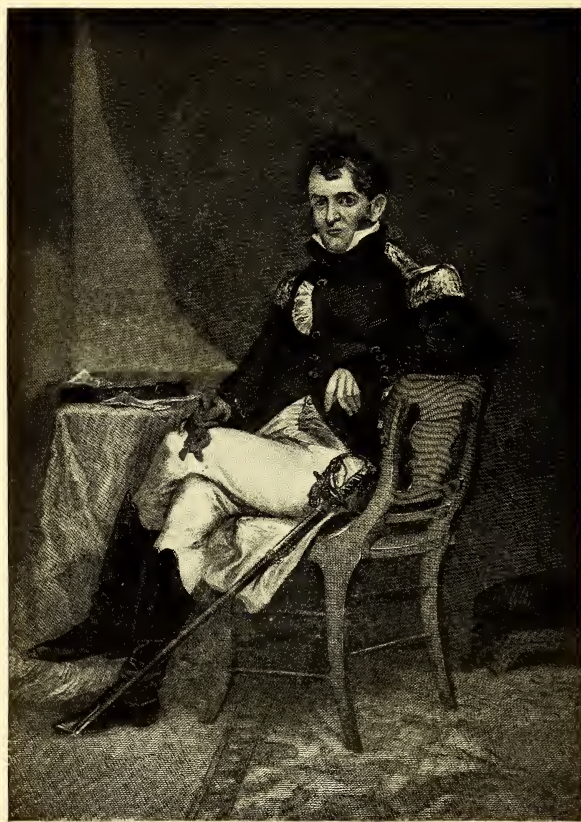
There is every reason to believe that a large percentage of merchant vessels that at this period never reached their destination and were put down as "missing", were really the victims of piratical ferocity.* It would also seem that in those days the mariner was exposed to danger from pirates on land quite as much as he was from their brethren who frequented the ocean, as will be seen from the following story found in the *Salem Register* of January 29, 1820:

*Records of the Marblehead Marine Insurance Company.

“Capt. Winslow of the schooner ‘Sisters’ from Havana [at New York] states that on Sat’y night while in soundings standing in for the land, in company with the brig ‘Trader’, from St. Salvador, he discovered a light at 11 o’clock, which he supposed to be Sandy Hook light, and shortly after he saw two more lights, which corresponded with the beacon lights which are made in coming into Sandy Hook. At 2, when close in, he saw the breakers, and was only enabled to tack ship and stand off. At 4 o’clock the light disappeared entirely, and at daylight men were seen on the beach. Capt. Winslow is confident that they were arranged for the purpose of decoying vessels on shore. The lights were seen 18 miles south of Sandy Hook. This is not the first instance that has come to our knowledge of this most infamous conduct in some desperate and abandoned wretches who inhabit the Jersey coast and expect by these deceptions to enrich themselves by plundering vessels decoyed on shore, even at the expense of the lives of the passengers and crew.”

The number of vessels captured by West India pirates may be estimated from a list of 37 ships, brigs and schooners collected from notes in the Salem and Boston newspapers, which then devoted much space to marine news, during the period 1821-23. This covers less than half the period of time during which piracy prevailed, and is but a small percentage of those captured by the freebooters.

Congress, memorialized by the ship-owning interests of the country, lost no time in enacting statutes prescribing the penalty of death and giving extraordinary powers to the Executive for the purpose of apprehending the pirates; the right to search suspicious vessels, and bays and coasts suspected of being piratical nests, even though beyond American territorial jurisdiction in foreign land, if not under the direct control of the recognized *de facto* governments. The Spanish government afforded all the assistance in its power, but its navy, never large or well managed, was also crippled in its contest with the South American revolutionary colonies, so that the Spanish officials could only acquiesce in permitting our naval officers to operate within their territory where they had



COMMODORE DAVID PORTER

Commander of the West India Squadron.

From an engraving in the collection of F. B. C. Bradley

not sufficient force to stop piracy. This, notwithstanding our well-known sympathy with the colonies. A number of privateers were fitted out by the Spanish government to help its own naval force and also to fight the pirates, but, when opportunity offered, many of these armed vessels seized and plundered defenceless craft of any nationality, while others boldly renounced allegiance to Spain and hoisted the black flag. Some of the Spanish governors and alcaldes in remote districts secretly connived at this business, as it increased their always meagre salaries. They allowed the pirates to refit in port, and in some cases furnished supplies of arms and ammunition in consideration of a share in the booty.

In the autumn of 1821 the United States government sent the following squadron to cruise in West Indian waters, where it was expected they would capture and destroy the pirates: sloop of war "Hornet", brigs "Enterprise" and "Spark", schooners "Shark", "Porpoise" and "Grampus"; the last three were each equipped with a large row barge fitted with a small gun; these were especially designed to pursue the pirates when they took refuge in shallow waters.

The "Enterprise", commanded by Lieutenant L. Kearny, discovered four piratical craft in the act of plundering three American vessels off Cape Antonio, Cuba, Oct. 16, 1821. Although they were in shallow water, where the brig could not pursue them, five of her boats were soon armed and sent to cut the pirates out. This the American tars succeeded in doing after a sharp fight, in which the freebooters managed to burn two schooners; however, the other vessels were captured, including forty pirates, who were sent to Charleston, S. C., for trial.

Soon after, on Nov. 6, 1821, the Boston newspapers contained the following story of outrage and robbery, at this period all too familiar:

"The brig 'Cobbesecontee', Capt. Jackson, arrived yesterday from the Havana, sailed thence on the morning of the 8th ult., and on the evening of the same day, about four miles from the Moro castle, at the very entrance of Havana harbor was brought to by a piratical sloop, containing about 30 men. A boat from her, with ten men

came alongside, and soon after they got on board commenced plundering. They took nearly all the clothing from the captain and mate—all the cooking utensils and spare rigging—unrove part of the running rigging—cut the small cable—broke the compasses—cut the mast's coats to pieces—took from the captain his watch and four boxes of cigars—and from the cargo three bales cochineal and six boxes cigars.

“They beat the mate unmercifully and hung him up by the neck under the maintop. They also beat the captain severely—broke a large broad sword across his back, and run a long knife through his thigh, so that he almost bled to death. Capt. Jackson saw the sloop at Regla the day before.

“Capt. Jackson informs us, and we have also been informed by other persons from the Havana, that this system of Piracy is openly countenanced by some of the inhabitants of that place—who say that it is a retaliation on the Americans for interfering against the Slave Trade (the foreign slave trade was abolished in 1808 by act of Congress) and for allowing Patriot (South American) privateers to refit in their ports.

“The pirates, therefore, receiving such countenance, grow more daring, and increase in number from the success which has attended this new mode of filling their pockets. Capt. Bagnon, who arrived yesterday from Charleston, spoke on the 2d inst. off the S. Shoal of Nantucket, the brig ‘Three Partners’, from Jamaica for St. John—had been robbed, off Cape Antonio, by a piratical vessel, of about 35 tons, and 17 men, of clothing, watches, etc., and the captain was hung up by the neck to the fore-yard arm, till he was almost dead.

“Capt. Bourn, who arrived yesterday from Cape Haytien, spoke on the 26th ult., lat. 33, lon. 78, brig ‘Sea Lion’, 36 days from Cape Haytien for Belfast, Ireland, which had been plundered by a pirate in the Gulf.

“The brig ‘Harriet’, Capt. Dimond, from St. Jago de Cuba for Baltimore, arrived at Havana on the 16th ult., having been robbed of all her cargo of sugar and \$4000 in specie, off Cape Antonio, by a boat with 15 men, having two schooners in company. Capt. D was hung up by the

neck, and remained senseless for some time after he was taken down.

The Dutch brig 'Mercury', 77 days from Marseilles, arrived at Havana on the 16th ult., after having been robbed of \$10,000 worth of her cargo by a piratical schooner and boat off Cape Antonio.

"Fortunately a U. S. man-of-war has arrived at the scene of these daring robberies, and has already protected two fleets. It is to be hoped that some of the villains who have so long preyed with impunity on mercantile property, and been guilty of the most savage acts, will speedily be caught and brought to justice."

In the meantime, on Oct. 29, 1821, the sloop of war "Hornet", Captain Robert Henley, captured the pirate schooner "Moscow", which was sent to Norfolk in charge of a prize crew. Two months later, Dec. 21, the U. S. brig "Enterprise", Lieutenant L. Kearney commanding, captured and burnt another freebooting schooner, whose crew were able to escape on shore. A few weeks after this a "cutting out" party from the schooner "Porpoise", commanded by Lieutenant J. Ramage, destroyed a nest of pirates at Cape Antonio. The official report of Lieutenant Ramage describes this brilliant fight as follows:

"United States Schooner 'Porpoise',
"Off North Coast of Cuba,

"20th January, 1822.

"Sir: Having completed the necessary equipments of this vessel at New Orleans, on the 7th inst., and previously having given notice that I should sail from the Balize on the 10th, with convoy, I now have the honor to inform you that I proceeded to sea on the day appointed, with five sail under my protection. On the 15th, having seen the vessels bound to Havana and Matanzas safe to their destined ports, I made all sail to the westward, and on the following day boarded the brig 'Bolina', of Boston, Gorham, master, from whom I received the following information: That, on the day previous, his vessel was captured by pirates and robbed of every material they could carry away with them, at the same time treating the crew and himself with inhuman cruelty.

"After supplying him from this vessel with what neces-

saries he required, I made sail for the land, and early the following morning (Saddle Hill, on the north coast of Cuba, then bearing S. by E.), I dispatched our boats with 40 men, under command of Lieutenant Curtis, in pursuit of these enemies of the human race.

“The boats, having crossed the reef, which here extends out a considerable distance from the shore, very soon discovered, chased and captured a piratical schooner, the crew of which made their escape to the woods; Lieutenant Curtis very judiciously manned the prize from our boats, and proceeded about ten miles to leeward, where, it was understood, the principal depot of these marauders was established. This he fortunately discovered and attacked. A slight skirmish here took place, but as our force advanced the opposition party precipitately retreated. We then took possession and burnt and destroyed their fleet, consisting of five vessels—one being a beautiful new schooner, of about 60 tons, ready for the sea, with the exception of her sails. We also took three prisoners; the others fled to the woods.

“In the affair just mentioned the officers of the expedition state the enemy’s loss to be severe. Only one man was wounded in our boats; and it is worthy of remark that this man was one of their own gang, then a prisoner in our possession, and surrounded by our people.

“The destruction of this place will, I trust, be of some service. From information received by me, it was their principal depot, from which they dispatched squadrons to Cape Antonio. These returning loaded with plunder, it was transhipped to Havana in vessels sent from here for that purpose. Stores and materials were collected on the spot, not only for repairing, but building vessels.

“The prisoners now on board are recognized by a seaman in my possession, who was one of the crew of the English ship ‘Alexander’, of Greenock, lately burned by these pirates: and not content with destroying the vessel, they inhumanly butchered her unfortunate commander. The seaman in question I retain as an evidence in the case.”

(To be continued.)

THE GALLISONS OF MARBLEHEAD.

BY THOMAS AMORY LEE.

1. JOSEPH GALLISON,¹ "Shoreman," who died in 1754, is the first known ancestor of the Marblehead Gallisons. He was apparently an old man, and may possibly have been the son of Vinson or Vincent Gallison, or Galishon, who died in Essex County, 6, 10 mo., '78 (1678), leaving an estate² of £4. 8s., including a book valued at 8s. Sept. 18, 1698, Joseph Gallison married, at Marblehead, Jean Mitchell. His will, signed Feb. 5, 1752, mentions wife Jane, to whom he leaves his whole estate for life, but in trust on account of her weak body and mind; remainder to daughter Mary Girdler, grandson John Gallison, to whom he left all of his plate, and granddaughter Elizabeth Stacey and granddaughter Sarah Ashton. Azor Orne was a witness; John Gallison, his grandson, executor. The will³ was allowed only as to personalty, as only two witnesses signed it.

Children, born in Marblehead, by Jean (Mitchell):

SARAH, b. Dec. 28, 1699; perhaps m. Samuel C. King or Henry Codman.

2. JOHN, b. March 21, 1704; d. Aug. 30, 1736, ae. 34 y., 11 m. and 15 d., probably.

—, a son, who d. Sept. 13, 1706.

ELIZABETH, b. Oct. 2, 1707; perhaps m. Samuel Nicholson, and had Elizabeth, who m. — Stacey.

JANE, b. Sept. 28, 1709; m., Dec. 8, 1726, Philip Ashton, and had Sarah.

MARY, b. Aug. 28, 1712; m., Dec. 26, 1732, Francis Girdler.

JOSEPH, b. Mar. 21, 1702; d. Sept. 30, 1719, ae. 17 y. or 18 y.

2. "MR. JOHN GALLISON," son of Joseph and Jean (Mitchell) Gallison, was born March 21, 1704, and died

¹He may have had a brother John, who also came to America. He is said to have come either from England or from the Isle of Guernsey.

²Essex Probate, No. 10586.

³Essex Probate, No. 10584.

Aug. 30, 1736. He married, Nov. 24, 1726, Annis, or Anstace Stacey, sometimes Agnes. She married, second, March 15, 1743-4, Joshua Orne, Jr., Esq. He was a merchant (shoreman), apparently in partnership with the distinguished early merchant, "Dr." Joseph Swett of Marblehead. His will is written in a good hand, though "being very sick and weak." It mentions his wife Agnes, to whom he leaves all his real estate for widowhood, and on her remarriage £100 to buy her a Negro; one-half the estate to eldest son John, and one-half to his two daughters. He mentions "several vessels whereof I am part owner." Joseph Swett, Robert ("King") Hooper, Jr. and my two brothers, Samuel C. King and Francis Girdler, to be executors. It was signed and sealed before Richard Dana, etc., Aug. 30, 1736, and proved Sept. 26, 1736. The appraisers included Joshua Orne, Jr., and they acknowledged Coram Sam^l Lee Justice of the Peace. There was a seal on the will with a wax impression. The inventory included a mansion house at £660, and parts of four vessels, one of which was sold to Sam^l Lee, Esq.¹ The estate was valued at £1,727.

Children, born in Marblehead :

TABITHA, bp. Nov. 5, 1727.

JEAN, bp. Sept. 28, 1729.

JOSEPH, bp. Jan. 28, 1732-3.

JEAN, b. Sept. 1, 1734.

ELIZABETH, bp. Aug. 15, 1736; perhaps m. John Battis, int. July 13, 1776.

3. JOHN, b. about 1731 or 1732; d. March 26, 1786, ae. 55 y.; mentioned in will of father and grandfather.

3. COL. JOHN GALLISON, ESQ., J. P., son of John and Agnes (Stacey) Gallison, was born about 1731, and died March 26, 1786, aged 55 years; he was one of the most prominent merchants of Marblehead. He was a Selectman, 1762; a Justice of the Peace, Oct. 1, 1766; a Representative to the General Court, 1769, 1770, 1774; and commissioned Colonel of the 5th Essex Regiment in 1777. He married, Nov. 1, 1750, Abigail, daughter of Justice Samuel Lee, Esq., a sister of Col. Jeremiah Lee, who brought him a dower of several thousand pounds, and died Nov. 24, 1754.

¹Essex Probate, No. 10582.

After her death there was a famous legal battle over her estate, mentioned in Pynchon's Diary and reported in Dane's Abridgment, which lasted over ten years, between Col. Gallison and his brothers-in-law, Col. John Lee and Capt. Samuel Lee, and later between Col. Gallison's sons and Capt. Henry Lee. Col. Gallison married, second, June 19, 1755, Eunice Bourne, who was born Feb. 16, 1732-3, and baptized Feb. 25. She was the sister of Hon. Meletiah Bourne and Hon. Col. William Bourne, Esq., and the daughter of Hon. Col. Sylvanus Bourne, Esq., and Mercy, daughter of Lt. Col. John Gorham of Barnstable. Mercy Gorham was a sister of Col. Shubael Gorham and aunt of Col. John and Major General Joseph Gorham.

Col. John Gallison's estate was administered by his son Henry, Samuel Sewall, Esq., and John Knight being his sureties. His estate was valued at £1926. 3. 10, including a mansion house, etc., at £520, two stores, and one-fourth of Foster's wharf, two and one-half acres next Samuel and Deborah Lee, seven other lots next Capt. Samuel Lee's heirs, one-half of mansion house of John Lee, Esq., one-fourth of a sloop "Freemason", etc., etc., and two silver-hilted swords. He had a Bilbao trade evidently. There were debts to Knight and Swett and to the crew of the ship "Thorn" (owned by Col. William Raymond Lee and others.)¹

Children, born in Marblehead, by first wife, Abigail Lee:

ABIGAIL, bp. May 26, 1751.

JOSEPH, b. Aug. 22, 1752; d. by 1786, and probably d. Sept. 12, 1772.

4. JOHN, b. Aug. 6, 1754.

Children by second wife, Eunice Bourne:

EUNICE, b. June 12, 1757; d. May 31, 1759.

HENRY, b. Aug. 9, 1758; d. May 11, 1759.

5. HENRY, b. Dec. 2, 1759; d. Jan. 8, 1825.

ANIST, b. March 25, 1761; d. Sept. 5, 1790.

ABIGAIL, twin, b. Jan. 21, 1763; d. Oct. 14, 1788.

EUNICE, twin, b. Jan. 21, 1763; d. Nov. 16, 1800; m. May 4, 1788, Woodward Abraham.

¹Essex County Probate, Nos. 10583 and 10578.

SARAH, bp. July 15, 1764; d. Sept. 10, 1765.

ELIZABETH, bp. June 23, 1765; d. July, 1831; m., Dec. 30, 1787,
Capt. Jacob Lewis.

SILVANUS¹, bp. April 12, 1767; d. 1814.

MICHAEL, bp. April 24, 1768; d. June 18, 1786.

HARRIOT, bp. March 10, 1771.

CHARLOTTE, bp. July 25, 1773; d. June 5, 1801; m., Aug. 31,
1794, Sylvanus Gray, Esq., of Boston, [son of Capt. Win-
throp Gray, who m. his cousin, Mary Gray, sister of Hon.
William Gray, the great merchant and Lt. Gov. of Mass.
He was b. Oct. 25, 1765; d. in 1818; and m. (2), Abigail
Hinckley Lee, dau. of Capt. Joseph Lee, Esq., and grand-
daughter of Col. Jeremiah Lee, by whom he had five chil-
dren. Ch.: (1) Capt. Henry Gallison Gray, A. B. (H. C.),
1816, A. M., Mass. State Senator, 1854, b. 1795, d. 1867, m.
1735, Susan, dau. of Hon. Robert Hooper, A. B. (H. C.), 1811,
and grand-dau. of Gen. John Glover; (2) Sylvanus; and
possibly others.

WILLIAM, b. April 16, 1756; d. Nov. 17, 1777; A. B. (H. C.),
1774.

4. JOHN GALLISON, son of Col. John Gallison, Esq.,
and Abigail Lee, was born in Marblehead, Aug. 6, 1754,
and died in Windham, Maine, Sept. 6, 1840 (1846?). He
married, at Marshfield, Mass., June 9, 1777, Abigail
Winslow, born June 28, 1758, and died April 14, 1836,
daughter of Kenelm Winslow, Esq. and Abigail, daughter
of Hon. Sylvanus and Mercy (Gorham) Bourne, Esq.
Abigail Bourne was a sister of Eunice Bourne, who mar-
ried Col. John Gallison, Esq. Kenelm Winslow was a
great-grandnephew of Gov. Edward Winslow.

John Gallison was said to have been a learned man and
a lawyer, and to have been sent to Maine by his father to
care for his lands, his father being one of the grantees of
New Marblehead. His father-in-law, Kenelm Winslow, Esq.
gave Mrs. Gallison four slaves when she left the parental
home. They were buried near the Gallison place at
Windham. John Gallison was Town Clerk, 1805 to 1820.

¹It may have been he who went to Maine, married, and had: (3)
Elizabeth, m. Enoch Mayberry; (2) Eunice, m. — Atkinson; (1)
John; (4) William, a school teacher, and later a minister, married,
and had son John, drowned young, and perhaps Clement; (5) Dr.
Sylvanus of Dover, who married, and had Edwin Gallison Farnham
and possibly Dr. Sylvanus; (6) possibly Daniel.

He served in the Revolution as a soldier in Glover's Marblehead regiment.

Children, born in Windham, Maine :

6. JOSEPH, b. Sept. 23, 1778; d. 1867.

7. JOHN, b. May 31, 1780; d. 1864.

ABIGAIL, b. March 3, 1783; d. July 27, 1840; m., March 14, 1802, John B. Lowell, son of Joshua and Sarah (Mayberry) Lowell, b. at Windham, Me., Aug. 3, 1774; d. Sept. 22, 1859. Children, b. at Windham: (1) Hiram, b. Sept. 11, 1804, d. Feb. 29, 1872, m.; (2) Cyrus, b. May 27, 1806, d., unm., May 1, 1829; (3) Thomas, b. Oct. 14, 1808, d. Oct. 9, 1887, m.; (4) Eliza, b. July 17, 1811, d. April 24, 1886, m. March, 1836, Veranus C. Hanson; (5) Darius, b. Nov. 29, 1813, d. July 26, 1887, m. twice; (6) Urban, b. Jan. 2, 1816, d. Aug. 8, 1891, m.; (7) Abner, b. June 4, 1818, d. Nov. 29, 1821.

8. WINSLOW, b. April 4, 1787; d. Mar. 10, 1865.

POLLY LEE, b. Nov. 1, 1789; d. 1875; m., May 25, 1814, Robinson D. Davis of Albion, Me.

9. SYLVANUS, b. Feb. 25, 1792; d. April 12, 1826. Ch.: John, William, Abigail, Sylvanus, Henry, Mary, Edward, Lucy.

CHARLOTTE, b. Feb. 11, 1794; d. Oct. 28, 1830; m. Capt. Amos J. Leavitt. Ch.: (1) Mitchell, b. 1818; (2) John, b. 1820; (3) Margaret A., b. Sept. 28, 1822, m. Edwin Hunnewell, b. May 18, 1820, d. Nov. 14, 1896; (4) Abigail, b. 1827, d. 1828; (5) Sarah, b. 1826, m. Joseph Hawkins of Boston; (6) Mary, b. 1828, d. 1831.

HENRY, b. June 14, 1796; d. Oct., 1873; m. Sarah Page, and lived at Falmouth. Ch.: (1) Charles, m., had issue; (2) George, m. and had son and two daughters.

ELIZA, b. Jan. 27, 1802; d. June 8, 1877; m. 1826, Nathan Cloutman, b. Aug. 12, 1799, d. June 17, 1869. Ch.: (1) Abigail Lowell, b. Oct. 29, 1827, m. William Cross of Portland; (2) Ann, b. June 16, 1829; m. (1), Jason Miller, (2), Joseph Moore.

5. HENRY GALLISON, ESQ., son of Col. John Gallison, Esq. and Eunice Bourne, was born Dec. 2, 1759, and died of dyspepsia, Jan. 8, 1825, aged 66 or 68 years; he married, May 24, 1787, Katherine Sewall, sister of Chief Justice Samuel Sewall, LL. D., daughter of Rev. Joseph Sewall, D.D., and Elizabeth, daughter of Edmund Quincy, Esq., and granddaughter of Judge Samuel Sewall. He married, second, April 27, 1806, Betsey Lewis, who died in 1852. He graduated A. B. (H. C.), 1778, and was an

attorney of Boston in 1818, but returned to Marblehead and became a merchant. His will¹ was signed and sealed Aug. 30, 1824, and proved April, 1825. He left all his estate to his wife Betsey for life for herself and children, including step-children apparently, and remainder to his children, Charlotte G., Henry G. and William B. Gallison. It was appraised at £17,000. His estate was not settled until 1854.

Child, born in Marblehead, by first wife, Katherine Sewall:

10. JOHN, b. Oct. 24, 1788; d. Dec. 25, 1820.

Children, born in Marblehead, by second wife, Betsey Lewis:

CHARLOTTE GRAY, b. March 12, 1807; bp. Jan. 30, 1822; d. before 1853, probably 1843; m., March 31, 1840, Edward Holden of St. Louis, Mo. She was an artist.

HENRY GRAY, "Gentleman", b. May 1, 1809; bp. June 30, 1822; living 1859; probably d. 1866; decreed insane, 1854, but adjudged sane 1859. He was a trader.

11. WILLIAM BOURNE, b. March 25, 1813; d. before 1900.

6. JOSEPH GALLISON, son of John and Abigail (Winslow) Gallison, was born in the Winslow house at Marshfield, probably Sept. 23, 1778, and died Dec. 6, 1807, at Norway. He married Hannah Atwood, who died June 27, 1855, aged 76 years. He settled in Norway in 1803; was a charter member of the Oxford Lodge of Masons, 1807; an incorporator of the Universalist Society, 1805, and had a cap and hat factory.

Children, born in Norway, Me.:

HANNAH, b. July, 1810, or 1800, at Windham, Me.; m. (1), Cyrus Coy; had Charlotte, who m. Warren Waite; and (2), Elijah Clark.

12. WILLIAM, b. July 12, 1809, at Norway, Me.; d. 1875.

13. JOHN M., b. 1817; d. at Woodstock, Me., 1900.

14. JOSEPH H., b. March 13, 1812.

ABIGAIL W., b. 1802; d. May 3, 1862; m. Capt. Richard Lombard, who d. May 6, 1872, ae. 73 y.

¹Essex Wills, Nos. 10581 and 39989.

SOPHIA, b. 1806; d. 1852; m. T. Jefferson Cushing, and had Helen, m.

HENRY, b. 1807; d. 1807.

CHARLOTTE, b. 1814; d. 1855; m. R. Buzzell.

EDWARD AUGUSTUS, b. 1818; d. 1852 (1832?); m., and lived in Nashua, N. H., and had: James P., of Togus, Me., who m. and had two daughters.

AMANDA M., b. 1820; m. George B. Tourtellott, descendant of Lieut. Abraham Tourtelotte of Maine, of the Revolution. Had Charlotte, m. Harry Medaris. Hannah Atwood was daughter of Solomon and Hannah (Rogers) Atwood. Solomon was born in 1750, and served in the Revolution as a Minute Man at Lexington from Plymouth, and was a sergeant in the R. I. Expedition, 1777.

7. JOHN GALLISON, son of John and Abigail (Winslow) Gallison, was born in the Winslow house at Marshfield, May 31, 1780, and died June 22, 1864, in Windham, Me. He married, int. Sept. 16, 1815, Susanna Greenleaf. She died July 25, 1845, aged 53.

Children, born in Windham, Me.:

WINSLOW, b. April 23, 1816; d. Feb. 14, 1819.

HENRY, b. Dec. 15, 1817; m. Sarah ———

JOHN, b. Jan. 8, 1820; d. July 17, 1848; m. Clarinda Cilley (or Silla.)

SARAH, b. Aug. 28, 1821; d. Oct. 20, 1844.

NANCY, b. May 6, 1823; m. Hiram Lovett. 4 children.

SUSAN E., b. July 26, 1825 or 1826; m. George Mayberry.

WELLINGTON, b. 1828; d. April 4, 1851.

CYRUS LOWELL, b. July, 1830; m. Mary White of Portland; had 5 children.

GREENLEAF, b. 1832; m. Mrs. Mary (Millay) Spear of Bowdoinham. He was a soldier in the Civil War. Ch. (1), George.

FRANCES C., b. 1834; d. Aug. 22, 1836.

OLIVER R., b. June 28, 1836; m. Saphrona Fogg. He was in the Civil War. He lived at North Yarmouth, Me., and had the old Gallison Bible. Children: (1) John, (2) Marguerite, (3) ———, d. young.

8. WINSLOW GALLISON, son of John and Abigail (Winslow) Gallison, was born probably in Windham, Me., April 4, 1787, and died there March 10, 1865. He married ——— ———.

Children:

ABIGAIL, b. 1808; d. Jan., 1853; m. Martin Stratton, March 4, 1840.

JOHN, b. 1810; d. June 28, 1868; m. Martha Moore.

LOUISA L., b. 1813; m. I. Willey, Feb. 19, 1849.

CAROLINE, b. 1815; m. David Nash, April 22, 1838.

HENRY, b. 1817; m. Rebecca Lyon, Dec. 4, 1842, and had seven children.

MARY ANNE, b. 1819; m. William N. Davis.

WINSLOW, b. 1822.

JAMES W., b. 1824.

9. SYLVANUS GALLISON, son of John and Abigail (Winslow) Gallison, was born Feb. 25, 1792, and died April 12, 1820. He married, May 25, 1814, Mary Alden.

Children:

—, b. Oct., 1815; d. do.

MARY W., b. 1817; d. 1858; m. E. A. Pendleton.

GEORGE R., b. May, 1820; d. Nov. 3, 1822.

CHARLOTTE, b. Nov. 3, 1822.

10. JOHN GALLISON, ESQ., son of Henry Gallison, Esq. and Katherine Sewall, was born in Marblehead, Oct., 1788, and died in Boston, Dec. 25, 1820. Attorney at law, A. B. (H.C.), 1803; A. M. and Hon. A. M., 1818. He was a brilliant man, of great professional promise. He was educated by the Rev. Dr. Harris of Marblehead Academy, later President of Columbia University, and at Harvard, 1803 to the spring of 1807, when he left with the rebellion. He studied law in Boston in the office of Hon. John Quincy Adams, and in Salem under Mr. Justice Story of the U. S. Supreme Court. At college he was among the first of his class, and particularly distinguished in the classics. In 1816 he formed a connection with Hon. William Prescott, and gradually became a recognized leader in his profession. In 1818 Harvard gave him an honorary A. M. He edited the Weekly Messenger, and published two volumes of Judge Story's decisions, "Gallison's Reports of the Circuit Court" (1807 and 1845). He had a splendid law library, and corresponded with the most eminent judges of his day, including Story and Livingston. He advocated the gradual abolition of slavery, published an address to the Peace Society (1819), of which he was a member, and was a valued

contributor to the *North American Review*, among his articles being, "A Review of Busted's Resources of the U. S.," September, 1818; "Prevention of Crime," September, 1819; "Admission of Confessions in Evidence," April, 1820; "Privateering," July, 1820, and other less elaborate articles. "All his productions were striking works of sound and just thinking." Memoirs of him were published in the *North American Review*¹ and in the *Christian Disciple*², one of them being by his friend, Dr. Channing.

11. WILLIAM BOURNE GALLISON, son of Henry and Betsey (Lewis) Gallison, was born in Marblehead, March 25, 1813. He married, Dec. 1, 1835, Sarah Lydia, daughter of the Rev. John Bartlett of Marblehead. He removed to Lawrence, Mass., where descendants now live.

Children :

WILLIAM HENRY, b. in Marblehead, Dec. 19, 1836; d. Sept. 5, 1912. Founded Wm. H. Gallison & Co. of Boston (corner Oliver and Franklin streets). He lived in Paris with his family for some time.

JOHN BARTLETT, b. in Marblehead, April 1, 1840; d. Jan. 6, 1865.

ELIZABETH LOUIS, b. in Lawrence, Jan., 1850; d. Feb., 1850.

SARAH LYDIA, b. in Lawrence, Feb. 22, 1853; m. William H. Abbott of Winchester, Mass.

LOUIS DEBLOIS, b. in Marblehead, July 21, 1846; m. Sept. 8, 1869, at Lawrence, Mass., Catherine Bartlett. He was president of the Gallison and Hobron Co. of Astor Place, N. Y. C., publishers of the *American Hatter*, and *Cloaks and Furs*. He was president of the Common Council, 1894, and Postmaster, 1900, of Orange, N. J. Children: (1) Caro DeBlois, m. A. L. Scott, Jr.; (2) Louis Bartlett; (3) Harold Hobron.

12. WILLIAM GALLISON, son of Joseph and Hannah (Atwood) Gallison, was born at Norway, Me., July 12, 1809, and died in 1875 at Chelsea, Mass. He married, Feb. 3, 1835, Elvira Young.

¹Vol. 12, pp. 489-500, 1821.

²Vol. 3, p. 15.

Children :

LOUISA B., b. April 16, 1836; d. Sept. 28, 1837.

EDWARD AUGUSTUS, b. Jan. 14, 1838; unm.

15. DANIEL YOUNG, b. March 12, 1840.

LOUISA JOSEPHINE, b. March 19, 1842.

GEORGINE S., b. Aug. 4, 1846; unm.

13. JOHN MURRAY GALLISON, son of Joseph and Hannah (Atwood) Gallison, was born in Norway, Me., Feb. 18, 1817, in the Gallison house, and died April 16, 1900, in Woodstock, Me. He married, Aug. 19, 1837, Sarah Ann French, daughter of John and Polly (Libby) French of Norway, born Oct. 30, 1817, died July, 1888. He was a blacksmith and carriage maker, and the first postmaster of North Woodstock, Me., from 1847 to 1857. He also kept a hotel.

Children :

FANNIE LOUISA, b. Nov. 12, 1838; m. David Halkett, and had two children: (1) Effie Flora, (2) Joseph H.

16. JEFFERSON CUSHING, b. in Sebec, Me., Aug. 8, 1841; d. 1904.

SOPHIA ANN, b. in Charleston, Me.; m. Charles B. Besse. Ch.: (1) Imogene, (2) —.

ELVIRA ABBE, b. Feb. 3, 1847, in Woodstock; m. (1) Samuel B. Frost; m. (2) John W. Preble. Ch.: (1) Dollie Frost, m. Dr. S. W. Carroll; (2) Nell Gallison Preble.

JOSEPH HENRY, b. Dec. 1, 1851, in Woodstock; d. young.

17. AMBROSE JOHN, b. Aug. 9, 1856, in Woodstock.

14. JOSEPH H. GALLISON, son of Joseph and Hannah (Atwood) Gallison, was born in Norway, Me., March 13, 1812. He married Lavinia Hammond.

Children :

GEORGE WINSLOW, d. unm.

HENRY HAMMOND, the artist, b. in Boston, May 20, 1850; M.D., Harvard Medical School; Harvard Law School, 1874, 1875; studied art in Paris, under Bonnefoy. He was a well-known painter in Boston, at the Grundmann Studio, and lived on Brattle Street, Cambridge. He married Marie Reuter of Lubeck, Germany, June, 1886, at Paris. No issue. He received special mention at Turin, honorable mention at the Paris Exposition, and a medal at the St. Louis Exposition. His picture, "Rising Mists," exhibited at the exposition in

Turin, Italy, in 1902, was purchased by the Italian Government for the National Museum, Mr. Gallison being the first American artist so honored.

15. DANIEL YOUNG GALLISON, son of William and Elvira (Young) Gallison, was born March 12, 1840. He married, Oct. 2, 1866, Annie Butler.

Children :

GRACE BUTLER, b. Dec. 28, 1867.

WILLIAM EDWARD, b. April 27, 1869; m., 1896, Ardelle C. Cook. Ch.: (1) Harold Winslow, b. July 23, 1897.

MILDRED LOUIS, b. March 17, 1871; d. 1871.

ERNEST AUGUSTUS, b. July 14, 1873.

MABEL HOPE, b. June 15, 1876; d. Aug. 3, 1878.

16. DR. JEFFERSON CUSHING GALLISON, son of John Murray and Sarah Ann (French) Gallison, was born in Sebec, Me., Aug. 8, 1841, and died in Franklin, Mass., 1904. He graduated, M. D., Boston University, 1875; College Physicians and Surgeons, of Boston, 1888; Tufts College, 1894; and Harvard Medical School, 1895. He also studied abroad, at the University of Prague. He was chairman of the Selectmen of Franklin, and Representative in the Legislature, 1896, 1897; and published a number of poems and papers. He married, Jan. 2, 1864, Sarah Ellen Burnelle of Bridgton, Me., who was born Jan. 4, 1846, daughter of Isaiah M. and Abby (Willard) Burnelle.

Child :

ANNIE LOUISE, b. Oct. 28, 1871; m., Oct. 14, 1891, Walter A. Hawkins of Brookline, Mass. Ch.: (1) Burnelle Gallison, b. July 28, 1892.

17. DR. AMBROSE JOHN GALLISON, son of John Murray and Sarah Ann (French) Gallison, was born in Woodstock, Me. He graduated, M. D., and spent some time abroad. He married, first, Mabel Eastman, and married, second, Mary Thayer.

Child, by first wife ;

JOHN MURRAY, A. B., Brown, 1904, M. D., Harvard Medical School, 1908; assistant to Dr. D. Jones; resides Marlborough St., Boston.

Child, by second wife :

DAVIS THAYER, a student at Brown University.

The following Gallisons are unplaced :

NANCY, m. Samuel Harris Gatchel, July 16, 1772.

MARY, m. Joseph Cresy, int. Jan. 2, 1773.

LUCY, m. William Humphreys, Dec. 23, 1815.

THOMAS GALLISON, fisherman¹; d. 1776; m. Elizabeth —, who survived him. Perhaps they were the parents of Thomas S., who m., Dec. 21, 1794, Frances Toozel.

Abraham² Gallison, of Newburyport, sailmaker, who died in 1823, leaving several children and grandchildren, does not seem to have been of this family of Marblehead.

¹Essex Probate, No. 10585.

²Essex Probate, No. 10579.

NOTES ON THE ANCESTRY OF COMMODORE SAMUEL TUCKER.

COMMUNICATED BY EDGAR C. FELTON OF PHILADELPHIA.

In investigations as to the ancestry of Commodore Samuel Tucker of Marblehead, certain facts have been revealed concerning the maiden name of his mother which disprove completely the information in regard to her given in the Commodore's Life by Sheppard, and in the printed Vital Records of Marblehead, which evidently follow Sheppard. Commodore Tucker was one of the best known commanders of the American Navy during the Revolution, and any reliable information as to his ancestry is of interest and should be preserved.

Commodore Tucker's biographer, John H. Sheppard, who, by the way, was Librarian of the New England Historical and Genealogical Society, and who one would naturally suppose had checked up his facts carefully, states that the maiden name of the Commodore's mother was Mary Belcher, that she was an English lady, reputed to have been handsome and well educated, of a figure tall and stately, etc. What I have found in regard to her is that, as the widow Mary "Evell", she married Andrew Tucker at the Second Church, Marblehead, 28th June, 1737. In the printed Vital Records of Newbury the following marriage was found: Ewell, Thomas, of Ramsgate, Kent, England, now of Marblehead, and Mary Bartlett of Marblehead, July 5th, 1735. This marriage took place at Queen Anne's Chapel in Newbury. One can readily understand why Thomas Ewell, evidently lately from England, may have wished the marriage ceremony to have been performed in accordance with the rites of the Church of England, but why it was necessary to go as far as Newbury when St. Michael's was near at hand in Marblehead, is difficult to explain. The marriage at Queen Anne's Chapel suggests a relationship between the Bartletts of Newbury and of Marblehead.

The Newbury Bartletts were much interested in Queen Anne's Chapel, and the Rector, the Rev. Matthias Plant, who probably officiated at the marriage on July 5th, 1735, had himself married Lydia Bartlett of Newbury.

A further proof that the widow Ewell's maiden name was Bartlett and not Belcher may be found in the Essex County Deeds, Book No. 94, page 263. An indenture of partition made 9th February, 1750, is there recorded between Nathaniel Bartlett, Innholder, of Marblehead, and Andrew Tucker of Marblehead, Mariner, and Mary, his wife, and Sarah Preble, widow, of Marblehead, heirs-at-law of their father, Nathaniel Bartlett, Innholder of Marblehead, deceased. Besides proving that Andrew Tucker's wife Mary was a daughter of Nathaniel Bartlett, this indenture discloses the interesting fact that the Bartletts were proprietors of the famous Fountain Inn at Marblehead at the very time when Agnes Surriage, employed there as a servant, first attracted the attention of Sir Harry Frankland.

LETTERS CONCERNING THE DEATH OF
ELEAZER HATHORNE.

Sir, Mr. Jonathan Corwin

My sarvis Remembered to you; Sir, the Lord hath visited us with a sore stroak it hath pleased the Lord to take away M^r Hathorne by Death from amongst us the good Lord sanctifie it to us all; he died the 31 last day of January abou two of the Cloack in the afternoone

Sire pray lett us haue some of his Relations heare at his funerall. No more but desiring your prayers for us youer Redye sarvant at Command

Joseph Storer.

from Wells ye 31 day of January.

Salem Feb. 3, 1679.

Mr Joseph Storer

S^r yurs p Gilbert Endicot Reed y^e sad tidings of ye death of my brother Hathorne ye suddenness of which with ye circumstances thereof to me seems awfull & dismal ye lord grant a sanctification of such a dispensation to us. S^r as for those concerns of mine that are at Wells as to any goods formerly sent that are unsold & such as I sent last p Johnson, I should desire you to take y^m into into your custody & to dispose of y^m to my best advantage concerning w^{ch} I wrote to you by Johnson last in a letter directed to yourself & brother Hathorne, & as for w^t debts may be due to me from any of your parts as you may find by my brothers bookes & writings Pray be pleased to collect y^m for me wth w^t expedition may be for us w^{ch} I shall consider you soe as you shall I hope be no loser by me in ye leastwise. As for y^e prizes of y^e goods you will finde y^m in their severall Invoices amongst my brother Hathorne's papers w^{ch} is first cost for silver in y^e bay by wholesale & severall of these things not now to be had for money as Rum, sugar & molasses all w^{ch} are extreame scarce & high priced, but I doubt not but y^e time brother Hathorne hath been in your house hath given you an insight into y^e way & manner of a Retaille trade & I doubt not but it would have been for my advantage if you had taken them in to your hands before now. S^r I understand by his death there is a stoppage put to y^e loading of y^e lighter & therefore I would earnestly desire you to take y^t care & trouble upon yourself to hasten w^t possible maybe y^e lighters dispatch w^t boards, staves, oars, pork, beaf, butter, suet, tallow, hides & corn, &c y^t is in possession to put aboard y^e lighter, & if possible to procure her full loading y^t I may not have dead freight to pay, as for any debts y^t any may claime from brother Hathorne pray pay none till you hear further from me. As for y^e saws & Raggs for y^e wheel, w^{ch} I hear he sold, I allow not of it, neither had he any power to dispose of it.

S^r as for his funerall charges I shall allow in reason anything y^t may be disburst upon y^e acc^o Sir, my brother Corwin as you will finde by his writings had a parcel of goods in his hands concerning w^{ch} he orders y^m in all re-

spects to yourself, as I have done for my own. . . . I hope to se you god willing early in y^e Spring. Pray S^r advise y^e mill men to be very carefull in keeping y^e mills . . . for I hear M^{rs} Sayward hath taken possession of York mills again. Though I fear her not only I would prevent needless troubles.

Yours

Jonathan Corwin.

Wells the 9 February 1679.

Sir

Mr. Jonathan Corwin, my sarvis Remembered to you. these are to let you know y^t I have taken great Care to load the lighter since Mr. Hathorn died but cannot procure a whole loade by all y^e men I can use because his Debts are not Due untill Aprill next. . . . Sir, Mr. Hathorn did not Aquaint me at all about Loading of y^e vessel nor any of his business as lettles as he could neither would he lett me know what leatters Come from your selfe at any time . . . Sir I have put aboard the lighter 3000 foot of merchantable pine Boards, only there was 47 foot taken out to make a Coffen for Mr. Hathorn. . . . Mr. Hathorne hath made a very cleare booke and detters hand to the Booke; Sir I have sent the day Booke to you by John Johnson and a copie of accounts. . . . The money that Mr. Hathorn had when he died was but 2s. in his pockett and none at all to be found in his chest. . . . Sir If you Can send a Barrell of tobaccco for the mill men hath none to smoke therefore there is necessitie of it.

Joseph Storer.

— *Curwen Mss.*

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