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VOL. LX — 1924.

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1924

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**CONFEDERATE CRUISER "NASHVILLE"**

Afterwards a Blockade Runner, burning the ship "Harvey Birch," of New York  
William H. Nelson of Salem, Master, December, 1861

From an oil painting in the Peabody Museum, Salem



HISTORICAL COLLECTIONS  
OF THE  
ESSEX INSTITUTE

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VOL. LX

JANUARY, 1924

No. 1

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BLOCKADE RUNNING DURING THE CIVIL WAR,  
AND THE EFFECT OF LAND AND WATER TRANSPORTA-  
TION ON THE CONFEDERACY.

---

BY FRANCIS B. C. BRADLEE.

---

Among the Southern politicians who were by Northern historians and students held to blame for the sectional policies finally resulting in the Civil War of 1861-65, the name of John C. Calhoun of South Carolina stands out most prominently. The history of the movement towards secession is a part of the story of this man's life and influence. Very rarely has any section been as completely under the dominancy of one mind.

Calhoun was a constitutionalist, but he also obeyed a greater power than the Constitution—the necessity of preserving the society of which he was a part. His strength lay in believing in the wisdom and righteousness of the Southern social organization. Although his name has been anathema for years to most Northerners, the present writer would like to draw attention to Calhoun's remarkable ability to look to the farthest consequence of every question, more especially his forecast of our present social and labor troubles, revealed in an account of a two hours' conversation recorded by Horace Binney in 1834: ". . . The poor and uneducated are increasing; there is no power in a republican government to repress them; their numbers and disorderly tempers will make them in the end efficient enemies of the men of property. They have the right to vote, they will finally control your elections, and by bad laws or by violence they will invade your houses and turn you out.

“Education will do nothing for them; they will not give it to their children; it will do them no good if they do. They are hopelessly doomed as a mass to poverty, from generation to generation; and from the political franchise they will increase in influence and desperation until they overturn you.

“The institution of slavery cuts off this evil by the root. The whole body of our servants, whether in the family or in the field, are removed from all influence upon the white class by the denial of all political rights. They have no more tendency to disturb the order of society than an overstock of horses or oxen.

“They have neither power nor ambition to disturb it. They can be kept in order by methods which a republican government, as well as a monarchical or a military one, can apply. They have no jealousy of the other class, nor the other of them.

“They never stand on the same platform with the white class. They only require supervision and domestic discipline to keep them in good order; and such means are easily applied and become normal in the state. The white class is therefore left to pursue without apprehension the means they think best to elevate their own condition. Slavery is indispensable to a republican government!! (The exclamation marks are the author’s.) There cannot be a durable republican government without slavery.”

Another point the author would like to make, one which Northern historians seem, many of them, to have passed over, is as follows: In the early accounts of the Civil War those at the head of the Confederate Government were quite often referred to as “The Conspirators”, meaning that there had existed for some years prior to the war a deeply laid plot hatched by prominent politicians south of Mason and Dixon’s line for the formation of the Southern Confederacy. Most modern writers realize the ridiculousness of the accusation, yet one is surprised to find how strongly it persists in certain quarters.

There is little doubt that after the election in 1860 of President Lincoln, an understanding soon came among the Southern leaders that then was the best time to found a

Republic of their own ; but if evidence were needed to show that the seceding States did not contemplate a war of coercion, the result of a deeply laid plot, no more conclusive reason could be presented than the defenseless condition of the coast States at the beginning of the war.

It is inconceivable that intelligent men charged with the conduct of public affairs would have plunged their States, unprepared, into so unequal a war. However well assured they may have been of the right of a State to withdraw from the Union, or however strong may have been their convictions that separation from the Northern States would contribute greatly to the prosperity and happiness of their own States, they would surely have deferred the practical assertion of the right of secession until some adequate preparation had been made for the maintenance of their independence. The South had no navy and almost no means of building one up of sufficient strength in time to be of any avail in the defence of hundreds of miles of seacoast—a seacoast which was practically undefended, and, therefore, at the mercy of a hostile naval power. Thus the capture, in November, 1861, of Port Royal, South Carolina, by the land and naval forces of the United States, commanded respectively by General Burnside and Flag Officer Du Pont, was a most serious blow to the Southern Confederacy.

Once Port Royal, with its excellent harbor, in the permanent control of the Union navy, it meant the end to much prospective blockade running, so vital to the Southern cause ; for that part of the coast is penetrated and intersected by innumerable bays, tortuous rivers, creeks, and bayous, which were navigable by steamers of considerable capacity and draft. What the retention of Port Royal by the Confederates would have meant to their cause is easily understood by the fact that for a few months after its capture by the Union navy, and before the officers commanding the various blockading craft became familiar with the intricate coast, several small blockade runners, bearing valuable cargoes of arms, military stores, etc., and taking back cotton, actually slipped through.\*

\*See official reports of various naval officers ; Official Government Records, Series I, Vol. 6.

The loss of the two forts at Hilton Head, the key to Port Royal, is one of the many bitter Civil War controversies, its bibliography would fill a good-sized bookcase. One of the dreadful results of a "Brother's War" was revealed here by the fact that the Confederate troops were commanded by Brigadier General Thomas F. Drayton, a member of one of the most distinguished families of South Carolina, while his brother, Commander Percival Drayton, U. S. N., commanded the "Pocahontas", one of the attacking fleet. Although attached to the South by the strongest ties of consanguinity and friendship, Commander Drayton chose to sever them all rather than, in his opinion, to prove faithless to the Government to which he had sworn allegiance, and to which he considered himself bound.

Take into consideration the dreadful plight, the high moral courage required by those *many* Southern army and navy officers who remained true to the Union during the Civil War, and is it hard to agree with the author who thinks these gentlemen have never received one-tenth of the praise due them?

After a distinguished record during the war, Captain (he had been promoted) Drayton died suddenly in Washington City, in August, 1865. In order to illustrate the bitterness then existing, which the present generation cannot realize, Captain Drayton's funeral had to be conducted by his naval friends, for his family, although communicated with, refused to have anything to do with it.\*

Another of the unfortunate results of the Civil War was the ruthless and needless plundering by Union troops, growing worse as the war lasted. Plundering is the adjunct of any and every war, but much of it during what was called "the late unpleasantness" appears to have been winked at by those in authority; other Union leaders prevented it by every means in their power.

The following is quoted from the "History of the First Massachusetts Cavalry", by Brevet Colonel B. W. Crowninshield, U. S. V., an uncle of the present author:

"The Confederates had to abandon all this part of South Carolina very hastily, and Beaufort, a very pretty

\*Diary of Gideon Welles, Vol. II, p. 353.







*President of the Confederate States of America*  
**TO ALL WHO SHALL SEE THESE PRESENTS**  
**GREETINGS**

*Given* *With* *reposing* *special* *Trust* *and* *Confidence* *in* *the* *Devotion* *Discipline* *Fidelity* *and* *Ability* *of* *\_\_\_\_\_* *He* *appoints* *him*

*to* *rank* *as* *such* *from* *the* *\_\_\_\_\_* *day* *of* *\_\_\_\_\_* *18* *He* *with* *these* *orders* *and* *authorities* *to* *discharge* *the* *Duties* *of* *\_\_\_\_\_* *by* *obeying* *and* *performing* *all* *Orders* *and* *Commands* *which* *shall* *be* *issued*

*And* *he* *is* *strictly* *charged* *and* *required* *all* *Officers* *and* *Men* *under* *his* *Command* *to* *be* *obedient* *to* *his* *Orders* *as* *they* *shall* *be* *issued* *And* *he* *is* *to* *observe* *and* *follow* *such* *Orders* *and* *Directions* *from* *time* *to* *time* *as* *he* *shall* *receive* *from* *me* *or* *the* *future* *PRESIDENT* *of* *the* *Confederate* *States* *of* *America* *or* *his* *Officers* *set* *over* *him* *according* *to* *the* *Rules* *and* *Discipline* *of* *the* *Naval* *Service*

*Given* *under* *my* *Hand* *at* *\_\_\_\_\_* *this* *\_\_\_\_\_* *day* *of* *\_\_\_\_\_* *in* *the* *Year* *of* *our* *Lord* *One* *Thousand* *Eight* *Hundred* *and* *\_\_\_\_\_*

*Secretary* *of* *the* *Navy*

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**CONFEDERATE NAVAL COMMISSION**  
 From the collection of F. B. C. Bradlee

town, which had been a favorite resort of the rich South Carolinians at all times of the year, was so hastily deserted that the houses, on the entrance of the United States troops, contained all the furniture, and even stores, which they had when their Southern residents occupied them. Many of these were large and elegant, probably the finest in the South.

“Even the food was left on the tables, ready to be eaten. . . . As one of the unpleasant consequences of war, the houses were more or less plundered. In some cases, where general officers or their staffs occupied them, they were protected. Such as had not that good fortune soon showed the result of their unfortunate situation. Between the negroes and undisciplined troops much vandalism resulted.

“The day after the regiment arrived . . . an officer of the regiment entered a handsome residence on the river, walked into the parlor, and stood facing a large mirror. While he was looking at it a soldier came in behind him and threw a brick at the mirror, breaking it in pieces. The floors of this house were littered with books, articles of clothing, broken furniture and letters. . . .”

The events narrated above took place in Beaufort in January, 1862. The 1st Massachusetts Cavalry was thought an exceptionally well disciplined regiment, being considered in that respect almost on a par with the regulars. Part of the regiment served with the Army of the Potomac, and for some time one company was detailed as General Meade's escort. If that was what a well disciplined regiment was allowed to do, the “feats” of the less well-regulated bodies of troops may be imagined without any difficulty.

The failure of the Southern Confederacy to achieve its independence is attributed by the average person to loss of battles. Never ending controversies rage to this day regarding the non-success of this or that campaign, particularly the one which ended in the battle of Gettysburg, when it really seemed as if the South were within a stone's throw of founding a second republic upon this continent.

To the student of history, however, the failure of the

“Lost Cause” was quite as much the result of underlying economic conditions and a vicious financial policy, as the non-success of its military leaders.

Turning to the Union side of the war, it would seem as if the navy has never received the credit properly due it. Leaving out of the question the vital battles of New Orleans, Mobile Bay, etc., the success of which were entirely due to the navy, consider for an instant what would have happened to the North if the blockade of the Southern coast—from Norfolk, Virginia, to the Rio Grande in Texas, nearly three thousand miles in length, and some of it being of the worst and most dangerous coast line in the world—had not been successful? Supposing that the blockade had been loose and inefficient, that instead of slowly but surely strangling the Confederacy to death, it had permitted cargoes of arms, military stores, food, and even recruits from foreign countries, to pass?

The South could have kept on fighting indefinitely; the “Peace Party” at the North, always powerful in influence and numbers, would have been immensely strengthened. France and England would probably have been led to recognize the government of Jefferson Davis, which of course would have meant its success.

The South was purely an agricultural country, its wealth consisting chiefly of land and slaves. Mines and manufactures hardly existed. Its means of transportation were far behind those of the North, and its cities, with the exception of New Orleans, Charleston and Savannah, of comparatively slight importance as trade centres. The States against which the Confederacy waged war comprised, roughly speaking, two-thirds of the country’s population. The North was industrially much more advanced, its manufactures were vastly more extensive, its urban population more numerous, its trade more advanced, its transportation system more highly developed,—in a word, its resources were far superior to those of the South, and were one of the principal reasons of the final overthrow of the Confederate Government.

However, in spite of all this inherent weakness, it has



often been affirmed by well informed historians, one of the principal ones being the Confederacy's own Vice-President, the late Alexander H. Stephens, that if the South had not from the beginning pursued a vicious financial policy, it would have achieved its independence in spite of all obstacles.

The first session of the Provisional Congress of the Confederate States lasted until March 16th, 1861. At the outset the Congress was confronted with the necessity of providing ways and means. The newly established Confederacy was about to begin a war the dimensions of which none could foresee. However, the need of a large revenue was patent to all. Numerous donations by individuals, corporations and churches, are mentioned in 1861, consisting of money, food and clothing for the army. Of course no great dependence was put upon donations as a source of government revenue. The Provisional Congress at once authorized the first Confederate loan, the so-called 15-million loan of February 28th, 1861.

Other loans and taxes followed quickly, one upon another, and then, like all new governments, that of the Confederacy proceeded to flood the country with millions of dollars of paper money, which rapidly became worthless. Towards the end of the war it took sixty dollars in Confederate currency to buy a breakfast at an ordinary hotel, and from five to seven hundred dollars to purchase a pair of boots.

The criticism of this utterly unreliable financial policy was that the Confederate government should have obtained control of the entire supply of cotton within its borders and shipped it to Europe, which in the earlier stages of the blockade might have been accomplished, as will be seen further on, without much difficulty or loss. Once landed on the other side, the cotton could have been used not only with a view to coercing the foreign powers into recognizing the Southern Confederacy, but for the purpose of keeping the value of its paper money at par, and also of deriving a large revenue from the anticipated rise in the price of "King Cotton", as that staple was then called.

Though some of the leading newspapers and politicians

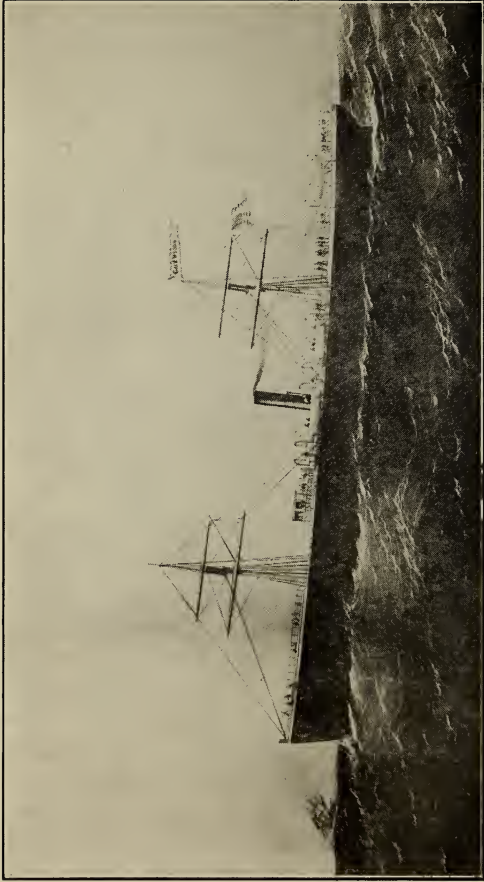
urged such a stupendous commercial enterprise upon the government, it was not favored by the administration. When, in 1862-63 and '64, cotton had reached enormous prices in England, the Confederate Secretary of the Treasury, Christopher G. Memminger, was loudly blamed for not having before the outbreak of hostilities seized and exported all obtainable cotton, which he could have bought at seven cents a pound with notes or bonds. The friends of the administration thought it would have been impossible for Mr. Memminger to have found the requisite number of ships at short notice to carry the cotton abroad, but when it is seen how easily an enormous fleet of blockade runners was got together later, when the blockade was infinitely closer, this argument does not entirely hold good.

Later on, it would seem that still another method was open to the Confederate government to secure the stability of its finances and furnish its armies with proper arms and equipments. One of the best known Confederate loans was that known as the "Cotton Loan" of \$15,000,000 floated in London and Paris, principally by Erlanger and Co., French bankers, early in 1863.

What one of the most practical men in the South thought might have been accomplished by this loan cannot be better expressed than by quoting from "The War Between the Union and the Confederacy", by Gen. William C. Oates, C. S. A. General Oates commanded an Alabama regiment during the whole of the war, served as a Representative in Congress from 1880 to 1894, and was Governor of Alabama for two years after that. His book, although well known in the South, has not had a wide circulation in the North.

"Why was not a sale of Confederate cotton bonds made to England and France in 1861 or 1862, or at an earlier date than March, 1863? Mr. Davis, in his book, 'The Rise and Fall of the Confederate Government', fails to give any account of it if such effort was made. . . . The security of the bonds was an obligation of the Confederate Government to deliver cotton at the ports of Charleston, Savannah, Mobile, New Orleans, and Galveston, if the country was at peace, or if at war at points in the





STEAMER "GENERAL MEADE"  
Formerly the Blockade Runner "Bermuda" 1861  
From the collection of F. B. C. Bradlee



interior within ten miles of a railroad or navigable river, free of all charges, except of one-eighth of one cent per pound export duty.

“Each bond, at the option of the holder, was convertible at its nominal amount into cotton to be delivered as above stated, at the price of six pence sterling per pound of cotton, or about twelve cents. The bonds were sold at ninety per cent, and ex-President Davis says in his book, ‘The loan soon stood in the London market at five per cent premium. The amount asked for was three million pounds (\$15,000,000). The amount of applications exceeded fifteen million pounds.’

“Why on earth did he not sell to them all the bonds they wanted at the high prices offered and use the gold obtained to stop the depreciation of Confederate notes, the inflation of prices, and have gold to aid in carrying on the war and maintaining the credit of the Confederacy? When the day came for their payment there need not have been any shortage in cotton with which to pay the bonds, and if there had been, the stringency would not have been so great as were the needs of the armies and Government for good money at that date. If in 1863 the bonds were at a premium, why were they not saleable in 1861-62 at par or at a premium when the Confederacy still had a good credit?

“Why would not that course have given it credit on a gold basis to prosecute the war and maintain its existence? Mr. Chase told the writer in 1868 that when he was Secretary of the Treasury of the United States he watched closely the course of Mr. Memminger, the Confederate Secretary, with fear and trembling, least he might make the cotton of the South the basis of credit and thus secure the sinews of war in Europe.”

The successful financial management and good credit of the United States abroad contributed far more than is generally supposed to the final victory of their cause. President Lincoln declared the Southern coast blockaded south of North Carolina on April 19th, 1861, and eight days later extended the blockade to the North Carolina and Virginia coasts. When first announced, many well informed persons at home and nearly every one, including

the highest naval authorities, abroad, considered that the blockade could not possibly be rigorously enforced, and that it would result in what is known as a "paper blockade", which that doubtful science known as "International Law" does not consider binding.

The Navy Department of the United States in this very early stage of the war was, also, in a disorganized condition, due to many resignations of Southern officers and other causes, to be noticed later, and so for some time hardly in a condition to properly enforce Mr. Lincoln's proclamation.

In 1861 the total fleet of the United States consisted of but 42 ships, carrying 555 guns and about 7600 officers and men. Out of this total several ships were what is known as tenders and storeships, quite a few were the old-fashioned sailing sloops and frigates, and so practically useless for blockading duty.

Many years of peace, with a small navy like the one kept up by our country, together with the lack of any law compelling the retirement of superannuated or inefficient officers, had resulted in utter stagnation of the personnel when the Civil war broke out. For a long while preceding it there had been in the United States Navy a complete lack of those inducements which infuse life into a military service. There was little hope of promotion, and the navy list was encumbered with the names of many elderly gentlemen who might have fought gloriously during the war of 1812, but had long since bade farewell to any hope of advancement. Some of the younger officers had sought temporary service in the mercantile marine, many had outlived their usefulness, and lieutenants on the verge of fifty years of age, with large families of children, had to employ all their faculties to feed them.

The Confederates doubtless considered all these circumstances when hostilities began. With all ports of shelter closed against the Federal navy, and storms continually raging along the coast, they laughed at the idea of a blockade; as quoted from a private letter written in Charleston, S. C., and printed in the New York *Illustrated News* for June 15th, 1861: "We are in the enjoyment of a very pleasant spring, and are now as quiet as a brood

of chicks under the parent's wings. For all that, however, our head men are not asleep. Everything is going on nicely. You have heard, no doubt, 'Old Abe' has blockaded our port.

"A nice blockade, indeed. On the second day a British ship, the 'A. and A.', ran the gauntlet and got in safe. She leaves in a few days with a snug freight of \$30,000. To-day two vessels passed safely in, both British, I understand. A captain told me that one of them can carry more cotton than the 'A. and A.', and that she is engaged at five cents a pound, which will give a freight of \$35,000 to \$40,000.

"Don't you wish you had a hundred ships for one voyage? You might become your own insurer with impunity. I have perhaps a better opportunity of sending letters to you than you have to me, for every day some one leaves here for the West, and I have only to give the letter to be dropped in some abolition post office\* and it will gain its destination, and unless you have the same chance (which I doubt) you may write a dozen letters and none come."

In May, 1861, the Confederate Government sent Major Caleb Huse and Captain James D. Bulloch (the latter an uncle of the late President Roosevelt), to Europe, on a mission to buy arms, ammunition, equipments, etc., for the army and navy. Captain Bulloch was also given the authority, as "Naval Agent of the Confederate States", to buy and fit out suitable vessels for the Southern navy. He was successful beyond anticipation, and his efforts resulted in the well known "commerce destroyers" "Alabama", "Florida", "Shenandoah", etc.

They are often, in fact generally, referred to by Northern historians as "privateers", but it is a mistake to so call them, for they were regularly commissioned ships of war, although the "Alabama" and "Shenandoah" never once visited any port of the Confederate States.

It is also interesting to note that Major Huse, the Confederate "army agent" in Europe, was a native of

\*The United States mail service to and from the Southern Confederacy was suspended in May, 1861, by order of Postmaster General Montgomery Blair.

Massachusetts, having been appointed to West Point from that State. He graduated seventh in the class of 1851, and was appointed second lieutenant in the first regiment of artillery, but his abilities were evidently highly thought of, for almost immediately upon his graduation Lieutenant Huse was detailed to the Military Academy as assistant professor of chemistry and mineralogy, and continued upon these duties until the breaking out of the war.

Captain Bulloch, in his "Secret Service of the Confederate States in Europe", referring to Huse, says that: "He was a man of ability and of unusual energy. . . . I have always felt that the safety of Richmond at the time of General McClellan's advance from Yorktown up the peninsula, in the spring of 1862, was largely due to the efforts of Mr. Charles K. Prioleau and Major Huse, because the former furnished the credits, and the latter bought and forwarded the rifles and field artillery without which the great battles of Seven Pines and the Chickahominy could not have been successfully fought."

Even at the cost of a slight digression from the subject, it will not be out of place to mention here the names of only a few Northerners who, when the fighting began, sided with the South, either through feeling or interest. This is a subject which, intentionally or not, is very seldom mentioned in any of the multitude of books on our Civil war.

Among the best known of these men was General John C. Pemberton, who came of Pennsylvania Quaker family; he graduated from West Point in the class of 1837, and was appointed to the 4th artillery, and was brevetted major for "gallant conduct" at the battle of Molino del Rey, during the Mexican war, September 8th, 1847. Like many officers of the regular army, Major Pemberton was imbued with the radical Southern and "States rights" policies, and carried it so far that he resigned his commission in the army in April, 1861, went to Richmond and offered his sword to the Confederacy.

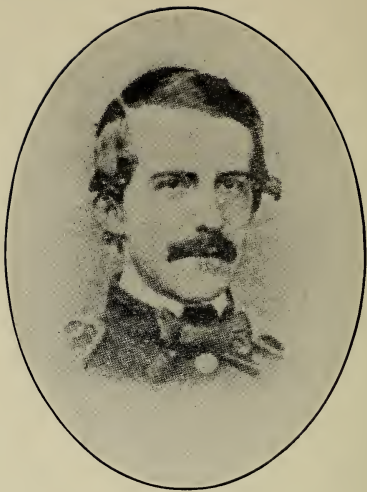
It has been affirmed and also denied that he was a personal friend of Jefferson Davis; be that as it may, Pemberton must have enjoyed strong influence, for on



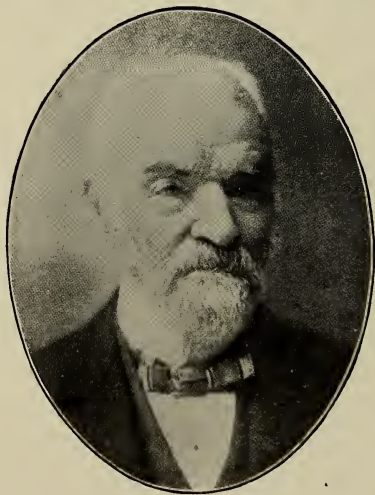




BRIG. GEN. ALBERT PIKE  
of Massachusetts



COL. JOSEPH C. IVES  
of Connecticut



MAJ. GEN. SAMUEL G. FRENCH  
of New Jersey

A GROUP OF YANKEE CONFEDERATES  
From the collection of F. B. C. Bradlee

October 13th, 1862, he was made a lieutenant-general in the provisional army, the next highest grade in the Confederate military service. He is principally remembered for his unsuccessful defence of Vicksburg, and in the campaign preceding its surrender he certainly displayed but few signs of a competent chief. General Pemberton's principal mistakes were: fighting his army piecemeal against General Grant's united forces, and finally allowing himself to be cooped up in Vicksburg, which, according to the best judges, should have been held by a small force only, while the main Confederate army retained its liberty of action.

The fall of this stronghold, occurring as it did on the same date (July 4, 1863), as the Southern defeat at Gettysburg, occasioned great discouragement and depression throughout the Confederacy. Certain radical newspapers accused General Pemberton of treachery on account of his Northern birth, and even went so far as to say that he chose the 4th of July to surrender on because it was the national holiday! It is certain that the question of his nativity was held strongly against him, for after Vicksburg the Southern troops practically refused to serve under General Pemberton, and on May 18, 1864, he resigned his commission as provisional lieutenant-general, reverting to his lineal rank in the Confederate regular establishment, which was that of lieutenant-colonel of artillery. As such he served during the rest of the war on the defences of Richmond.

A curious anecdote of Pemberton is told by General Sorrel in his "Recollections of a Confederate Staff Officer": "General Lee, when he liked, could sit down pretty hard on words not agreeable to him. . . . He (Pemberton) was present, and speaking of Battery Harrison (after its capture by the Union forces in 1864), said with something like superior confidence, 'I presume, General, you will retake the fort, *coute que coute*.' Lee's sad, steady eyes rested on that unfortunate officer as he slowly said, 'General Pemberton, I made my effort this morning and failed, losing many killed and wounded. I have ordered another line provided for that point, and shall have no more blood shed at the fort, unless you can show me a

practical plan of capture; perhaps you can. I shall be glad to have it.' There was no answer from Pemberton."

At the close of the war General Pemberton became a farmer in Fauquier county, Virginia; he died at Penllyn, Pennsylvania, on July 13th, 1881.

It will probably surprise many people to know that Massachusetts furnished no less than five general officers to the Confederate army: Ruggles, Chase, Blanchard, Perry and Pike. Of these the latter was by far the best known.

Albert Pike was born in Boston, December 29th, 1809, and graduated at Harvard as one of the famous class of 1829. He was the son of a journeyman shoemaker, and when four years old the family removed to Newburyport. After his graduation young Pike taught school in the latter city, and also in Fairhaven, Mass. Finding it impossible to make a living, he went to St. Louis in the spring of 1831, travelling much of the way on foot. He then joined an expedition to New Mexico, and for a year was a merchant's clerk in Santa Fe; in September, 1832, he accompanied some trappers, from whom he separated with four others, travelled 500 miles on foot, and reached Fort Smith, Arkansas, "without a rag of clothing, a dollar in money, or knowing a person in the territory."

There the future General Pike became connected with the "Arkansas Advocate," which he edited and finally owned, until admitted to the bar in 1836. He was no mean poet; his "Prose Sketches and Poems" were published in Boston in 1834, followed by his "Hymns to the Gods," and in 1854 a collection of his poems, entitled "Nugae", was printed in Philadelphia. At the outbreak of the Civil War Albert Pike was a prominent figure in Arkansas politics, and he had had much to do with the semi-civilized Cherokee Indians who lived in western Arkansas and the Indian Territory, now the State of Oklahoma.

He was of a kindly, conciliatory nature, and the Confederate States Government could not have selected a more efficient man to deal with the Indians in the position of commissioner under the new conditions. During the summer of 1861 Albert Pike was commissioned a briga-



dier general (he had had an excellent military record during the Mexican war as captain in an Arkansas regiment), to command the Indian forces organized in the Indian Territory for service in the Southern cause. With these he took part in the battle of Pea Ridge, March 8th, 1862. Shortly after this, General Pike's administration of affairs in his department caused many complaints among his subordinates, and he resigned in November, 1862, and had nothing further to do with Indian affairs. He was accused of treason to the Confederacy and of being connected with a secret society of Unionists of Grayson and Cook counties, Texas. There was a large Union element in Texas, particularly among the German colony, of whom forty-six, after a form of trial, were hung. However, General Pike was never tried on a charge of treason.

He seems to have gone into the rebellion heartily, forgetful of the warnings of his own remarkable prophecy, which he put in the following words, towards the close of a poem entitled "Dissolution of the Union", written before the war. After describing civil war and its effects, he said to the deceived people:

"Where are your leaders? Where are they who led  
Your souls into the perilous abyss?  
The bravest and the best are lying dead,  
Shrouded in treason and dark perjuries:  
The most of them have basely from you fled,  
Followed by Scorn's unending, general hiss;  
Fled into lands that Liberty disowns,  
Encrouched within the shadow of tall thrones."\*

General Pike dressed himself in gaudy costume and wore an immense plume to please the Indians.

After the war he edited the Memphis "Appeal" in 1867-68. In his last years the old General was a familiar figure about Washington City; he was very venerable and benignant in appearance, his long white hair falling in curls upon his shoulders; he was a thirty-third degree Mason, the senior officer of the order in the United States, and his great prominence was probably due to his contri-

\*Lossing's Field Book of the Civil War, Vol. I, p. 475.

butions to Masonic literature and his almost devout interest in the order.

Edward A. Perry was born in Richmond, Berkshire county, Massachusetts, March 15th, 1833. Quite early in life he removed to Florida, where he practiced law, and also became prominent in politics. He was elected Governor of Florida in 1859 and served until 1861, when he was either elected or appointed colonel of one of the Florida infantry regiments in the Confederate service. On September 30th, 1862, Colonel Perry was promoted to be brigadier-general, and commanded the Florida brigade in General Lee's army (the Confederate divisions and brigades were assigned by States as far as possible), which distinguished itself and was terribly decimated at the battle of Gettysburg.

General Perry died at Knoxville, Tennessee, on October 15th, 1889.

The three remaining "Bay State Confederates" were graduates of West Point. Daniel Ruggles, a member of the class of 1833, served in the regular infantry and received the brevet of lieutenant colonel for "gallant conduct" during the Mexican war. He was appointed a brigadier-general in the Confederate service on August 9th, 1861, and had inconspicuous commands, first at New Orleans, then at Richmond. General Ruggles surrendered at Appomattox with General Lee's army. He died at Fredericksburg, Virginia, June 1st, 1897.

General Chase, after graduating in the class of 1815 at the Military Academy, was assigned to the Corps of Engineers in the regular service. In this he was employed planning forts and river improvements in the Southern States until 1856, when, having attained the rank of major, he resigned to become president of the Alabama and Florida Railroad.

When Florida seceded he was appointed brigadier-general in the State forces, and for a short time commanded the troops that attempted to seize Fort Pickens in Pensacola harbor, which important fortification was preserved to the Union through the gallant conduct of Lieutenant, afterwards General Adam Slemmer, U. S. A.

*(To be continued)*





SHIP "MINDORO "

Silsbee, Pickman & Allen, owners

From a painting owned by George. H. Allen, showing the ship leaving Boston,  
July 17 1866, for Batavia and Hong Kong

## SALEM VESSELS AND THEIR VOYAGES.

### THE BARQUE "GLIDE."

AND SOME ACCOUNT OF THE AFRICAN TRADE.

BY GEORGE GRANVILLE PUTNAM.

(Continued from Volume LIX, page 384.)

#### TWENTY-FIFTH VOYAGE.

Sailed from Boston July 27, 1883, Sellin, master, and arrived at New York July 30. Sailed from New York Aug. 10, Sellin, master, for Aden, and arrived Dec. 16, 132 days' passage. Arrived at Nossi Be, Madagascar, March 21, from Tamatave March 9, and sailed April 2 for home. Arrived at Boston July 2, 1884, 91 days' passage. Voyage, eleven months and five days.

#### TWENTY-SIXTH VOYAGE.

Sailed from Boston Aug. 23, 1884, William T. Savory of Salem, master, for Zanzibar and a market. Arrived at St. Denis, Reunion, from Boston, Aug. 23, via Tamatave. Arrived at Zanzibar March 1, from Tamatave Feb. 18, and sailed March 18 for home. Arrived at Boston June 24, 1885, 98 days' passage; passed Cape Good Hope May 1, and crossed the equator May 25, in longitude 44 W. Had light winds in Mozambique channel and strong N. E. trades to latitude 22 N., and thence to port light winds and calms. Voyage, ten months and one day.

A singular incident occurred while the *Glide* was on her outward voyage, which gives an opportunity to digress and relate an interesting story. Vessels bound to India frequently make the Island of Tristan d' Acunha, in latitude 37.3 S., longitude 12.18 W. When the *Glide* was twenty-five miles north of the island a bearer of a curious missive came off in a whale boat, boarded the barque and handed to Captain Savory at 9 P. M. the following note:

"Tristan d' Acunha,  
"Oct. 27, 1884.

"Dear Sir—I shall be much obliged if you can let me have one or two bottles of your best port wine for the



holy communion and for sickness. I shall also be very glad of any of the following articles: a broom of any kind for sweeping floors, candles, canary seed, castor oil, skeins of twine, small fish-hooks, English newspapers, sandpaper.

"The bearer of this note will pay you for whatever you can let me have. I should have been very glad to have paid you a visit myself, but unfortunately I am so subject to seasickness that I never go on the water without necessity.

"Wishing you a prosperous voyage, believe me, Dear Sir, faithfully yours,

“(Rev.) E. H. Dodson,

“Vicar of Tristan.

“To the Captain.”

Whether Captain Savory was able to furnish the desired articles, deponent saith not. He brought the note home to Salem, and the writer had the pleasure of reading it.

Another reference to the Island of Tristan d' Acunha is appropriate at this time, as it plays an important part of the island's history, and will, it is quite certain, be new to many Salemites. In the "History of a Voyage to the China Sea," by Lieut. John White, U. S. N., a native of Salem, made in the brig *Franklin*, fitted out at Salem in the year 1818, sailing Jan. 2, 1819, was written originally a memoir to be deposited in the archives of the Salem East India Marine Society. Speaking of the Island of Tristan d' Acunha, and its two neighbors, lying in the South Atlantic near the latitude of Cape of Good Hope, Lieut. White relates that, in the year 1811, Jonathan Lambert of Salem took possession of the whole group and claimed the ownership and sovereignty of the soil by right of occupancy.

These pretensions were set forth in a proclamation published shortly afterwards, which, both in sense and in style, said the North American Review, "was, to say the least, quite equal to some which have issued from far mightier thrones." He invited all navigators to touch at his islands for refreshments, and for the purpose of fulfilling his engagements, carried out a colony of three or

four adventurers, and cultivated the soil with great assiduity. "How long Jonathan Lambert might have held his territory," continues the North American Review, "without exciting the jealousy of the great monarchs of Europe, is a problem which it was not left for time to solve."

The issue of the enterprise is thus described by Lieut. White: "Lambert and his associates had resided here nearly two years, and already had their industry been crowned with great success; they had collected a number of the skins of seals, sea lions, etc., and a considerable quantity of oil from the same animals. The soil, congenial to the growth of the various kinds of plants which they had naturalized there, had begun to reward their toil with a plentiful crop of roots, fruits and pulse, and they were made happy in the fruition of their hopes and in the flattering prospects of future independence, which were spread before them.

"In the midst of the enlivening feelings which pervaded their minds on the success of their undertaking, a melancholy incident took place which rent asunder the bonds of this little society and spread desolation over their domains. This was no less than the death of Lambert, the soul of their enterprise. He is reported to have been drowned while on a visit to one of the adjacent islands. Disheartened by this unfortunate occurrence, by which they were deprived of an intelligent leader, and distrusting their own powers to prosecute their own designs to a favorable issue, they shortly after this event quit the island in a ship which touched there, and in 1818 their huts were found falling to the ground, their enclosures in ruins, and every part of this once flourishing establishment marked with the devastation of time and neglect."

The Salem *Register* says, in printing the foregoing in its issue of May 25, 1857: "Tristan d'Acunha was subsequently, in 1816, occupied by a company of British troops, as an outpost of the army of surveillance stationed at St. Helena, the prison of Napoleon, but the garrison was soon withdrawn, not, however, until a sloop of war had been wrecked there and totally lost, with all of her crew."

Rev. William Bentley, D. D., in his famous diary, published in four volumes by the Essex Institute, says, in speaking of Jonathan Lambert: "Sunday, Sept. 11, 1814—Samuel Lambert and his wife ask for prayers on the death of his brother Jonathan Lambert. This is the bold adventurer that seized upon an island in the great ocean and collected a few companions to inhabit it, and gave notice that he should supply all circumnavigators. He perished when fishing in his boat with some of his companions. He was a man of real genius and intrepidity. Nothing common could satisfy him, and he had acquired all that general knowledge which observation in men and manners could supply. He had a ready tongue and good pen, an enquiring mind, and a power to know and possess what circumstances could give him at the instant they appeared. I knew him intimately well."

Most extraordinary is this remarkable coincidence in that the history of this island dating back more than a century should have again been revived by this strange visitor to a Salem captain in command of a Salem vessel in mid-ocean, and that the vessel should be the old barque *Glide*, whose story is being here related.

#### TWENTY-SEVENTH VOYAGE.

Sailed from Boston July 15, 1885, Howes, master, for Zanzibar and a market, and arrived at Zanzibar Nov. 2, 117 days' passage. Sailed Nov. 8 for Madagascar, and arrived at Nossi Be Feb. 7, and sailed for home Feb. 17. Arrived at Boston May 18, 1886, 90 days' passage, passed Cape Good Hope March 18, and crossed the Equator April 17 in longitude 30.30 W. On May 14, 1886, latitude 38 N., longitude 71.08 W., Thomas Nelson, seaman, a native of Norway, 40 years of age, died, and was buried at sea. Voyage, ten months and three days.

#### TWENTY-EIGHTH VOYAGE.

Sailed from Boston June 4, 1886, Terwilegar, master, for Zanzibar and a market, and arrived at Zanzibar Sept. 12, 100 days' passage. Sailed from Tamatave Nov. 10, for Vatomandary, Madagascar, and sailed from the latter port Dec. 2 for home. Arrived at Boston Feb. 10, 1887, from Zanzibar Sept. 17, Tamatave Nov. 10, and Vato-



mandary, 77 days' passage; had hard westerly gales off Cape Good Hope, which was passed Dec. 18, crossed the Equator Jan. 13 in longitude 38 W. Captain Terwilegar reported having had fine N. W. winds to latitude 30 south, longitude 35 east. Voyage, eight months and two days.

#### TWENTY-NINTH VOYAGE.

Sailed from Boston March 11, 1887, Terwilegar, master, for Tamatave and a market. The date of her arrival out was not reported, but she sailed from Tamatave for home Aug. 12. Arrived at Boston Nov. 5, 1887, 85 days' passage. Had strong breezes from S. W. to S. E. to latitude 31.30 S., longitude 31.30 east, when occurred a sharp squall from the west, with heavy thunder and very sharp lightning, terminating in a heavy gale, during which the vessel was hove to for twelve hours under bare poles; thence moderate gales from S. W. to N. W., with rough sea, to Cape Good Hope, which was passed Sept. 5; took the S. E. trades moderate in latitude 26 south, and carried them to latitude seven miles north; crossed the Equator Oct. 3 in longitude 41.30 W., had light airs to latitude 12 north, where the N. E. trades were taken, very moderate, and carried to latitude 23 north; thence moderate winds and strong S. E. gales to port. Voyage, seven months and twenty-five days.

"A passenger on the outward passage was Samuel D. Lord of Salem. He remained in Africa over three years, arriving home in the barque *Taria Topan*, at Boston, Sept. 29, 1890. Mr. Lord is now a clerk in the Salem Savings Bank. He is a son of the late Captain Samuel A. Lord of Salem, a well-known shipmaster of his time, who had the distinction of bringing the first Japanese vessel to America, as thus described by the San Francisco *Alta California* of Aug. 24, 1872:

#### "FIRST JAPANESE VESSEL.

"Yesterday the Japanese barque *Fu-Ju-Mara* entered the Bay of San Francisco with the Japanese colors flying from her masthead. She brought an assorted cargo from Hong Kong, and is consigned to Macondary & Co. The crew are exclusively Japanese, but her captain is an

American, Samuel A. Lord. She made the trip in 57 days, which is better than the average time. The Fu-Ju-Mara is a barque of 600 tons, and her arrival in this port marks an epoch in the history of San Francisco and the progress of Japan of a very remarkable character. She is the first vessel carrying Japanese colors that ever entered an American port. She is manned by a Japanese crew, the captain and officers only being foreigners. She is the pioneer of a trade that may yet astonish the world and help materially to build up the commerce between this city and Asia."

These articles would not be complete without a notice of one who was prominently identified with the Zanzibar trade, and who, with his wife and two children, was a passenger on the *Glide* on her eleventh voyage—Captain Francis Ropes Webb. Captain Webb was born in Salem, March 27, 1833, and he left the old Salem English High School May 2, 1845, and went to sea a mere lad with his father, Captain Joseph Webb, and was with his parent when he died in Penang. The son adopted the sea as a profession and made several voyages to Zanzibar and Arabia, as master of the barque *Imaum*, in the employ of Benjamin West, and he was subsequently resident agent at Aden and Zanzibar for the house of John Bertram. He was also appointed United States consul at Zanzibar. To his efforts were largely due the negotiation of a treaty in the latter year of his consulship for the suppression of the slave trade on the east coast of Africa. Henry M. Stanley was indebted to him for material assistance in fitting out his first expedition of exploration of the Dark Continent. In 1881 Captain Webb went to Auckland, N. Z., as resident agent of the house of Arnold, Hines & Co., and he also received the appointment of United States consul to New Zealand, a position he held until November, 1891. Before his departure for home, so great was the respect in which he was held by the people of that country, the mayor of Auckland presented to him, publicly, an address and a purse of sovereigns. Captain Webb was in the United States navy during the Civil war, serving under Admiral Porter. He was a member of the Salem Marine Society, a man of sterling character,

strictly honorable and conscientious in all his dealings, and he enjoyed to a remarkable degree the esteem and confidence of all his employers. He was a fine representative of the school of shipmasters who have made Salem famous, but which is now passing away. He died at Chula Vista, a suburb of San Diego, Cal., July 11, 1892. He was an uncle of the late Assistant Treasurer Arthur N. Webb of the Holyoke Mutual Fire Insurance Company of Salem.

#### THIRTIETH VOYAGE.

Sailed from Boston Nov. 22, 1887, Terwilegar, master, for Tamatave, Madagascar. This was the last voyage of this grand old vessel, which had so many times weathered the storms of the ocean, and had never met with mishap of any great consequence, and which had carried safe on her several trips many Salem boys. While nearing Tamatave she was totally wrecked, Feb. 25, 1888. Her cotton goods and petroleum were sold at an auction on Feb. 25 for \$28,500, and her hull and a few hides on Feb. 27 for \$800. No life was lost.

And that was the end of the old barque *Glide*, so well known to earlier generations of Salemites, and whose departures and returns were events of the day in Salem of her time.

#### CAPTAIN JOHN McMULLAN.

The following is taken from a letter written by Capt. McMullan telling of the loss of the barque *Guide*, which he commanded before he sailed the *Glide*:

"On the 20th of August (1860), left Zanzibar for Aden. Fourth of September, at noon, by observation, was in latitude 80.9 N., longitude 51.30 E., Ras Hafoon, bearing N. 1-2 W. At 11.45 P. M., the second mate, on the lookout, called me, saying that he saw white water ahead; immediately ordered the helm hard aport and the starboard braces let go, as the wind was S. by W. 1-2 W., but before she could obey her helm she struck very heavily and drove up on the beach, let go and clewed up everything.

"We then got out the longboat, to try to carry an anchor out astern, but the boat stove alongside. We then tried the small boat, but it swamped. As we could do nothing more, concluded to wait until daylight to see our

position, it being so misty we could not see how the land was. At daylight found that the barque was ashore on the low sandbar that runs in to the westward from Ras Hafoon, and that we were about 500 yards from the beach. About seven o'clock saw two natives on the beach; lowered my other boat, and by taking a small line and keeping the stern on to the surf, found we could hold communication with the shore. Went ashore with two black boys from Zanzibar, and sent them to find the town, which, the natives said, was not far off. At ten o'clock they returned with two chiefs and about one hundred natives, who stated that the Sultan lived about six days' walk inland, and that there were three Dhows on the other side of Hafoon; that for \$1100 they would land all our cargo and send us to Aden.

"The barque had by this time been driven so far up that there were but four feet of water alongside on the port side, as she was lying nearly on her beam ends, the surf breaking over her all the time; she also had about the same depth of water in her hold.

"As I could make no better bargain with them, I accepted their offer, but as soon as they had landed our things, we went ashore to receive the cargo as they landed it, but they would not permit us to touch anything, but commenced breaking open our trunks and chests, telling us to clear out, or they would murder us.

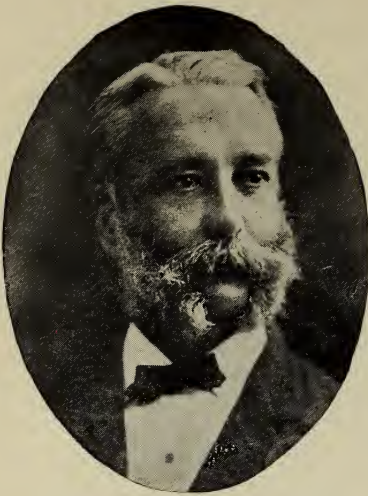
"By this time there were 400 or 500 natives, and we could do nothing, so started off to find some town, with nothing but the barque's papers and about \$2000 in gold. It being then about four o'clock of the fifth of September, we walked to the N. E. until dark, then lay down on the sand until daylight; started again in the same direction, and after walking all day, without food or water, lay down again in the sand, as we could not see if we passed a water hole in the night. This night the cook and four Zanzibar boys deserted us, and I have not heard from them since.

"At daylight the remainder of us started again towards the N. E., but found it the same dry, barren hills. We had now been two days without food or water, walking in the sun, with nothing in sight but barren hills. On the morning of the eighth started again, and about noon came to the northern side of Ras Hafoon. The men now re-

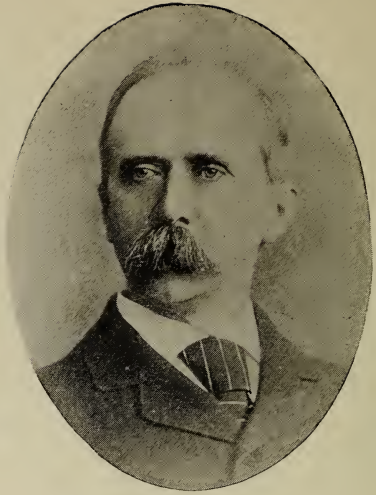




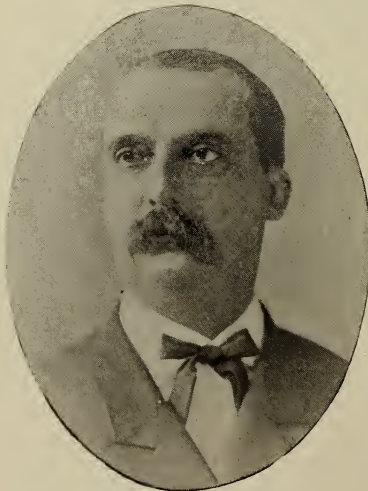




CAPT. E. AUGUSTUS EMMERTON  
1827 - 1901



EDWARD D. ROPES  
1838 - 1902



WILLIAM G. WEBB  
1832 - 1896

fused to go farther, saying they might as well die there as to keep on walking, but, after killing my dog and drinking his blood, they agreed to return and try to get on board the barque.

"About two hours before dark Madam Mass and her niece (two French ladies, passengers from Zanzibar and Aden), gave up. Their shoes had been worn out for some time, and we had been obliged to carry the girl part of the way. Left them in charge of Mr. Lefavour, the mate, with orders to follow on as soon as they could. At night stopped again, and as soon as we could see started. About 4 P. M. saw the barque at a long distance. At dark reached the water side, took a drink of salt water and lay down. On the morning of the 10th started again for the barque; at noon reached her, found that the Sultan had sent a chief down to protect us, but to keep us there until he came. About 3 P. M. Mr. Lefavour arrived with the females. We were now all on board, with the exception of the cook and the black boys, but found that everything had been taken from the vessel but the beef and pork.

"On the 16th, John Tull, one of the crew, died of dysentery. On the 17th the Sultan came, and said that we must stay on board five or six days before he could send us away, as there was no food in the town.

"On the 21st we left the barque for the town, arrived there the next day, found there a small dhow, which the owner said would sail in about ten days, and for \$1000 would take us to Aden, but after the Sultan left, refused to take us for less than \$5000. After putting it off from day to day, managed to get away on the 8th of October. After being out two days he refused to go to Aden, but would go to Mocullah. Arrived at M. on the 13th of October. While at M. the Sultan gave us a house and plenty of food.

"On the 21st the Sultan sent us to Aden, where we arrived the 25th of October, having been 50 days since the wreck. We have saved nothing but what we have on, except the gold, which we had secured about our waists, having been robbed of everything else."

The foregoing trip across the burning sands of Africa was one of dreadful suffering, and ranks with that of Daniel Saunders, before mentioned in this volume.

## THE BARQUE "TARIA TOPAN".

Older citizens of Salem will recall that on April 2, 1870, all roads led to South Salem. The occasion was the launching of a vessel which was to become noted as a regular trader between the ports of Salem, Boston, New York and the East Coast of Africa. The location was the shipyard of Edward F. Miller, near the present site of the Naumkeag Cotton Mills.

The vessel was the splendid double-decked barque *Taria Topan*, of 631.67 tons register, owned by Captain John Bertram, and was "the pride of the fleet" belonging to the firm. She was named in honor of a high-minded Hindoo merchant of Zanzibar. The weather was all that could be desired, and the vicinity of the shipyard, all vantage ground and Derby wharf were crowded with people to see the vessel slide from the ways, which she did very gracefully, and then settled lightly on the water. The hour was that of high noon. The vessel was the fourth that Mr. Miller had built for Captain Bertram, and the twelfth since he established himself in business in Salem.

An incident worthy of mention in connection with the launching is that a large number of Salem boys were given permission by the late William G. Webb, who was connected with the firm, to be launched on the vessel. Among them was Edward B. Trumbull, who, in the course of time, although the thought at that moment had never entered his head, commanded her; Lewis A. Voorhees, Arthur W. West, Thorndike Lefavour, William H. Weston, Charles W. Greenlaw, William Cameron, Charles Ellis, George Bisson, and many others whose names do not come readily to mind after so many years. Some of them had made one voyage to sea.

## FIRST VOYAGE.

The vessel began at once to prepare for sea and to load for Zanzibar. While she was getting ready her first commander was on his way home in the barque *Glide*, from Africa, and he arrived in Salem April 26, 1870, too late, by a few weeks, to witness the launch. It was not

the custom then for masters or vessels to remain idle at home, and so on May 12 the *Taria Topan* sailed away for the Dark Continent and the Island of Madagascar, William Hollingsworth Hathorne in command, and J. Warren Luscomb, mate.

She made the passage to Zanzibar in 68 days, the best outward time on record. From Salem to the Equator she averaged 141 1-4 miles per day, crossing the line on the twenty-eighth day out. From the Equator to the Cape of Good Hope the run was made in 20 days, at an average of 206 1-2 miles per day. All this was in light winds, for Captain Hathorne wrote home, "I have not had wind enough since leaving home to compel me to settle the topsail yards more than once during the passage."

From Zanzibar the vessel proceeded to Aden and Muscat, sailing from the latter port Nov. 5, 1870, for Boston, where she arrived Feb. 16, 1871, or 102 days from Muscat, 59 from Cape of Good Hope, and 33 from the Equator. She was seven days, on the coast, with a succession of heavy N. W. gales, severe cold weather, and ice and snow. The round voyage was performed in nine months and three days, fifty-five of which were spent in port. It was certainly a fine maiden voyage.

#### SECOND VOYAGE.

The vessel sailed away again April 15, 1871, under Captain Hathorne, and arrived at Zanzibar June 30—76 days' passage. She proceeded to Aden and Muscat, and sailed for Boston Oct. 9. Captain Hathorne touched at St. Helena, Jan. 9, for water, and sailed the same evening, crossed the Equator Jan. 27, in longitude 34.30 W., and arrived at Boston Feb. 26, 1872, completing the round voyage in ten months and eleven days.

#### THIRD VOYAGE.

Sailed from Boston May 20, 1872, for Zanzibar, William H. Hathorne, master, Bertram D. Sparhawk of Boston and Miss Lucy Stone of Salem, passengers. Arrived at Muscat Sept. 28, thence to Zanzibar, from which she



sailed Dec. 18 for Boston, where she arrived March 13, 1873, in 84 days' passage.

The Boston *Journal*, referring to the vessel, said, "She brings one of the most valuable cargoes ever received here from Arabia, consisting of ivory, ebony, dates, gum copal, etc. Among the leading items of her cargo are 6035 frails of dates, 1600 bags of cloves, and 3539 blocks of ebony."

The Traveller said, "The vessel is in beautiful order, notwithstanding the severe weather she encountered on the coast, and reflects credit on her able commander, officers and crew."

J. Frank Stickney, now living at the Willows, was an ordinary seaman on the voyage. He had made one voyage as boy in Captain Bertram's employ, arriving at New York March 25, 1872, in the barque *Glide*, Captain James S. Williams, which put into that port in distress, having experienced bad weather in the North Atlantic. When Mr. Stickney went into the firm's office to get his pay, he was offered a chance to go in the *Taria Topan*, which he accepted, and has been glad ever since.

#### FOURTH VOYAGE.

Sailed from Boston July 15, 1873, for Mauritius and a market, William H. Hathorne, master. Visited Aden and Muscat, and arrived at Boston June 29, 1874, from Aden Feb. 26, and St. Helena May 15.

#### FIFTH VOYAGE.

Sailed from Boston Aug. 18, 1874, William H. Hathorne, master, for Zanzibar and a market. Arrived Nov. 13—87 days' passage. Went to Aden, Muscat, and back to Zanzibar, sailing thence March 26 for Boston. Arrived at Boston July 1, 1875—97 days' passage.

#### SIXTH VOYAGE.

Sailed from Boston July 31, 1875, William Beadle, master, for Zanzibar and a market. Arrived Nov. 4—96 days' passage, and sailed Nov. 16 for Aden, arriving there Dec. 30. Thence to Muscat, Feb. 11, back again to Zan-







SHIP "FORMOSA"

Owned by Silsbee, Pickman & Allen

From the painting by a Chinese artist at Hong Kong, showing the ship off the Lema Islands on June 24, 1872

zibar, from whence she sailed for Boston. Arrived at Boston Aug. 16, 1876, from Zanzibar April 10, 128 days' passage. She brought 4247 frails of dates, 799 bags of cloves, 5832 pieces of ebony, 25 cases of myrrh, and a large amount of goatskins, hides, etc. Passenger, H. N. Austin of Boston. The barque brought home the remains of Garrett Smith.

[Note—The same day the *Taria Topan* arrived at Boston the barque *Glide*, owned by Captain Bertram and commanded by Captain Nathan A. Bachelder, also arrived from Zanzibar, which she left May 18, and making the passage in ninety days. Edward H. Trumbull of Salem was first officer of the *Glide*.]

#### SEVENTH VOYAGE.

Sailed from Boston Sept. 6, 1876, Nathan A. Bachelder, master, for Tamatave, Madagascar, and a market. The following notes are taken from Capt. Bachelder's journal: Oct. 12, crossed the Equator in long. 32.07 W., 36 days from Boston; Oct. 14, Fernando de Noronha abeam, bearing S. W. by S. 10 miles, can see it well, clear night; at 7 A. M. it bore N. E. by E.; Oct. 18, lat. 14.24 south, longitude 29.42 W., at 4 P. M., spoke Dutch ship *Concordia*, from Montevideo for Falmouth, also passed six sail, all bound N.; Oct. 20, passed three sail bound north; passed the meridian of Cape Good Hope Nov. 11, 65 days out, in lat. 36.31 S.; arrived at Tamatave Dec. 5, at 2 P. M. Bless the Lord for his goodness to all of us.

Sailed from Tamatave Dec. 25, Christmas Day, for Muscat; Feb. 3, 1877, light winds and calms all the time, 39 days out, and, oh dear, how monotonous; Feb. 9, at 6 A. M., anchored in Muscat harbor, 46 days' passage.

Sailed from Muscat Sunday, Feb. 25, 1877, for Boston; March 14, in lat. 2 N., saw North Star plain and clear; April 28, a beautiful day, and we passed Cape Good Hope. May 10, noon, St. Helena in sight, bearing N. 3-4 W.; May 12, 8.15 A. M., St. Helena still in sight, bearing E. S. E. to S. E. and E.; crossed the Equator May 25 in long. 38.18 W., 27 days from the Cape of Good Hope; June 3, strong breeze throughout from about E., run 282

miles, biggest day on the passage; June 3, ran 236 miles; June 4, 234 miles; June 5, 218 miles; June 6, 182 miles; June 11, 187 miles—a total of 2401 miles in twelve consecutive days. June 18 was boarded by a pilot at 6 A.M., 15 miles from Nauset, and arrived alongside Lewis wharf, Boston, June 19, 1877, 114 days from Muscat. Voyage, nine months and thirteen days.

#### EIGHTH VOYAGE.

Sailed from Boston Aug. 2, 1877, Nathan A. Bachelder, master, for Zanzibar and a market. Visited Zanzibar, Aden, Muscat, and back to Zanzibar. Arrived at Boston April 26, 1878, in 74 days from Zanzibar, and completing the round voyage in eight months and twenty-four days. Passed Cape Good Hope March 8, and crossed the Equator April 2 in longitude 39 W. The runs from Cape Good Hope to Boston in 49 days and that from the Equator in 24 days, are excellent.

Charles Porter Brown of Salem, an artist, was a passenger in the barque the entire voyage. While absent he sketched several business places in Zanzibar and other ports, and the pictures he made are preserved today. Mr. Brown was a native of Salem, an old Phillips school boy, and he died in Providence, R. I., in 1920.

#### NINTH VOYAGE.

Sailed from Boston May 22, 1878, N. A. Bachelder, master, Zanzibar and a market. Went to Zanzibar, Aden and Muscat, and back to Zanzibar. Arrived at Boston March 6, 1879, from Zanzibar, 74 days; passed Cape Good Hope Jan. 10, crossed the Equator Feb. 4, in longitude 40 W. Passengers—Bertram Sparhawk, George H. Luther and N. Ernest Bachelder, the latter the captain's son. Round voyage, eight months and twelve days.

#### TENTH VOYAGE.

Sailed from Boston May 20, 1879, N. A. Bachelder, master, for Zanzibar and a market. Arrived at Zanzibar in 84 days, thence to Aden and back to Zanzibar. Arrived at New York April 5, 1880, from Zanzibar Jan. 12, passed

Cape of Good Hope Feb. 4, and crossed the Equator Feb. 29, in longitude 39 W. Put into New York for repairs, having started stem in heavy N. W. gale March 20. Was sixteen days from southern edge of Gulf Stream, with continuous N. and N. W. gales. Passenger, Walter H. Trumbull of Salem, on the homeward passage.

#### ELEVENTH VOYAGE.

Sailed from New York May 29, 1880, N. A. Bachelder, master, Tamatave and a market. Went to Tamatave, Zanzibar, Aden and Madagascar. Arrived at Boston Feb. 18, 1881, from Madagascar Nov. 30, passed Cape of Good Hope Dec. 25, and crossed the Equator Jan. 21, in lat. 37.15 W. Had moderate weather up to the coast, and winter weather, but not heavy, afterwards. Voyage, eight months and twenty days, and homeward passage eighty days.

#### TWELFTH VOYAGE.

Sailed from Boston March 21, 1881, for Tamatave and a market, N. A. Bachelder, master. Went to Tamatave and Zanzibar, and sailed from Majunga Aug. 13. Arrived at Boston Nov. 2, 81 days from Majunga, passed Cape of Good Hope Sept. 8, St. Helena Sept. 22, and crossed the Equator Oct. 6, in longitude 41 W.

#### THIRTEENTH VOYAGE.

Sailed from Boston Dec. 19, 1881, N. A. Bachelder, master, for Tamatave and a market. Went to Zanzibar, Tamatave and Majunga, and sailed from last named June 14, 1882. Arrived at Boston Sept. 15, from Majunga June 14, passed Cape of Good Hope July 15, St. Helena July 27, and crossed the Equator Aug. 10 in longitude 37 W. Voyage, seven months and twenty-seven days. Passengers, Edward D. Ropes, Jr., and B. D. Goldthwaite of Salem.

#### FOURTEENTH VOYAGE.

Sailed from Boston Oct. 21, 1882, N. A. Bachelder, master, for Tamatave and a market, by Ropes, Emmerton & Co. (successors to Captain John Bertram, who died in Salem March 22, 1882). Went to Tamatave, Zanzibar,



Majunga, and back to Zanzibar, sailing from the last named port for home. Arrived at Boston July 20, 1883, from Majunga April 21, passed Cape of Good Hope May 27, St. Helena June 11, and crossed the Equator June 23, in longitude 35.30 W. Was ten days between Algoa Bay and Cape of Good Hope, with strong westerly winds, and in company with a large fleet of vessels bound west. Had very light trades and calms from Cape of Good Hope to St. Helena, and thence to the Equator good trades, and good N. E. trades to latitude 30 N., and from there to Boston mostly westerly winds, and then foggy weather north of the Gulf Stream. Passengers, Mrs. Bachelder and Leonard A. Bachelder, captain's wife and son. Voyage, nine months.

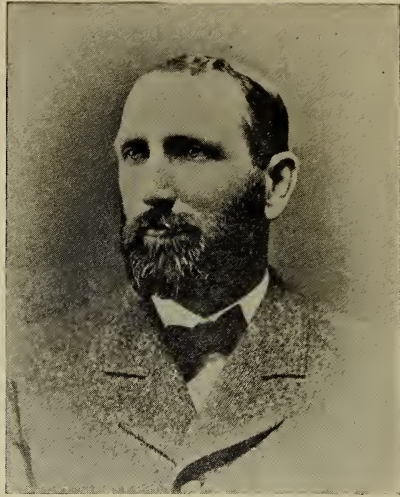
#### FIFTEENTH VOYAGE.

Sailed from Boston Aug. 4, 1883, for New York, and from New York, Aug. 17, for Zanzibar and a market, N. A. Bachelder, master. Arrived at Zanzibar Dec. 2, and and at Bombay Feb. 26, 1884, to go into dock for repairs, having been ashore while on the passage from Zanzibar for Muscat. Sailed from Bombay Feb. 25, for Muscat, and arrived at Zanzibar May 4, via Muscat March 25. Arrived at New York Aug. 10, 1884, from Zanzibar May 12, and passed St. Helena July 6. Voyage, one year and six days.

#### SIXTEENTH VOYAGE.

On this voyage a new commander, Captain Edward B. Trumbull, who had made three voyages in the barque *Glide*, one as second mate and two as mate, and ten voyages in the *Taria Topan* with Captain Bachelder, became master, Captain Bachelder retiring for a rest. The barque sailed from New York Sept. 16, 1884, for Muscat, and arrived there Jan. 20, 1885, 126 days' passage, beating all records between the two ports, because, as Captain Trumbull says to-day, it was the only direct trip between New York and Muscat. From Muscat the vessel went to Zanzibar, arriving Feb. 23, remaining ten days, and then going to Nossi Be, making the passage in thirteen days. Left Nossi Be April 4, and went to Tamatave, arriving





CAPT. JAMES S. WILLIAMS  
1843 - 1885



CA PT. J. WARREN LUSCOMB  
1838 - 1901

April 20, and sailing for Boston April 29. Passed Cape Good Hope May 27, touched at St. Helena June 13, where the captain visited the tomb of Napoleon, and sailed next day for Boston. Crossed the Equator June 28 in longitude 35.13 W., and arrived at Boston July 25, 1885, in 86 days from Tamatave. Voyage, ten months and nine days.

#### SEVENTEENTH VOYAGE.

Left Boston, in tow, for New York, and sailed from there, Edward B. Trumbull, master, Aug. 22, 1885, for Vatomandry, Madagascar, and a market. Arrived there Nov. 30, and not allowed to enter, as there was a blockade on the port, and so was ordered to sea by a French man-of-war. Arrived at Tamatave Dec. 3, left Dec. 9 for Mahanoro, and arrived Dec. 13 in the roads, and landed some cotton. Left Dec. 18, and arrived at Muscat Feb. 12, 1886. Remained nineteen days, and sailed March 3 for Zanzibar, arriving March 31. Left for Nossi Be April 9, arrived April 15, and sailed for Boston April 27. Passed Cape of Good Hope May 29, St. Helena June 16, and crossed the Equator July 1 in longitude 36.23 W., and arrived at Boston Aug. 3, 1886, 98 days' passage. Voyage, ten months and twelve days.

#### EIGHTEENTH VOYAGE.

The barque remained at home just three weeks, and sailed from Boston Aug. 24, 1886, Edward B. Trumbull, master, for Zanzibar and a market. She arrived Dec. 26; left Dec. 30 for Nossi Be; arrived Jan. 10, 1887; left Jan. 24 for Majunga, and arrived Jan. 27. Sailed from Majunga Feb. 10, for Boston; passed Cape Good Hope March 3, St. Helena March 15, crossed the Equator April 3 in longitude 35.53 W., and arrived at Boston May 6, 1887, in 85 days from Majunga. Passenger, Mrs. Edward B. Trumbull, captain's wife.

#### NINETEENTH VOYAGE.

Sailed from Boston May 30, 1887, E. B. Trumbull, master, for Zanzibar and a market. Arrived Sept. 10, 102 days from Boston; sailed Sept. 24 for Tamatave, and ar-

rived Oct. 22. Sailed Nov. 2 for Boston, touched on a reef, got vessel off, discharged cargo, and sailed for Mauritius to repair, the vessel leaking all the passage, the pumps being kept going night and day by a crew of sixteen natives hired especially to man the pumps. Arrived at Mauritius Dec. 4, and stopped there repairing until Jan. 11, 1888, when she sailed for Tamatave. Made the return passage in three days, which required eighteen days in going. Sailed from Tamatave Feb. 1, 1888, for Boston; passed Cape Good Hope Feb. 18, St. Helena Feb. 27, crossed the Equator March 12 in longitude 35.38 W., and arrived at Boston April 4, 1888, or in 63 days from Tamatave, 47 from Cape Good Hope, 38 from St. Helena, and 23 from the Equator. The vessel, while having the quickest outward passage to her credit, made while under Captain Hathorne, on her first voyage, thus hung up the highest record on this homeward trip under Captain Trumbull. The day the barque crossed the Equator, March 12, 1888, was that of the snow blizzard in New England and New York, which caused the death of Senator Roscoe Conklin of New York.

Fred P. Porter, son of Frederick Porter of Salem, was cabin boy on the barque, making his only voyage to sea. He kept a log book of his own, in which he wrote many humorous things. He speaks of another boy on the vessel, with whom he was having some trouble, and he writes in his book, "I have got to lick him." Later notes show that he did, and there were no further annoyances, and the two became firm friends. Later he wrote, "Have been at sea six weeks, and the captain hasn't spoken to me yet." He was a brother of Willard B. Porter, the present city editor of the *News*. Fred died in California.

[Note—The barque *Glide*, Captain William Beadle, arrived at Boston March 1, 1879, in 66 days from Tamatave, which continued to be the shortest on record until Captain Trumbull, in the *Taria Topan*, arrived in 63 days. The barque *Essex*, commanded by Captain William T. Savory, arrived at New York Feb. 14, 1880, in 64 days from Tamatave and 19 1-2 days from the Equator, which was crossed in longitude 39 W. This is the quickest passage between those two ports, but it is not so good by



two days as that of Captain Trumbull's to Boston, as New York is one day's sail nearer than Boston.]

#### TWENTIETH VOYAGE.

Sailed from Boston May 3, 1888, Edward B. Trumbull, master, for Tamatave and a market. Arrived July 19, 77 days from Boston, and five and a half months from the day she left there for Boston. Sailed Aug. 7 for Zanzibar; arrived Aug. 14; left for Nossi Be Aug. 20, and arrived Sept. 11; sailed Sept. 21 for Majunga, and arrived Sept. 24. Sailed Oct. 1 for Boston, passed Cape of Good Hope Oct. 23, St. Helena Nov. 2, crossed the Equator Nov. 16, in longitude 38.21 W., and arrived at Boston Dec. 21, 1888, in 80 days' passage. Mrs. Edward B. Trumbull and Miss Mabel A. Trumbull, captain's wife and daughter, and Mr. W. H. Harvey, were passengers. The captain's daughter is now Mrs. Samuel H. Batchelder of Salem. Voyage, seven months and seventeen days.

#### TWENTY-FIRST VOYAGE.

Sailed from Boston Jan. 24, 1889, for Zanzibar and a market, Edward B. Trumbull, master. Ninety-seven days out the vessel struck on a reef going into Zanzibar, where she arrived May 2. Sailed for Mauritius May 18 to repair, and arrived June 13. Left Port Louis July 14, and arrived at Tamatave July 18; sailed July 31 for Nossi Be, and arrived Aug. 4; sailed for Majunga Aug. 18, and arrived Aug. 23. Sailed from Majunga Aug. 28 for Boston; passed Cape of Good Hope Sept. 26, St. Helena Oct. 6, crossed the Equator Oct. 19, in longitude 35.35 W., and arrived at Boston Nov. 16, 1889, in 80 days from Majunga. Voyage, nine months and twenty-three days.

#### TWENTY-SECOND VOYAGE.

A singular coincidence in connection with this voyage is that it was the twenty-second of the barque and also the twenty-second of Captain Trumbull. The vessel sailed from Boston Dec. 12, 1889, for Tamatave and a market. Arrived at Tamatave March 16, 1890, in 94 days from Boston; sailed March 31 for Zanzibar, and ar-

rived April 15 ; sailed April 25 for Nossi Be, and arrived May 30, 34 days' passage; sailed June 9 for Majunga, and arrived June 14. Sailed from Majunga June 24, for Boston; passed Cape Good Hope Aug. 11, and was two weeks with heavy westerly gales weathering it; passed St. Helena Aug. 22, crossed the Equator Sept. 4 in longitude 38.30 W., and arrived at Boston Sept. 29, 1890, in 97 days' passage. Voyage, nine months and seventeen days. At the end of this voyage Captain Trumbull decided to remain ashore, having been in the employ of the owners three voyages in the *Glide* and sixteen in the *Taria Topan*.

Samuel D. Lord of Salem was a passenger in the barque this voyage from Zanzibar. He had been absent from home three years. He is now a clerk in the Salem Savings Bank. His father, Captain Samuel Lord, was a shipmaster, and he died in China, Aug. 30, 1891.

Captain Trumbull recommended J. Warren Luscomb, who was mate of the barque on her first three voyages, as master; his recommendation was adopted by the owners, and the vessel sailed on her next voyage under command of Captain Luscomb.

#### TWENTY-THIRD VOYAGE.

Sailed from Boston Oct. 25, 1890, J. Warren Luscomb, master, for Tamatave and a market. A heavy N. E. gale was brewing, and Captain Luscomb anchored in Nantasket Roads, where he remained until Oct. 28, when he started and passed Highland light at 1 P. M. Arrived at Tamatave Jan. 26, 1891, in 92 days from Boston. Arrived at Zanzibar Feb. 16, thence to Majunga. Arrived at Boston July 16, 1891, Majunga April 21, passed Cape Good Hope May 20, St. Helena June 7, and crossed the Equator June 2 in longitude 24 W., 86 days' passage. Voyage, eight months, eighteen days.

#### TWENTY-FOURTH VOYAGE.

Sailed from Boston Aug. 8, 1891, J. Warren Luscomb, master, for Tamatave and a market. Arrived at Tamatave Nov. 17, in 101 days from Boston. Sailed from Tamatave Dec. 15, passed St. Helena Jan. 23, and arrived

at Boston March 23, 99 days' passage. Had poor trades, and was three weeks north of Bermuda, with heavy N.W. gales and high seas. Used oil with good effect. March 18 was within ten miles of Cape Cod, but was blown off the coast.

#### TWENTY-FIFTH VOYAGE.

Sailed from Boston April 16, 1892, for Zanzibar and a market, J. Warren Luscomb, master. Arrived at Tamatave July 11, via Zanzibar. Sailed from Tamatave Aug. 14 for Boston, passed St. Helena Sept. 16, crossed the Equator Sept. 30 in longitude 37 W. Had good S. E. trades in South Atlantic and moderate N. E. trades in North Atlantic, carrying the latter to latitude in 27.60 N., and was 25 days thence to Boston, with strong gales, heavy seas and adverse winds, and was twice blown off the coast.

#### TWENTY-SIXTH VOYAGE.

Sailed from Boston Dec. 3, 1892, J. Warren Luscomb, master, for Tamatave and a market. Arrived Feb. 23, 1893, in 82 days from Boston. Arrived at Boston July 10, 1893, 91 days from Tamatave; passed Cape Good Hope May 6, St. Helena May 13, and had light winds and pleasant weather the entire voyage, which occupied seven months and seven days.

The foregoing ended the career of the *Taria Topan* so far as Salem was concerned. She made good money for her owners, and was sold Aug. 3, 1893, to Capt. Coombs, to enter the South American trade. She engaged in freighting to that country, and Oct. 9, 1894, while on the passage to Buenos Ayres, went ashore on Horn Island and became a total loss. And this was the end of this famous old African trader. In her travels to and from distant ports she seemed to be imbued with almost human intelligence. So regularly did she go and return that it was said that she would find her way out and back alone. Captain Trumbull himself says that the barque knew all the Boston pilots, recognized Highland light instantly, and went into foreign ports nodding and bowing and

curtesying "like a perfect lady," which she was. Long-fellow thus sings of humanity and ships:

"Like unto ships far off at sea,  
 Outward or homeward bound are we ;  
 Before, behind, and all around  
 Floats and swings the horizon bound,  
 Seems at its distant rim to rise  
 And climb the crystal wall of the skies,  
 And then again to turn and sink  
 As if we could slide from the outer brink."

Having followed this ancient Salem argosy on her twenty-six voyages over the ocean blue, in sunshine and in storm, the writer now turns to the men in "whose guiding hands" she always came safe to port. In chronological order they are :

#### CAPTAIN WILLIAM H. HATHORNE.

Captain William Hollingsworth Hathorne, the first commander of the vessel, was born in Salem, the son of Eben Hathorne, and he died in London, Eng., Feb. 14, 1886, of aneurism, induced by a fall some time previous, while rowing on the Thames, which induced a weakening of the valves of the heart. He was educated in the Salem public schools. At the commencement of the Civil war he entered the United States navy, and was with Admiral Farragut on the flagship *Hartford*, as master's mate, on passing the Mobile forts. It was on that trip that Farragut gave that memorable order, when informed that torpedoes were in his way, "Damn the torpedoes, go ahead."

Early in 1865 Captain Hathorne was acting paymaster at Washington, D. C. He served with such distinction through the war that he was offered at the close a permanent position in the navy. That he declined, and entered the service of Captain Bertram as mate of the barque *Glide*. On the voyage, Oct. 4, 1865, her commander, Captain John McMullan, died, and Captain Hathorne assumed command. In 1870 he took charge, as before stated, of the *Taria Topan*, and his record in



that vessel has been already given to the reader. On giving up the barque, he became agent at Zanzibar for Captain Bertram. He was also United States consul at Zanzibar, and "was one of the best representatives of the government." He was for the last four or five years previous to his death mercantile agent of Arnold, Hines & Co., of New York, a position that he filled at the time he passed away. He was a member of both the Salem Marine and East India Societies. His body was brought home and buried in Harmony Grove Cemetery.

#### CAPTAIN WILLIAM BEADLE.

Captain William Beadle was born in Salem, June 20, 1841, and was educated in the public schools. At fifteen years of age he went to sea as a boy on the barque *Iosco*, Captain John Lambert, on a voyage between Salem, Mozambique, Zanzibar, and return to Salem. The mate was the late Captain Philip Morant, father of Philip H. Morant of Pepperell. Captain Beadle was afterwards mate of the ships *Vitula*, *Moresfoot*, *Meteor*, and *Joseph Peabody*, barque *Roebuck* and brig *Henrico*, and master of the schooner *Julia Parsons*, which was wrecked. He next sailed as mate of the barque *Glide*, owned by Captain Bertram and commanded by Captain James S. Williams, on a voyage to Zanzibar, Aden and Muscat. He subsequently commanded the *Glide*, next the *Taria Topan*, and lastly the ship *Paceolus*, in the Pacific and China trade. While in Africa, as commander of the *Glide*, he purchased the sextant used by David Livingstone, the intrepid African explorer, and used it on several of his voyages. When he gave up the sea, Captain Beadle presented the sextant to the Peabody Museum of Salem, the trustees of the East India Marine Society, and the instrument may be seen in the marine room at any time by any one interested. Captain Beadle died in Duxbury, Sept. 25, 1912. He was a member of both of the marine societies of Salem.

#### CAPTAIN NATHAN A. BACHELDER.

An interview with Captain Bachelder has already been published in this series.



## CAPTAIN EDWARD B. TRUMBULL.

Captain Edward B. Trumbull, of 90 Federal street, Salem, is the sole survivor of the commanders of the *Taria Topan*. He was born in Salem in 1853, the son of a shipmaster, Captain Edward H. Trumbull. After graduating from the Phillips school, he went to sea in the ship *Mutlah*, Captain Otis Ballard, from Boston to Hong Kong and Manila and back to Boston. He was only 15 years of age when he started on this voyage, August 1, 1868. He next sailed in the ship *Formosa*, Capt. Charles H. Allen, Jr., of Salem, between Boston, Hong Kong, Manila and Boston. His next voyage was in the same ship from New York to Melbourne, Australia, Newcastle, N. S. W., Hong Kong, Manila and Boston. On the passage home the ship struck in Gaspar Straits, and was obliged to go for repairs to Batavia, where she remained five months. He next sailed two voyages as second mate and one as mate of the barque *Glide*, and sixteen voyages in the *Taria Topan*, nine as mate and seven as commander. He is the master of the Salem Marine Society, and also a member of the East India Society. He is the sole survivor of the officers of the *Taria Topan*, and is at the present manager of the Salem Storage Warehouse Co., a position he has held since it was built. He estimates he sailed about 500,000 miles.

[Note—Lewis A. Voorhees of Beverly, son of the late Capt. Lewis Voorhees, a native of Salem, and Captain Trumbull were boys together in the ship *Formosa*, Capt. Charles H. Allen, Jr., on her voyage, before mentioned, from Boston for Hong Kong and Manila and return to Boston. The ship was owned by Stone, Silsbees, Pickman & George H. Allen of Salem; the last named now living in Manchester. The ship carried out a cargo of ice, remained in port at Hong Kong and Manila five months and two weeks, and arrived home in Boston after an absence of seventeen months. Captain Trumbull has in his possession a photograph of himself and Mr. Voorhees taken when they were shipmates in the *Formosa*, but it would be very difficult for a stranger to recognize from this picture of the two bright, smooth-faced sailor boys the stalwart men of today. Previous to going in the





WALTER H. TRUMBULL



CAPT CHARLES BEADLE  
1839 - 1910



CAPT. EDWARD B. TRUMBULL

*Formosa*, Mr. Voorhees made a voyage in the barque *A. W. Stevens*, Captain Albert Ingraham of Newburyport, the chance being obtained for him by the late Israel Putnam Harris of Salem, father of Ralph B. Harris of Federal street, Salem. The vessel went to Melbourne, Australia, Newcastle, N. S. W., Hong Kong, Bangkok, Siam, and to Singapore, for repairs, having sprung foremast and lost yards in a cyclone. She returned to Hong Kong, loaded for New York, and arrived there in 156 days, on Dec. 1, 1862, having been absent two years to a day. After the voyage in the *Formosa*, he gave up the sea and entered the employ of the old Eastern Railroad, became a locomotive engineer, next a watchful towerman at the northern end of Salem tunnel, and was obliged to relinquish his duties several months ago on account of illness, after a service of more than forty-seven years with the Eastern and Boston and Maine Railroads. Mr. Voorhees died in Beverly in 1922. Chester F. Voorhees, clerk in the Merchants National Bank, Salem, is his grandson.]

#### CAPTAIN J. WARREN LUSCOMB.

Captain J. Warren Luscomb was born in Salem, the son of a shipmaster, ex-Alderman Joseph W. Luscomb, and he died in Salem April 16, 1901, in his 64th year. When very young he shipped on the barque *Buckeye*, Captain Eben Tibbets, and made a voyage between Salem and Penang. He next sailed in the ship *Medford*, which carried a cargo of coal from Boston to China for the famous Perry expedition; next four years in the ship *Isabella*, and then in the new ship *Helen Morris*. Aug. 24, 1863, he shipped as ensign in the United States navy, and served until discharged at expiration of service, Jan. 19, 1866. He was mate of the *Taria Topan* on her first three voyages, mate of the barque *Pursuit*, the ship *Samar*, ship *Panay* of Salem ten years, the vessel being owned by Stone, Silsbees, Pickman & Allen; master of the ship *Mindoro* one year, owned by the same firm, and master of the *Taria Topan* the last five voyages that she was owned in Salem. He was a member of the Salem Marine and East India Societies.

Having recalled the several voyages of the *Glide* and



*Taria Topan*, reference is due to those connected with them in business, as owner, commander, or in other capacity. First in the list is

CAPTAIN JOHN BERTRAM.

It is needless to relate the history to any Salemite of the great benefactor of Salem, for that is universally known. Captain Bertram was born on the Isle of Jersey, Feb. 11, 1796. It seems needless at this time to attempt to write in this connection any biography of Captain Bertram. His name is too well known in Salem and far beyond its confines as shipmaster, merchant, and princely benefactor of the poor and needy. He won his fortune on the ocean and as a merchant. The benevolent societies were princely remembered out of his bounty. The *Salem Register* said of him at his death: "There was no end to his generous subscriptions to all praiseworthy objects, and of his thousands of acts of beneficence, scattered all around the homes of our city and known only to the recipients of his bounty, who can speak? There are multitudes who can gratefully say of him, 'Surely

He had a tear for pity, and a hand  
Open as day for melting charity.'"

CAPTAIN E. AUGUSTUS EMMERTON.

Captain Emmerton was born in Salem, Feb. 9, 1827, the son of the late Ephraim Emmerton. His father was a supercargo on the ship *George* in 1820. When a boy, Captain Emmerton attended that excellent private school kept by the late Jonathan F. Worcester, and on completing his education went to sea in the brig *Richmond*, owned by his father, and commanded by Captain William B. Bates, on a voyage to Zanzibar. He continued to follow the sea, sailing as supercargo and officer. Subsequently he became master of the barque *Sophronia* and the ship *Neptune's Favorite*, which he sailed to California in the gold fever times of 1849 and 1850, and other vessels. Later he was for years resident agent at Aden for John Bertram of Salem. On his return to Salem he became interested in the business, and on Captain Bertram's death, March 22, 1882, he became a member of the firm



of Ropes, Emmerton & Co., which succeeded to Captain Bertram's business. He was president of the Merchants National Bank, and held other important trusts. He was a brother of Charles S. Emmerton, Dr. James Emmerton, and George R. Emmerton. Captain Emmerton was twice married, his wives being daughters of Nathaniel Osgood.

#### GEORGE R. EMMERTON.

George R. Emmerton was born in Salem, the son of the late Ephraim Emmerton, and he died here May 22, 1888, in his 53d year. He went from school to the counting room of Glidden & Williams, Boston, then engaged in the early California trade. In 1860 he became associated with Edward Chamberlain in the manufacture of chemicals. On the breaking out of the Civil war he joined and became lieutenant in the Union Drill Club, which was the nucleus out of which Company F, 23d Massachusetts Regiment, was formed. He became second lieutenant of this company, and in November, 1861, went to the front, sharing in the Burnside North Carolina campaign, till the summer of 1862, when he was taken ill and came home an invalid. His recovery was slow, he was unable to accept promotion, and he was at last obliged to resign. He severed his business connection with Mr. Chamberlain, and went into business with his brother, E. Augustus Emmerton, this connection continuing several years. In 1869 he joined his father-in-law, the late Captain John Bertram, in his extensive East Indian commerce. At the time of his death he was a member of the firm of Ropes, Emmerton & Co., the successors of the house of John Bertram. He was an alderman of the city of Salem, and he served many public and private trusts. The *Salem Gazette* said: "Mr. Emmerton was a man of independence of character, free in the expenditure of money for the comfort and beautifying of his home and for other proper purposes, and of marked integrity and uprightness as a citizen. He was greatly respected by those associated with him in trusts and business affairs generally." He married Miss Mary Jane, daughter of Captain John Bertram, and they had two children, Caroline Osgood, born April 21, 1866, and Annie Bertram, born Nov. 6, 1868.

## WILLIAM G. WEBB.

William G. Webb was born in Salem, Aug. 2, 1832, the son of the late Stephen Webb, for many years a well-known bank cashier of Salem. He received his education in the Salem public schools, and after graduating entered upon the duties of a mercantile life. When quite a young man he made two trips to Zanzibar as supercargo of the barques *Emily Wilder* and *Elizabeth Hall*, and when United States Consul William P. McMullan resigned, he was appointed consul and held the office three years. Later he returned to Salem, and subsequently went to China, where he was about two years agent of the house of Augustine Heard & Co. On coming home to Salem, he entered the counting room of Captain John Bertram, became associated with him in the East Coast of Africa business, and personally superintended the loading and discharging of the fleet of vessels. He remained with Captain Bertram until his death, and always was a constant visitor to the office of Ropes, Emmerton & Co. He married Miss Annie Bertram, younger daughter of Captain John Bertram, and they had a son, Frederick Webb of Salem, and a daughter, Mrs. Nathaniel H. Saunders of Haverhill.

## JOHN F. WEBB.

Captain John F. Webb, who was connected with the Zanzibar trade, died in Southampton, Eng., October 21, 1861, while en route for his home in Salem. A tribute to him, by "H.", in the *Salem Register* of November 7, 1861, says, in part:

"Mr. Webb was a man of strongly marked character, and made much more than a common impression on all with whom he came in contact in the varied walks of life. He was a good product of an old commercial town in New England, well trained, disciplined and educated in his youth, then entering on a seafaring and commercial life, and afterwards more fully developed and strengthened by foreign residence and travel, in the discharge of various and responsible trusts. He was commercial agent at Zanzibar for some years, and, for a time, United States consul at that place. With occasional visits at home, he

had spent most of his time abroad for many years, and, as is usual in such cases, had become somewhat foreign in his taste and feelings. His early and best school training was in that now departed institution which has done so much in the past generations for the real strength and character of our people, the old Latin school, then under the administration of that excellent scholar and man, the late Theodore Eames. From this school he passed into the counting room of the late John Forrester, one of the eminent merchants of his day; and some thirty years ago, at the early age of twenty, he went abroad as supercargo in one of his master's ships. He afterwards went in the joint capacity of commander and supercargo for several years, and then established himself abroad in commercial pursuits. In all his business life he has been eminently trustworthy and reliable. He was independent in his opinions and judgment of men and things."

#### EDWARD D. ROPES.

Edward Dehonde Ropes was born in Salem, April 3, 1838, the son of Timothy and Mary (Silver) Ropes. His father kept a store on Essex street many years, and his mother was a daughter of Capt. James Silver. The son was educated in the Salem schools, entering the old English High School March 8, 1851. In December, 1853, he entered a Boston commission house, but the following year became a clerk for Captain John Bertram, and sailed for Zanzibar in one of his vessels. He remained there, with an occasional return to the United States, until the beginning of the Civil war, a part of the time acting as United States consul. For a time he was paymaster's clerk in the United States Navy. On the death of Captain Bertram, Mr. Ropes became the head of the firm of Ropes, Emmer-ton & Co. He was president of the Salem Savings Bank. He married Miss Mary Goodhue, daughter of Captain Abner Goodhue. John Bertram Ropes and Mrs. James E. Simpson are his son and daughter. He died in Salem, August 8, 1902.

#### CAPTAIN JAMES S. WILLIAMS.

Captain James S. Williams died in Salem, August 1, 1885, in his 43d year. He was born in this city, the son

of the late Captain Charles F. Williams, a shipmaster, and formerly a surveyor in the customs district of Salem and Beverly. He was a nephew of former Mayor Henry L. Williams and a brother of the gallant young Lieutenant C. F. Williams of the 35th Massachusetts Regiment, who died of wounds received at the battle of South Mountain. Captain Williams was educated in the public schools, and graduated from the High School in the class of 1858. He was early bred to the sea, and soon rose to command of vessels owned by Captain John Bertram in the Zanzibar and East Coast of Africa trade. During the Rebellion he entered the United States Navy as acting volunteer ensign, and served with credit and bravery. He served in the blockade off the Carolinas. After the war he again entered the merchant service, and became resident agent for the house of John Bertram and its successors, Ropes, Emmerton & Co., from which he returned only a few months before his death.

#### CAPTAIN CHARLES O. WELCH.

Captain Charles O. Welch was born in Salem, Aug. 31, 1843, the son of Aaron and Malvina (Lyford) Welch. He was educated in the old Phillips grammar, and graduated from the High School in 1857. He worked on the Gardner farm at Salem Neck with his father until the breaking out of the Rebellion, and he then enlisted in the Second Massachusetts Cavalry, and was assigned to Company M. He served all through the war, and was present at the grand round-up at Appomattox, the regiment having then only eighty-five men left of its entire complement of more than one thousand. His horse was shot under him at the battle of Winchester. At the close of the war he shipped on the brig *Sarah E. Peters*, and made a round trip between Salem, the Provinces and the West Indies. He next sailed in the barque *Glide*, William H. Hathorne, master, between Salem and Zanzibar. Several voyages between Salem, Zanzibar and South America followed. He was mate five years with Captain John C. Pond in the barque *Victor*, to Zanzibar, Australia, Valparaiso Iquique and the West Indies. On the last voyage the vessel was fourteen months and discharged at St. Pierre, Martinique,



which was afterwards destroyed, May 8, 1902, by an eruption of Mount Pelee, thousands of lives being lost. On that voyage the barque circumnavigated the globe. Capt. Welch next sailed as master of the barques *Sicilian* and *Georgina II*, owned by George Ropes of Salem, in the East Coast of Africa trade. Retiring from the sea, he entered the United States Railway Mail service, and with the exception of about two years on the Salem police force, he continued in that position until about a year before his death, when he resigned on account of disability. He ran on the night train between Boston and Bangor, and at the time of his death was chief clerk in charge of the train. He joined the Salem Marine Society May 5, 1880, and became master May 5, 1905, which office he held at the time of his death. He was a member of Post 34, G. A. R.

#### CAPTAIN WILLIAM T. SAVORY.

Captain William T. Savory was born in Salem in 1827, and attended Master Worcester's school. He made his first voyage to sea in the brig *Mermaid* of Salem when about seventeen years of age. He sailed all over the world in the ship *Harriot Erving*, barques *Alice*, *Sicilian*, *Essex*, steamer *Yangtse*, ship *Norwester*, barques *Josephine* and *Miquelon*, and his last command was the big and splendid ship *Llewellyn J. Morse*, belonging to John Rosenfeld, between New York and San Francisco. He was coasting on the coast of China in 1861 and 1865, and had charge of the brig *Speck*, belonging to Thomas Hunt of Salem. He took a steamer from Boston to Buenos Ayres, and commanded her from that port to Montevideo. She ran on a sunken anchor on one of her trips and was lost. He tried mining in California for a while, but gave that up and returned to his profession. Later he engaged in business in Salem. Failing in health, he went to Florida several years, and he died in Deland in that State, Feb. 13, 1897. His funeral was held in the First Church, Salem, and the burial was in Harmony Grove Cemetery.

#### CAPTAIN WILLIAM A. PETERSON.

Captain William A. Peterson died at his home on Charter street, Salem, Aug. 13, 1894, aged 54 years. He was



severely injured in January, 1894, and again in April, before he had recovered from the first accident, and the shocks influenced disease which caused his death. He sailed as mate for Captain Bertram in the Zanzibar trade, and when the barque *Essex* returned to Marblehead, when a few days out from Boston on the passage from Boston for Zanzibar, on account of the death of Captain Alexander B. Green, Captain Peterson was placed in command, and he resumed the voyage to Zanzibar. Captain Peterson retired from the sea in 1880 and engaged in business ashore. He was the father of Monsignor John B. Peterson, president of St. John's Seminary, Brighton, and the Misses Peterson of Salem.

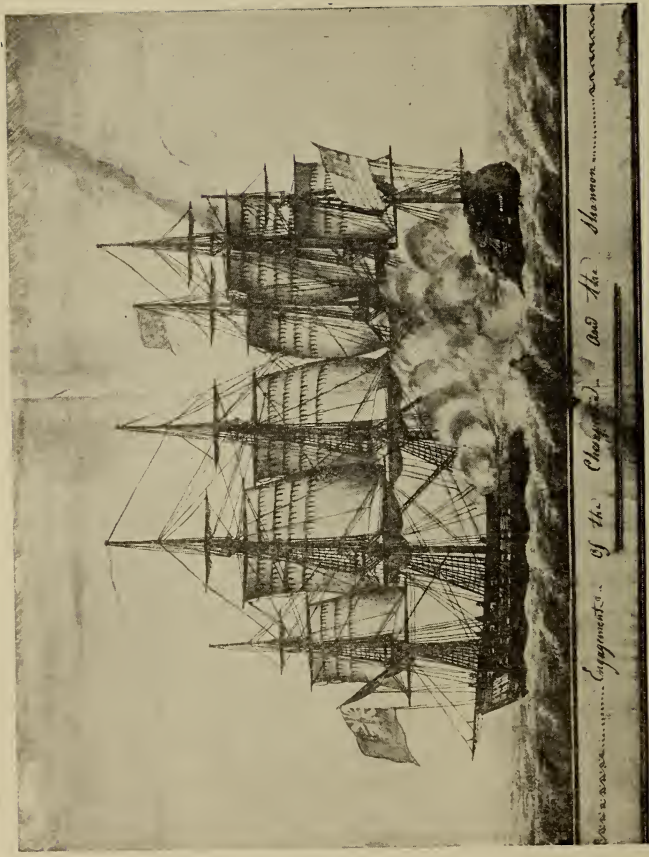
#### EDWARD F. MILLER.

So much having been said about the *Glide* and the *Taria Topan*, this story would not be complete without a sketch of their talented builder, Edward F. Miller. "Mr. Miller," says a letter written to Curator John Robinson of the Peabody Museum of Salem, and published in that excellent volume, "The Marine Room of the Peabody Museum of Salem," by his son, F. T. Miller of New York City, 1920, "was born in Dartmouth, N. S., in 1821, and died in Auburndale, Newton, Mass., in 1908.

"He was the son of Tobias Miller and the grandson of Tobias Miller, an English army officer, who received a grant of land in Dartmouth in 1790. Edward F. Miller was apprenticed to a ship-builder by the name of Lyle, at Halifax, N. S., when fourteen years of age. At twenty he went to sea on a Liverpool ship, and was afterwards on a vessel which took the first railroad iron from Cardiff, Wales, to Cuba. It was at the time when pirates infested the region of the Isle of Pines, and in defending the ship against an attack railroad spikes were fired from the ship's cannon at a piratical vessel. About 1840 he was shipwrecked off Plymouth, Mass., and, getting ashore, he made his way to Boston by stage coach. Here he worked for Donald McKay on many of the famous clipper ships, and had also a sub-contract in repairing the frigate *Constitution* at the Navy Yard.

(To be continued)





ENGAGEMENT BETWEEN THE "CHESAPEAKE" AND "SHANNON"

From a drawing found in Marblehead and now in possession of the Peabody Museum, Salem

## SALEM AND THE WAR OF 1812.

BY WILLIAM DISMORE CHAPPLE.

(Continued from Volume LIX, page 304.)

Letters of marque were issued to privately owned armed vessels, and if such a vessel had no commission its sailors were deemed pirates, but if commissioned, those captured were entitled to all the rights that they would have received if they had been serving on regular men-of-war. Letters of marque were issued to all privately owned armed vessels, but those commonly known as letters of marque ships were those carrying a cargo to a definite port or ports and merely capturing prizes if they got the chance and defending themselves from attack, while a vessel described as a privateer was a privately owned armed vessel whose sole purpose was to prey upon the commerce of an enemy and not to carry cargoes.

Captured property was condemned with due formality by an Admiralty Court. It was then sold at public auction, two per cent of the proceeds passing to the Treasury of the United States for a sailors' pension fund. The remainder, after paying the commission for selling, was divided into two parts, one-half going to the owners and the other half being divided among the officers and crew. It was a joint stock enterprise, the owners supplying the ship, provisions, guns and ammunition, and the officers and crew being paid no wages, but each man and boy being entitled to the number of shares stated in the articles when they enlisted. These shares were bought and sold as if they were in a corporation.

In the second war with Great Britain, of the 250 privateers sent out by the whole country, Salem, in spite of the Federalists, furnished 40, being exceeded only by Baltimore with 58 and New York with 55, while Boston followed Salem with 31, Philadelphia 14, Portsmouth 11, and Charleston, S. C., 10. Out of the 40 privateers sailing from Salem, 23, more than half, were built in her own shipyards. She did not reach her record, however, which she made in the Revolution, when 158 privately owned armed ships sailed from Salem, the difference being par-

tially accounted for by the fact that the greater part of the Federalist ship-owners in town were so opposed to the war that they took no part in privateering, and it is all the more creditable to the Democratic minority among the Salem merchants that, although they only represented a comparatively small fraction of them, they were able to give Salem such a fine record.

The number credited to Salem in the Revolution included, however, many vessels which were really trading vessels, while the forty claiming Salem as their home port in the War of 1812 were exclusively privateers, and there were in addition approximately 100 letter of marque trading ships whose principal business was the carrying of cargoes, but who fought if it was necessary to defend themselves or opportunity occurred to obtain a prize. Of the forty privateers from Salem many were hardly more than boats, for but twelve were over 100 tons burden; these twelve being the schooners *Frolic*, 110 tons; *Dolphin*, 140 tons; *Gen. Putnam*, 150 tons; *Diomedes*, 170 tons; *Growler*, 172 tons; and *Enterprise*, 200 tons; brigs *Montgomery*, 190 tons, and *Grand Turk*, 310 tons, ships *Alfred* (afterwards rigged as a brig), of 200 tons; *John*, 200 tons; *Alexander*, 330 tons; and *America*, 350 tons. Of these twelve larger vessels only two escaped capture, the *Grand Turk* and *America*, both of which were very successful.

The *America* was the fourth Salem vessel of that name and was the largest and most famous privateer from Salem in the War of 1812. She was built in 1803 and 1804 by Retire Becket for the Crowninshields, just west of their wharf, later known as Phillips Wharf. She was originally 114 feet in length and 473 tons burden, which is almost the length of the yacht *Constellation*, so well known in Marblehead Harbor. When war broke out she was fitted as a privateer, her upper deck being taken off and her sides filled in solid like a man-of-war. This reduced her length to 108 feet and her tonnage to 331 tons. She was given an immense cloud of canvass and was one of the fastest vessels afloat. She carried 150 men and made five cruises, her first being under Capt. Joseph Ropes, taking six prizes; her second, under Capt. John



Kebew, taking ten prizes; her third, under Capt. James Cheever, Jr., taking twelve prizes. On her fourth cruise, after being out five days, she struck a derelict and put back to port for repairs, and when she went on her fifth cruise, under Cheever, took thirteen prizes, making a total of forty-one, and of this number she safely sent into port twenty-seven, of a value of \$1,100,000. She generally cruised from the English Channel to the Canary Islands, and while chased many times by English men-of-war, she was able by her great speed to easily escape them and was never captured. After the war she never left port, lying deserted at her wharf for sixteen years, until she was finally sold at auction, to be scrapped in June, 1831.

The *Grand Turk* was one of the most famous American privateers, and was built in Wiscasset in 1812 and carried 150 men. She also made five successful cruises, three under Capt. Holton J. Breed and two under Capt. Nathan Green, capturing thirty-four vessels, several of them being English armed ships, and under both Captains Breed and Green had many thrilling encounters that made her famous in every American port. She was very fast and highly profitable as a privateer.

The greatest harvest time for Salem privateers was the summer and fall of 1812, before England had really awakened to the great injury that her commerce was receiving at the hands of American vessels. July and August, 1812, were busy months in Salem, and the daily arrival of prizes made the war more popular in town. England had hardly begun to fight back, and the ease with which 300 and 400 tons British vessels were taken by the saucy little Salem privateers made it appear that fortunes could be quickly and easily made.

Bentley's diary for this period records the almost daily departure of additional privateers and the constant arrival of prizes. On July 21, 1812, he mentions the arrival of an armed ship of 400 tons, taken by an open boat from Salem mounting only a swivel gun, but many of the hands on the ship, being Americans, refused to fight. At that early date, however, this fighting Democratic parson admits that "to measure loss and gain we must recollect our rich ships carried into Halifax, so that the balance of the

amount is still against us." And it is very probable that an accounting of the balance between Salem's losses and gains would show that the amount received in prize money would not offset the loss of our ships and cargoes to the English before the war was ended. On August 1st, Bentley says there were fifteen prizes in Salem Harbor. By the end of 1812, eighteen Salem privateers, carrying 115 guns, had captured 87 prizes, of which 58, carrying 127 guns, and worth, with their cargoes, over half a million dollars, had been sent into Salem.

The *Gazette* for many issues that summer devoted columns to articles and editorials concerning the mob in Baltimore, which, on June 22, 1812, three days after the declaration of war, destroyed the office of the *Federal Republican*, published by Alexander Hanson, which was fully as violent against the war as the *Gazette* itself. Another mob, also, a month later, when the *Federal Republican* had resumed publication, attacked Hanson's residence, whereupon the mayor and others in authority in Baltimore persuaded the defenders of the house to seek shelter in the jail, which was then attacked; Gen. James M. Lingan was killed, and another of Hanson's friends, Gen. Henry Lee, the famous "Light Horse Harry" Lee of the Revolution, was so badly beaten that he was a cripple for life. This attack on those who did not support the administration created a great sensation in Salem and still further intensified the hostility of the local Federalists to the war. The fate of the *Federal Republican* of Baltimore, however, did not frighten the publishers of the *Gazette*, who became more violent than ever, and so critical and fault-finding with the administration and so friendly to the English, that a privateersman from Salem named his vessel the *Grumbler* and *Growler*, supposedly as a satirical compliment to the *Gazette*.

On Aug. 31st, 1812, a handbill was circulated announcing the victory of the *Constitution* under Capt. Hull, over the *Guerriere*. A salute was fired from the ships in the harbor, and that evening Commodore Rogers' squadron, the *President*, *United States*, *Congress*, *Hornet*, and *Argus*, arrived and still further increased the enthusiasm, for unpopular though the war might be, yet a naval victory was bound

to thrill the sailors and ship-owners of Salem. However, their joy was in four days turned to bitterness, for on September 4th it was learned that Gen. William Hull, an uncle of the hero of the *Constitution*, had surrendered Michigan to the English.

Strange as it may seem when war was being considered, one of the main benefits to be derived from it was to be the capture and annexation of Canada, and in its early stages it was referred to as "the Canadian war." Therefore, the first move of Gen. Hull, an old Revolutionary general, in command at Detroit, was an invasion of Canada, which he entered on July 12th, expecting to be received with open arms, and publishing a long and bombastic proclamation, in which he announced: "I come to find enemies, not to make them. I come to protect, not to injure you. The Standard of the Union now waves over the territory of Canada." He stayed a few days, and then retreated to Detroit, to which he was followed by the English General Brock, who demanded its surrender, and which Hull obligingly handed over to the British, together with the whole of Michigan, of which he was Governor, without firing a gun. Hull was later condemned to be shot for cowardice, but was pardoned by President Madison because of his age and service in the Revolution.

Most of the land fighting of the early war was on the New York and Canadian frontier, and was disastrous to the Americans. Gen. Van Rensselaer, a Federalist officer, might have won at Queenstown if the New York militia had not claimed that under the constitution they could not be compelled to cross into Canada, and refused to help the hard-pressed American troops.

This latter defeat caused the fault-finding *Gazette*, on October 27th, 1812, to publish the following:

#### DEFEAT AFTER DEFEAT.

Madison's War produces a continued series of sad disasters and melancholy tidings. In our paper of this day it is our painful duty to detail the account of the most calamitous and bloody contest that has yet happened, and we cannot forbode that while this ruinous and unnecessary war is permitted to scourge and desolate our country, and as long as our present imbecile and electioneering



rulers bear sway, all our battles will terminate in carnage and overthrow. Madison chose his own time to commence his own war; he has chosen his own weapons and had his own way, and the consequence has been that we have been defeated and disgraced. He has lost one army by surrender and another has been hewed and cut up as it were in the shambles. The melancholy details of the late battle at Queenstown agree that about four hundred of our brethren and fellow citizens were slaughtered in the field of battle. In whose skirts will be found the blood of these ill-fated brave men? To whom will their orphans and widows look for a just cause for this premature slaughter of their fathers, husbands and protectors? This nation can at this moment have honorable peace, yet we have now entered only on the threshold of this disastrous war, and shall not again be blessed with peace until carnage and blood shall become familiar and lose their horrors. Say, then, shall this war continue to scourge our land, or shall we elect men who love peace and will pursue it?

American vessels were frequently captured, not only by English men-of-war, but by English and Canadian privateers as well. One of the latter, the *Liverpool Packet* of St. John, New Brunswick, which was a small vessel carrying only thirty-three men, constantly sailed up and down Massachusetts Bay, and was exceedingly bothersome to our shipping. It got to be so annoying that White & Knapp, owners of the merchant ship *Helen*, agreed to loan her for the purpose of capturing this saucy privateer. Capt. John Upton first originated the idea, and on the morning of November 12, 1812, spoke to Captain Henry Tibbetts about it, and they at once obtained the *Helen* from its owners, who not only loaned it, but assumed all risk.

Upton and Tibbetts, to get volunteers, formed a parade, headed by the American flag, with Henry Hubon playing spirited tunes on his fife and James McCarthy with his drum, under the command of Capt. James Fairfield, and had only marched through a few streets when enough volunteers had been raised to man the ship. The vessel was prepared to sail, provisioned and furnished with ammunition and four 6-pound cannons loaned by the privateer *John*, belonging to the Crowninshields, then lying at her wharf, and by evening they were on their way down the harbor, with seventy volunteers, some of whom jumped on board as she left the wharf and signed the articles as

they were sailing down the harbor. By two o'clock next morning they were off Chatham Harbor, Cape Cod, but unfortunately the *Liverpool Packet* had sailed for home the day before, and so the adventure came to nothing, and the *Liverpool Packet* was not captured until June, 1813, when she was taken by the *Thomas* of Portsmouth, although later recaptured by the British and again resuming her annoying cruises.

Of the forty Salem privateers twenty-five were captured before the end of the war. During the first year September was a fateful month, no less than five being captured, namely: Schooner *Active*, 20 tons, 2 guns and 25 men; schooner *Buckskin*, 60 tons, carrying 5 guns and 50 men, which on one cruise had taken six prizes, but later she was recaptured by the Americans and sailed as the *Fly* of Portland; schooner *Dolphin*, 140 tons, 3 guns, 70 men, a very active privateer; the *Fair Trader*, 40 tons, 1 gun, and 35 men, which was under Capt. John R. Morgan, and after taking several prizes was captured and sent into Halifax; and the schooner *Regulator*, 75 tons, 3 guns and 50 men.

The *John & George*, 57 tons, 3 guns and 50 men, was a prize captured by the *Regulator*, which found it at sea with all sails set, August 3, 1812, it being an American ship captured and abandoned by the British four days previous. She was very fast, and made one trip as the *John & George*, and then her name was changed to the *Revenge*. She was captured by the English in November and her name changed to the *Retaliation*, but was again recaptured by the Americans and sent into Portsmouth.

The schooner *Recovery*, of 20 tons and 20 men, was also captured during the year. In addition to these, the schooner *Dart*, of 40 tons and 40 men, which Bentley records as sailing from North Fields Bridge on July 12, 1812, with cheers and the firing of cannon, was very successful until she was lost in the Bay of Fundy, December 11, 1812.

On November 3, 1812, the Congressional Election was held, and the vote showed great gains for the Peace party and the sentiment of Salem as being strongly against the war, because the Peace party, as the Federalists called



themselves in that election, were successful over the Democrats, whom the *Gazette* called the "War Hawks". William Reed of Marblehead, Federalist, received in Salem 893 votes, to Benjamin W. Crowninshield of Salem, Democrat, 534 votes.

In the Essex North District, Timothy Pickering, then living in Wenham, and the most hated by the Democrats of all the Federalists, was elected to Congress by an overwhelming vote of 2249 to 103 for all others. Nine days later the presidential election was held, and again the Federalists won in Salem by a still further increased vote of 853 to 304.

The British Orders in Council having been repealed before they knew that we had declared war, and the war having been continued on account of the impressment of our seamen, a controversy arose as to the extent of such impressments. It was impossible to satisfactorily settle it at that time, and it is still more impossible to do so now. The national Democratic administration claimed these impressments numbered over six thousand, while the Federalists attempted to show that such impressments were really trifling.

On February 5th, 1813, on a motion presented by Representative John Pickering of Salem, son of Timothy Pickering, the Massachusetts House of Representatives voted "As the only ground of continuing the war against Great Britain that now remains is the claim that it has impressed large numbers of our seamen in the merchant marine, and as many of them were citizens of Massachusetts, be it resolved that Representatives Pickering of Salem, Tillinghast of Taunton and Watson of Belfast be a committee to consider and report what means can be taken to ascertain how many of such impressments there were of Massachusetts citizens."

On February 26th the committee reported that the total number of Massachusetts sailors impressed was only 157, 145 by the British, 11 by the French, and 1 by the Portuguese, and that of this number 107 only were Americans, and that of the 107 51 were discharged on application. To disprove this statement the *Register* published a list of 181 men from Salem alone who had

been impressed, with a considerable amount of information concerning each man, which the *Gazette* undertook to dispute by explaining that many of the men upon the *Register's* list never were impressed, and as I have already said, it is impossible after this length of time to come to any conclusion in the matter. It is a strange thing, however, that if a war was being fought to protect our rights upon the sea, that Salem and the other seaport towns of Massachusetts, which must have suffered most heavily at the hands of the English, should have been so much opposed to the war and so inclined to be pro-British, unless it was because those conservative merchants regarded the war as an attempt by the Democrats to aid their friends, the French, in defeating England, and they looked upon France, just emerging from the horrors of the Revolution, as we now regard Russia; and Napoleon gaining the throne after the Revolution, was to them a tyrant and a despot who sought to drag all the world at his chariot wheels.

At the Town Meeting of 1812 the Democratic supporters of the administration had been so aggressive that a number of the prominent members of that party were arrested for rioting, and after many months of delay were fined by the courts.

At the Town Meeting in 1813 the Federalists, who were then in control, decided to be on the safe side, and the *Gazette* records that the Town Meeting was called to order, and after a prayer by the Rev. Dr. Barnard and the reading of the riot act and the act against profane cursing and swearing, the voting began, resulting in the election of the whole Federalist ticket. Dr. Bentley offered himself as a voter, and was challenged by E. H. Derby as not paying taxes, Bentley claiming he had a right to vote as a clergyman without being a taxpayer, but he was refused the privilege.

The crew of the privateer *Alexander*, under Captain Benjamin Crowninshield, marched to the polls headed by a drum and fife, and also demanded the right to take part in the election, but most of them could not prove their right to do so. Their act created great excitement, and was criticised severely by the Federalists. Bentley says

that while it was undoubtedly improper, it was not attended with any disorder, the design being merely to keep the men together to avoid the difficulty of collecting them for their cruise, and that as a matter of fact they did sail immediately.

We remember with pride the unanimity with which all our people, regardless of party, purchased Liberty Bonds during the last war, but it was very different in the War of 1812, for Timothy Pickering, a member of Congress from Essex County, and who was publishing a series of articles in the *Gazette* on "Mr. Madison's War", stated that, "as a member of the National Legislature, I do not feel myself under any obligation to give my vote to pay the loans of millions on millions which the Secretary of the Treasury is now attempting to effect to continue this unnecessary and iniquitous war."

As I have already stated, party spirit ran so high in Salem that each party had its own banking institution, which accounts for the fact that of the \$16,000,000 war loan of 1813, \$200,000 was subscribed at the Merchants Bank, the headquarters of the Democratic banking interests, but not a cent of the loan was taken at either the Salem or Essex Banks. In fact, the Federalists were so unpatriotic that they invariably referred to "Mr. Madison's war" and "Mr. Madison's army".

On June 1st, 1813, the contest between the *Chesapeake* and the *Shannon* was fought within sight of Salem. Capt. James Lawrence, who had lately won fame while captain of the *Hornet* by capturing the *Peacock*, had recently taken command of the *Chesapeake* at Boston. Many of his men had just enlisted and were dissatisfied, and he had had no chance to drill or discipline them when he sailed out of Boston harbor to fight what was really a naval duel with the *Shannon*, commanded by Capt. Broke. They were on nearly equal terms, but the superior discipline of the *Shannon* brought to our navy its first serious defeat of the war.

There was great excitement on shore, and the *Gazette* three days later said :

During the fight between the *Shannon* and the *Chesapeake* the heights about this town were crowded with spectators. There was



nothing to obstruct the vision but distance; this was so great that the guns could not be heard, though their smoke and the manoeuvres of the ships could be seen; it was a state of anxious suspense, nor could the result be determined till the account from the boats of observation reached us the next forenoon. The conflict was undoubtedly severe, but from its speedy termination we hope that the effusion of blood may not have been so great as feared.

Unfortunately it was much more severe than those on shore imagined, for on the first broadside Capt. Lawrence was wounded in the left leg, and immediately afterwards received a musket ball through his body and was taken below. From the cockpit he sent his memorable orders: "Keep the guns going; fight her till she strikes or sinks", and after he knew the *Chesapeake* had been boarded, "Don't give up the ship", which became the rallying cry of the navy for the rest of the war. Soon no officer was left uninjured above the rank of midshipman, and the ship was captured in eleven minutes from the first shot and taken into Halifax, where Lawrence died. He was tenderly buried by the British, with the honors due a hero.

On July 20th, 1813, Dr. Bentley wrote to President Madison that Capt. George Crowninshield, Jr., wished permission to proceed to Halifax under a flag of truce in his own ship and at his own expense to return Capt. Lawrence's body to his native country, and permission having been granted, Capt. Crowninshield fitted and provisioned his brig *Henry* entirely at his own expense and manned it wholly with Salem sea captains, who volunteered their services, sailing for Halifax, with Captain George Crowninshield, Jr., as commander, Capt. Holton J. Breed, first lieutenant, Capt. Samuel Briggs, second lieutenant, and the following crew: Captains Benjamin Upton, Jeduthun Upton, Jr., John Sinclair, Joseph L. Lee, Stephen Burchmore, Thomas Bowditch and Thorndike Proctor, and with Mark Messervey and Nathaniel Cummings as stewards.

On August 7th, 1813, the *Henry* arrived at Halifax and was received with every consideration, and returned on the 18th of August with the bodies of Capt. James Lawrence, aged 31 years, and Lieut. Augustus C. Ludlow, aged 21 years. On Monday, August 23d, the funeral

services took place. The brig *Henry* was clothed in sable, and at 12.30 o'clock the bodies were put upon barges, and proceeded by a long procession of boats filled with sailors in blue jackets, with blue ribbons on their hats bearing the motto "Free Trade and Sailors' Rights", were rowed with minute strokes to the end of India, later Phillips, wharf. There hearses received the bodies, and a long procession was formed, under the direction of Major John Saunders and headed by the Salem Light Infantry, proceeded to the Rev. Mr. Spaulding's church on Howard street, where the services were held, the pallbearers being Captains Hull, Bainbridge, Creighton, Stewart, Blakely and Parker, and Lieutenants Bullard and Wilkinson of the American Navy.

The *Gazette* of August 24th, 1813, gives the following account of the funeral services :

#### FUNERAL SOLEMNITIES.

Yesterday were entombed in this town, with the greatest respect, the remains of the lamented Capt. JAMES LAWRENCE and Lieut. AUGUSTUS C. LUDLOW. The ceremonies were conducted according to the published arrangements. The scene was solemn and impressive. Business was suspended, and the whole town was crowded either to perform or to witness the funeral honours to the fallen heroes. About noon the bodies were removed from the Cartel *Henry*, manned by sailors in uniform, rowing minute strokes, the cartel brig and the U. S. Brig of War *Rattlesnake*, Capt. Creighton, firing minute guns during their passage. At one o'clock the procession, consisting of the officers of the U. S. Navy and Army, the Clergy of all denominations, the different corporate bodies, the several Marine Societies, together with citizens and strangers from Boston and the vicinity, moved under escort of the elegant company of Light Infantry, commanded by Capt. J. C. King. Minute guns were fired during the whole procession by the Salem Artillery, under Capt. Peabody, which was stationed on Washington Square. The movement was deeply impressive. The sides of the street were crowded and the windows were filled with spectators, and many were on the tops of the houses. The tolling of the deep-tone bells—the solemn melody of the music—the slow and melancholy-inspiring pace of the procession—the appearance of the sable coffins with their accompaniments—and the awe-inspiring report of the minute guns, rendered the whole a scene of solemn woe. Two hours elapsed while the procession was moving to the church; and the



multitude was so great that a small part only could be accommodated to hear the eulogy of Judge Story. After the Orator had concluded, the bodies were entombed with the customary military and masonic ceremonies. The Church was shrouded in the sable habiliments of woe, and the sacred services of religion and the music were appropriate.

During the day our own as well as the Neutral merchant vessels in the harbour wore their colours at half mast.

The remains were placed for a few days in the Crown-inshield tomb in the Howard Street Cemetery, and then taken to New York. Ralph D. Paine, in his "Ships and Sailors of Old Salem", makes the mistake of saying that they remained in Salem until 1849 and were then taken to New York, because Bentley describes Capt. Crowninshield's troubles in taking the bodies to New York, and on September 20th says: "The bodies of Lawrence and Ludlow received from us by land have had distinguished honors in New York before the interment in Trinity Church, and the *Gazette* of September 21st, 1813, recites :

The bodies of the gallant and lamented LAWRENCE and LUDLOW having arrived at New York, they have been interred there with all public honors, civil and military. The N. Y. Post says: "The scene was solemn and affecting, and the procession was perhaps the longest ever witnessed here, if we except that melancholy, heart-rending occasion, when a whole city filled the streets to evince its grief and testify its last respects to the relics of Gen. Hamilton." The Corporation, in addition to the expenses of the funeral, have granted \$2000 to the two children of Lawrence.

The body of Lawrence rested under Trinity Church until 1849, when it was disinterred and placed in the mausoleum erected to his memory, bearing as an inscription his last words: "Don't give up the ship."

The spirit of political faction was so great that the Federalists were able to prevent the use of the North Church for the funeral service of Lawrence, as will appear from the following correspondence between the funeral committee and the standing committee of the church:

Wednesday, 18 Aug., 1813. Gentlemen: The necessary preparations for the funeral of the late gallant and lamented Capt. James

Lawrence will be completed after a suitable meeting house for the performance of the funeral solemnities shall have been obtained. As Doctor Barnard's Meeting House has many advantages over every other in town, particularly on account of its size and the fine organ it contains, we beg leave to request of you the loan of the same for the above purpose. (Signed) B. W. Crowninshield, Chairman of the Committee of Arrangements. Messrs. Samuel Holman, Abijah Northey and Gideon Tucker, Comm. of the Prop. of Dr. B.'s Meeting House.

Salem, Aug. 19, 1813. Sir: The Committee of the Proprietors of the North Meeting House in Salem have received your note requesting the loan of the House for the performance of the funeral solemnities of the late Captain Lawrence, and reply that they have no authority to open the House for any other purpose than public worship. (Signed) Samuel Holman, Chairman of the Proprietors' Committee. Hon. B. W. Crowninshield, Chairman of the Comm. of Arr. for the funeral of the late Capt. Lawrence.

Bentley remarks that probably not over twelve proprietors would have voted against the use of the church for the funeral if there had been a church meeting called, and that Dr. Barnard was very sorry, but that the influence of Senator Samuel Putnam and Captain Ichabod Nichols secured the refusal of the standing committee and kept the bell from being tolled when the funeral procession turned around the church from North into Lynde street, also that both Putnam and Nichols left town on the day of the funeral to show their disapproval of it.

Governor Strong, the Federalist Governor of Massachusetts, in common with the Governors of New Hampshire and Connecticut, claimed that under the constitution the militia of those States could not be sent outside their boundaries, and the national government thereupon withdrew all Federal troops from those States, and the Salem militia proceeded during the years 1812 and 1813 as they did in the time of peace, with the usual parades, reviews, and outings.

In September, 1813, the Salem Light Infantry, which boasted that every member was a Federalist, decided to grace their banquet with some of the naval heroes, and after a parade in the afternoon and an entertainment at Capt. King's marquee pitched at Washington Square,

where, according to the *Gazette*, the guests partook of generous libations, they proceeded to Hamilton Hall, which was beautifully decorated and adorned with the names of naval heroes and Federalist statesmen. They banqueted various naval officers, including Commodore Bainbridge, who in the *Constitution* had lately defeated the *Java*, and after the toast to "The Navy," an American flag was drawn up, disclosing the full-rigged model of the *Constitution*—which is now in the Peabody Museum—and which had been presented to it by Commodore Hull in 1813. A Federalist salute was thereupon fired from it in a very spirited style, and in so doing it was evidently damaged, as is evidenced by a receipted bill now in the possession of the Museum showing that \$12 was paid to British prisoners of war for its repair, which was certainly poetic justice.

December 20, 1813, Bentley records that business at the wharves had suddenly become active again, as there were rumors of another embargo, and all were trying to get their vessels out before notice of it reached town, but on December 24th notice arrived that a third embargo had been approved on December 17, 1813, to remain in force until January 1, 1815, unless the war sooner ended, or unless the President should sooner recommend its termination to Congress, which as a matter of fact he did in April, 1814.

During 1813 nine more of Salem's privateers were captured, including some of the most active, namely: In February the fine ship *John*, belonging to the Crown-inshields, of 200 tons and 105 men, mostly from Marblehead, was chased and captured by a British brig and sent into St. Thomas; in March the little schooner *Cossack*, of 48 tons and 45 men; in April the *Owl*, a small boat of 6 tons and 14 men, armed only with muskets, was taken when they attempted by mistake to capture an armed British brig, and on discovering their error they threw their muskets overboard and pretended to be fishermen, but in their excitement they accidentally threw over their privateering commission, so when arrested they were all chained to the deck as pirates, but finally receiving from Salem a copy of their commission, they were released.



Capt. John R. Morgan, undiscouraged by the loss of the schooner *Fair Trader*, the previous September had a new schooner of 200 tons, called the *Enterprise*, built at the Neck, carrying 100 men, and sailed on his first cruise full of hope and courage, only to be captured by the frigate *Shannon* in May and sent into Halifax. Later Morgan was carried to England, where he died on a prison ship.

During that same month of May the ship *Alexander*, of 330 tons, 18 guns, and manned by 140 men, next to the *America* the largest privateer sailing from Salem, and whose crew had marched so gaily to the town meeting a few weeks before, was chased by the British sloop of war *Rattler* and driven ashore at Kennebunk. She had captured seven English prizes during her last cruise, and had on board sixty English prisoners and \$10,000 in cash, all of which were recovered by the English.

The privateer *Galliniper*, of 25 tons and 30 men, was also captured by the *Rattler* and burned.

The privateer brig *Montgomery*, of 190 tons and 100 men, and which had taken many prizes, was finally captured by the *La Hogue*, British 74.

The schooner *Growler*, of 172 tons and 105 men, was taken by the *Electra* near the Island of St. Peters.

*General Stark*, Capt. Rice, 54 tons and 50 men, built in 1813, was captured in July of the same year.

The sloop *Wasp*, 30 tons, with two guns and 35 men, built during the year and commanded by Capt. Ernest A. Erwin, was taken on June 9, 1813, by His Majesty's sloop *Breem*, after a running fight of eight and one-half hours, all the time within musket range, and when she finally surrendered to the vastly superior force of the enemy, she was within half a pistol shot of the *Breem*. At St. John, where the *Wasp* was taken, Capt. Erwin was constantly pointed out as the brave Salem captain who had so heroically defended his vessel, and in consequence of his bravery he was at once exchanged.

On Sunday, April 3d, 1814, while Dr. Bentley was conducting his service at the East Church, he noticed Capt. George Crowninshield at a window in excited conversation with Deacon James Brown, and learning from the latter that the *Constitution* had been chased into Mar-







Privateer "JOHN"  
Owned by the Crownshields

blehead harbor by two British vessels, he terminated his service without ceremony and rushed out of the church, followed by his congregation. Capt. Joseph Ropes, formerly captain of the *America*, summoned his Sea Fencibles, a volunteer coast guard of two hundred men; Bentley, its chaplain, without changing his clerical garb, jumped on a gun carriage and hastened with them to Marblehead, as did most of the citizens of Salem, but the *Constitution* was safe, and at sundown, as soon as the tide served, Capt. Joseph Perkins, the pilot, brought her into Salem harbor, in view of a great concourse of spectators. Salem harbor being less accessible than that of Marblehead to foreign ships, she remained here for several days, and on April 8th the friends of the administration gave a dinner to the officers of the *Constitution* in Madison Hall, which was very handsomely decorated, and after the toasts the hall was cleared and a grand ball took place.

After the blockade became effective, mercantile shipping was largely discontinued, and much of the transportation which ordinarily would have gone by water in coasters, was transported by wagons, which traffic was reported in the papers under the heading "Horse Marine Ship News", of which the following are examples of the amusing and satirical style in which they were written:

Salem Gazette, Oct. 8th, 1813.

#### HORSE-MARINE SHIP NEWS.

Port of Salem.

Tuesday evening, Oct. 5th. Arrived the 4 horse ship *Dare-All*, Capt. Edgerly, from a southern voyage. Parted from her consort, the *Terrapin*, Capt. Shays, at Danvers, the port of her destination. An act of piracy was committed on board the latter, the captain's trunk being broken open and \$1200 in bank notes stolen from it. A passenger has been taken on suspicion, and after an examination before Mr. Justice Lincoln, committed to the prison ship in Worcester harbor.

Port of Salem. Yesterday a large fleet of Jefferson's land ships passed by, in ballast, from New Haven for the eastward, having discharged their cargoes at the Port of Boston. The headmost was a magnificent first rate Pennsylvania-built vessel, moved by the power of 5 full-fed stout-bodied horses.

Port of Boston, Oct. 21. Last evening arrived the Tandem Philadelphia pilot boat built Gig Scramble, Capt. Splash, from a 4 weeks' cruise in R. I. and Conn. She came to about 5 P. M. at Spurr's Cove, Trask's Light bearing S.  $\frac{1}{4}$  E. We extract the following from her log book:

"On the 2nd inst. Pawtucket Bridge dead to windward saw 2 four horse wagons standing abreast upon their larboard tacks, head towards us, upon a quick trot; hove about immediately, but owing to our leader missing stays, fell afoul of the starboard fore wheel, and carried away our step.

"Monday, 13th, 2 P. M., spoke a drunken soldier lying to under the lee of a board fence—wind blowing fresh could not take him in tow—from his rolling judged him deficient in ballast, with too much heavy stowage between decks."

Up to 1814 the English were inclined to favor the northern and eastern coasts of New England, upon the theory that they were friendly to Great Britain, but early in that year the blockade became very effective as to the whole coast. England had plenty of war ships, owing to the defeat of Napoleon, and groups of these vessels were stationed before each of the principal seaports, while others were constantly in motion up and down our coast line, which not only made it almost impossible for our vessels to get in and out, but the whole seacoast was kept in constant alarm by landing parties and the capturing and burning of vessels close to or in our harbors.

The English landed at Thatcher's Island and dug potatoes belonging to the inhabitants; destroyed fishing boats at Kettle Cove; drove a schooner ashore and burned her at Mingo Beach, Beverly; took many vessels close to Marblehead Neck, and their armed ships were constantly within sight of Salem and Marblehead, and yet nothing was done by the government to protect New England.

June 10th, 1814, the *Gazette* says: "Yesterday a British 74 and frigate were coasting all day near our shores and made a magnificent appearance. About 3 o'clock a tender chased a topsail schooner into Mackerel Cove, Beverly, and set her on fire. Our fort fired a few guns at her, which she saucily disregarded, as well as the musketry from Beverly hills. Thousands stood witnessing the insult on our heights, but we had nothing that

could move to take vengeance for it. In this manner are free trade and sailors' rights secured."

Salem, in common with other ports, became alarmed, and the militia, which during the first two years of the war had done no more than they had been accustomed to do in times of peace, became more active.

The existing militia companies were the Salem Light Infantry, Capt. King; the Cadets, Capt. Stephen White; Mechanic Light Infantry; the Salem Artillery, Capt. Peabody; and the Essex Huzzars, Capt. John White, which was a troop of horse. The Legislature, becoming alarmed at the danger of invasion in 1814, authorized the Governor to accept any new organizations of volunteers, and early in that year the Essex Guards were organized, under Capt. Israel Williams, a former sea captain, who had been captain of the Cadets in 1802. This company served efficiently for a year and were disbanded in June, 1815, after the close of the war. There were also organized two companies of Sea Fencibles, under Capt. Joseph Ropes and Capt. Joseph Waters; a company of exempt infantry, under Capt. James Brown; and a company of down-towners, calling themselves "The East Company", under Capt. Blood.

As late as April 19, 1814, Bentley records: "In Salem we do not exercise our men as much as in a time of peace, and the Commander of the Fort told me when the *Constitution* appeared Sunday before last he had not powder enough in the garrison to fire a cannon six times. All the fortifications lay in a state of decay."

In June, after the English had burned coasters at Beverly, Manchester and Gloucester, the militia were busy rebuilding the forts and doing guard duty. In July they rebuilt Fort Lee and erected breastworks at Hospital Point. Fort Pickering, belonging to the national government, was garrisoned by a body of regular troops under Capt. Green and Lieut. Earle.

On September 1, 1814, Bentley says: "We have a report that an expedition to Salem and Marblehead is intended at Halifax." And on September 5th: "An alarm of the intended invasion of Salem has been brought from Halifax and it has made great shaking. One of our fam-



ilies was displeased at a question of letting one of his family remove. Another let his Brothers go. And a third thinks the women and children away, the men might stay behind. I have been asked to use all influence to stop the frenzy. I replied I should attempt it again only by example. Already it is difficult to find houses not engaged in this Country out of the sea ports. As we go on the Town will be evacuated, for I find the men stay away to take care of their families, lest they should be alarmed at their absence. I charge the panic to the men."

The public mind was still further excited by receiving at about the same time information of the capture of Washington and the destruction of the White House and Capitol; also that the British had taken Eastport, where the fort was commanded by Major Perley Putnam of Salem, and were in possession of the whole Maine coast from the Canadian line to the Penobscot river. A town meeting was held on the subject of defence, but because of the bitterness of faction, no united action could be obtained.

On September 9th, 1814, Bentley says: "Salem will soon be evacuated at the present rate. Under pretence of taking care of their families and property, few men are left." On September 10th: "The alarm is so great that we are nearly depopulated. The quantity of goods removed is immense, as yet with me nothing has been started." And on Sunday, the 11th: "Our part of the Town almost evacuated by its inhabitants."

On September 13th the *Gazette* says: "Not less than five hundred loads of goods were moved out of this town on Friday and Saturday last, under an apprehension of a visit from the British. Before they arrive here the town may probably be considered as almost literally emptied, so that they will be able to make out but 'a beggarly account of empty boxes.'"

On September 12th Bentley says: "The people of the neighborhood express their surprise to see people tumbling over one another to get out of Salem. The smallest and most inconvenient buildings are crowded. One farmer at Hamilton said he had three families in his house. They



hardly get out of the confines of Salem before they seat themselves, and very few leave the County. The alarm has been great. The news from the eastward is that the British expect to be in full possession of New England. They have, however, no landing west of Penobscot Bay yet."

On the 17th: "In Salem we are parading and deserting the settlement."

The *Gazette* of September 27th, 1814, says:

#### GREAT ALARM.

Between 12 and 1 o'clock on Sunday morning last, alarm guns were fired from the Danvers Artillery stationed on the Beverly shore, which were repeated from Fort Lee on our side and the Salem Artillery on Washington Square. The drums beat, the bells rang, and in less than an hour the whole military of this town was in arms, completely formed and ready for orders; a company from Danvers also marched into town, and the alarm had extended to some more distant places, when all was hushed by an explanation that it has been occasioned by a small boat, with no one on board, lifting her anchor at the rise of the tide and drifting toward the Beverly shore, the sentinel hailing, and of course receiving no answer, he fired, as was his duty, which raised the guard, who also fired, and thence the alarm spread all round shore. It was indeed a great disturbance to the inhabitants, but it gave occasion to show with what vigilance we are guarded, and with what promptness the militia can be called forth. In a very short time there were assembled in arms (besides those on regular duty) about 900 men with 9 pieces of cannon, animated with a spirit and well provided with the means to repel any hostile invasion of our shores.

The various militia companies at this time were exceedingly active, being constantly under arms. The Artillery were encamped on the Common, the Cadets on the heights at the Neck, and the Light Infantry and other companies doing guard duty. There were many reviews, including one on September 19th, when nine hundred men, consisting of infantry, artillery and cavalry, were reviewed at Winter Island.

On September 29th Bentley says: "This day as yesterday was distinguished by the Regimental Muster. Indeed we are so continually within the sound of the drum that we could easily imagine ourselves in a garrison, a

state which the characteristic silence of Salem would be the last to prefer."

On October 1st the brigade under Gen. Derby paraded at Legg's Hill, on the road to Marblehead, and nearly 3000 men from Salem and vicinity took part.

On October 25th Bentley says: "Our friends who removed from Salem upon the first alarms have generally returned with their principal effects. Six weeks seems to have been the extent of their visits." And on November 1st: "Yesterday the Danvers Artillery left their quarters in Beverly; and Fort Lee in Salem has been evacuated by the expiration of the term of enlistment of the State troops."

From January 1st, 1814, until the end of the war, seven more of Salem privateers were taken.

On February 18th, 1814, the newly-built schooner *Frolic*, of 110 tons, with five guns and 60 men, sailed on her first cruise under Capt. Odiorne. After a brief cruise lasting but twenty-eight days, during which she took three prizes, she was captured by an English gun brig and sent into Barbadoes.

In February, also, the 500-ton brig *Alfred*, 16 guns, manned by 110 men, under Capt. Bessom, long a successful cruiser, was pursued and taken.

On April 10th, 1814, the sloop *Polly*, of 96 tons, 9 guns and 60 men, under Capt. Evans, was chased ninety hours by a Barbadoes man-of-war and finally ran ashore at St. Domingo, and was taken, with twenty men, the rest having escaped to the shore.

On May 17th, 1814, news was received that the new privateer schooner *General Stark*, under Capt. Rice, of 54 tons, 3 guns and 50 men, had been taken into Bermuda by the British sloop of war *Sophie*.

The new fast-sailing schooner *Diomede*, of 170 tons, built in New York, was purchased and brought to Salem, fitted as a privateer, sailing on April 27th on her first cruise, under Capt. John Crowninshield, with 100 men and 4 guns. She had a lively time for a month, capturing or destroying nine vessels, but was finally pursued for a day and a half by the British sloop of war *Rifleman* and taken on May 28th, 1814.

The schooner *Gen. Putnam*, 150 tons, 4 guns and 60 men, under Capt. John Evans, after a four months' cruise, during which she was several times chased by English vessels, was finally captured in November, 1814.

The small boat *Hokar*, of only 6 tons and 16 men, armed with muskets, and the schooner *Lizard*, of 30 tons, 2 guns and 30 men, were also taken during 1814.

The Salem privateers which escaped capture, in addition to the *America*, *Grand Turk*, and *Jefferson*, already mentioned, were all very small, although many had awe-inspiring names, and were the *Terrible*, with 16 men; the *Black Vomit*, 16 men; and the *Orion*, 20 men, which were open boats of five tons each, and in which the only guns were muskets; the 10-ton launches *Castigator* and *Swiftsure*, the sloop *Scorpion* of 14 tons, and the schooners *Viper* of 14 tons, each manned by 1 gun and 20 men, the schooners *Swift*, of 27 tons, 1 gun and 25 men, and *Cadet* of 47 tons, the latter manned by 4 guns and 40 men, mostly smugglers from Cape Ann, and the *Helen*, of 75 tons, which tried to capture the *Liverpool Packet*.

The final score of Salem privateering was 25 out of 40 captured, 2 lost and 13 escaping capture.

The resentment of Essex County against the National Government is typified by the national election of 1814, when Timothy Pickering, who by a change in the district could now represent Salem, was almost unanimously elected, receiving 466 votes in Salem to 60 for the Democratic candidate, Dr. Daniel Killam, who in Lynn and Gloucester did not get a vote, and in Beverly only one.

Many of the leading Federalists were openly preaching the secession of the five New England States from the Union, which would have of course included Maine, then a part of Massachusetts, but apparently Salem did not go as far in this regard as did some other parts of the county, for instance, in Newburyport, where the Sea Fencibles, composed of the leading men of the town, hoisted a five-starred and five-striped flag at the fort they manned at Plum Island, and the Beverly Artillery, according to their records, fired a Royal Salute of five guns on July 4th, 1814.

In October, 1814, the Massachusetts Legislature, feel



ing that the State was deserted by the National Government, took the lead in inviting the other New England States to meet in conference at Hartford, and on December 15th, 1814, the convention met there, attended by twenty-six delegates from Massachusetts, Connecticut, Rhode Island, New Hampshire, and Vermont, although those from the two latter States were unofficial.

George Cabot of Beverly was president, and they sat behind closed doors until January 5th, 1815, and were regarded with suspicion by the National Administration, which sent Col. Jessup, an officer of the army, to report what he could of its doings, but while the conduct of the convention was unpatriotic, there is no evidence that secession was considered, and the result was a report requesting certain amendments to the constitution, the most important of which was that each New England State should retain the custom duties collected in that State. The recommendations came to nothing, for five weeks later the news arrived that the commissioners representing Great Britain and the United States, who had been in session since August, 1814, had on the day before Christmas signed a treaty of peace.

A night or two before this news reached town information arrived on February 9th of the victory at New Orleans, which was celebrated on that night and the next with cannon and fireworks and an illuminated transparency bearing the name of Jackson, at the Merchants Bank, the financial quarters of the Salem Democrats. Hardly had the enthusiasm over this event quieted down when news was received which Bentley records as follows: "February 13, 1815. This day the news of Peace reached us. A flying post brought it from New York, with all circumstances to confirm it the case could admit. The public joy was loud. Bells and guns announced it. Military parade and martial music, besides the illuminations and fireworks collected at the moment at every man's discretion. We had two illuminations upon the victory of Jackson in the past week, but we still wait for the proclamation to confirm all our joy and justify all the pride and display of celebration. Every moment some new circumstances enriches hope." And on February 14th:

"If it were possible to increase the public joy, it would be greater from the assurance that the enemy was about to withdraw from New Orleans. It is said they speak of joining the expedition at Savannah. But all our fears are retired by the pacification. The return of peace under the present administration is not a pleasing circumstance to the Opposition, yet they do not choose to express publicly what they murmur in secret."

Bentley seemed rather chagrined that others than those who had supported the administration should take part in the celebration, and especially because the celebration was arranged for Washington's Birthday, for on the 19th he says: "By the usual artifice the Celebration of peace is thrown upon the birthday of Washington, that the name of that Hero might be an apology for the festivity of the men in the opposition, and Wednesday as a day in Lent is to be kept by a religious service in the English Church in Boston and Salem. So we submit."

On February 22d the celebration was held, with discharges of cannon by the Artillery on the Common at sunrise, noon and sundown, and the parade of the military companies, including many volunteer associations; in the evening the houses, churches and public buildings were illuminated. Bentley remarks: "In the different public houses were several associations for convivial pleasures, and that at the New Hotel, formerly the residence of William Gray, was the greatest profusion of light and the most good liquor." Considerable money was expended in a fireworks display which was disappointing, as Bentley records: "The fireworks had not their full effect, not from the want of expense or number, but the want of variety and power in the rockets. When many were discharged at a time a solitary one might ascend, seldom more than one and that by chance. So that we were expecting and often disappointed, so that they ceased to excite curiosity before the whole number was discharged. They went out as in a socket like a candle left and neglected, and the sooner done the less offence."

With the display of fireworks, general illuminations and many banquets, the War of 1812 was closed, as far as Salem was concerned.



The peace treaty in no way referred to any issues which had been the cause of the war, yet the war did much to establish the credit of the nation and to cause us to be thereafter treated with respect by other countries; and while our land operations were as a rule unsuccessful, yet our navy and privateers taught the mistress of the sea that we were a sea power to be feared, for we captured 2416 English vessels, of which number about 1400 were taken by privateers. On the other hand, our own foreign commerce was almost totally destroyed, being reduced to about one-twentieth of the normal trade. About 1400 of our vessels were taken, and the remainder of our merchant marine completely bottled up by the blockade.

Salem had a most creditable part through the activity of the militant minority of its ship-owners in bringing about this peace, and she also contributed to the war the popular hero of Lundy's Lane, General Miller, and the Secretary of the Navy during the last of the war, Benjamin W. Crowninshield.

But by the embargo and the war her vessels were reduced from 182 in 1807 to 57 in 1815, and while her ships were still seen in all the ports of the world, and her merchants were just as enterprising and her sailors as courageous as before, yet the tide had begun to turn against her, and Salem never again occupied the commanding position in commerce which she did before the War of 1812.

## FORTY YEARS AGO IN SALEM.

EXTRACTS FROM THE DIARY OF FRANCIS H. LEE

(Continued from Volume LIX, page 360.)

Feb. 3, [1878]. Mr. Foster has a portrait of himself painted by Osgood when he was apparently about 40. He tells me his sister, who lives in Summer street, has had a great many old-fashioned things, but has sold them from time to time. Mr. F. has also a very old-fashioned table, and his son Joseph has one that has been in the family 200 years. He told me of his pranks as a boy with other boys in the neighborhood, amongst them tying a string to the doorbell of Dr. Stearns' house opposite and annoying him. The Morgans have lived in the house some 40 years. When he was a boy there were three famous schools. One in Cousin Joe's garden, kept by Master Tappan (father went to this school), one kept by Master Knapp (where Mr. Jas. Safford's house now stands), and the one he attended in Howard street. About 3 o'clock paid a visit to Dr. Farrington and stayed nearly 2 hours, going over his house and barn. He gave me some 60 coins, a map of Salem of the year 1851, several numbers of the Institute Historical Collections, and a volume of Nautical Tables that belonged to Capt. Pinell, also a silhouette framed of old Robt. Brookhouse's first wife. He has an old punch bowl which belonged to the Pinell's, and a handsome, very large old plate, also Mr. P.'s Certificate of the Marine Society. His wife has some well preserved shoe-buckles, an old watch and a cross with brilliants. They have portraits of all the family taken by Miss Marianne Derby. Dr. Farrington's house was built in 1782 for a Mr. Page, of the firm of Page and Ropes. He also gave me several shop-keeper's shin plasters which circulated in the early days of the war.

Feb. 4th. Called on Miss Foster in Summer street, whom I found a very pleasant and attractive lady. She showed me a desk with paintings on it by a Burchmore relative, also a screen by the same one painted from Shakespeare's Cymbeline, two handsome old cups and

saucers. She gave me a snuff box with a French officer painted on it, somewhat battered and worn, and pictures of the old East Church extension and interior, which with my John Chandler with Mr. Brooks' inscription below it, I carried to be framed.

Feb. 5th. After dinner called on Miss Derby and was very cordially received. She showed me a double miniature of her Grandfather and Grandmother. She lent me the original sketch of the Derby Mansion which she made when quite young and after it was pulled down. From the description and elevation her father had. She is going to give me some Derby Commercial papers and pictures of the Pickman Mansion and the house of Richard S. Ropes and an old map if she can find it. In the evening chatted for two hours I should think with Mr. Shillaber Haley, he giving me quite a full history of the Shillaber and Haley families, also discussing religion and astronomy. He has invited me to a hunt in his garret, where he has a Tall Clock and some other old things. Talked some time with Mr. Higbee, who is going to give me a wooden mortar that belonged to Timothy Pickering. Mrs. Lemuel Higbee formerly lived in the Senator Goodhue house in Boston street, and she left a good many old things in the garret.

Feb. 6th. In the afternoon called on Gardiner Chandler and returned the copper plate Chandler arms. Spent some time looking over his paintings and engravings. He gave me a photograph of the Copley portrait of his grandfather, the original being with his wife in possession of Murray Forbes, Mr. Chandler having sold them to Miss Greene. They were colored crayons. Received from Aug. Rogers a bunch of bills containing old Salem autographs.

Feb. 7th. Walked over to Mr. Shillaber's, but didn't find him at home, but had quite a chat with his daughter, Mrs. Lakeman, who showed me a ship painting which had the inscription "Ship Robert Pulsford of Lynn, passing Flushing, John J. Scobie, Comd'r, 1844, P. Weyts, Antwerp." Mrs. Lakeman knew nothing about the old clock that her father was to show me and thinks it must be at one of his old houses. News came of the death of

Pope Pius IX and a panic in London owing to the Russian troops entering Constantinople.

Feb. 8th. Called on Miss Derby, carrying to show her mother's miniature, the Cabot bunch of seals and the mourning rings. She gave me a copy of the print of the Barton Square Church, the Clarke-Gayton Pickman Derby Brookhouse [house] in Washington street, original drawn by Mrs. E. Peabody, a rejected elevation of the R. S. Rogers house drawn by an English architect (the original). This house was built by Miss Derby's house, and from its windows as a girl she saw them pull down the celebrated Derby Mansion. She also gave me a copy of the Pickman house next to the Marine Hall, which was built by B. Pickman about 1750, a drawing of the top of the Derby Mansion, a partially finished picture of the South Salem Derby house. She says the large Brown arms formerly on the South Salem barn was given to the Halls of Medford. She also gave me a small silhouette head of her father. She is to find the Derby papers and perhaps an old map (1820) of Salem. Mr. Brooks gave me a lot of letters found among Mr. Ward's papers. Geo. Perkins took the Ropes Derby silhouettes to copy.

Feb. 10th. In the afternoon called on Mr. Foote and he showed me several silhouettes and portraits. He thinks the Treadwell house opposite was built by Rev. Father Cleveland, afterwards a Mr. Johonot lived there, a "little dried up old man", and according to Mr. F., Mr. John Nichols was greatly disappointed that it wasn't left to him by Mr. J., but Mr. Treadwell, a relative, got it. John Robinson has a picture taken in 1865, when it was styled the "Sprague house," and then (1874) it belonged to Mr. James Stimpson, who has greatly improved it by painting it a light brown and taking down a row of willows on the side of it. Mr. Foote's house was built in 1848, on a vacant uncultivated lot which belonged to the Stearns. Called on Mr. Payson, who showed me the pictures of his children taken by Mr. Osgood and one by Flagg of Mr. Mellin. He has a painting of a vessel which Miss Scobie gave him which he may give to me, and also a Clock which she gave him.

Feb. 11th. Letter from Kitty of date Jan. 27th.



Coltie had been in Rome with Ned Silsbee to see the Funeral Ceremonies of King Victor Emanuel. The Fiske Allens have let their house to a family of Lathrops who are at the Doyle and will go South in April.

Feb. 21st. Called on Miss Derby. She gave me a bundle of Derby papers and a certificate illustrative of the Bunker Hill Association.

Feb. 24th. In the afternoon walked to Stickney's and spent nearly 2 hours with him. He gave me an old snuff box which had painted on a cover a scene showing two men on horseback with dogs and a river and mountain in background. Probably Mr. S.'s papers and coins will go to the Institute. He seemed quite pleased with my call. Mr. Stickney has portraits of himself and wife by Os-good—the latter from cast after death.

Feb. 27th. Mrs. Kemple died very suddenly this forenoon of rheumatism of the heart. She was a great favorite, a most obliging and amiable lady, with perhaps the best voice that has ever been heard in our Churches, and will be a great loss to Grace Church, where she has [sung] almost since the church was built.

Feb. 28th. Father's portrait, which came down yesterday from Doll & Richards', was hung up by Mr. Very. I think Mother is quite well pleased with it, tho' she finds the same fault as I do with the darkness of the complexion. The President vetoed the Silver Bill today, but the House and Senate immediately passed it over his veto by a large majority.

Mar. 1st. Called on Miss Rhodes and found her portrait of Gov. Endicott is like the one given me by Mr. Endicott. I obtained from her a stereoscopic view of her house, and afterwards at Moulton's a cabinet size view of the Zach Silsbee house taken before the new street was cut through. Walked to Union Bridge, hoping I might fall in with Capt. Goldsmith, but didn't encounter him. Mr. Lane turned up, however, and took me over his sail loft. He gave me a map of Salem. Strolled to Derby Wharf and into the sail-loft of Antoine Liebsch, only seeing his apprentice, who showed me two shabby portraits of Washington and an old ship. Afterwards looked in at the lower story of Mr. Geo. Peabody's warehouse. Mr. Per-

kins, dealer in second-hand furniture on Central street, has the key of the Counting Room.

Mar. 3rd. Called on Mr. Payson. Saw Mrs. Payson, who seems to be improving. They showed me a curious old portrait of Mrs. P.'s father, a sea-captain, taken in Amsterdam. Mrs. P. has an old snuff box belonging to her father, consisting of a shell with a silver coin.

Mar. 4th. Walked to Derby Wharf and called on Antoine Liebsch, finding that he had no painting of a ship to show beyond a little scrawl on paper considerably delapidated. The sail-loft he occupies was once owned by Thomas Oakes, and before him by John Howard, Lucy's grandfather. He gave me an engraved portrait of Washington from Peale's painting, taken in 1800 by I. Savage, D. Edwin, Engraver. It is well preserved, and after being well cleaned looks quite well. It has probably hung there over half a century. Called on Plummer Foster at head of wharf, but gained no information about painting of ships. Met in Derby street Mr. Townes, the policeman, who has three ships, but he didn't seem inclined to part with them.

Mar. 5th. Called on Mr. Geo. Peabody and had a long chat about art, family portraits, Mr. Fenolossa, the degeneracy of the times, &c. He showed me a portrait of his father taken by Frothingham, the copy in the Institute was by Osgood. Mr. P. thinks very little of Mr. Osgood's talent as an artist. Mr. Frothingham was a pupil of Stuart and showed great talent, but was finally ruined by intemperance. Mr. P. has several silhouettes of his father. He gave me a list of the Family Portraits and will some time look up the vessels in the old Counting Room and I inferred would give them to me.

Mar. 7th. Carried to Institute the copy of rebel paper published on Wall paper at Vicksburg just before the surrender to Gen'l Grant. Called on Charles Ropes and saw two representations of a ship which served as a Privateer during the Revolution. In one she is surrounded with a fleet of sail, and in the other she is being pursued into Gibraltar. These were given to Mr. Ropes by his sister or he would give me one of them. Mr. R. mentioned Capt. Hoffman and Mr. James Upton as hav-

ing specimens. Wrote a letter to Willard Phillips asking if he would give me a specimen or two of those at Phillips Wharf.

Mar. 8th. Called on Mr. James Upton and had a pleasant chat. He appears to be suffering from the effects of a paralytic shock. He had no ships, but thought his brother George might have.

Mar. 9th. Called on Capt. Geo. Upton and obtained from him a picture of the ship Chalcedony of Salem, painted by Benj. West about 1840, and which Capt. U. commanded in 1836. He has pictures of 2 other ships. A family by the name of White, formerly living in the house next to Thomas Hunt's house, have moved into the Gove house opposite.

*(To be continued)*

# THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LIX, page 400.)

John Burnap, married, fourth, at an unknown date, Mary (Polly) Peak, who survived him. He is said to have lived in Norwich, Vt., to which place the family had come from Connecticut, about 1771, and after the war, in Union Village, removing in 1837 to live with his daughter, presumably at Thetford, Vt., since he died there at the age of 88, although the date has not been found.

Child, born in Norwich, by first wife :

393. ELIZABETH, born 15 Nov., 1781; died 11 Aug., 1797.

By second wife:

394. GORDON (Gundion), born 3 June, 1786.

395. ETHAN, born 15 May, 1790; died 23 Feb., 1871, ae. 81, at Lowell, Mass.

396. CALVIN, born 15 Aug., 1791; died 28 Sept., 1878, ae. 87, at Winchester, N. H.

397. MARY F., born 18 May, 1793.

398. LUTHER, born 27 Dec., 1795; died 3 Aug., 1796, ae. 1: 7: 6.

399. LUTHER, born 5 Dec., 1800; died 1874.

243. SARAH BURNAP, born about 1762; married, 28 December, 1780, Elisha, son of Daniel and Anne (Ford) Waterman, who came to Norwich, Vt., from Mansfield, Conn., by 1767. Of their fourteen children five survived their parents, but none were living in 1876. The date of his death is not found, and his wife died 4 September, 1843, aged 81.

Children, probably all born in Norwich—WATERMAN :

ISAAC, born 6 Dec., 1781; married Martha Howes, and lived in Norwich.

OLIVE, born 31 Mar., 1782; married George Goodrich. She died 25 Aug., 1798, aged 16: 4: 25, according to the Burnap genealogy, although it seems very young for her to have been married, and he removed to the West.

ELISHA, born 5 June, 1785; married, 1807, Susan Woodworth, and lived in Canaan, N. H.



SARAH, born 5 June, 1785; probably died young.

SARAH, born 23 Sept., 1790.

JADUTHAN, born 7 June, 1794; died 20 Aug., 1798, ae. 4: 7: 13.

URIAH, born 19 June, 1797; died 20 Aug., 1798, ae. 1: 2: 1.

ASA, born 3 Nov., 1800; died 7 Jan., 1813, ae. 12: 2: 4.

IRA.

SUSAN.

244. URIAH BURNAP, born 23 November, 1754; served in the Revolutionary war, as he was a pensioner from Connecticut on a roll dated 5 August, 1833. He married, 4 October, 1781, Lois, possibly born 6 April, 1762, daughter of Thomas and Anna (Manly) Lyman of Columbia, Conn. They were married at Coventry, Conn., and she evidently lived but a few years, as 23 August, 1793, he married again, at Coventry, Abigail Killeen, as the records have it, but it seems probable that the name was Killam. No dates of death appear in the records, and only the birth of one daughter. The names of three other children have been obtained from a grandson, Edwin Lincoln Burnap, but very little information concerning them.

Children :

400. LUCINA (Lneena, Coventry Records), born 3 Jan., 1783. She was married.

401. Nathan; he was married.

402. LYMAN THOMAS.

403. HARRIET; she was married.

245. DANIEL BURNAP, born 1 November, 1759; lived in East Windsor, Conn., and 14 March, 1791, he advertised in the Connecticut Courant that he made brass-wheeled clocks in that place. A tall clock, with painted dial and cherry case, has been in the family of the writer for many years and in his own possession for nearly forty, and it is still keeping time, perhaps better than any other clock in the house.

He married Deliverance, born 14 February, 1761 daughter of Denison and Lydia (Jones) Kingsbury, but the date is not recorded, and there are no children to be found. She died 8 January, 1822, at Andover, Conn., and he married, 28 May, 1823, Mary, born 16 November, 1787, daughter of Captain Joseph and Ruth (Benton)

Kingsbury, and died 26 September, 1838, aged 86, while she died 21 November, 1873, at Andover, aged 86 also.

His will, dated 22 September, 1838, and exhibited in court 17 October, 1838, mentions his wife Mary, his son Daniel K., his daughter Mary Delia and daughter Charlotte Elsy, also Milton Burnap and Martha, daughter of Milton (presumed to be a son and granddaughter of the first wife, who married Irene —, if we read the records in Coventry correctly), the Theological Seminary in East Windsor; Daniel White and his wife, executors.

In an additional inventory, 8 June, 1839, Ela Burnap of Rochester (a son of his brother Abner) is mentioned, and distribution is made 4 December, 1838, to Mrs. Mary, widow, to Daniel K[ingsbury] Burnap, to Mary Delia and Charlotte Elizabeth Burnap.

5 February, 1839, Stanley White, Eleazer Pomeroy and Daniel White are appointed, the first as guardian, the last two as sureties, of Daniel K. Burnap, aged about 14. Also, on the same date, Mary Burnap is appointed guardian, with Harvey Kingsbury and Eleazer Pomeroy as sureties, of Mary D., aged 11, and Charlotte E., aged 8.

In an account of Mary Burnap, guardian, 26 March, 1839, an item is "cash received of Ela (elsewhere Eli) Burnap," also a note of M. K. Burnap, 23 January, 1847, and Ela A. Burnap is mentioned in 1848, while 14 August, 1851, Charlotte E. Burnap signs a receipt to "Harvey Kingsbury my late guardian," and Mary D. one to William Hutchinson in the same capacity. These new guardians were appointed 28 April, 1845, the children's ages being given as about 17 and 14 respectively.

Will of Mary K. Burnap of Andover, 1874: To daughter Mary D. Skinner, son-in-law Elliot P. Skinner, daughter Charlotte E. Hyde and her family, residue to Elliot P. Skinner and her surviving children (Charlotte E., wife of Thomas C. P. Hyde), Elliot P. Skinner, executor. 11 May, 1867, proved 19 October, 1873.

Children, born in East Windsor, by first wife:

404. A son, probably born about 1793 or earlier.

Born in Coventry, by second wife:

405. DANIEL KINGSBURY, born 29 June, 1824; died 11 July, 1844; graduated at Yale College in 1846.

406. MARY DELIA, born 22 Oct., 1827.

407. CHARLOTTE ELIZABETH, born 9<sup>th</sup> Aug., 1830.

246. ABNER BURNAP, born 23 May, 1764; married, 13 May, 1784, at Coventry, Conn., Sarah, born 6 August, 1767, daughter of Deacon Stephen and Sarah (Long) Bingham of Hebron and Coventry. She is called "of Andover" in the records. They removed to Royalton, Ohio, and it is supposed that most of their eight or ten children were born there, as they are not in the Coventry Records. The widow married a second time, — Trone.

Children, born in Coventry :

407a. ELA A. (Eli), born 26 Dec., 1784.

408. PHIDELIA, born 3 Mar., 1787; died 13 Feb., 1870.

Born in Bethel, Vt. :

409. NANCY, born 15 Aug., 1789.

No other evidence than the birth of the last child of a residence in Bethel has been found.

247. IRENA BURNAP, born 22 Sept., 1766; married, at an unknown date, Daniel Gilbert, whose parents have not been found. He was a captain in the war of 1812, and they lived in Royalton, Vt., where she died 6 June, 1809, and he had previously married, 12 October, 1772, Jerusha, born in 1746, perhaps at Coventry, Conn., although she may be the one of that name born there 28 December, 1744, daughter of Jedediah and Jerusha Benton. She died 7 March, 1799, at Royalton; and he married, third, a Mrs. Lydia Goodspeed. He died 13 November, 1818, at Sharon, Vt. No children are recorded.

249. JAMES BURNAP, born about 1780; is thought to be that James who lived in Charlestown, Mass., a Baptist preacher and fisherman, who used the Burnett form of the name, and who married, before 1816, Hannah, born 10 November, 1791, at Wellfleet, Mass., daughter of Captain James and Tabitha (Nickerson) Newcomb of that place.

James Burnett and Hannah, weavers, bought land of Henry Adams in 1816-7 (see Wyman's Charlestown), and sold to William Smith of Charlestown, fisherman, 30 May,

1829 (Mddx. Land Records, vol. 290, p. 36), and also sold more land, 29 August, 1829 (Ibid, vol. 291, p. 435, and 9 July, 1832, vol. 315, p. 271). Query—whether the William Smith above mentioned was the same to whom John Burnap, No. 153, sold the Burnap homestead in Scotland in 1831?

He died about 1864, and his wife died 27 July, 1871, at Charlestown, aged 77 (87?): 8: 17, in the almshouse.

The will of James Burnett of Charlestown, proved 9 August, 1864, his wife administratrix, leaves all the estate to his wife Hannah, she to provide for Mary Elizabeth and Lucy Maria, daughters of son Thomas F. Burnett, his wife being dead. To Mary Elizabeth, to Lucy Maria, to son James F. Burnett, one-half the residue; to son Thomas F. one-half the residue. 2 April, 1862. Witnesses: Jesse Stevens, Warren Newcomb, William S. Stearns. (Mddx. Probate Records, vol. 93, p. 470.)

Children, born in Charlestown :

410. A child, born 1 Feb., 1817; died 1 Feb., 1817.

411. JAMES F., born 19 Dec., 1819; died about 1892, probably in Everett, Mass.

412. HANNAH M., born 7 Dec., 1823.

413. THOMAS F., born 7 Nov., 1826.

250. JOHN BAKER BURNAP (Burnett), born 3 February, 1782; lived in Canterbury, Conn. He married, 15 November, 1804, Elizabeth, born about 1745, if the record of her age at death is to be believed, who was the daughter of a Foster. The Foster family had come from Holliston, Mass., and Captain Jacob and Mary (Suffield) Foster, who may have had a daughter Elizabeth born about the date assumed for Elizabeth, although no such child appears in the Foster Genealogy, had a son Captain William, who married Hannah Durkee, and this son was among those who took part in the church controversy in which Jonathan Burnap, No. 120, was so prominent. The discrepancy in the ages of John Baker and his wife may be accounted for by an error in reading the inscription on her gravestone from which her age is taken.

He died 10 January, 1851, at Canterbury, and his wife, who was living there in 1863, died 8 April, 1865, aged 80(?).



## Children, probably all born in Canterbury :

414. JOHN FOSTER, born 26 Sept., 1805; died 17 July, 1843, *ae.* 37, at Cambridge, Mass.
415. JACOB, born 5 Sept., 1807; died after 1863.
416. SIMON, born 14 Sept., 1809; died 24 Sept., 1888, at Boston.
417. JAMES, born 23 April, 1812; died after 1846, probably in Scotland, Ct.
418. CHARLES WELLINGTON, born 20 Oct., 1814; died after 1881, in Newton or Boston.
419. ELIZABETH, born 28 Nov., 1816.
420. HAMILTON, born 19 May, 1822; died in Michigan.
421. PHEBE, born 26 July, 1824; died 1 Sept., 1849.
422. WILLIAM, born 23 Aug., 1829.

Note—A record appears of Joseph, born 18 Aug., 1819; died 20 Oct., 1820; while a Canterbury inscription gives Joseph, son of John B. and Elizabeth, died 24 Oct., 1820, in 24th year.

251. CLARK BURNAP, born about 1787; married, 15 September, 1812, Lucretia, daughter of Miner and Submit (Huntington) Smith of Windham, Conn. He died before 1863, and at that time she was living in Windham Center.

## Children :—

423. ALBERT, born 8 June, 1813, of Canterbury, Conn.
424. EDWARD, born 11 Dec., 1814, in Windham.
425. LUCY SMITH, born 18 Dec., 1816, of Hampton, Conn.
426. JULIA AMELIA, born 21 Mar., 1820, of Hampton.
427. WILLIAM WALLACE, born 21 Mar., 1820, of Brooklyn.
428. ALATHEA, born 13 Aug., 1821, of Brooklyn.
429. DWIGHT, born 3 Dec., 1823, of Brooklyn.
430. SERVINGTON SAVORY, born 17 Jan., 1827, in Hampton, Conn. His name is also given as Livingston Savory. He probably died in Chicago, Ill.

These records are mostly taken from Weaver's MSS. in the Connecticut Historical Society of Hartford, and no further information as to their families is to be found.

252. NAOMI BURNAP, born about 1794; married (published) 10 or 14 September, 1826, at Providence, R. I., to Alden, born 1 October, 1786, son of Ephraim and Jane (Compton) Pabodie. His mother was a grand-niece of Benjamin Franklin. They lived in Providence, where she died 8 October, 1866, and he died 12 March, 1868.

## Children, born in Providence—PABODIE :

CLARINDA BOWER, born 11 Oct., 1827; died 5 Aug., 1828.

SARAH DYER, born 12 Sept., 1829.

MARY FRANCES, born 2 Dec., 1833; married, 23 Nov., 1854,  
Joshua T. Drowne, and 7 Sept., 1871, John L. Ferguson.  
She died 18 Jan., 1889.

256. JAMES BURNAP, baptized 1749; married, 1 December, 1772, at Reading, Mass., Martha, born 20 April, 1751, at Reading, daughter of Aaron and Martha Eaton. No children are recorded, nor does anything further concerning her appear, but it is assumed that she died before 1775, as he seems to have married again, 30 March, 1775, Sarah Russell, whose birth and parents are not found. He died 29 December, 1821, at Reading.

James Burnap of Reading deeds land to Benjamin Holt of Reading, 20 April, 1812, and Sarah, his wife, also signed deed. (Mdx. Land Records, vol. 203, page 116). He again deeds land, 12 November, 1813 (vol. 205, p. 425), and 30 March, 1814 (vol. 207, p. 270).

James Burnap of Reading deeds land in Reading to David Batchelder of same, 3 January, 1817, and Sally Burnap also signs (vol. 223, p. 6), they convey more land 18 Mar., 1818 (vol. 224, p. 350), and to Ebenezer Damon land in Wilmington, 1 July, 1820 (vol. 234, p. 220), and Thomas Morey and Martha, his wife, and Sarah Burnap, widow of James of Reading, quit-claim land in Wilmington to David Batchelder of Reading 12 May, 1823 (vol. 256, p. 6).

The fact that Thomas Morey and his wife were associated with the widow Sarah Burnap in the last deed, added to the fact that Thomas Morey married a Martha or Patty Burnap, indicates that they had at least this one child, although no record of her birth appears.

## Child :

431. MARTHA (Patty).

257a. LYDIA BURNAP, baptized 1758; married, 16 October, 1777, at Reading, John Cutler, but his birth is not recorded there, nor does the Cutler Genealogy afford any clue. No children are recorded.

259. JACOB BURNAP, baptized 4 October, 1761; married, 16 December, 1784, at Reading, Hannah, born 12 August, 1763, or 9 April, 1765, at Reading, who seems to have been either the daughter of Daniel and Sarah or of David and Lucy Parker. He had the title of captain, and was a petitioner for a town meeting, 17 December, 1792, was on a committee about the meeting house 1 December, 1794, was highway surveyor 2 March, 1795, field driver 7 March, 1796, and was appointed hogreave in 1795. He removed to Fitchburg, where he died 14 June, 1807, but his wife's death is not recorded there, although it was evidently after 1809.

The will of Jacob Burnap of Fitchburg, gentleman: To Hannah, my wife, to Hannah Gibson, my eldest daughter, to Jacob Burnap, my eldest son, to Annis Burnap, my second daughter, to Joseph Burnap, my second son, to George Washington Burnap, my third son, to Susannah Burnap, my third daughter, to Martha Dandridge Burnap (sic), my fourth daughter. To Hannah, my wife, so long as she remains a widow, if she marry, to my son Jacob, my daughter Annis, my son Joseph, my son George W., my daughter Susannah, my daughter Martha D. Wife Hannah, executrix. 12 June, 1807. Witnesses: Abraham Farwell, John Pratt, Josiah Brown. The estate of Isaac Burnap of Fitchburg is mentioned in an account. Proved 4 August, 1807. (Worcester Probate Records, No. 9156.)

Jacob and Annis Parker Burnap, minors above 14, heirs of Jacob Burnap, late of Fitchburg, gentleman, appoint as guardian Samuel Phelps of Fitchburg, 1 June, 1809, and the widow Hannah prays that Samuel Phelps be appointed guardian of Joseph Burnap, under 14. 14 September, 1809. (Ibid, No. 9157.)

Children, born at Fitchburg:

- 432. HANNAH, born 11 June, 1788.
- 433. JACOB, born 5 Jan., 1791; died 10 Dec., 1834 (recorded as 1734).
- 434. ANNIS PARKER, born 31 Jan., 1793.
- 435. JOSEPH, born 7 Dec., 1795.
- 436. GEORGE WASHINGTON, born 5 June, 1798.
- 437. SUSANNAH, born 23 Aug., 1800.
- 438. MARTHA, born 18 Feb., 1803.

260. EDWARD BURNAP, baptized 16 September, 1764; was a farmer, living in Reading, when he enlisted, 28 March, 1781, aged 17, of the Second Parish, for three years' service. He married, 2 February, 1792, at Reading, Mary (Polly), born 24 February, 1767, at Wilmington, daughter of Thomas and Mary Parker of that place. He received a house and land in his father's will, and he and his brother Jacob were petitioners for release from paying minister's rates, provided they, with others, "lay out the same to hire a Gospel Minister to Preach in the house we have erected for the purpose."

He died 1 August, 1827, at Fitchburg, and his wife died 1 May, 1855, also at Fitchburg, aged 88.

The widow and heirs of Edward Burnap of Fitchburg pray that William Carleton be appointed administrator. Signed by Mary Burnap (mark), Joseph Burnap, Stillman Burnap, Amos Daby and Asa Kinsman. Inventory September, 1827, and final account and payment to the widow 7 October, 1828. (Worcester Probate Records, No. 9153.)

Joseph T. Scott of Fitchburg represents that Polly Burnap of Fitchburg died 1 May, 1855, intestate, and that petitioner is his son, his wife Abigail being a daughter of the deceased, and prays that administration be granted, Stillman and Luther Burnap, sureties. 17 October, 1855. (Ibid, No. 9170.)

Certificate of Joseph T. Scott, that he had known Mrs. Polly Burnap forty years and her children, that she is the widow of Edward Burnap, deceased, a pensioner of the United States at \$96 per annum; that she was a resident of Fitchburg, and died there 1 May, 1855, leaving five surviving children only—Hannah, wife of Asa Kinsman; Stillman Burnap; Lydia, wife of Jacob Brown; Abigail Scott, wife of deponent, and Susan, wife of Moses Derby. 17 October, 1855. (Ibid, 9171.)

#### Children, born in Fitchburg :

- 439. EDWARD, born 27 April, 1792; died 5 July, 1842, ae. 50, at Ludlow, Vt.
- 440. MARY, born 27 Jan., 1794; died before 1855.
- 441. HANNAH, born 22 Oct., 1795; died before 1873.
- 442. JOSEPH, born 1 Feb., 1799; died 22 Dec., 1837, at Fitchburg.



443. STILLMAN, born 21 Mar., 1804; died 15 Oct., 1868, ae. 65: 6: 24, at Fitchburg.
444. LYDIA, born 16 May, 1808; died after 1855.
445. ABIGAIL, born 29 June, 1810; died after 1855.
446. SUSAN, born 25 May, 1813; died after 1855.

261. SARAH BURNAP, baptized at Reading, 5 July, 1767; married, 31 May, 1798, at Reading, Richard Miles of Fitchburg, but apparently not born there. His parents have not been found.

Child, born in Fitchburg—MILES:

SALLY, born 9 Oct., 1800; married, 17 Nov., 1843, at the Almshouse, Fitchburg, Joel Lawrence, both being inmates there.

262. JOHN BURNAP, born 27 September, 1769; married, 15 April, 1793, Jane Buchoton, at Temple. The record states that both were of that town, but no other mention of her family name appears. His death, 3 February, 1795, is found in the State Vital Records at Temple, but no records of children are given. It is almost certain that the name of his wife is a mis-spelling of Buxton.

263. ELI BURNAP, born 25 January, 1772; married, 21 November, 1793, at Temple, Thankful Walker, according to the Temple records, but a descendant states that her name was McIntire, a family which was numerous in Reading, Mass., so that this may well be true, and she may have been a widow when she married Eli Burnap. From what is supposed to be the record of her death, 16 October, 1866, aged 93: 4: 16, in Andover, Vt., she would have been born about 1773, and possibly of the branch of the McIntire family of Chelmsford, Mass., some of whom were certainly in New Hampshire later. Her husband died 5 October, 1800, and no children are recorded.

264. PIUS UPTON BURNAP, born 5 February, 1775; lived in Packersfield (Nelson), N. H. He married there, 15 June, 1802, Sally, born in the same town, 26 June, 1778, daughter of Josiah and Anna (Scollay) Whitney of Harvard, Mass., and Nelson, and died there 11 August, 1827, while his wife died 26 February, 1846.

## Children, born in Packersfield :

447. JOHN, born 4 April, 1803; died 13 May, 1803.  
 448. UPTON, born 20 June, 1804; died 13 Aug., 1854, ae. 50, at Keene, N. H.  
 449. JOSIAH, born 26 Aug., 1805; d. 9 Jan., 1893, at Keene, N. H.  
 450. ELI, born 15 Feb., 1807; died 22 Jan., 1837, at Deerfield, Mass.  
 451. POLLY, born 20 Sept., 1808; died 1 May, 1811, at Packersfield, N. H.  
 452. NANCY, born 13 May, 1810; died 22 Feb., 1887, probably at Nelson, N. H.  
 453. MARY, born 26 June, 1812; died 24 Mar., 1869.  
 454. LURA, born 3 April, 1814; died 6 Mar., 1904, probably at Nelson, N. H.  
 455. JAMES, born 6 Sept., 1816; died 28 Oct., 1894, at Marlow, N. H.  
 456. GEORGE, born 15 July, 1818; died 11 Mar., 1903, ae: 78: 1: 22, at Marlow, N. H.  
 457. LAURA, born 13 Oct., 1819; died 28 Aug., 1822, at Nelson, N.H.  
 458. LORIN, born 13 Oct., 1819; died 11 Sept., 1822, at Nelson, N.H.

267. BETSEY (BETTY) BURNAP, born 22 February, 1771, at Andover, Mass.; married, 12 January, 1792, at Temple, N. H., Simon, born 17 March, 1776, at Sliptown, or Peterboro Slip, N. H., son of Deacon Peter and his second wife, Rebecca (Russell) Heald of Townsend, Vt., and Sliptown, N. H. They lived in Templeton, Mass., where his father made a short stay, and later in Andover, Vt.

## Children, born in Andover, Vt.—HEALD :

- REUBEN, born about 1803; was married. He died 14 Aug., 1893, ae. 90: 3: 8, at Andover, Vt.  
 HENRY, born about 1808; died 21 April, 1891, ae. 82: 5: 21, at Springfield, Vt.

268. SAMUEL BURNAP, born 24 November, 1773, also at Andover, Mass.; married, 28 May, 1801, Lois, born 23 March, 1775, at Lyndeborough, N. H., daughter of Rev. Sewall and Phebe (Putnam, of Danvers, Mass.) Goodridge or Goodrich. He lived at Temple, N. H., but removed to Fitchburg after 1812, as all the children were born in the former place, and he died in Fitchburg, 18 June, 1842, aged 68: 2: 18, while his wife, who is said to have died in Temple, by the history of the town, in

the State Records died at Fitchburg, 1 May, 1847. He was a deacon in the church and carried on a farm.

Lois Burnap, widow, declines administration of his estate and recommends Dr. Sewall G. Burnap, the eldest son, for the place, in which the children and heirs join—Lois Burnap, Betsey B. Dutton, Israel H. Burnap, and Samuel Burnap.

Sewall G. Burnap of Holliston represents that Samuel Burnap of Fitchburg died 19 June, 1842, and that petitioner is the eldest son, and as Lois, the widow, declines administration, he prays that he be appointed; sureties, Samuel and Israel H. Burnap. 1 July, 1842. (Worcester Probate Records, No. 9172.)

Children, born in Temple, N. H.:

- 459. SEWALL GOODRIDGE, born 12 Mar., 1802; died 16 Oct., 1874, ae. 72: 7: 4, at Holliston, Mass.
- 460. BETSEY, born 20 June, 1804.
- 461. ISRAEL HUTCHINSON, born 28 May, 1806; died 30 Jan., 1856, at Ashby, Mass.
- 462. SAMUEL, born 12 Oct., 1809; died 4 Mar., 1890, ae. 80: 4: 20, at Fitchburg.
- 464. CHARLES COTESWORTH PINCKNEY, born 26 Oct., 1812; prepared at New Ipswich Academy, graduated at Amherst College in 1836, and Andover Theological Seminary in 1838, and was a Congregational minister. He died 20 or 30 Dec., 1838, at Holliston, Mass., unmarried.

270. BETHIAH BURNAP, born 12 September, 1784; married, before 1809, Ezra, born 24 November, 1783, at Malden, Mass., son of Ezra and Sally (Watts) Upham. They lived at Chelmsford, Mass., where he died, 16 February, 1868, and she died 3 March, 1874. Evidently they also lived for some years at Wilton, N. H.

Children, several born in Wilton, N. H.—UPHAM:

- SALLY WATTS, born 23 Feb., 1809; married, before 1831, Nathaniel Blodgett Holt; died 12 Aug., 1850, at Wilton.
- BETHIA, born 12 June, 1811; married, 5 June, 1834, at Temple, N. H., Abner Holt. She died 25 June, 1843, ae. 31, at Chelmsford, Mass.
- EZRA ABBOTT, born 18 Oct., 1813; married (intention), 12 Mar., 1836, at Chelmsford, Almira Morse. He died after 1862.

CLEMENT, born 20 Jan., 1816; married Almira W. Barry and lived in Chelmsford, where he died 26 July, 1886, *æ.* 70; 6: 0.

ADALINE, born 9 Oct., 1818; married Herman Wright. She died Aug. 22, 1844.

ALMIRA, born 11 June, 1822; married, 19 Mar., 1845, at Temple, Abner Holt, widower of her sister Bethia. She died 26 July, 1846.

LORENZO Dow, born 30 Nov., 1825; died 31 July, 1847, unmarried.

272. JOSEPH BURNAP, born 4 February, 1770; married, 20 January, 1803, at Reading, Abigail, born 14 January, 1773, at Wilmington, Mass., daughter of Benjamin and Mary (Killam) Thompson of Wilmington. He lived in Wilmington, but from one of the deeds given below would seem to have been in Charlestown, N. Y., about 1813; however, he is called of Wilmington the following year.

Joseph Burnap of Charlestown, Montgomery county, N. Y., deeds to Timothy Thompson of Reddon (sic), Mass., land in Reddon, part of a farm belonging to Joseph Burnett. 20 September, 1813. Witnesses: Daniel Damon, A. Eacker, Jr., State of New York. Acknowledged 20 September, 1813. (Mdx. Land Records, vol. 220, p. 229.)

Joseph Burnap of Wilmington and Timothy Carter, Jr., of same, deed to Joshua Jaquith of Wilmington, 21 December, 1814, acknowledged the same date. (Ibid, vol. 212, p. 114.)

Joseph Burnap of Wilmington, Abigail Bancroft and Susannah Winn (his sisters), of Reading, widows, and Francis Thompson of Lowell, trader, deed to Charles Parker of Reading land in the South Parish of Reading, 1 April, 1831; acknowledged 22 April, 1831. (Ibid, vol. 304, p. 461.)

A number of other deeds appear to be of no special interest.

Joseph Burnap of Wilmington deeds to the Boston and Lowell Railroad land in Wilmington, 20 November, 1832; acknowledged same date. Abigail, his wife, also signs. (Ibid, vol. 339, p. 106.)



The same grantors as in the 1831 deed convey to Thomas Hopkinson of Lowell, 18 Oct., 1837. (Ibid, vol. 360, p. 168.)

He died 27 June, 1857, ae. 82, in Wilmington, and his wife died there 20 June, 1865, ae. 92 : 5 : 8.

Children, born in Wilmington :

465. JOSEPH, born 9 Dec., 1804; died about 1879, at Upper Alton, Ill.
466. GEORGE, born 16 Mar., 1806; died about 1885, at Burlington, Mass. Clark Thompson of Everett, administrator of George Burnap of Burlington, Charles W. Richardson and Lucy J. T. Burnap, sureties. 10 March, 1885. (Mdx. Probate Records, vol. 463, p. 320.)
467. BRADLEY, born 23 Dec., 1807; died 26 Sept., 1817, ae. 10.
468. ABIGAIL, born 22 Sept., 1811; died 4 Sept., 1873, ae. 61: 11: 13, unmarried; her brother Joseph was her executor in 1873.
469. BRADLEY, born 26 Sept., 1817.

Note—The death of Bradley (1) and birth of Bradley (2) are so given in Wilmington Vital Records.

The following names are inserted here, since they are descendants of this branch, but it has not been possible to obtain the exact connections :

Cicero Burnap was married and had the following children :

PERLIA H., born 1826; married M. E., born 1830, at Ephrata, N. Y., daughter of Aaron and Susan (Edwards) Nellis. He was born at Charleston, N. Y., and was a merchant in Canajoharie, N. Y., where he died in 1880, leaving: Edwards B., born 24 Nov., 1858; W. A., born at Ephrata.

SIDNEY.

ROBIA.

CYNTHIA.

GEORGE.

ESTHER.

EDWARDS B. BURNAP, born 24 Nov., 1858; married, in 1880, Mary F., born 2 April, 1860, at Canajoharie, N. Y., daughter of James and Sarah H. (Bartlett) Arkell. He lived in Canajoharie in 1914, and earlier at Ephrata, being a manufacturer. Child, born at Ephrata, N. Y.: D. A., born 16 Sept., 1883; married Grace Chalmers.

W. L. BURNAP, born at Ephrata; married Lucy Wollett.

These notes were furnished by Edwards B. Burnap in 1914, but further particulars could not be obtained.

273. ABIGAIL BURNAP, born 25 April, 1772; married, 1 January, 1794, William, probably born 9 June, 1748, at Reading, Mass., probably son of Thomas and Phebe (Wardwell) Bancroft. He died before 1831, but her death does not appear.

Children, born in Reading—BANCROFT:

NABBY, born 10 Oct., 1794; married, 11 April, 1808, Miles Johnson of Reading.

WILLIAM, born 20 July, 1796.

CYRUS BURNAP, born 11 Aug., 1804.

274. SUSANNA BURNAP, born 20 Oct., 1774; married, 31 March, 1799, at Reading, Mass., John Winn, whose birth and parents have not been found. He died before 1831, and she died 14 February, 1849, ae. 74: 3: 15, at Reading.

Child, born at Salem, Mass.—WINN:

GEORGE, born 5 July, 1799.

278. ZORODA (or Zoraday) BURNAP, born 17 May, 1783; married, 28 September, 1800, at Reading, Timothy, born about 1778, possibly son of William and Dorcas (Eaton) Thompson, but not recorded in Reading. William Thompson lived in New Ipswich, N. H., but the history of that town does not mention him. She died 12 May, 1812, at Reading, and he died there 31 October, 1828, aged 50 or 52.

Children, born in Reading—THOMPSON:

ALONZO, born 21 Dec., 1800; died 6 June, 1810.

FRANCIS, born 13 Oct., 1802.

ZORADAY, born 30 Mar., 1805.

LOUISA, born 10 Oct., 1808.

CHARLOTTE, born 9 Sept., 1810.

279. HORATIO GATES BURNAP, born 4 January, 1778, or 9 January, 1777, graduated at Harvard College in 1799; he was a linguist and Orientalist, but no mention has been found to indicate whether he was ever married or any facts as to his career. In the History of Dedham, Mass., there is an extract from the Norfolk County Advertiser of August, 1821, which is given below, but whether it

refers to his sisters or daughters is not apparent. The date renders it unlikely that the Misses "Bernap" referred to were his nieces.

"On Monday last was sold at auction at Merchant's Hall the elegant Bonnet which has been for several days exhibited at the store of Messrs. Hall J. Howe & Co., made by Misses Bernaps of Merrimack, N. H., of a wild grass discovered by them in that town. It was knocked off to Josiah Bradlee for Fifty Dollars. The execution of the Bonnet was very superior to the one lately sent to England from Connecticut. We understand that one of the above mentioned young ladies is now visiting at Medford and that the money was presented to her yesterday afternoon. Thus shall the skill and industry of our countrywomen ever be rewarded."

He probably died in 1851.

280. ELIZABETH BURNAP, born 1779; married, in 1812, Joseph, born 13 March, 1776, son of Joshua and Anna (Prescott), or, as seems more probable, Mary (Spaulding) Read, of Westford, Mass. Joseph Read had been divorced in 1804, but it does not appear from whom. He lived in Thetford, Vt., and Montpelier, Vt., and was a Representative in 1814, and a Judge of Probate for more than twenty years. He died 6 Feb., 1859, aged 82. She died in 1840.

Children, born in Montpelier—READ:

CHARLES, a lawyer in Montpelier.

GEORGE W., Secretary of the National Insurance Company.

282. HANNAH BURNAP, born about 1781; married, 22 August, 1799, at Medford, Samuel, born about 1758, son of one of the numerous Buels of Litchfield, Conn., but not found in the printed records. He had previously married, in 1783, Mary Burns. They lived in Medford, Mass., where both his marriages took place. The records state that she died 25 October, and was buried 28 October, 1800, aged 19, and no further marriage appears, yet there are births of children of "Samuel and wife" in 1808 and 1810, but names are lacking both for them and for the earliest one recorded. He died 17 February (or 20 Feb.), 1813, aged 55.

*(To be continued.)*

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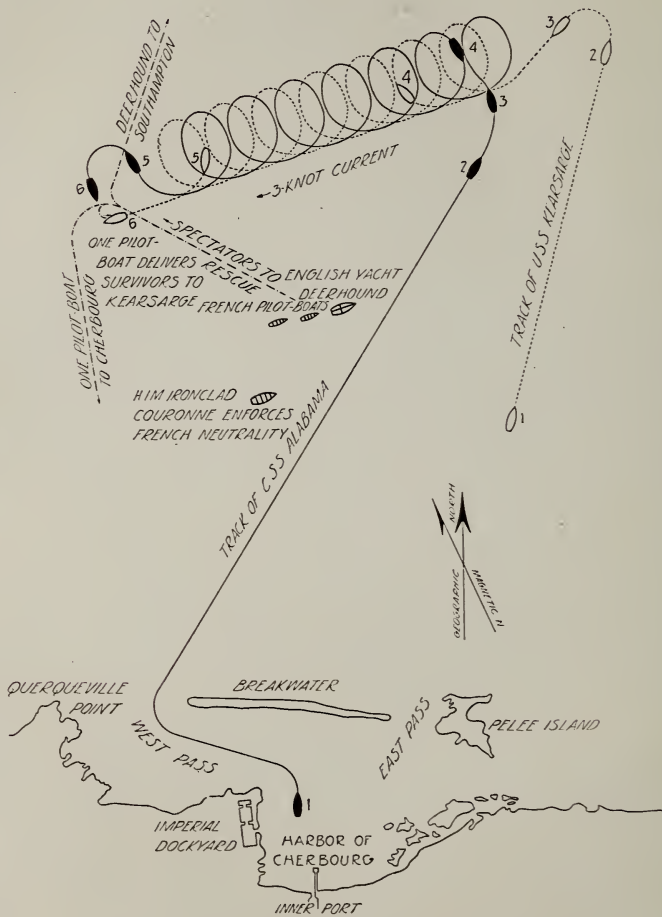
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# CHART OF ALABAMA-KEARSARGE BATTLE

19 JUNE, 1864



## SYNCHRONOUS POSITIONS

- 1 ALABAMA LEAVES HARBOR 9 45 AM, KEARSARGE STARTS SEAWARDS 10 20 AM
- 2 KEARSARGE WHEELS, ALABAMA VEERS TO PORT, 10 50 AM
- 3 ALABAMA OPENS WITH STARBOARD BROADSIDE, 10 57 AM
- 4 KEARSARGE RECEIVES 100-PDR SHELL IN STERN-POST
- 5 ALABAMA ATTEMPTS TO ESCAPE, SHIFTS GUNS TO PORT
- 6 ALABAMA SURRENDERS 12 10 NOON, SINKS STERN FOREMOST 12 24 NOON

by THE AUTHOR  
*Wm. G. 1973*

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No. 2

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THE ALABAMA-KEARSARGE BATTLE.

A STUDY IN ORIGINAL SOURCES.

BY WILLIAM M. ROBINSON, JR., OF AUGUSTA, GA.

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During the War of Secession only two single ship combats were fought *a l'outrance* upon the high seas. In one the *C. S. S. Alabama* was the victor, in the other she was the vanquished. In the first the *U. S. S. Hatteras*, a ship of equal size and crew and mounting the same number of guns as the victor, was destroyed in a thirteen-minute night engagement, at the beginning of which neither commander knew much of the strength of the opponent. In the second the *U. S. S. Kearsarge* sunk the Confederate cruiser after an hour and ten minutes of prearranged noonday duel. The *Kearsarge* had with the *Alabama* so many points of equivalence and counterbalance that it may be well to review them somewhat in detail.

"The *Kearsarge* was really in the fullest sense of the word a man-of-war, staunch and well built; the *Alabama* was made for flight and speed, and was much more lightly constructed than her chosen antagonist", compares Commander John McIntosh Kell, executive officer of the *Alabama*, in his *Recollections of a Naval Life* (pp. 245-6). "The *Alabama*", continues Kell, "had one more gun, but the *Kearsarge* carried more metal at a broadside. The seven guns of the *Kearsarge* were two 11-inch Dahlgrens, four 32-pounders, and one rifled 28-pounder. The *Alabama's* eight guns were six 32-pounders, one 8-inch and one rifled 100-pounder. The crew of the *Alabama* all told was 149 men, while that of the *Kearsarge* was 162 men."

Kell omits from his statement of the armament of the *Kearsarge* one 12-pounder howitzer. Ten rounds of shrapnel and canister were fired from this gun.



The statistical data of the navy lists show the two ships to be nearly the same dimensions. The *Kearsarge* was 201 feet 4 inches long, her adversary being 10 feet 2 inches longer; her beam 33 feet 10 inches, being 2 feet 2 inches greater than the *Alabama's*; her draft of 14 feet, one foot less, and the tonnage 1031 in comparison with 1050. The *Kearsarge* was built in the navy yard at Portsmouth, N. H., at a cost of \$298,049.22. She was launched September 11, 1861, and went into commission the middle of the following January. The *Alabama* was constructed by Messrs. Laird, ship builders on the Mersey, England, at contract price of £47,500. She left the ways May 15, 1862, as the *Enrica*, and was commissioned on the high seas as the *C. S. S. Alabama*, August 24, 1862.

As to speed, "both ships had made thirteen knots", says John M. Browne, surgeon on the *Kearsarge*, in an article in the April, 1886, Century Magazine (p. 934), but "at the time of the battle the *Alabama* made ten knots. The masts of the *Kearsarge* were low and small; she never carried more than top-sail yards, depending upon her engines for speed. The greater size and height of the masts of the *Alabama* and the heaviness of her rig (barque) gave the appearance of a larger vessel than her antagonist."

"Most of the line officers of the *Kearsarge* were from the merchant service, and of the crew only eleven men were of foreign birth. Most of the officers of the *Alabama* were formerly officers in the United States Navy; nearly all of the crew were English, Irish, and Welsh, a few of whom were said to belong to the 'Royal Naval Reserve.'"

On the latter point, Captain Raphael Semmes, commander of the *Alabama*, writes in his Memoirs (p. 753) that: "The stories that ran the round of the Federal papers at the time, that my crew was composed mainly of trained gunners from the British practice ship *Excellent*, were entirely without foundation. I had on board some half dozen British seamen, who had served in ships of war in former years, but they were in no respect superior to the rest of the crew."

The physical condition of the two ships as they ap-

proached the duel is reflected in their past services. The *Kearsarge*, Captain C. W. Pickering, immediately upon being commissioned, was ordered to European waters in search of the *C. S. S. Sumter*, Captain Raphael Semmes. A month later she arrived at Madeira, but her performance did not inspire Pickering with love for his ship, and he made an unfavorable report on her to the Secretary of the Navy. He found the *Sumter* to be reported at Gibraltar. The cruise of the first Confederate commerce-destroyer had reached her end, and, though she was now laid up, the *Kearsarge* was engaged most of March and April off Gibraltar to prevent her possible escape. During the late spring the *Kearsarge* spent "two months at the royal dockyard at Cadiz, undergoing repairs upon machinery", reports Captain Pickering (Offi. Rec., Ser. I, Vol. 1, p. 393). She then returned as watch dog at Gibraltar, in the fall being relieved of this duty by the *Chippewa*. After a short cruise, a board of survey pronounced her machinery in unsafe condition, October 27, and she returned to the dockyard at Cadiz. Here she remained until her repairs were completed on March 19, 1863. Then the *Kearsarge*, under a new commander, Captain John A. Winslow, put to sea and cruised in the northeastern part of the Atlantic for a year, at the end of which it was found necessary to go into dock on the Thames river for a week's repairs. The arrival of the *C. S. S. Rappahannock* at Calais and the *C. S. S. Georgia* at Bordeaux, caused the *Kearsarge* again to become watch dog. During the middle of May she ran into Flushing, Holland, for a few days' repair to her copper bottom. Winslow reported that he "received from the officials at Flushing every facility for the work by the offer of materials and mechanics without limit; and it is but justice to say that a ready disposition and kindness was in all instances manifested to assist us." (Offi. Rec., Ser. I, Vol. 3, p. 37.) The climax of her destiny was approaching. All her defects of ship and machinery had been overcome in the six months spent in dockyards, and the crew were in a high state of efficiency.

"On Sunday, the 12th of June, 1864, the *Kearsarge*," turning again to Surgeon Browne's article (p. 923), "was

lying at anchor in the Scheldt, off Flushing, Holland. The cornet suddenly appeared at the fore, and a gun was fired. These were unexpected signals that compelled absent officers and men to return to the ship. Steam was raised, and as soon as we were off and all hands called, Captain Winslow gave the welcome news of a telegram from Mr. Dayton, our minister to France, announcing that the *Alabama* had arrived the day previous at Cherbourg; hence the urgency of departure, the probability of an encounter, and the expectation of her capture or destruction. The crew responded with cheers. The succeeding day witnessed the arrival of the *Kearsarge* at Dover, for dispatches, and the day after (Tuesday) her appearance off Cherbourg, where we saw the Confederate flag flying within the breakwater. Approaching nearer, officers and men gathered in groups on deck and looked intently at the 'daring rover' that had been able for two years to escape numerous foes and to inflict immense damage on our commerce. She was a beautiful specimen of naval architecture. The surgeon went on shore and obtained *pratique* (permission to visit the port) for boats. Owing to the neutrality limitation which would not allow us to remain in the harbor longer than twenty-four hours, it was inexpedient to enter the port. We placed a vigilant watch by turns at each of the harbor entrances, and continued it to the moment of the engagement."

Once under the Confederate colors, the *Alabama* began her famous cruise in which she scoured the Atlantic and Indian oceans. From the Gulf of Mexico to the Straits of Malacca, from forty north to forty south, every clime was endured and every hazard of the sea assumed. For twenty-two months she captured and destroyed the enemy without the necessity of major repairs. Only once was she drydocked, and then in a most exceptionable manner, in a coffer improvised by the crew at the almost deserted island of Pulo Condore in the China Seas. Her coppers were refastened, and in two weeks' time she was again on the *qui vive*.

Under date of Friday, June 10, 1863, Captain Semmes wrote in his journal: (Off. Rec., Ser. I, Vol. 3, p. 676). "Put the ship under steam at 2 A. M. Ugly, rainy



morning, clearing sufficiently at noon to enable me to snatch latitude in the interstices of the clouds. A number of sail in sight. Latitude 49.18.56., longitude 6.3.39. There came up a regular thick channel southwester in the afternoon, and gave me much anxiety for the coming night, but luckily, when we were abreast of the Lizard, we were boarded by a channel pilot in one of their small sloop boats. I felt great relief to have him on board, as I was quite under the weather with cold and fever, and was but ill qualified physically for exposure to the weather and watching through the night. And thus, thanks to an all-wise Providence, we have brought our cruise of the *Alabama* to a successful termination. Wretched, wretched English Channel! I pity the poor mariner who frequents you in the winter time, with awful gales and long, long long nights. Made the Start light at 11 P. M."

The next day he entered the port of Cherbourg, and telegraphed his arrival to the Special Commissioner of the Confederate States of America near the Government of His Majesty the Emperor of the French, Mr. Slidell. With the consent of the vice-admiral, maritime prefect of the port, thirty-eight prisoners of war were landed, and the permission of the admiral to enter the government docks for repairs was asked. Semmes now contemplated with satisfaction, over strawberries and fresh food, relief a shore for himself and his people, after "their long detention on shipboard and on salt diet."

The ship "will require to be recoppered, refastened in some places, and to have her boilers pretty extensively repaired, all of which will probably detain her a couple of months", wrote Semmes to Flag Officer Samuel Barron, senior Confederate States Navy officer in Europe (Off. Rec., Ser. I, Vol. 3, p. 651), on the day before the enemy appeared off the port. During this respite he added that he expected to give his officers and men "leave for an extended run on shore, many of them being in indifferent health and pretty well fagged out."

Semmes' entry in his diary was at least partly prophetic. His cruise was terminated. He had been successful. During a cruise of nearly two years he had captured sixty-four merchantmen, defeated and sunk an enemy



cruiser, and had been the star actor in the dramatic and virtual extermination of the American merchant marine upon the high seas.

This success had brought upon him a motley of compliments, encomiums at home, admiration abroad, and opprobrium in the United States. To the enemy he was "ignoble", "dishonorable", a "traitor", a "corsair", a "robber upon the sea", and even a "pirate". These epithets were the passion of war and undeserved. He merely carried on a warfare at sea such as Sherman and others did on land, and under international law was as much entitled to the amenities of war as any colonel, his assimilated army rank, in the field. He was in no sense a pirate or even a privateersman. His ship was a duly commissioned public ship of a recognized belligerent and therefore of no less than a *de facto* sovereignty. She was built in a foreign country, but under contract of a duly authorized Confederate agent, appearing, however, in his private capacity, and sailed from English jurisdiction unequipped, unfurnished, unfitted out, and unarmed, without infringing, at least technically, upon the provisions of the Neutrality Proclamation of Her Majesty and of the British Foreign Enlistment Act. The manner of her commissioning conformed to the requirements of international law necessary to secure her unimpeachable legal status.

The *Alabama* rendezvoused Wednesday, August 20, 1862, at Angora, on the Island of Terceira, with two tenders bearing her officers, armament, and supplies. There partly within and partly beyond the maritime jurisdiction of Portugal the guns and furnishings of the *Alabama* were transferred to her from the store ships. Sunday morning, with her consorts, the *Alabama* put to sea, and the English ship *Enrica* was formally transferred and commissioned the *Confederate States Steamer Alabama*. In his Memoirs, Semmes describes the ceremony as "short but impressive", and continues (pp. 409-10): "The officers were all in full uniform, and the crew neatly dressed, and I caused 'all hands' to be summoned aft on the quarter-deck, and mounting a gun-carriage, I read the commission of Mr. Jefferson Davis, appointing me a captain in the Confederate States Navy, and the order of Mr. Stephen

R. Mallory, the Secretary of the Navy, directing me to assume command of the *Alabama*. Following my example, the officers and crew had all uncovered their heads, in deference to the sovereign authority, as is customary on such occasions; and as they stood in respectful silence and listened with rapt attention to the reading, and to the short explanation of my object and purposes in putting the ship in commission which followed, I was deeply impressed with the spectacle. Virginia, the grand old mother of many of the States, who afterward died so nobly, South Carolina, Georgia, Alabama, and Louisiana, were all represented in the persons of my officers, and I had some of as fine specimens of the daring and adventurous seaman as any ship of war could boast.

“While the reading was going on, two small balls might have been seen ascending slowly, one to the peak, and the other to the main-royal masthead. These were the ensign and pennant of the future man-of-war. These balls were so arranged that by a sudden jerk of the halliards by which they had been sent aloft, the flag and pennant would unfurl themselves to the breeze. A curious observer would also have seen a quartermaster standing by the English colors, which we were still wearing, in readiness to strike them, a band of music on the quarter-deck, and a gunner (lock-string in hand) standing by the weather-bow gun. All these men had their eyes upon the reader, and when he had concluded, at a wave of his hand, the gun was fired, the change of flags took place, and the air was rent by a deafening cheer from officers and men, the band at the same time playing ‘Dixie’—that soul-stirring national anthem of the new-born government.”

This act gave to the *Alabama* and her people in international law the standing of a man-of-war and man-of-war’s men. The antecedents of either ship or man mattered not. This principle was clearly established, points out Semmes, in his *Memoirs* (p. 374), by the decision of the United States Supreme Court (7 Wheaton, 337), which reads: “In general, the commission of a public ship, signed by the proper authorities of the nation to which she belongs, is complete proof of her national character. A bill of sale is not necessary to be produced,

nor will the courts of a foreign country inquire into the means by which the title to the property has been acquired. It would be to exert the right of examining into the validity of the acts of the foreign sovereign, and to sit in judgment upon them in cases where he has not conceded the jurisdiction, and where it would be inconsistent with his own supremacy. The commission, therefore, of a public ship, when duly authenticated, so far at least as foreign courts are concerned, imports absolute verity, and the title is not examinable. The property must be taken to be duly acquired, and cannot be controverted. This has been the settled practice between nations, and it is a rule founded in public convenience and policy, and cannot be broken in upon, without endangering the peace and repose, as well of neutral as of belligerent sovereigns. . . . The government of the United States has recognized the existence of a civil war between Spain and her colonies, and has avowed her determination to remain neutral between the parties. Each party is, therefore, deemed by us a belligerent, having, so far as concerns us, the sovereign rights of war." (p. 378.)

The application of this clearly elucidated theorem was made early in the war by the Supreme Court, December term, 1862, in a decision on the legality of a prize taken by the blockading fleets, and is reported in 2 Black, 635: "It is not the less a civil war, with belligerent parties in hostile array, because it may be called an 'insurrection' by one side, and the insurgents be considered as rebels and traitors. It is not necessary that the independence of the revolted Province or State be acknowledged in order to constitute it a party belligerent in a war, according to the laws of nations. Foreign nations acknowledge it as a war, by a declaration of neutrality. The condition of neutrality cannot exist unless there be two belligerent parties." (Semmes' Memoirs of Service Afloat during the War between the States, p. 377.)

Secretary Gideon Welles, as the personification of the Navy and the executive branch of the United States Government, without regard to the dictum of the cooler and more dispassionate Supreme Judiciary, could not refrain from filling his official documents with such expressions as



“making piratical war on unarmed merchantmen,” and “engaged in robbing and destroying the property of those who had never injured them.” The Confederate commanding officer was a “pirate captain” and the crew “foreign pirates.”

With these imprecations cast around the world, Semmes determined that the implied challenge of Captain Winslow should not pass unheeded, and that he would forego the immediate rest that seemed to be his due when he first entered Cherbourg. Accordingly he wrote to Commodore Barron, on the 16th, “I have received your letter of the 14th instant, in reply to mine of the 13th. The position of the *Alabama* has been somewhat changed since I wrote you. The enemy’s steamer, the *Kearsarge*, having appeared off this port, and being but very little heavier, if any, in her armament than myself, I have deemed it my duty to go out and engage her. I have therefore withdrawn for the present my application to go into dock, and am engaged in coaling ship. I hope to be ready to go out tomorrow or the next day” (Off. Rec., Ser. I, Vol. 3, p. 652). Immediately upon the appearance of the enemy, on the 14th, he had addressed a challenge to Captain Winslow through the following letter to Monsieur Bonfils, the local Confederate agent (*ibidem*, p. 648): “I hear that you were informed by the U. S. consul that the *Kearsarge* was to come to this port solely for the prisoners landed by me, and that he was to depart in twenty-four hours. I desire to say to the U. S. consul that my intention is to fight the *Kearsarge* as soon as I can make the necessary arrangements. I hope these will not detain me more than until to-morrow evening, or after the morrow morning at furthest. I beg she will not depart before I am ready to go out.”

“Perhaps the martial ardor and the fighting blood of the French” wrote Meriwether, Semmes’ biographer, (*The American Crisis Biographies*, “Raphael Semmes,” pp. 270-1) “had something to do with Semmes’ decision here and now to cast his die on the issue. In military circles it was considered a challenge for the *Kearsarge* to steam into the harbor in proximity to the *Alabama*, and then pass out again. As no word had come from the



Emperor, Semmes could not go into dock, and he did not care to remain there bottled up. The local papers may have spurred him on by their sentiments, as they declared that he and his men must be tired of a life of attacking only defenceless craft. They thought it would be glorious for him to grapple with the foe even if he should be defeated. The Confederate representative in Paris declared that Semmes, when delayed in his aim to dock, was placed 'in a situation which prevented him from declining without dishonor a combat in which his vessel was lost.' Public opinion, in a word, seemed to look on the engagement as a matter of honor on the part of the *Alabama's* captain and crew. Whatever his motives, it was a deed of daring to go boldly out in his limping ship against a watchful enemy in first class trim."

Admiral Porter, U. S. N., in *The Naval History of the Civil War* (p. 649), says that: "It was evidently not Semmes' intention to fight anybody, for he was about to go into dock and give his men two months' leave, when they would have scattered to parts unknown; but as Cherbourg was exclusively a naval port, the French admiral would not admit the *Alabama* into drydock until he obtained permission from the Emperor, then absent at Biarritz. Had the latter been in Paris, the fight with the *Kearsarge* would never have taken place. Under the circumstances, it would not have done to decline the combat which the *Kearsarge* offered; and Captain Semmes, after so long warring on peaceful merchant vessels, directed the Confederate agent in Cherbourg to request Captain Winslow to wait for him and he would give him battle as soon as he could get some coal on board. . . .

"There has been doubt expressed whether Captain Semmes challenged Captain Winslow to do battle, but the latter could not well have accepted, since the *Alabama* was not recognized by the United States Government as a Confederate ship of war. On the contrary, her acts had been denounced as 'piratical.' Winslow pursued the only course proper for him; went off Cherbourg and waited as near as possible to the entrance of the port, to see that the *Alabama* did not escape. Captain Semmes' notification to Winslow that he would give him battle in

a day or two if the latter would wait, was hardly necessary, as Winslow had not the slightest idea of avoiding a contest.

“For Winslow to have challenged Semmes would have been to put the *Alabama* in the *status* denied her by the Federal Navy Department, namely, that of a recognized vessel of war of a *de facto* government. The propriety of sending challenges from one commanding officer to another in time of war has been questioned.” (p. 656)

The few days between the challenge and the combat, in the life of the *Alabama*, is described by one of her junior lieutenants, Arthur Sinclair, in his *Two Years on the Alabama* (pp. 260-1): “It being a settled thing that the fight is to take place, preparations are made for it accordingly. Boatswain Mecaskey had his gang busy stoppering standing rigging, sending down light spars, and disposing of all tophamper. Gunner Cuddy is overhauling the battery and arranging the shot and shell rooms for rapid serving of guns, and coals are ordered for our bunkers. We had settled down to the presumption that rest had at last been reached. But no rest now for the weary. Kell, who doubtless had looked upon his arduous duties as virtually closed, was a busier man than ever, and with perhaps the gravest responsibility ever thrust upon his shoulders. He will have no pleasant run up to Paris, as arranged, and maybe never. We are to enter the arena on Sunday, the nineteenth. Our officers, other than the special ones engaged in the preparation of the ship for action, are determined to make the most of the days and hours at their disposal with shipmates and brother officers arrived from Paris. A round of pleasures is inaugurated, and the cafes patronized with an enthusiasm only known to the habitually hungry. We had been on the eternal ‘salt horse’ for nearly three months, and, as Joe Wilson put it, needed to be fattened for the slaughter.”

“Meanwhile the *Kearsarge*”, recites Browne in his *Century* account previously referred to (p. 925), “was cruising to and fro off the breakwater . . . Sunday, the 19th, came, a fine day, atmosphere somewhat hazy, little sea, light westerly wind. At ten o’clock the *Kearsarge* was near the buoy marking the line of shoals to the eastward

of Cherbourg, at a distance of about three miles from the entrance. The decks had been holystoned, the bright work cleaned, the guns polished, and the crew were dressed in Sunday suit. They were inspected at quarters and dismissed to attend divine service. Seemingly no one thought of the enemy; so long awaited and not appearing, speculation as to her coming had nearly ceased. At 10.20 the officer of the deck reported a steamer approaching from Cherbourg,—a frequent occurrence, and consequently it created no surprise. The bell was tolling for service when some one shouted, ‘she’s coming and heading straight for us!’ Soon, by the aid of a glass, the officer of the deck made out the enemy and shouted, ‘The *Alabama!*’ and calling down the ward-room hatch repeated the cry, ‘The *Alabama!*’ The drum beat to general quarters; Captain Winslow put aside the prayer-book, seized the trumpet, ordered the ship about and headed seaward. The ship was cleared for action, with the battery pivoted to starboard.”

In the same number of the *Century*, Kell, the executive officer of the Confederate sloop-of-war, describes the commencement of the famous combat (pp. 917-8): “The next morning, Sunday, June 19th, between the hours of nine and ten o’clock, we weighed anchor, and stood out of the western entrance of the harbor, the French iron-clad frigate *Couronne* following us. The day was bright and beautiful, with a light breeze blowing. Our men were neatly dressed, and our officers in full uniform. The report of our going out to fight the *Kearsarge* had been circulated, and many persons from Paris and the surrounding country had come down to witness the engagement. They, with a large number of the inhabitants of Cherbourg, collected on every prominent point of the shore that would afford a view seaward. As we rounded the breakwater we discovered the *Kearsarge* about seven miles to the northward and eastward. We immediately shaped our course for her, and called all hands to quarters, and cast loose the starboard battery. Upon reporting to the captain that the ship was ready for action, he directed me to send all hands aft, and mounting a gun-carriage, he made the following address:



“OFFICERS AND SEAMEN OF THE *ALABAMA*: You have at length another opportunity of meeting the enemy—the first that has been presented to you since you sunk the *Hatteras*! In the meantime you have been all over the world, and it is not too much to say that you have destroyed and driven for protection under neutral flags one-half of the enemy’s commerce, which at the beginning of the war covered every sea. This is an achievement of which you may well be proud, and a grateful country will not be unmindful of it. The name of your ship has become a household word wherever civilization extends! Shall that name be tarnished by defeat? The thing is impossible! Remember that you are in the English Channel, the theatre of so much of the naval glory of our race, and that the eyes of all Europe are at this moment upon you. The flag that floats over you is that of a young Republic, which bids defiance to her enemies whenever and wherever found. Show the world that you know how to uphold it! Go to your quarters.’

“In about forty-five minutes we were somewhat over a mile from the *Kearsarge*, when she headed for us, presenting her starboard bow. At a distance of a mile we commenced the action with our one-hundred pounder pivot-gun from our starboard bow.”

Now begins the naval battle in which steam and modern ordnance first showed the change that had come into the tactics of combats on the sea. The days of such encounters as that between the *Bonhomme Richard* and the *Serapis* were gone.

The most advantageous view points of the battle were probably the stations of the two captains, on the horse-blocks in front of their respective mizzenmasts. Both have left graphic accounts in official documents.

Captain Winslow made a terse report to his Secretary of the Navy on the day of the battle. Two days later he made another, adding some detail, and more than a month afterward, on July 30, he wrote a full report, from which is the following account (Off. Rec., Ser. I, Vol. 3, pp. 79-81):

“On the morning of the 19th ultimo, the day being fine, with a hazy atmosphere, wind moderate from the west-



ward, with little sea, the position of the *Kearsarge* at 10 o'clock was near the buoy which marks the line of shoals to the eastward of Cherbourg, and distant about 3 miles from the eastern entrance, which bore to the southward and westward. At 10.20 o'clock the *Alabama* was descried coming out of the western entrance, accompanied by the *Couronne* (ironclad). I had, in an interview with the admiral at Cherbourg, assured him that in the event of an action occurring with the *Alabama*, the position of the ships should be so far off shore that no question could be advanced about the line of jurisdiction. Accordingly, to perfect this object, and with the double purpose of drawing the *Alabama* so far offshore that if disabled she could not return, I directed the ship's head seaward, and cleared for action with the battery pivoted to starboard. Having attained a point about 7 miles from the shore, the head of the *Kearsarge* was turned short round and the ship steered directly for the *Alabama*, my purpose being to run her down, or, if circumstances did not warrant it, to close in with her. Hardly had the *Kearsarge* come round before the *Alabama* sheered, presented her starboard battery, and slowed her engines. On approaching her, at long range of about a mile, she opened her full broadside, the shot cutting some of our rigging and going over and alongside of us. Immediately I ordered more speed, but in two minutes the *Alabama* had loaded and again fired another broadside, and following it with a third, without damaging us except in rigging. We had now arrived within about 900 yards of her, and I was apprehensive that another broadside, nearly raking as it was, would prove disastrous. Accordingly I ordered the *Kearsarge* sheered, and opened on the *Alabama*. The position of the vessels was now broadside and broadside, but it was soon apparent that Captain Semmes did not seek close action. I became then fearful lest after some fighting he would again make for the shore. To defeat this I determined to keep full speed on, and with a port helm to run under the stern of the *Alabama* and rake, if he did not prevent it by sheering and keeping his broadside to us. He adopted this mode as a preventive, and as a consequence the *Alabama* was forced with a full head of steam into a circular track during the engagement.

“The effect of this manoeuver was such that at the last of the action, when the *Alabama* would have made off, she was near five miles from the shore, and had the action continued from the first in parallel lines, with her head inshore, the line of jurisdiction would no doubt have been reached. The firing of the *Alabama* from the first was rapid and wild. Toward the close of the action her firing became better. Our men, who had been cautioned against rapid firing without direct aim, were much more deliberate, and the instructions given to point the heavy guns below rather than above the water line and clear the decks with the lighter ones, was fully observed. I had endeavored with a port helm to close in with the *Alabama*, but it was not until just before the close of the action that we were in position to use grape. This was avoided, however, by her surrender. The effect of the training of our men was evident. Nearly every shot from our guns was telling fearfully on the *Alabama*, and on the seventh rotation on the circular track she winded, setting fore-trysail and two jibs, with head inshore. Her speed was now retarded, and, by winding, her port broadside was presented to us, with only two guns bearing, not having been able, as I learned afterwards, to shift over but one. I saw now that she was at our mercy, and a few more guns, well directed, brought down her flag. I was unable to ascertain whether they had been hauled down or shot away, but a white flag having been displayed over the stern, our fire was reserved. Two minutes had not more than elapsed before she again opened on us with the two guns on the port side. This drew our fire again, and the *Kearsarge* was immediately steamed ahead and laid across her bows for raking. The white flag was still flying, and our fire was again reserved. Shortly after this her boats were seen to be lowering, and an officer in one of them came alongside and informed us that the ship had surrendered and was fast sinking. In twenty minutes from this time the *Alabama* went down, her mainmast, which had been shot, breaking near the head as she sank, and her bow rising high out of the water as her stern rapidly settled.

“The fire of the *Alabama*, although it is stated that she discharged 370 or more shell and shot, was not of serious

damage to the *Kearsarge*. Some thirteen or fourteen of these had taken effect in and about the hull, and sixteen or seventeen about the masts and rigging. The casualties were small, only three persons having been wounded; yet it is a matter of surprise that so few were injured, considering the number of projectiles that came aboard. Two shot passed through the ports in which the 32's were placed, with men thickly stationed around them, one taking effect in the hammock netting and the other going through the port on the opposite side; yet no one was hit, the captain of one of the guns being only knocked down by the wind of the shot, as supposed. The fire of the *Kearsarge*, although only 173 projectiles had been discharged, according to the prisoners' accounts was terrific. One shot alone had killed and wounded eighteen men and disabled the gun; another had entered the coal bunkers, exploding, and completely blocked up the engine room, and Captain Semmes states that shot and shell had taken effect in the side of the vessel, tearing large holes by explosion, and his men were everywhere knocked down.

"Of the casualties in the *Alabama* no correct account can be given. One hundred and fifteen persons reached the shore, either in England or France, after the action. It is known that the *Alabama* carried a crew (officers and men) of about 150 into Cherbourg, and that while in the Southern Ocean her complement was about 170, but desertions had reduced this complement. The prisoners state that a number of men came on board at Cherbourg, and the night before the action boats were going to and fro, and in the morning strange men were seen who were stationed as captains of guns. Among these there was one lieutenant (Sinclair), who joined her at Cherbourg.

"The *Alabama* had been five days in preparation; she had taken in 350 tons of coal, which brought her down in the water. The *Kearsarge* had only 120 tons in, but as an offset to this, her sheet chains were stowed outside—stopped up and down as an additional preventive and protection to her more empty bunkers. The number of the crew of the *Kearsarge*, including officers and sick men, was 163, and her battery numbered seven guns—two 11-inch and one 30-pounder rifle, and four light 32-pounder guns.



"The battery of the *Alabama* numbered eight guns—one heavy 58, of 9000 pounds, one 110-pounder rifle, and six heavy 32-pounder guns. In the engagement the *Alabama* fought seven guns and the *Kearsarge* five, both exercising her starboard battery until the *Alabama* winded, using then her port side with one gun, and another shifted over."

Captain Semmes addressed his report of the loss of his ship to Flag Officer Barron in Paris, writing two days after the battle from Southampton (Off. Rec., Ser. I, Vol. 3, pp. 649-651). To quote :

"I have the honor to inform you, in accordance with my intention as previously announced to you, I steamed out of the harbor of Cherbourg between 9 and 10 o'clock on the morning of June 19, for the purpose of engaging the enemy's steamer *Kearsarge*, which had been lying off and on the port for several days previously. After clearing the harbor, we decried the enemy, with his head off shore, at a distance of about nine miles. We were three-quarters of an hour in coming up with him. I had previously pivoted my guns to starboard, and made all my preparations for engaging the enemy on that side. When within about a mile and a quarter of the enemy he suddenly wheeled, and bringing his head inshore presented his starboard battery to me. By this time we were distant about one mile from each other, when I opened on him with solid shot, to which he replied in a few minutes, and the engagement became active on both sides. The enemy now pressed his ship under a full head of steam, and to prevent our passing each other too speedily, and to keep our respective broadsides bearing, it became necessary to fight in a circle, the two ships steaming around a common centre and preserving a distance from each other of from a quarter to half a mile. When we got within good shell range, we opened upon him with shell. Some ten or fifteen minutes after the commencement of the action our spanker gaff was shot away and our ensign came down by the run. This was immediately replaced by another at the mizzenmast-head. The firing now became very hot, and the enemy's shot and shell soon began to tell upon our hull, knocking down, killing, and disabling



a number of men in different parts of the ship. Perceiving that our shell, though apparently exploding against the enemy's sides, were doing but little damage, I returned to solid shot firing, and from this time onward alternated with shot and shell. After the lapse of about one hour and ten minutes our ship was ascertained to be in a sinking condition, the enemy's shell having exploded in our sides and between decks, opening large apertures, through which the water rushed with great rapidity. For some few minutes I had hopes of being able to reach the French coast, for which purpose I gave the ship all steam and set such of the fore-and-aft sails as were available. The ship filled so rapidly, however, that before we had made much progress the fires were extinguished in the furnaces, and we were evidently on the point of sinking. I now hauled down my colors to prevent the further destruction of life, and dispatched a boat to inform the enemy of our condition. Although we were now but 400 yards from each other, the enemy fired upon me five times after my colors had been struck, dangerously wounding several of my men. It is charitable to suppose that a ship of war of a Christian nation could not have done this intentionally. We now turned all our exertion toward the wounded and such of the boys as were unable to swim. These were dispatched in my quarter boats, the only boats remaining to me, the waist boats having been torn to pieces.

"Some twenty minutes after my furnace fire had been extinguished, and the ship being on the point of settling, every man, in obedience to a previous order which had been given to the crew, jumped overboard and endeavored to save himself. There was no appearance of any boat coming to me from the enemy until after the ship went down. Fortunately, however, the steam yacht *Deerhound*, owned by a gentleman of Lancashire, England (Mr. John Lancaster), who was himself on board, steamed up in the midst of my drowning men and rescued a number of both officers and men from the water. I was fortunate enough myself thus to escape to the shelter of the neutral flag, together with about forty others, all told. About this time the *Kearsarge* sent one, and then, tardily, another boat.

“Accompanying you will find lists of the killed and wounded and of those who were picked up by the *Deerhound*. The remainder there is reason to hope were picked up by the enemy and by a couple of French pilot boats, which were also fortunately near the scene of action. At the end of the engagement it was discovered by those of our officers who went alongside the enemy’s ship with the wounded that her midship section on both sides was thoroughly iron-coated, this having been done with chains constructed for the purpose, placed perpendicularly from the rail to the water’s edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath. This planking had been ripped off in every direction by our shot and shell, the chain broken and indented in many places and forced partly into the ship’s side. She was most effectually guarded, however, in this section from penetration. The enemy was much damaged in other parts, but to what extent it is now impossible to tell. It is believed he was badly crippled.

“My officers and men behaved steadily and gallantly, and though they have lost their ship, they have not lost honor. Where all behaved so well it would be invidious to particularize, but I cannot deny myself the pleasure of saying that Mr. Kell, my first lieutenant, deserved great credit for the fine condition in which the ship went into action, with regard to her battery, magazine, and shell rooms; also that he rendered me great assistance by his coolness and judgment as the fight proceeded.

“The enemy was heavier than myself, both in ship, battery, and crew; but I did not know until the action was over that she was also ironclad. Our total loss in killed and wounded is 30, to wit, 9 killed and 21 wounded.”

Comparing these two accounts the vital points of difference seem to be whether the *Kearsarge* actually fired upon the *Alabama* after the colors of the latter were struck, and whether the *Alabama* fired while under the white flag.

As a Federal witness on this score, Browne’s story, several times quoted herein (p. 927), says that: “We had completed the seventh rotation on the circular track and began the eighth, the *Alabama*, now settling, sought to

escape by setting all available sail (fore-trysail and two jibs), left the circle amid a shower of shot and shell and headed for the French waters, but to no purpose. In winding the *Alabama* presented the port battery with only two guns bearing, and showed gaping sides through which the water rushed. The *Kearsarge* pursued, keeping on a line nearer the shore, and with a few well-directed shots hastened the sinking condition. Then the *Alabama* was at our mercy. Her colors were struck, and the *Kearsarge* ceased firing. Two of the junior officers, so I was told by our prisoners, swore they would never surrender, and in a mutinous spirit rushed to the two port guns and opened fire upon the *Kearsarge*. Captain Winslow, amazed at this extraordinary conduct of an enemy who had hauled down his flag in token of surrender, exclaimed, 'He is playing us a trick; give him another broadside.' Again the shot and shell went crashing through her sides, and the *Alabama* continued to settle by the stern. The *Kearsarge* was laid across her bows for raking, and in position to use grape and canister.

"Over the stern of the *Alabama* a white flag was shown, and her ensign was half-masted, union down. Captain Winslow for the second time gave orders to cease firing. Thus ended the fight, after a duration of one hour and two minutes. Captain Semmes, in his report, says: 'Although we were but four hundred yards from each other, the enemy fired upon me five times after my colors had been struck. It is charitable to suppose that a ship-of-war of a Christian nation could not have done this intentionally.' He is silent as to the renewal by the *Alabama* of the fight after his surrender, an act which, in Christian warfare, would have justified the *Kearsarge* in continuing to fire until the *Alabama* had sunk beneath the waters."

On the Confederate side Kell may be called in as witness through the instrumentality, also, of his *Century Magazine* article (p. 919). He says: "This unwarranted conduct of Captain Winslow was evidently the result of a misapprehension on his part, which cannot be admitted as a reasonable excuse. In his letter (dated Cherbourg, June 21, 1864), to the Secretary of the Navy, he says: 'Towards the close of the action between the *Alabama* and



this vessel, all available sail was made on the former for the purpose of again reaching Cherbourg. When the object was apparent the *Kearsarge* was steered across the bow of the *Alabama* for a raking fire; but before reaching this point the *Alabama* struck. Uncertain whether Captain Semmes was using some ruse, the *Kearsarge* was stopped'—and continued his fire, for by his own words he thought Captain Semmes was making some ruse. The report that the *Alabama* fired her guns after the colors were down and she had shortened sail is not correct. There was a cessation in the firing of our guns when we shifted our battery to port, after which we renewed the action. Almost immediately afterwards the engineer reported the fires put out, when we ceased firing, hauled down the colors, and shortened sail. There was no gun fired from the *Alabama* after that. Captain Winslow may have thought we had surrendered when we ceased firing and were in the act of shifting the battery; but the idle report that junior officers had taken upon themselves to continue the action after the order had been given to cease firing is not worthy of notice. I did not hear after-firing, and the discipline of the *Alabama* would not have permitted it."

The rescue of the Confederate sailors struggling in the water by boats from the *Deerhound*, described in Semmes' report, caused an international episode. Winslow gave his version in his second report, dated June 21, as follows (Off. Rec., Ser. I, Vol. 3, pp. 60-1):

"I have the honor to report that toward the close of the action between the *Alabama* and this vessel all available sail was made on the former for the purpose of again reaching Cherbourg. When the object was apparent the *Kearsarge* was steered across the bow of the *Alabama* for a raking fire, but before reaching this point the *Alabama* struck. Uncertain whether Captain Semmes was not using some ruse, the *Kearsarge* was stopped. It was seen shortly afterwards that the *Alabama* was lowering her boats, and an officer came alongside in one of them to say that they had surrendered and were fast sinking, and begging that boats would be dispatched immediately for saving of life. The two boats not disabled were at once



lowered, and it was apparent that the *Alabama* was settling. This officer was permitted to leave in his boat to afford assistance. An English yacht, the *Deerhound*, had approached near the *Kearsarge* at this time, when I hailed and begged the commander to run down to the *Alabama*, as she was fast sinking, and we had but two boats, and assist in picking up the men. He answered affirmatively and steamed toward the *Alabama*, but the latter sank almost immediately. The *Deerhound*, however, sent her boats and was actively engaged, aided by several others which had come from shore. These boats were busy in bringing the wounded and others to the *Kearsarge*, whom we were trying to make as comfortable as possible, when it was reported to me that the *Deerhound* was moving off. I could not believe that the commander of that vessel could be guilty of so disgraceful an act as taking our prisoners off, and therefore took no means to prevent it, but continued to keep our boats at work rescuing the men in the water. I am sorry to say that I was mistaken; the *Deerhound* made off with Captain Semmes and others, and also the very officer who had come on board to surrender.

“I learned subsequently that the *Deerhound* was a consort of the *Alabama*, and that she received on board all the valuable personal effects of Captain Semmes the night before the engagement.”

This failure of Winslow to secure Semmes and his subsequent paroling of those few of the crew rescued by the boats of the *Kearsarge* raised a howl of indignation in Washington. The Secretary of the Navy wrote to Captain Winslow on the subject, July 12, saying in part (Off. Records, Series I, Vol. 3, pp. 74-75); “It is to be regretted that the confidence and generous sympathy which you exercised, and which would actuate all honorable minds under similar circumstances, should have been so requited and abused by the persons on board the *Deerhound*, an English vessel of the Royal Yacht Squadron. That the wretched commander of the sunken corsair should have resorted to any dishonorable means to escape after his surrender; that he should have thrown overboard the sword that was no longer his; that before encountering an armed antagonist the mercenary rover should have

removed the chronometers and other plunder stolen from peaceful commerce, are not matters of surprise, for each act is characteristic of one who had been false to his country and flag. You could not have expected, however, that gentlemen, or those claiming to be gentlemen, would on such an occasion act in bad faith, and that having been called upon or permitted to assist in rescuing persons or property which had been surrendered to you, would run away with either. . . .

“In paroling the prisoners, however, you committed a grave error. The *Alabama* was an English-built vessel, armed and manned by English men; has never had any other than an English register; has never sailed under any recognized national flag since she left the shores of England; has never visited any port of North America, and her career of devastation since she went forth from England is one that does not entitle those of her crew who were captured to be paroled. This Department expressly disavows that act. Extreme caution must be exercised that we in no way change the character of this English-built and English-manned, if not English-owned, vessel, or relieve those who may be implicated in sending forth this robber upon the seas from any responsibility to which they may be liable for the outrages she has committed.”

However, the Honorable Secretary seems to have forgotten that the commander and most of the crew of the *U. S. S. Congress* escaped after the commanding officer had personally delivered his sword to the Confederate officer sent to receive it. He also does not remember that the *U. S. S. Mercedita* escaped after being surrendered to the Confederate ironclads in a night engagement off Charleston harbor. In neither case did he deem it expedient to remand ship or men to their captors.

The charge that the *Deerhound* was playing tender to the *Alabama* has been oft asserted and is repeated in “The Kearsarge-Alabama Battle,” an article by Mr. Francis B. C. Bradlee, published in the Historical Collections of the Essex Institute, Vol. LVII, 1921. It reads:

“The record of the *Deerhound* is suggestive on the morning of that memorable Sunday. She steams out

from behind the Cherbourg breakwater at an early hour, scouts hither and thither, apparently purposeless, runs back to her anchorage, precedes the *Alabama* to sea, is the solitary and close spectator of the fight, whilst the *Couronne* has the delicacy to return to port, and finally, having picked up Semmes, thirteen of his officers and a few of his men, steams off at fullest speed to Southampton, leaving the 'apparently much disabled *Kearsarge*' (Mr. Lancaster's own words) to save two-thirds of the *Alabama's* crew struggling in the water.

"An English gentleman's yacht playing tender to a corsair! No one will ever believe that *Deerhound* to be thoroughbred."

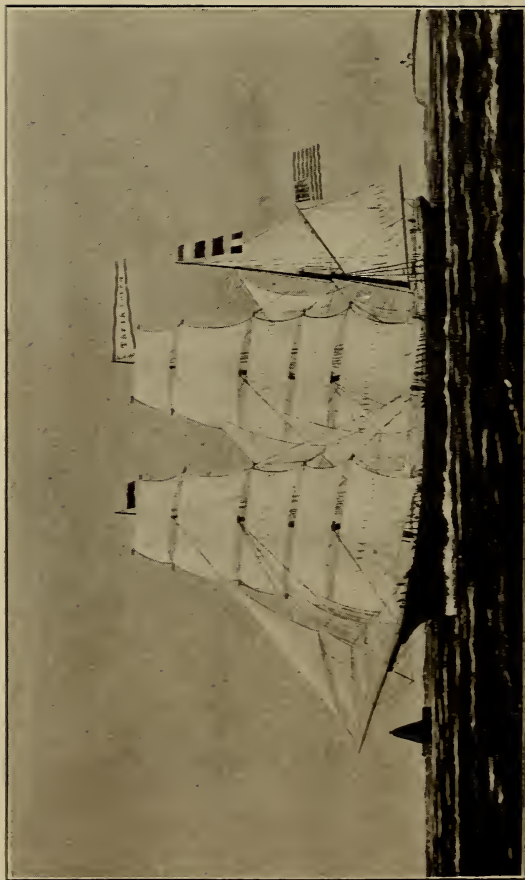
Mr. Lancaster, owner of the *Deerhound*, made defence to the imputations upon his honor in an open letter to the London Daily News, dated June 27, in the following language (Off. Rec., Ser. I, Vol. 3, pp. 665-8):

"As two correspondents of your journal, in giving their versions of the fight between the *Alabama* and the *Kearsarge*, have designated my share in the escape of Captain Semmes and a portion of the crew of the sunken ship as 'dishonorable', and have, moreover, affirmed that my yacht, the *Deerhound*, was in the harbor of Cherbourg before the engagement, and proceeded thence on the morning of the engagement in order to assist the *Alabama*, I presume I may trespass upon your kindness so far as to ask for an opportunity to repudiate the imputation and deny the assertion. They admit that when the *Alabama* went down, the yacht being near the *Kearsarge*, was hailed by Captain Winslow and requested to aid in picking up the men who were in the water; but they intimate that my services were expected to be merely ministerial, or in other words, that I was to put myself under the command of Captain Winslow, and place my yacht at his disposal for the capture of the poor fellows who were struggling in the water for their lives. The fact is that when we passed the *Kearsarge* the captain cried out, 'For God's sake do what you can to save them,' and that was my warrant for interfering in any way for the aid and succor of his enemies.

(*To be continued.*)







BARQUE "TARIA TOPAN", EDWARD B. TRUMBULL, MASTER

From a painting in possession of the Peabody Museum

SALEM VESSELS AND THEIR VOYAGES.

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THE BARQUE "GLIDE."

AND SOME ACCOUNT OF THE AFRICAN TRADE.

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BY GEORGE GRANVILLE PUTNAM.

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(Continued from Volume LX, page 17.)

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In 1848 he went to California, doing some ship-repairing at Panama on the way. From this venture he brought back gold enough to furnish capital to begin ship-building at Marblehead. He soon, however, established himself on the site of Enos Briggs' old shipyard in South Salem, where he built vessels for Captain John Bertram, Robert Brookhouse, Pickman, Silsbees & Stone, and others, and, through Captain Bertram, for New York owners. His ships were mostly used in the South American, African, and East India trades. The barque *La Plata* held the sailing record for the river La Plata, and the barque *Taria Topan*, of 631 tons, launched in 1870, was the largest vessel he built. Mr. Miller closed his business in Salem in 1878 and moved to Newton, Mass. At eighty years of age he became interested in the publishing business of the F. W. Dodge Publishing Co. of New York, publishers of architectural and building trades periodicals.

## THE SHIP "ST. PAUL."

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### AND SOME ACCOUNT OF THE TRADE WITH THE PHILIPPINE ISLANDS.

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To the stories of the ships *George*, engaged in the Calcutta trade, and the *Glide* and *Taria Topan* in the African trade, from Salem, may now be added that of the old *St. Paul* in the East India trade. This argosy made no less than twelve round voyages between Salem and "the rich ports of the far east."

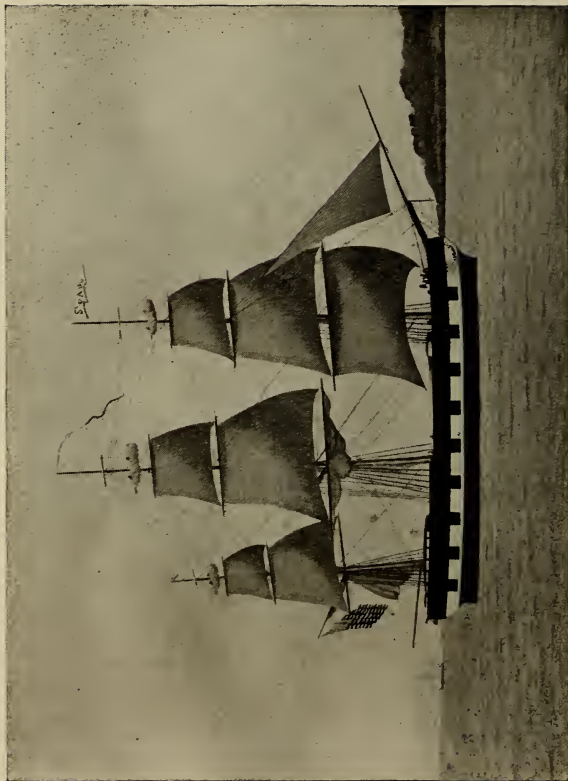
Among some papers which had been laid aside and had practically been forgotten, there recently came to light some notes on this argosy of Salem. The paper was yellow with age, and the writing was in some parts almost illegible, and the paper, badly creased, was barely holding together. The story had been prepared for publication, but, for some reason, the compiler had laid it aside. The writer of this article has resurrected the story, believing it too good to be lost, and at the same time feeling that it will find many an interested reader, especially when will be recalled some ancestor or next of kin who sailed as a member of a crew.

The writer called to his aid in editing the notes George H. Allen of Salem and Manchester, long a Salem merchant, a member of the old commercial firm of Stone, Silsbees, Pickman & Allen, than whom none is better posted in all that relates to the shipping of Salem and other ports. From his boyhood to the present he has been thoroughly familiar with ships and sailors of old Salem, his knowledge of them is truly wonderful, and he has them at his tongue's end whenever questioned. He knew this old Manila trader—the *St. Paul*—by heart, and he spent many happy hours aboard of her, for his father, the late Captain Charles Henry Allen, was master of her on no less than six round voyages.

The grand old ship *St. Paul* was built in Boston in 1833. She registered 463 3-95 tons, was 129 feet long, 22 feet beam, and 12 feet depth of hold. For two years and more she made voyages between New York, New







SHIP 'ST. PAUL,' CHARLES H. ALLEN, MASTER

Stephen C. Phillips, Owner. Lost in the Philippine Islands, December 9, 1851

Orleans and Liverpool, under command of Captain Joel Woodbury of Beverly, but in November, 1835, she was purchased by Hon. Stephen Clarendon Phillips, and then began her career as an East Indiaman, and for sixteen years the name of Salem appeared on her stern.

She was heavily built for the cotton trade, was of a large, full model, and, consequently, a great cargo carrier. Her figurehead was a white bust of the Apostle Paul. Her stern was large and square, with cabin windows, and was embellished with a superb carving of the old Biblical story of St. Paul represented as shaking the viper from his hand into the fire when he was shipwrecked on the island of Malta. When Mr. Phillips, who was the grandfather of James Duncan Phillips and Stephen W. Phillips, and father of the late Hon. Stephen H. Phillips of Salem, still well remembered in Salem, purchased the ship, it was for the sole purpose of placing her in the trade between Salem and Manila.

Stephen C. Phillips was an honorable, high-minded merchant of Salem. He was born in Salem Nov. 4, 1801, and graduated from Harvard in 1819. He at first intended law as his profession, but changed his mind and embarked in commercial pursuits. He found time, however, to engage in public matters. From 1824 to 1829 he was Representative to the General Court; in 1830-'31, a member of the Massachusetts Senate; and in 1832-'33, again in the House. He was a Representative to Congress from 1834 to 1838, and in 1848 and 1849 Free Soil candidate for Governor.

From 1838 to 1842 he was mayor of Salem, and he brought to that office both dignity and the benefit of his richly stored mind. He was deeply interested in the cause of education, and on his retirement from the office of mayor he gave the whole of his salary to the city for the benefit of the public schools.

He early engaged in the Manila trade, the barque *Derby*, Allen Putnam, master, having entered at the Salem Custom House in March, 1827, from Manila, consigned to him, and the barque was followed by other vessels in subsequent years. Still later he engaged in the whale fishery, and became interested in the ships *Elizabeth* and

*Sapphire* and the barques *Emerald*, *Eliza*, *Henry*, and *Malay*, in 1841. He lost his life by the burning of the steamer *Montreal*, on the St. Lawrence river, June 26, 1857. His body was brought to Salem and was accorded full public honors and laid to rest among kindred. The *Salem Register*, in a long and deserved tribute to his character, said: "For his brilliant and beneficent career as mayor of the city, Salem owes him a debt of gratitude which can never be obliterated. The numerous public improvements which he instituted and persevered in until their accomplishment, can now be seen to have been the result of a far-seeing sagacity, and are acknowledged as blessings to the community."

#### SALEM AND MANILA TRADE.

The ship *Astrea* of Salem, owned by that eminent Salem merchant, Elias Hasket Derby, and commanded by Capt. Henry Prince, entered in 1796-1797 the harbor of Manila, capital of the Philippine Islands, and on the Island of Luzon. She was the first American vessel to fly the American flag there. She loaded a cargo of 750,000 pounds of sugar, 63,695 pounds of pepper, and 29,637 pounds of indigo, and she entered at the Salem Custom House in May, 1797, and paid a duty of \$24,020 on her cargo. Nathaniel Bowditch, the great mathematician, who, before his death, was honored by Harvard College and also foreign colleges, was supercargo on this voyage. He kept a journal, and it is now the property of the Salem East India Marine Society. Asked how he managed to find his way in the face of the northeast monsoon, Capt. Prince said that "he had a crew of twelve men, every one of whom could take and work a lunar observation." Nathaniel Bowditch had taught them all. Capt. Prince said that another shipmaster remarked that there was "more knowledge of navigation on board the *Astrea* than ever there was in all the vessels that have floated in Manilla Bay." Dr. Bowditch died in Boston in 1836, but his fame and name will live forever. As was well said of him in a toast at the one hundredth anniversary of the Salem Marine Society, that "so long as ships shall sail, the stars go through their wonted course in the heavens, the name

of Dr. Bowditch will be revered as of one who helped his fellow-men in time of need, and who as long as the needle shall point to the north was and is to them a girdle over the pathless ocean." Dr. Bowditch wrote a beautiful description of the city of Manila.

From 1797 to 1858, the date of the last arrival at this port, there were eighty-two entries from Manila at Salem. Between 1828 and 1839 there was the largest number of arrivals, thirty of the eighty-two entries being made during that time.

The ship *Folansbe*, Jonathan Mason, Jr., master, with a cargo of indigo and sugar, entered in May, 1799; the ship *Laurel*, Daniel Sage, master, in July, 1801, with 115,133 pounds of indigo and 124,683 of sugar, consigned to William (Billy) Gray, and paid a duty of \$32,382.26; the ship *Fame*, Jeremiah Briggs, master, in March, 1804, consigned to Jacob Crowninshield; the ship *Essex*, Joseph Orne, master, in May, 1805, with sugar and indigo, consigned to William Orne, and paying a duty of \$18,143.70; the ship *Horace*, John Parker, master, in May, 1806, to William Gray; the ship *Exeter*, Thomas B. Osgood, master, in June, 1806, with 14,589 pounds of indigo and 702,064 of sugar, consigned to Benjamin Pickman, Jr., and paid a duty of \$23,526.33.

From 1806 to 1816 there was no entry at Salem from Manila. The ship *Endeavor*, Timothy Brant, master, entered in May, 1816, consigned to Nathan Robinson; the ship *Perseverance*, Samuel Hodgdon, master, in May, 1820, consigned to Willard Peele; the brig *Ann*, Charles Millett, master, in July, 1824, consigned to Henry Prince; the brig *Peru*, William Johnson, Jr., master, to Stephen C. Phillips; the ship *Endeavour*, James D. Gillis, master, in September, 1826, to Nathaniel Silsbee; the barque *Derby*, Allen Putnam, master, in March, 1827; in April, 1829, John H. Eagleston, master, and again in July, 1832, J. W. Chever, master, to Stephen C. Phillips; the ship *Mandarin*, William Osgood, master, in March, 1830, to Pickering Dodge; the ship *Sumatra*, Charles Roundy, master, in November, 1832, to Joseph Peabody; the brig *Charles Doggett*, William Driver (Old Glory), master, to Richard S. Rogers; the ship *Lotos*, George W. Jenks,



master, in June, 1832, to Pickering Dodge; the ship *Brookline*, Charles H. Allen, master, in April, 1837, to Stephen C. Phillips; the ship *Caroline*, Charles H. Fabens, master, in April, 1842, to David Pingree.

#### LAST FROM MANILA.

The last arrival at Salem from Manila was the barque *Dragon*, Thomas C. Dunn, master, consigned to Benjamin A. West, entered in July, 1858, with a cargo of hemp. Salem merchants continued the trade for many years, but their vessels did not bring their cargoes to Salem. Among them were Tucker Daland and Henry L. Williams (later mayor of Salem), Henry Gardner, Benjamin W. Stone & Brothers, and Silsbees, Pickman & Allen. Four ships of the last named firm will be readily recalled by citizens of Salem as the *Sooloo*, *Mindoro*, *Formosa* and *Panay*, as they remained in the Manila trade until quite recent years.

Every foreign trade from Salem seems to have had vessels engaged in it that could be called leaders, notably the ship *Sumatra* and the brig *Leander* in the China trade, the ship *George* in the Calcutta trade, and many others equally famous that could be named. So, in the Manila trade, one comes to the front, and that is the ship *St. Paul*.

In 1835, Mr. Phillips and his father, Stephen Phillips, finding their business, then quite extensive, increasing steadily, added the *St. Paul* to their fleet. As before stated, the ship was built in Boston in 1833. For two years she made voyages between New York, New Orleans and Liverpool, under command of Capt. Joel Woodbury of Beverly. It was on her return to New York that she was purchased by Mr. Phillips.

The Salem *Register* of Nov. 16, 1835, contains the following paragraph: "The ship *St. Paul*, a fine vessel of nearly 500 tons burthen, has been recently purchased by Hon. Stephen C. Phillips of this town. We learn that an accident occurred to her on Wednesday night last, while in the screw dock for repairs, occasioned by the high wind, by which she was partially blown over, but

that the damage was slight, probably not exceeding 600 or 700 dollars. She is fitting for Manila."

#### FIRST VOYAGE.

The ship was cleared from New York for Manila, by Mr. Phillips, Dec. 9, 1835, but for some reason she did not sail until Dec. 21. She was commanded by Captain Gordon Robinson, and made the passage to Manila in 140 days, 39 from Anjier, Java, a port at which outward and homeward bound ships have touched for fresh provisions from the earliest days of commerce. The ship remained in port 53 days, and sailed for home July 12, 1836. She arrived at New York Dec. 10, 1836, 150 days from Manila, and completed the round voyage in 11 months and 20 days. As the voyage was wholly a New York one, no figures of the duties paid on her cargo or of the names of the crew are at hand.

#### SECOND VOYAGE.

The ship's second voyage brought her into close relations with her home port. She sailed from New York Jan. 17, 1837, for Mobile; made the passage in 22 days; sailed March 21, and arrived at Liverpool April 26. Sailed for Manila May 20, arrived at Anjier in 106 days, and at Manila in October. She sailed for home Dec. 12, 1837, and arrived at Salem, for the first time, April 29, 1838, 138 days from Manila, 124 from Anjier, and 54 from St. Helena. Voyage, one year, three months and twelve days. Passenger the round voyage, Mrs. H. S. Winn (captain's wife), and from Manila, Heman S. Smith of New York. Duties paid at the Salem Custom House, \$9295.03. Her cargo consisted of 424,462 pounds of sugar and other merchandise.

Captain Winn was born in Salem, April 4, 1805, so when he commanded the ship on this passage he was little more than 32 years of age. He began his sea life in 1820, when only 15 years old, and made four voyages in the old ship *George*, the famous "school ship" as she was termed, of Salem. In 1831, by the death, at Calcutta, of his captain, William C. Dean of Salem, he suc-

ceeded to the command of the ship and brought her home. He next commanded the ship *Sapphire*, the *St. Paul*, and others, until he gave up a seafaring life.

His voyages were largely to the East Indies, the Pacific Islands, and other parts of the far East. In 1851 Mayor Pingree appointed him city marshal of Salem, an office that he held three years. During the Rebellion he was an acting volunteer lieutenant in the United States navy, and commanded the United States gunboat *James L. Davis* of the East Blockading Squadron, resigning in 1863. He died in Salem, Aug. 11, 1880.

The crew list on this voyage is not complete, as the men were shipped in New York. The roll at the Salem Custom House is as follows, after many changes from the original: Master, Joseph Winn, Salem; mate, John G. Gallup, Beverly; second mate, Joseph Warren Osborn, Salem; Charles Brown, Henry Williams, John J. Murdock, New York; George Smith, Boston; Warren Woodbury, Beverly; Frank Vaughn, Poughkeepsie, N. Y.; David Hart, Salem; Samuel Harris, Dover, N. H.; Jeremiah N. Clark, Brewster; Arthur Thompson, James Campbell, John Wilson, Anoun Ferule and Erastus Weaver, unprotected.

The second mate, Joseph Warren Osborn, was born in Salem, the son of William and Ann H. (Bowditch) Osborn, and was only in his 19th year.

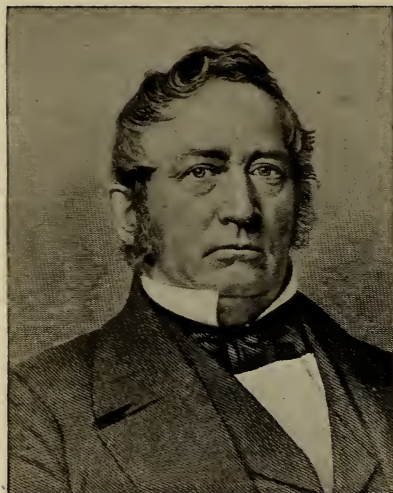
### THIRD VOYAGE.

On the third voyage she sailed from Salem, under command of Capt. Winn, June 3, 1838, for Manila. The passage to Anjier was made in 90 days, and from Salem to Manila in 100 days. This was remarkably fine sailing by this old ship, built for carrying and not for speed. It was her quickest trip, and it is seldom equalled or excelled by smart clipper ships. On Nov. 11 Capt. Winn sailed for home, and made the passage in 148 days, 125 from Anjier, and 53 from St. Helena, arriving at Salem April 8, 1838. Her cargo consisted of 5145 bags of sugar, 2568 bales hemp, and other merchandise, and she paid duties to the amount of \$12,074.95.

The crew roll on this voyage was: Master, Joseph







STEPHEN CLARENDON PHILLIPS  
1801 - 1857



CAPT. JOHN H. EAGLESTON  
1803 - 1884



CAPT. NATHAN H. MILLETT  
1825 - 1905



CAPT. JOHN MULLIN  
1825 - 1902

Winn, Jr.; mate, J. L. Gallup, Beverly; second mate, Joseph W. Osborn; John Haynes, Newburyport; Henry Fuller, Boston; Joseph Dutra, Salem; George Williams, Boston; George S. Fairbanks, Samuel Brown, John P. Jones, William Grant, Boston; Warren Woodbury, Beverly; Enas Joseph, Francis Moran and D. Sangragorias, residence not given.

#### FOURTH VOYAGE.

May 25, 1839, the *St. Paul* sailed on her fourth voyage, this time Capt. George Peirce in command. The outward passage was made in 116 days to Manila, 95 to Anjier, not so good as on the last voyage, but still fine sailing. She sailed for home Nov. 21, 1839, and arrived at Salem April 4, 1840, in 135 days from Manila, 107 days from Straits of Sunda, 63 days from Cape Good Hope, 50 from St. Helena, and completing the round voyage in 10 months and 10 days. Duties, \$11,892.93.

The crew was as follows: Master, George Peirce, Salem; mate, Joseph W. Osborn; second mate, Augustus Hamblet, Salem; seamen, James Massiong, James Nelson, Jr., James Davidge, James B. Hull, James Crabb, Charles Fisk, Charles W. Trumbull, Benjamin F. Vanderford, Henry A. Ballard, John Welch, John Monroe and Francis Moran, Salem; Peter P. Kingston and Charles Hilton, Boston.

#### FIFTH VOYAGE.

On her fifth voyage Capt. Peirce was again master. She sailed from Salem May 28, 1840, and arrived at Manila after 128 days' passage. She sailed for home about Nov. 30, experienced a typhoon while running down to Anjier, put into Singapore, Dec. 12, in distress, and was obliged to discharge cargo for repairs. She sailed from Singapore for Salem, March 4, 1841, passed St. Helena May 17, and arrived here July 7, 1841, in 125 days from Singapore, and a long passage of 51 days from St. Helena. Voyage, one year, one month and nine days. Duties, \$10,204.30. Passengers, George W. Phillips, Salem; Rev. R. W. Orr (missionary), lady, child and servant, Pennsylvania; Rev. Joseph S. Travelli (missionary),

Pittsburgh, Penn.; Capt. E. Underwood and servant, Quincy; Capt. N. Lowry, formerly master of the barque *Tory*, which was wrecked in the China Sea; was lost overboard from the *St. Paul* on March 8.

The crew list: Master, George Peirce, Salem; mate, Joseph W. Osborn, Salem; second mate, Charles F. Proctor, Salem, 19 years of age; Henry A. Ballard, John Welch, Daniel L. Proctor, Jr., Salem; Henry Moulton, Wenham; John Butman, William Coleman, Levi G. Farnham, William Powers, Jason Williams, Salem; John Ulrich, Boston.

In obtaining the foregoing shipping lists and others at the Salem Custom House, much labor and time necessary, and the writer would acknowledge the valuable assistance of Collector William J. Sullivan and Inspector Daniel F. Connolly. Some of the printed official crew list papers provided that no liquor should be carried.

A paper attached to the crew list on this last voyage certifies that "Charles F. Proctor and Daniel L. Proctor left the ship on their own consent, and Frederic King, William Powers, John Ferland(?) and Jason Williams deserted. Their places were filled by John Rains, John White, William Shaw, William Sutton, Francis Victorine, William H. Amry and James Lee. The last named deserted before the ship sailed for home."

A log kept by the mate, Joseph Warren Osborn, is in the marine room of the Essex Institute. Concisely stated, it says; "The ship cast off from the wharf at 8 A. M., May 28, 1840, made sail at 9.45 A.M., wind S. W., light, and passed Baker's Island at 11 A. M., civil time." An extended account is given of a revolt on the ship, in which John Ulrich and "Fred" were ringleaders. The mate and the second mate were badly bruised about the body and face.

In the log book is a statement signed by Capt. Peirce, approving the action of the officers in quelling the disturbance. Reference is made in the log to orders being given by Mr. Ballard, but it does not say that he was promoted to second mate after C. F. Proctor left the ship. Mr. Ballard later became a shipmaster and commanded many fine vessels.

In 1905 it was the writer's good fortune to call upon Capt. Henry Moulton of Boxford, who, it will be seen, was a boy on the *St. Paul* on this most eventful voyage. From the captain he gathered the following facts, which are worthy of recording, although causing a repetition of the foregoing. Capt. Moulton said :

The owner of the ship was the late Hon. Stephen C. Phillips, the master Capt. George Peirce, who lived on Essex street, Salem; the mate, Joseph Warren Osborn of Salem (Mr. Moulton thinks he was a native of Lynn); Charles F. Proctor of Salem, second mate; Levi G. Farnham of Salem, carpenter; Henry A. Ballard and John Welch of Salem, ordinary seamen; Daniel L. Proctor of Salem and Henry Moulton, boys, and several sailors were brought from Boston. William Coleman of Salem, a native of Alexandria, Va., a black man, was steward, had ventures in the ship, and was considered well off, and John Butman of Boston was the cook.

The vessel cast off from the wharf at 8 o'clock in the morning of May 28, 1840, and came to an anchor in the lower harbor until 9.45, when, with a light wind from the southwest, sail was made, and the ship started on her long voyage for Manila. That night occurred the first trouble of the voyage, and it consisted of a drunken row among the Boston sailors. Mr. Osborn, the mate, and Mr. Proctor, the second mate, were badly bruised, but the measures they took to quell the disturbance were approved by Capt. Peirce. Young Moulton was asleep at the time, and he knew nothing of the row.

The vessel arrived at Manila Oct. 1, loaded there for home, and sailed for Salem Nov. 26. Three days out the ship encountered a typhoon, and at times it seemed as though she could not weather it. She came out of it in a badly damaged condition, and Capt. Peirce shaped his course for Singapore for repairs. There she was discharged, the mainmast was taken out of her, she was retreenailed, and received new spars and three new topmasts. The cargo was reloaded, and on March 4, 1841, the ship sailed from Singapore. Two English ships, the *Valleyfield* and *Lord Wilson*, sailed in company with the *St. Paul*, and on account of pirates, with which the waters were then in-



fested, the three ships decided to keep together as much as possible until reaching the Indian Ocean.

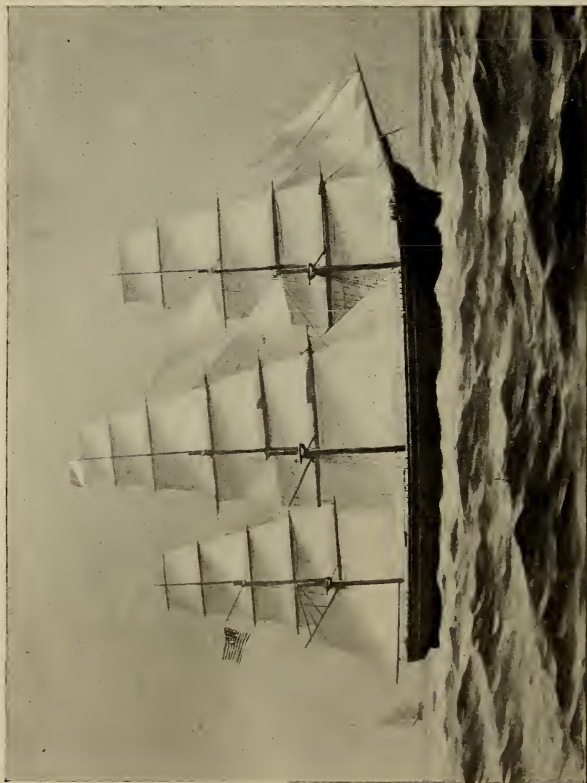
The *St. Paul* had several missionaries and an English captain named Lowry as passengers.

On the night of March 8, when there was a dead calm, some of the passengers thought they would like to visit their friends on the English ships and say "good bye" to them, as the ships were nearing Anjier, when all would separate. Capt. Peirce gave permission to use the ship's boat, and the men started to clear it preparatory to putting it over the side. Young Moulton was standing on the rail, and Capt. Lowry was lending a hand to clear the boat. Suddenly there was a splash in the water, and this was followed instantly by a swish, as though a large fish had dashed the water with his tail. The night was dark, and nothing could be seen, but Capt. Lowry was missing. The boat was overboard in less time than it takes to tell it, but the captain could not be found.

It was plain to all that a tragedy of the sea had been enacted, and that Capt. Lowry had been seized by a man-eating shark the moment that he touched the water. In a few hours a favoring breeze sprung up, and the three ships passed out through Malacca Straits and into the Indian Ocean, and did not meet again. Boats from both the English ships took part in the search for Capt. Lowry. Capt. Moulton says that he remembers the sad occurrence as though it had happened but yesterday, so deep an impression did it make on his boyish mind. Capt. Lowry was the master of a British barque which had been wrecked in the China Sea. Second Mate Proctor and Daniel L. Proctor, a boy who was young Moulton's chum on the voyage, and several sailors, left the ship at Singapore, and others were shipped in their places.

After getting out into the Indian Ocean, sickness broke out among the passengers, the wife of a missionary and her child being ill. The fact was kept from the crew for some time, but after some days John Welch, a sailor, belonging in Salem, complained of being sick. There was a doctor among the passengers, and he pronounced the illness to be smallpox. John was taken out of the cabin





SHIP "SHIRLEY," CHARLES H. ALLEN, MASTER

Owned by Stone, Silsbee & Pickman. From the painting in possession of the Peabody Museum, Salem, Mass.

and placed in the long boat on deck and made quite comfortable there.

Young Moulton was assigned to take care of him, and the doctor prescribed for the patient. Welch was dreadfully sick, and his face and hands and body was a mass of scabs. He pulled through, however, and when the mass of scabs came off his face they came all in one piece, and left his face as clean as a whistle, but pitted. One or two of the crew were also sick, but not from smallpox, although perhaps in sympathy.

The ship was off Cape Hatteras on Independence day. It was hoped that she would arrive in Salem then, but she got into port on the 6th, and the crew had their celebration that day. While off Hatteras the ship was struck by a squall and lost several of her spars.

Capt. Moulton, although very desirous of going to sea again, was induced by his father to stay at home for the winter and go to school in Danvers, the family then living in East Danvers. He next made a few coastwise voyages in the schooner *Mercator*. The next spring, 1842, he shipped on the ship *Calumet*, commanded by Capt. Andrew Leach of Beverly. The vessel sailed from Boston and went to China, Batavia, back to China, where she lay at Whampoa thirteen months, unable to get a cargo of tea, on account of the English and Chinese being at war. The late Capt. William H. Nelson and Capt. John Nelson, both of Salem, were at Whampoa at that time as boys on board of a ship. The *Calumet* finally succeeded in getting her cargo of tea and came home to Boston, making the passage in the good time of 112 days.

Mr. Moulton next sailed in the barque *Dromo*, Captain Pickering, to Demerara, two voyages; the brig *America*, Capt. Treadwell, between Salem and Philadelphia; barque *Anita*, Capt. Baker, between Boston and Malaga; barque *Zulette*, Capt. Kelly, as second mate, Boston and Malaga; brig *Mary Ann*, Capt. Tracy, between Boston and Para, returning as mate of the brig *Enterprise*, owned by Robert Brookhouse of Salem; barque *Maid of Orleans*, Capt. Wiswell, sailing several voyages as second mate, up the Mediterranean; barque *Brighton*, Capt. Snow, in 1845, a number of trips up the Mediterranean and to the Black



Sea; ship *Tennessee*, of Boston, Capt. Pray, Boston to Baltimore, where he joined the *Quinnebaug*, as mate, and went in her to Ireland, to Matanzas, to Trieste, to Bordeaux, and thence to New York; barque *Loretta Fish*, several voyages as mate, between Europe and the West Indies; the ship *Edwin*, Boston to Savannah, in 1848; barque *Francis*, Beverly to Charleston, Liverpool and New Orleans, and returned as passenger on the ship *Hero* to New York; barque *Boundary* (Br.), Newburyport to the Provinces, loaded lumber for Liverpool, and went thence to the Mediterranean and New York; barque *Orino*, Capt. Chase, in 1851, up the Mediterranean; in 1852, the new ship *R. B. Sumner*, Waterboro to New Orleans, as mate; ship *Java*, New Orleans to Liverpool and Philadelphia; ship *Magnolia*, Boston to New York, where the vessel was sold; barque *Indian Queen*, of Bath, Boston to Havana and Cardenas and Boston; five voyages in eleven months between Boston and Cienfuegos, in the brig *Sarah Williams*; barque *Sarah S. Bryant*, Madeira, Rio Janeiro, and Philadelphia; barque *Kepler*, mate and master, seven voyages up the Straits; barque *Justice Story*, Boston and west coast of Africa.

About this time the Rebellion broke out, and Captain Moulton entered upon his career as a shipmaster, and so continued until he gave up the sea as a profession. He sailed as master of the barque *Salem*, between New York and South America; barque *Belle*, between New York and Cadiz; barque *Winthrop*, New York to West Indies, Mediterranean, Naples and Bermuda, where the vessel was placed under the British flag on account of the war; brig *Grace Worthington*, New York and Mexican ports; brig *Manlius*, the same; brig *B. F. Nash*, New York and Cardenas; barque *Glenwood*, New York and Buenos Ayres; barque *James Welch*, the same; schooner *Catherine M. Ward*, New York and ports in the Caribbean Sea; ship *Charles A. Farwell*, New York, Mexico and Hamburg; ship *Rio*, New York to Central America and Boston; and the ship *Robert C. Winthrop*, from New York for Antwerp. This was his last voyage, the vessel being abandoned in the North Atlantic and the crew being taken off by a German barque.

On quitting the sea he went west for a short time, but not liking that part of the country so well as he did the east, he returned to New England, and in 1874 settled in Boxford.

Captain Moulton died in Boxford in December, 1908. His funeral was largely attended, Rev. Mr. Coggin officiating, and on his casket were placed the flag of the *Robert C. Winthrop* and the Asiatic Bank's calendar, with the picture of the *St. Paul* under sail. His wife, who sailed with him ten years, died a few years before he passed away. Her maiden name was Lydia P. Spiller, and they were married in that town March 13, 1859.

While at home on this voyage, the *St. Paul* was re-topped and thoroughly overhauled at Dodge's wharf, South Salem. The figurehead was removed, and the elegant and quaint carving on the stern was taken off, the heavy channels were replaced by modern chain plates, the hull painted black, and her whole appearance was greatly changed. With her former painted ports, her wide channels, with the dead eyes and rigging running down to them, and her high side out of water, she greatly resembled a heavy ship of the old East India Company of England.

The figurehead, the white bust of the Apostle St. Paul, was placed on the front of one of the storehouses on Phillips wharf, and there it remained for several years. The writer well remembers seeing it there. Later it was taken down and removed to the summer residence of John W. Candler in Swampscott. It was always regarded with reverence abroad, the natives crossing themselves when passing it.

William Henry Appleton Putnam, who shipped as an ordinary seaman on this voyage, and was discharged at Manila, in order to become second mate of the ship *Jacob Perkins*, bound to Boston, received that promotion on recommendation of Captain Allen. Young Putnam later became a shipmaster, and commanded several fine ships. He died in Salem several years ago.

Capt. Peirce did not go in the *St. Paul* again. He next sailed in the ship *Lowell* of Boston, one of the owners of which was William T. Pierce of Salem. She loaded

stores at the Charlestown Navy Yard for the United States squadron on the East India station. Capt. Charles Endicott of Salem was second mate, and Mr. Pierce was a passenger. She had a crew of eighteen men, among them David Becket, William Cook, John Mansfield, and Peirce L. Graves, all of Salem. She sailed from Boston Dec. 11, 1841, lay in Nantasket Roads until Dec. 19, and then went flying before a strong nor'wester. She went to Manila, then to Hong Kong, Amoy and Chusan, and the ship was the first to display the American flag at both Amoy and Chusan. The Celestials called the flag "the flowery flag of America." Capt. Peirce followed the sea until June 17, 1858, when he died in Cochin, China. He was a member of the Salem Marine Society, and an uncle of President Charles S. Rea of the Salem Savings Bank.

#### SIXTH VOYAGE.

A new captain took command of the *St. Paul* on her next voyage—Joseph Warren Osborn, as the reader has noticed, sailed on her as both second mate and mate. The ship sailed from Salem Sept. 11, 1841, and arrived at Manila Jan. 14, 1842, in 125 days' passage. The ship *Ianthe*, Capt. Steele, arrived at Manila one week later, 125 days from Boston, and having beaten up the China Sea. The *St. Paul* sailed for home March 17, 1842, and arrived at Salem Aug. 8, 143 days from Manila, 102 from Anjier, and 40 from St. Helena. Voyage, 10 months and 28 days. Duties, \$10,517.28.

Crew list: Master, Joseph Warren Osborn, Salem; mate, Edward Wilson, Salem; second mate, Henry A. Ballard, Salem; steward, Aaron F. Phillips, Salem; cook, William Fowler, Salem; carpenter, Ansel B. Nye; seamen, John D. Dunn, John Scott, William Steele, William H. Shaw, Thomas Loughlin, George Brown, John West; ordinary seamen, Alexandro and Candido, Manila men; green hand, David A. Chever, Salem. Shipped at Manila, Cyrus E. Pierce, carpenter; seamen, James H. Frear, Poughkeepsie, N. Y.; Northrup Coon, Dover, N. H.; Lorenzo Miguel, Francisco and Manuel.







CAPT. JOHN KERIVAN  
1839 - 1870



CAPT. GEORGE PEIRCE  
1809 - 1858



CAPT. ALLEN PUTNAM  
1793 - 1868

## SEVENTH VOYAGE.

Continuing her trips, the *St. Paul* next sailed from Salem Jan. 27, 1843, for Manila, arriving there June 1, 125 days from Salem. Her master was Joseph Warren Osborn. She remained in port until July 4, when she sailed for home. The passage home was the longest she ever made, 188 days from Manila, 133 from Anjier, and 75 from St. Helena. Voyage, 11 months and 12 days. Duties, \$21,721.18. Passenger, Henry C. Pitman of Salem, who was second officer of the brig *Lucilla* of Salem, who left that vessel at St. Helena. The *St. Paul* arrived at Salem Jan. 8, 1844.

Crew list: Master, Joseph Warren Osborn, Salem; mate, William C. Newell, Salem; second mate, Aaron Foster, Wenham; steward, Aaron L. Phillips, Salem; cook, Alexander Butts; seamen, Charles Kiely, Thomas Beard, Henry Gissim, Hugh Jones, William Burdick, James Miller, Isaac C. Beckwith, Francis Hose, no residence given; Manuel Pablo, do.; carpenter, Nathaniel L. Cloutman, Salem; light hand, Albert B. Collins, Salem; green hand, Edmund A. Wheeler, Lynn; Ebenezer Veal, second officer, Salem, shipped foreign; able seamen, W. H. Ransom, Edinboro, Scotland; W. R. Brenckley and — Kent; ordinary seaman, James Bacon, Boston.

Capt. Osborn did not go again in the ship. He continued to follow the sea, however, and after relinquishing it he settled as a farmer in California, Napa Valley. He was a pioneer there, and he was shot April 25, 1863, by a man whom he had hired for a year, but whom he had discharged. He left a widow and three children. He was very highly esteemed in his home town in California. He was born in Salem, the son of William H. and Ann (Bowditch) Osborn, May 17, 1818. He was a member of the fourth class to enter the old Salem English High School, and was a brother of William H. Osborn, a former president of the Illinois Central Railroad.

## EIGHTH VOYAGE.

Captain Charles H. Allen of Salem was the next commander of the *St. Paul*, and the ship sailed from Salem

April 24, 1844. She passed Anjier July 28, 101 days from Salem, and arrived at Manila Aug. 13. She proceeded to Macao and returned to Manila, from which she sailed Nov. 3 for Salem. She arrived home March 17, 1845, 134 days from Manila, 101 days from Anjier, and 42 days from St. Helena. The run from St. Helena to Salem in 42 days is good sailing. The voyage occupied ten months and twenty days, and the duties were \$20,266.88.

Crew list: Master, Charles H. Allen, Salem; mate, Edmund K. Gallup, Beverly; second mate, John Hancock, Salem; carpenter, John C. Agner, Norway; seamen, Charles Child, England; William Riley, do.; Greenleaf Allard, Denmark; John Rogers, Hamburg; ordinary seamen, George M. Saunders, Salem (afterwards a shipmaster), John Smith and Peter James, England; Candido Francis and Francisco Hose, Manila; Alfred Gomes and Joseph Lagot, Salem; steward, Aaron Phillips, Salem; cook, Alexander Butts, Alexandria, Va.; seamen, Henry Hunter, England; John Watson, New Holland; Joseph Cook, England; James Young, Scotland. Passengers, Mrs. Eliza Phillips and Caroline F. Phillips of Salem and Jean Saturnino Marcella of Spain.

Captain Allen, the new commander of the *St. Paul*, was a typical Salem boy and sailor, and he was destined to be connected with the *St. Paul* for many voyages. He was born in Salem, July 31, 1810, in the Wellman house, corner of Derby and Hardy streets, still standing, the son of William and Sarah (Hunt) Allen, his father being a shipmaster. The son was educated in the public schools and then was for a time in the counting room of Stephen W. Shepard. Not liking that kind of employment, he went to sea, Oct. 10, 1826, in the brig *Midas*, owned by Mr. Shepard. He next sailed in Capt. Joseph Peabody's famous ship *George*, five round voyages between Salem and Calcutta, the last two being second mate. The quickest voyage, it is worth recording here, was made in eight months and ten days, when not a word was heard from the ship from the day she left Salem until she sailed into Salem harbor, April 20, 1831. He also sailed in the brig *Leander*. Leaving the *George*, he became first officer of

the ship *Brookline*, Capt. George Peirce of Salem, owned by Stephen C. Phillips, who also owned the *St. Paul*. The voyage was a double one, the longest he ever made, and occupied thirty-three months. He commanded the *Brookline* on her next voyage, making in her four voyages between Salem, China and Manila. Then he took command of the *St. Paul*, followed by the ship *Syren* and the ship *Shirley*, on long voyages. He followed the sea thirty-three years and six months, and made twenty-two voyages, fifteen as master, and four voyages to other countries. He died in Salem, May 28, 1899, in his 89th year.

#### NINTH VOYAGE.

The ship sailed from Salem April 27, 1845, and arrived at Manila in 113 days, thus making another fine passage from Salem. While in port the ship was recoppered. She sailed from Manila Oct. 28, 1845, and reached Salem March 12, 1846, in 135 days' passage, 55 from St. Helena. Voyage, eleven months and fourteen days. Duties, \$22,195.04.

Crew list: Master, Charles H. Allen, Salem; mate William B. Davis, Salem; second mate, John Hancock, Salem; carpenter, George Cook, England; seamen, John Prince and George M. Saunders, Salem; Francis B. Ames, Boston; George D. Shepard, Sweden; Peter Davis, Italy; John D. Bramble, Philadelphia, Pa.; James Carle, Italy; George Brown, Denmark; ordinary seamen, Thomas White, Salem; James H. Bucklin, Ireland; boys, Charles H. Allen, Jr. (afterwards a shipmaster), and Osgood Sanborn, Salem; steward, Peter James, New London, Conn.; cook, Peter Bruce, Nova Scotia. Shipped at Manila—seamen, Christian Lunt, Denmark; Albert Fegge, do.; Francis Guthrie, France; Michael Grady, Ireland; steward, Louis Baptiste, France. Cook, Shepard and Bucklin were classed as three villains by Captain Allen, Cook being a convicted felon, who served his time of transportation at Sydney, N. S. W.

#### TENTH VOYAGE.

The ship sailed on her tenth voyage May 15, 1846, un-



der Capt. Allen, with a fine fresh southwest wind, which held long after the ship was well at sea, for Manila. She arrived out in 119 days from Salem, 15 from Anjier. She sailed for home Nov. 1, and arrived at Salem March 19, 1847, 138 days from Manila, 101 days from Anjier, and 50 from St. Helena. In coming on to this coast the *St. Paul* experienced a succession of heavy northwest gales. Voyage, ten months and four days. Passenger, Miss Caroline L. Phillips of Salem.

Crew list: Master, Charles H. Allen, Salem ; mate, William B. Davis, Salem ; second mate, John Hancock, Salem ; carpenter, John Thomson, Sweden ; seamen, John R. Pope, Augustus Silver, I. S. Pitman, Salem ; William Hosier, Nantucket ; John Henderson, New York ; Alfred (alias Peter) Allen, Denmark ; George Canning, England ; John Green, do. ; Francis Guthrie, France ; ordinary seamen, Thomas W. Hutchinson and Charles H. Allen, Jr., Salem ; steward, James P. Lewis, New London, Conn. ; cook, Edward Dixon, Salem.

Duties, \$10,718.19.

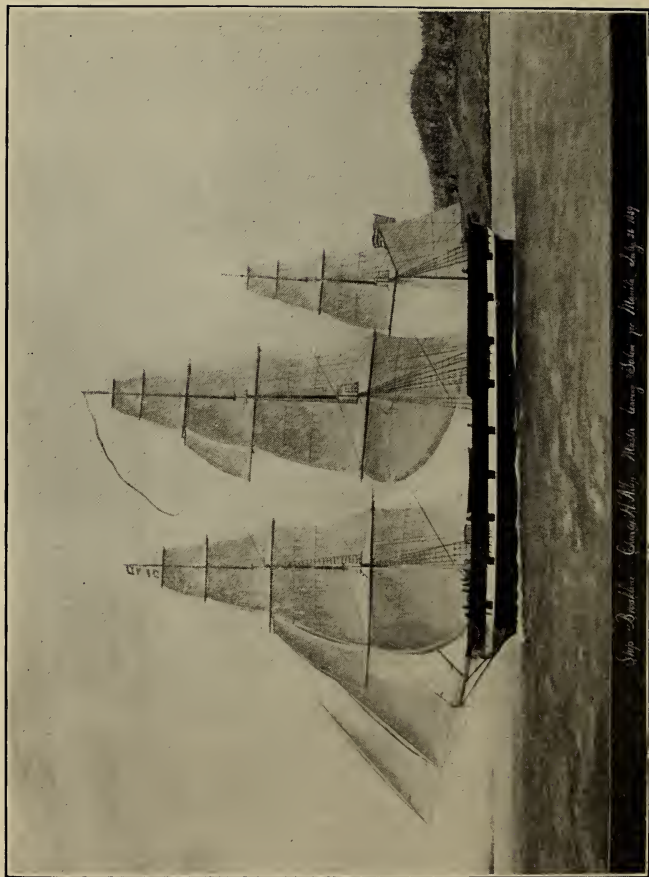
While outward bound on this voyage, a tragedy occurred aboard the ship. A Manila boy, who had been brought to Salem by a shipmaster, had grown homesick. He very much desired to return to his native land. He was placed aboard the *St. Paul* and seemed contented, but suddenly, on the fourth day out from Salem, before any one could stop him, he leaped to the rail and jumped overboard. A boat searched an hour for him, but he could not be found. He was 16 years old.

#### ELEVENTH VOYAGE.

On her next voyage, Charles H. Allen, master, the *St. Paul* sailed from Salem May 9, 1847, for Manila. She arrived out in 115 days from Salem and 12 from Anjier. She sailed for home Nov. 19, and arrived here April 6, 1848, in 139 days from Manila, 105 from Java Head, and 54 from St. Helena. Voyage, 10 months and 28 days. Duties, \$15,631.93.

Crew roll: Master, Charles H. Allen, Salem ; mate, William B. Davis, Salem ; second mate, John Hancock, Salem ; carpenter, Israel Lincoln, Sweden ; seamen,





*Ship Brookline, Capt. H. Allen, Master, leaving Salem for Havana, July 21, 1847.*

SHIP "BROOKLINE," CHARLES H. ALLEN, MASTER

Stephen C. Phillips, Owner. From the painting in possession of George H. Allen

Thomas W. Hutchinson, Salem ; Francis Guthrie, France ; Samuel Gilmore, Russia ; A. Brown, New Hampshire ; Francis (alias Joe) Cummins, Portugal ; Frederick Silk, Hamburg ; Joseph Taylor (alias Peter Nelson), Norway ; Edward (alias George) Ushon, England ; ordinary seamen, Charles H. Allen, Jr., Salem ; Samuel Stroud, Antwerp ; green hand, George C. Putnam, Danvers ; steward, Hiram Jones, Long Island ; cook, Alfred Holden, Rhode Island.

As the ship was entering the harbor of Salem on her return from this voyage, a local artist sketched her. George H. Allen, son of the commander, has at his home a fine portrait enlarged from that drawing. In 1905 the Asiatic National Bank of Salem, now merged into the Naumkeag Trust Company, reproduced, in colors, the picture for their calendar, which was eagerly sought by their customers until the supply was exhausted.

The *St. Paul* has her starboard tacks aboard, is under jib topsail, whole foresail, three topsails, three topgallant sails, men are aloft furling the three royals, the fore and main skysails are furled, the ship's signal flags are flying from the mizzen, the homeward pennant from the main, the *St. Paul's* flag from the foremast, and the American flag, "Old Glory," from the spanker gaff.

On the port bow of the *St. Paul* is the familiar shore, to every Salemite, of Naugus Head, and in the distance astern of the ship is a brig putting to sea. The ship has painted ports, which, at sea, would give her the appearance of a man-of-war of her time, but not of the present steel-constructed fighting machines. The scene is lively in its portrayal, and the old ship was readily recognized by many living at the time of the publication of the bank's calendar, which is still preserved in many old families in Salem to-day, especially by those whose kindred and friends sailed on the ship.

Eben L. Thomas of Ipswich informs the *News* writer that he well remembers this arrival home of the *St. Paul*, and he declares the picture to be a true one. A New York correspondent, "Eben", writes: "I well remember that day, for it was the old time-honored Fast day. The weather was fine, with a light wind from the northwest. A flag



hoisted on Baker's Island at 6 A. M. notified the people of Salem that the ship was below, and of course all were on the lookout. At first the ship's royals could only be seen just above the horizon. Next, Capt. Allen would make a long leg across the bay, and then the topsails could be seen over the land of Peach's Point. There was no tug then to tow the ship to her anchorage, and she was obliged to work her way up under canvas. I was a boy in my twentieth year, full of excitement, but I recall the event as though it occurred but yesterday. It was just sundown as the ship anchored, and Capt. Allen and Pilot Ittai Perry soon came ashore. I personally knew many of the officers and crew."

#### TWELFTH VOYAGE.

Another new commander took charge of the *St. Paul* on her next voyage—Capt. William B. Davis, who was promoted from mate. The ship sailed from Salem May 8, 1848, and arrived at Manila Sept. 10, 115 days' passage. She sailed for home Nov. 19, 1848, and arrived at Salem March 26, 1849, in 128 days from Manila, 108 from Java Head, and 58 from St. Helena. The ship was twenty days from latitude 17 degrees north to 28 degrees north, and experienced heavy gales from latitude 23 degrees north to 28 degrees north. March 22, while crossing the Gulf Stream, she encountered a severe gale from south by east, attended with a very high and dangerous sea, which stove bulwarks, swept away boat and davits, besides doing considerable damage to hull. Voyage, ten months and eight days. Duties, \$12,903.34.

Crew list: Master, William B. Davis, Salem; mate, Michael Brown, Ipswich; second mate, John Hancock, Salem; seamen, Israel Lincoln, Charles Sullivan, George N. Woods, J. E. Perley, Louis Lawrence, John F. Berry, Salem; John Mullen, Philadelphia and Salem; Hendrick Jefferson, residence not given; Antonio Coombs, Bordeaux; Nelson Watson, East Haddam, Conn.; Charles P. Johnson, Charles F. Gale and William Henry Appleton Putnam, Salem.

## THIRTEENTH VOYAGE.

The ship remained at home after her last voyage until November. Capt. Allen then resumed command of her, and she sailed Nov. 3 for the East Indies. She arrived at Batavia Feb. 12, 1850, in 101 days from Salem, and sailed Feb. 17 for Manila, where she arrived March 26, 137 sailing days from Salem. She sailed from Manila Aug. 9, and arrived at Salem Jan. 7, 1851, in 151 days from Manila, 101 from Anjier, 55 from St. Helena, and 41 days from the Equator, and having experienced very heavy weather on the coast. Voyage, one year, two months and four days. Duties, \$15,847.07.

Crew list: Master, Charles H. Allen, Salem; mate, Nathan H. Millett, Salem (became a shipmaster); second mate, John Hancock, Salem; carpenter, John Peters, France; seamen, Elisha Elliott, Scotland; Edward Griffin, James Rogers and John Monroe, England; George Carey, Portugal (last four discharged at Manila); Samuel Stroud (alias Frand), Italy; John Swan, Scotland; Edward Coffin, Portugal; ordinary seamen, William H. A. Putnam, Salem (discharged at Manila to go as second mate of ship *Jacob Perkins*, bound to Boston); Allen Wover, Salem; boy, Charles H. Peirce, Salem; steward, John Stone, United States; cook, James Caldwell, do.; seamen shipped at Manila, John Paterson, William Powell, Hugh Holliday and Frederick Christopher, England; Columbus C. Luce, United States.

After leaving the *St. Paul*, the mate, Nathan H. Millett, became master of the brigs *Zaine* and *Henrico*, the barque *Hollander*, and the ships *Cyclone*, *Saracen* and *Astrea*. He was born in Salem, Aug. 30, 1825, the son of Nathan and Ursula (Chapman) Millett, and he died in Salem, March 9, 1905.

## FOURTEENTH VOYAGE.

The *St. Paul*, Captain Allen, sailed from Salem for the fourteenth and last time, July 5, 1851, for Manila. Her crew list is not at the Salem Custom House, for it was not returned. However, Daniel Bray of Salem was mate, and sturdy, reliable John Hancock of Salem, who had

sailed in her as second mate on six voyages, was still in that position. He mourned over the removal of the ship's figurehead, and he declared that, as a consequence, the *St. Paul* would never come back to Salem. His words, although prophetic, were too true. The ship went ashore on Masbata Island, Straits of San Bernardino, Dec. 9, 1851. Previous to going ashore, her fore and main masts were cut away. None of the crew was injured, but the ship, on striking, became very much strained and hogged, several of her planks were broken, her rudder carried away, the planking about the stern started, and the keel broken. And this was the end of the good ship *St. Paul*, which had travelled so many times between Salem and the East Indies, with the regularity of a steamer. She paid as her duties at the Salem Custom House the sum total of \$163,268.02.

Since writing the foregoing there has come to light an account book kept by Captain Allen, in which are recorded the settlements made by him in paying off the crew after the shipwreck. They are as follows: Mate Daniel H. Bray of Salem, at \$35 a month (he afterwards became a shipmaster); Second Mate John Hancock of Salem, \$26; George Erby, \$21; Joseph Webber, \$16; John Grad (carpenter), \$17; Elbridge W. Guilford, Lewis Quadrille, James Cottrell, John H. Gardner, William H. Mullin, Augustus Rivers, Charles Gray and John F. Rhoads, the last eight of Salem, each \$13 a month; James F. Lundgren and Orrin Weston of Salem, each \$12 a month; Robert Benton Smith, Salem, boy, \$5 a month.

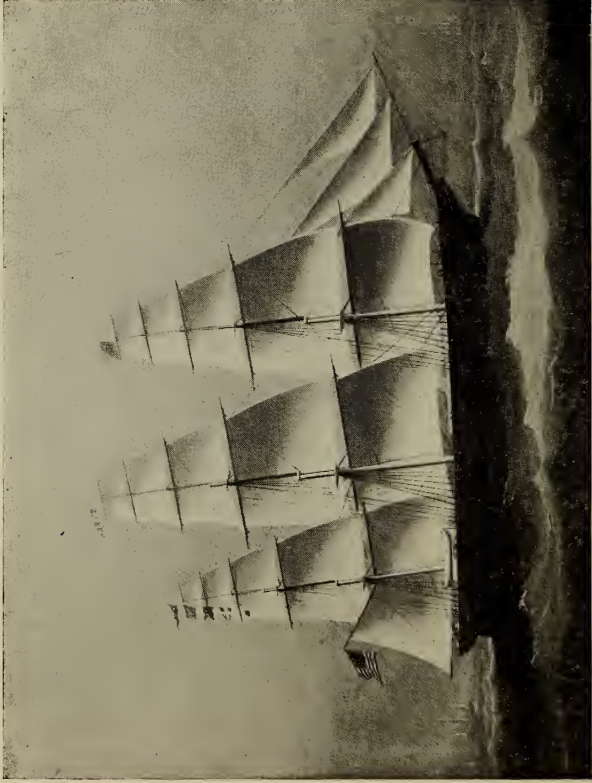
Daniel H. Bray, the mate, subsequently sailed as master of several fine ships. He died in Salem.

William H. Mullin also sailed as master in his later years. While in command of the brig *Garland*, on a passage from Salem for Para, the vessel was lost, and not a word was ever heard from her after she left Salem. She was owned by Thomas P. Pingree. Captain Mullin was a brother of Captain John Mullin of Salem, who commanded the ships *Shirley* and *Sumatra* of Salem and the elegant ship *Paul Revere* of Boston.

Robert Benton Smith, the boy, whose wages was the princely sum of \$5 a month, became shipmaster, and died







SHIP "SYREN," CHARLES H. ALLEN, MASTER

Owned by Silsbee & Pickman. From the painting showing the ship near Lintin Island, made at Hong Kong in 1855, by a Chinese artist and now owned by George H. Allen

several years ago in California. He was a cousin of J. Foster Smith of Salem, agent of the Naumkeag Steam Cotton Company.

Eben Thomas of Ipswich writes: "I well remember the day, July 5, 1851, when the *St. Paul* sailed on her last voyage. I arrived the day before at Salem in the *Osprey*. The next morning I saw the brig *Vintage*, Capt. Francis Babbidge, sail at sunrise for Africa; the *St. Paul*, Capt. Allen, at 10 o'clock, for Manila; the barque *Said Bin Sultan*, Capt. Joseph Moseley, at 6 P. M., came out from Derby wharf and sailed for Zanzibar, and the barque *William Schroeder*, Capt. Benjamin W. Dexter, followed her, sailing for Rio Grande."

"The *St. Paul* was the largest vessel of her time owned in Salem," says the writer of her record on the Asiatic Bank calendar, "only two others exceeding 400 tons. Her departure from Salem was an event of the day, and she was watched from headland to headland until lost to view. On her return 'many an eye awaited her coming and looked brighter when she came.' To be her master was to be a man known the country around; to be one of her officers was to be regarded as an ideal sailor, and the boy who made a voyage in her was looked upon with especial favor by his youthful companions. Her rich cargoes filled the spacious warehouses of Phillips wharf."

While a very small chapter in the commercial history of Salem, yet it is no more than could be written in a similar manner of other trades and other ships, if one has only the liking and patience for such employment. In the foregoing articles acknowledgment is made of the use of the files of the *Salem Register* in the Essex Institute; to the log books, superbly kept, of Capt. Allen; to the courtesy of the Essex Institute; to the chapter on commerce in Batchelder and Osgood's history of Salem; to the volume on "The Ships and Sailors of Old Salem," by Ralph D. Paine, and the history of the Salem Marine Society. Had one the genius of a Clark Russell or Captain Marryatt, he could write many a thrilling story that now lies buried in the old log books preserved in the fireproof room of the Essex Institute.

Before closing, however, it may be found interesting to

speak of the salaries of those who were responsible for the safety of the ship on her many voyages. The captains received about \$35 a month and a venture; the mates, \$30; the second mates, \$20; the carpenter, \$18; the steward, \$16; the cook, \$14; seamen, \$11; ordinary seamen, \$8; and boys, \$4. To-day the wages paid by the United States for mates on vessels built by the shipping board are \$275 a month—a princely fortune compared with those of the officers of the *St. Paul*.

Mention has been made that the printed certificates on which the crew lists at the Salem Custom House are recorded contain the declaration that no intoxicating liquor shall be carried, the meaning being that the stuff should not be carried by anybody excepting the commander of ships, and should then be used for medicinal purposes only. Speaking with the late Captain Allen, he said to the writer, "I never in all my voyages served grog to a crew. In bad weather I always had the cook keep plenty of hot coffee on tap, and the men could have it whenever they came down from handling the big wet sails or in their watch on deck day or night. When the *St. Paul* went ashore on Masbata Island, I was without sleep for seventy-two hours, and the men's duties were also hard, but I tried to give them all the rest possible during the gale. They all had their meals, but strong hot coffee, and lots of it, was the stimulant served to them."

## OLD NORFOLK COUNTY RECORDS.

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*(Continued from Vol. LIX, page 288.)*

Timothie Lyndall of Salem, marchant, for forty pounds, conveyed to Phillip Grele of Salisbury, planter, all my threescore acre division of upland in Salisbury, formerly belonging to Mr. Francis Doue, in a place formerly called Mr. Batts' playne. Twenty of sd land bounded with that of Major Pike and land formerly belonging to Mr. Batt, butting one end upon ye highway, ye other end upon other part of sd sixty acres, and ye other forty acres bounded with land of Mr. Batts and John Sanders. Sept. 25, 1678. Wit: Robert Pike and Tho: Bradbury. Ack. by grantor, Feb. 18, 1678, before Willi: Hathorne, asst.

Thomas Philbrick of Hampton, husbandman, conveyed to Thomas Chase of Hampton about three and one halfe acres in Hampton, formerly a part of M<sup>r</sup> John Wheelwright's farme on ye south side of ye falls river, bounded with Nath. Wear, Tho: Chase and Joseph Dow, reserving two rods wide next to Joseph Dow's land, from ye country highway to land of Nath<sup>l</sup> Wire, to be a highway to my heirs forever. Dec. 15, 1678. Wit: John Palmer and Mary Johnson. Ack. by Sargnt Tho: Philbrick and Hannah his wife, 20, 10 mo., 1678, before Sam<sup>l</sup> Dalton, commissioner.

Richard Dole of Nubery, marchant, conveyed to Robert Pike land under following conditions: Whereas John Rolfe, formerly of Salisbury, yeoman, uncle to sd. Dole, did sell, for ten pounds, to Major Robert Pike of Salisbury, about fowerteen acres as entered in Salisbury records, bounded by land called Mr. Monday's pasture, by William Partridge's, now in possession of sd. Pike, and by sd. Pike's pasture, being on a neck of land called ye hoghouse neck in Salisbury, sd. Pike then fencing it unto his own pasture and enjoying it ever since, but by reason of my sd uncle's sojourning with me, ye sd Dole, at Nubery, towards his latter days, and was by death pre-



vented from giving a bill of sale as promised, now I, ye sd Richard Dole, sole executor of my sd uncle, (as doth appear on Ipswich court records), having knowledge of sale by clear testimony, but especially of Cornelius Connor, who was tenant to my uncle several years, also at his death, and John Cole, who dwelt in house with my sd uncle at Salisbury, both which made oath to truth hereof at Salisbury Court, 9, 2, 72, I, ye sd Richard Dole, also having certain knowledge of ye ten pounds being payd by sd Pike to sd Rolfe for ye land, and it does not appear yt any other ever possessed it but by sd uncle from ye time of original grant to himselve to time sold to sd Pike. The sd Pike also demanding of me as executor of my sd uncle ye performance of his promise to give him a bill of sale for sd land, therefore I, sd Dole, confirm ye sale of ye land made by my uncle Jn<sup>o</sup> Rolfe, in all respects as fully as intended by my deare uncle to sd Robert Pike. July 8, 1678. Wit: Nath<sup>l</sup> Clarke and John Stockman. Ack. by Richard Dole, Sept. 14, 1678, before Jo: Woodbridg, commissioner.

Robert Ring of Salisbury, yeoman, conveyed to Nath<sup>l</sup> Weare of Hampton, yeoman, about fower acres upland in Salisbury, adjoining to Hampton bounds, being part of land obtained by sd Ring from town of Salisbury to satisfy a judgment granted me by ye general court. Sd land extending eight score rods into ye woods, bounded with Mr. Wheelwright's farme, land of Edward Gove, and Tho: Chase, and ye Salisbury comons. Dec. 21, 1668. Wit: John Preshe and Willi: [his O marke] Osgood. Ack. by grantor, Oct. 10, 1668, before Robert Pike, commissioner.

Nath<sup>l</sup> Weare of Hampton, yeoman, conveyed to Jn<sup>o</sup> Clough, sen., of Salisbury, yeoman, my certain tract of upland joining to Hampton line, said by him to be bought and to be sold by mee, Nath<sup>l</sup> Weare, to him for ye use of ye towne of Salisbury, which land I bought of Robert Ring of Salisbury, by sd Ring taken by execution of ye town of Salisbury, reserving to myselve two rods wide from Hampton line and joyning ye highway from Nath<sup>l</sup> Weares and Edward Goues, by land of Mr. Wheelwright's farme. All ye rest of land as was taken by execution

and sold to Nath<sup>l</sup> Weare by Robert Ring. Jan. 9, 1678. Wit: Sam<sup>l</sup> felloes and Tho: Clough. Ack. by grantor, Jan. 9, 1678, before Sam<sup>l</sup> Dalton, commissioner.

Agreement between Willi: Osgood, Phillip Challis, William Barnes, Anthony Colby and Sam<sup>l</sup> Worcester, co-partners, present possessors of a saw mill situated in Salisbury, on the Pawwauis river, near the corne mill, with sd Anthony Colby in one fourth part of sd mill, that each partner shall quietly possess each his fourth part of sd mill, with timber belonging thereto. Also it is agreed that sd partners, viz.; William Osgood, Phillip Challis, William Barnes and Anthony Colby, with Sam<sup>l</sup> Worcester shall maintain sd mill in good working repair at equal charge to each partner, also that the sd partners bind themselves unto William Osgood to make good the conditions of the grant made to him by the town of Salisbury as therein expressed. Futhermore the partners conclude that the timber belonging to sd sawmill by grant of town aforesd shall be equally divided, one full fourth part to each partner, according as it is already layd out, each partner having power to require a division of any parcel of timber within sd grant upon a month's warning to the rest of the partners. It is also agreed that the sd William Osgood and his heirs shall use sd saw mill to saw boards or planks for his or their use only to be improved upon the land where sd Willi Osgood now dwells for building or repairing provided he or they pay charges for bringing the timber to the mill. The sd partners further agree that if they make a new way to any parcel of timber in sd grant that the rest of the partners when using sd way shall pay his or their fourth part of charges for making sd way; also if any of ye sd owners or their heirs shall be at ye charge of clearing ye river for floating down logs to sd mill, that then when any of the owners shall make such use of the river they shall pay their full proportion of the charge for clearing sd river to whoever had been at the charge of so doing. Always provided that each partner, whether he makes use of sd river for floating down logs or no, shall at the end of two years after the river is cleared pay to whoever has borne the charge of clearing, their full proportion of that charge upon demand and in case of

refusal shall forfeit his or their share of timber lying upon the sd river to whoever have cleared the same. It is also mutually agreed by sd partners that whosoever shall work about repairing sd mill shall have 3s. per day provided he be a skilled workman, also there shall be allowed 4s. for making a head block, 3s. for a hinder head block and 2s. 6d. for a wallower or sweep, provided they be sufficiently done. Each partner shall also provide sawes for himself, the sawes now at the mill to be equally divided, except for oake. It is further agreed that each partner shall take the mill in order by the week throughout the year; if sd mill falls into decay he who is using it that week shall do his best to get it in repair, the charge to be defrayed by each partner in his proportion, whatever time the mill shall be out of repair to be accounted for in general and not to him in whose week it is repaired, each having his full week for sawing. It is agreed that Willi. Osgood shall first begin his week of sawing after the mill is repaired, and then in order Anthony Colby and Sam<sup>l</sup> Worcester, then Willi. Barnes and lastly Phillip Challis, each partner having liberty to lay their logs and boards at the mill as formerly. Nov. 4, 1658. Signed by W<sup>m</sup> [his W:O: mark] Osgood, Willi: [his 7 mark] Barnes, Phill Challis, Anthony Colby and Sam<sup>l</sup> Worcester. Wit. Tho: Bradbury, Humphrey Verney, Rodger [his √ mark] Eastman, Jn<sup>o</sup> [his H mark] Hoyt.

At Salisbury Court, April 13, 1675, Nath'l Boulter, Attorney for John Huggins, plt., against ye town of Hampton, in a review of case tried at Salisbury Court, 1673, being an action of trespass for felling town's timber & fencing of their land from above ye old saw mill westerly to Taylor's river, in which said town was plaintiff and said Huggins was defendant. The case was referred with consent of both parties to eleven jury men, one being taken off by law. The jury find for plaintiff ye lands in controversy and costs of 4li. 13s. 6d. and the defendant appealed. At a court of assistants at Boston, Sept. 7, 1675, Henry Dow, attorney to town of Hampton, plt. against Nath'l Boulter, attorney for John Huggins, defendant in an action of appeal from Salisbury Court on



April last, reasons of appeal being produced and said Dow engaged to respond to the costs of court, the jury brought in a verdict for the defendant. (A True Copy taken from Court's records.)

Attest, Edward Rawson, sec.

Execution against Henry Dow, attorney to Town of Hampton, who engaged to respond ye costs of courts ye sum of 7li, 13s, 6d and deliver possession of lands as expressed to John Huggins or his attorney, also 2s as costs. Dated Boston, Sept. 13, 1675, and served by Edward Michelson, Mar. gen<sup>l</sup>, who appointed Robert Lord, Marshall of Ipswich, his deputy, 13, 7, 1675. I have received 5 shil. in part of this execution, signed E. M., Marshall generall.

Return was made by Robert Lord Marshall gen<sup>l</sup> deputy (dated Oct. 5, 1675), who demanded money at house of Henry Dow and also of selectmen of Hampton, but as there was no money, Goodman Boulter showed some of the town's comon which was seized, being a parcel of land within a fence of sd Boulter apprized at 30s., also about 3 acres on highway called the millway and bounded by deepe brook and by a run into a swamp at Garland's line, prized at 3li., also 14 acres running to ye mill swamp prized at 3 li. 10s., all of which was delivered to Nath'l Boulter and John Huggins, giving them possession by turf and twig. Also 21½ acres of Hampton's land was seized, near Thomas Marston's towards Hampton's burying place and delivered to Henry Green, he having paid 40s. in money as apprized, for marshall's fees. (A True Copy, attest. Edward Rawson, sec.)

Mortgage deed, Christopher Palmer of Hampton, yeoman, for sixteen pounds and seventeen shillings conveys to Ensigne Buswell of Salisbury, as appears by a judgement already recorded, is due sd Buswell, about six acres of fresh meadow on both sides ye highway to the beach, bounded by meadow of Henry Roby, of Abraham Drake and Jn<sup>o</sup> Redman, also by beach and river. Also for his further security I make over my fower oxen as his own proper goods. April 24, 1678. Wit: Elizabeth Dalton. Ack. by Chris. Palmer, April 26, 1678, before Sam<sup>l</sup> Dalton, commissioner.

John Smith of Hampton, Tayler, for eighteen pounds,



conveys to Jacob Perkins of same town, about six acres of salt marsh in Hampton near Salisbury line, which he formerly bought of said Perkins in ye yeare 74, being bounded by the marshes of Jno. Brown and Isaac Perkins and that marsh commonly called Mr. Rucks. May 8, 1679. Wit: Henry Dow, Hannah Dow. Ack. by John Smith, taylor, May 8, 1679, before Sam<sup>n</sup> Dalton, commissioner.

George Goldwyer of Salisbury, yeoman, for ten pounds conveys to Tho. Easman of Haverhill, formerly of Salisbury, husbandman, all his division of cow common, marsh or meadow in Salisbury formerly belonging to ye town right of his father-in-law Joseph Moys. Said division being lott numbered thirty nine in ye town records and containing about fower acres, lying between Edward French and Joseph Parker, butting upon long pine point and ye great creek coming from Hampton River's mouth. Always provided, that whereas there was a former bill of sale made by the said Goldwyer to sd Tho. Easman, in which sale was mentioned ye right of Lewis Hulett instead of Joseph Moys, contrary to the meaning or intent of the seller or the buyer; said sale dated March 20, 1670, or 71, and recorded in Norfolk records, lib 2, page 202, therefore the said Tho. Easman and his heirs, etc., relinquish all clayme, etc., unto ye said Louis Hulett's right in said bill of sale expressed under any color or pretence whatsoever. The price herein mentioned to be always observed. Feb. 21, 1678. Wit: Robert Pike and Nath<sup>n</sup> Easman. Ack. by Georg [his O mark] Goldwyer and Martha, his wife, April 11, 1679, before Sam<sup>n</sup> Dalton, commissioner.

George Carre, jun. of Amsbery, shipwright, for thirty-three pounds and twelve shillings, paid by his father, George Carre, sen. of Salisbury, shipwright to Mr. John Stockman of Salisbury for him, conveys to said Georg Carre, sen. my honored father, my dwelling house and adjoining land in Amsbery, said land containing about forty acres, being originally of Mr. William Worcester and Phillip Challis butting upon Merimack river near the mouth of the Pawwaus river, so called, May 1, 1679. Wit: Tho. Bradbury, James Carre. Ack. by George Carre, jun., May 2, 1679, before Jo: Woodbridge, commissioner.

*(To be continued)*





BLOCKADE RUNNER "SALVOR."

Built at Buffalo, New York, in 1856. After the Civil War ran for many years on Metropolitan line between New York and Boston.

From collection of F. B. C. Bradlee.

BLOCKADE RUNNING DURING THE CIVIL WAR,  
AND THE EFFECT OF LAND AND WATER TRANSPORTATION ON THE CONFEDERACY.

BY FRANCIS B. C. BRADLEE.

*(Continued from Volume LX, page 16.)*

General Chase's health and age precluded any active employment during the war; he died at Pensacola, February 8th, 1870.

Albert G. Blanchard was born in Charlestown, Massachusetts, in 1810, and appointed to the Military Academy from that State. He graduated in the same class, 1829, with the famous Confederate leaders, Generals Robert E. Lee and Joseph E. Johnston, and was appointed second lieutenant in the 3d infantry. Promotion in the regular army was then very slow, and after many years of frontier duty Lieutenant Blanchard resigned in 1840 and settled in New Orleans, where he became "director of public schools".

During the Mexican war he re-entered the army and was appointed major of the 12th regular infantry, with which he saw service at the battle of Monterey and siege of Vera Cruz in 1847. When his regiment was mustered out at the close of the war, in 1848, Major Blanchard once more returned to civil life in New Orleans, and for several years preceding the Rebellion was an official of the Jefferson and Lake Pontchartrain Railroad.

At the outbreak of hostilities in 1861, Major Blanchard threw in his lot with the Southern Confederacy and was appointed a brigadier general, and as such commanded a brigade of infantry in General Lee's army during the Peninsula campaign of 1862. During the rest of the war General Blanchard appears to have done garrison duty at various inland Southern cities. At the close of hostilities he again returned to New Orleans, where he engaged in the practice of civil engineering. He died in the Crescent City on January 25th, 1891.

The New England States of Connecticut and Maine



also furnished each a general to the Confederacy. Danville Leadbetter was born in Maine in 1811, and graduated fourth in the class of 1836 at West Point. He was commissioned second lieutenant in the Corps of Engineers, and until he resigned in 1857 as captain, he was employed in the design and repair of various seacoast forts. Upon leaving the army, Captain Leadbetter accepted the position of chief engineer of the State of Alabama.

Like most "Northern men with Southern principles," as they were called, Leadbetter was a violent secessionist, and was appointed a brigadier-general in the Confederate army on March 6th, 1862. During the early part of the war he commanded the district of East Tennessee, and was absolutely fiendish in his persecution of the many Union men of that section and northern Alabama.

As before mentioned, the Southern soldiers usually disliked to serve under leaders of Northern birth, and the consequence was that for the larger part of the war General Leadbetter was relegated to engineer duty and minor commands. When the Confederacy collapsed, he, like many other of its leaders, fearing arrest and trial, left the country. He died at Clifton, Canada, September 26th, 1866.

The "Nutmeg State" Confederate was Clement H. Stevens, who was born in Norwich on August 14th, 1821. Very little is known of him, except that he was appointed a brigadier general on February 1st, 1864, and was killed on the 20th of July in the same year, during one of the terrible battles around Atlanta, Georgia.

Brigadier Generals Martin L. Smith, Daniel M. Frost, Walter H. Stevens and Archibald Gracie were all natives of New York State and graduates of West Point. Smith, an engineer officer of high repute in the "old army", was in charge of the fortifications of Vicksburg during its siege by General Grant; he died in 1866 at Savannah.

Another skilled scientist was General Stevens; he was chief engineer of General Robert E. Lee's army during the siege of Petersburg in 1864-65. After the surrender at Appomattox he devoted himself to the construction of railroads in Mexico.

General Frost held but an inconspicuous command in

Missouri during the early stages of the war, but General Gracie was well known in the Army of Northern Virginia, and was killed December 2, 1864, before Petersburg, while observing the Union forces with a field glass from an apparently safe spot. He was the father of Colonel Archibald Gracie, who so conspicuously distinguished himself in the wreck of the "Titanic", and was also the author of a well known book called "The Truth About the Battle of Chickamauga."

Another prominent "Yankee Confederate", was Colonel Joseph C. Ives, who graduated very high at West Point in the class of 1852. He was born in New York, but was appointed to the Military Academy from Connecticut; upon leaving it Ives was commissioned to the Corps of Topographical Engineers. He was considered very brilliant in his profession, being the architect for the Washington National Monument at the capital, and was also chosen, in 1859, to run the boundary line between California and Oregon. Lieutenant Ives married into the well known Semmes family of Maryland and Alabama. When the Civil war burst upon the country it is said that Ives hesitated long, "duty and love tugging at his heart strings"; in fact, he hesitated too long, for on December 26th, 1861, he was "dismissed by the President for disloyalty to the Government."\*

He then joined the Confederate army, and being a protegee of Jefferson Davis, was made chief engineer on General Lee's staff. This position he held with credit until he was transferred, at Mr. Davis' personal request, to his own staff as engineer aide-de-camp. Besides discussing engineering problems and the defences, the President of the Confederacy found the elegance of the Ives couple such that he turned over to them the entertainment and care of distinguished foreigners whom interest or curiosity brought to Richmond.

Colonel Ives survived the war but a few years, dying in New York city on November 12th, 1868.

These are but a few of the many Northerners who fought for States Rights and the cause of Southern Independence,

\*Register of West Point Graduates, Vol. II, p. 307.

but before leaving the subject it may be well to make some mention of Major General Samuel G. French of New Jersey, whose fine record in the Confederate army is remembered with pride in the South.

He was a member of the class of 1843 at West Point, and a classmate of General Grant, whose friendship he retained during his entire life. General French was assigned to the regular artillery, in which he distinguished himself during the Mexican war. Some years before the outbreak of the terrible sectional struggle he resigned from the army, and thanks to his ability had become a rich cotton planter in Mississippi. At the very beginning of the war he was made a brigadier general, and on Oct. 22d, 1862, he was promoted to be major general. General French commanded an independent division before Suffolk, Virginia, for some time in 1863, but in June of that year was transferred to the western army at the special request of General Joseph E. Johnston, its commander. He was assigned an infantry division, at the head of which he remained until obliged by ill health to leave the army just before the battle of Nashville, in December, 1864.

In the previous October, General Hood, who had succeeded General Johnston as commander-in-chief of the Confederate forces in Georgia, detached General French with his division and ordered him to seize the important fortifications protecting the railroad at Allatoona, Georgia, and a vast accumulation of stores which had been concentrated there. If successful, the capture of this place (which was held by over 2000 Union troops under General Corse), would, it was hoped, badly cripple General Sherman's army at Atlanta. A severe struggle ensued, but as General French's troops were about to capture Allatoona, it was reported that large Federal reinforcements were on the way and would soon attack his rear. French's entire force consisted of but 3276 men and eight light field pieces; his losses had been heavy, and by a quick and skillful retreat he but just saved his little army from being caught between two fires.

When peace came once more upon the land, General French, like many others in the South, found himself



completely ruined ; but he bravely started life over again and soon repaired his fortune. He lived to be a very old man and left behind a most interesting "Autobiography," in which the Confederacy, its mistakes and misfortunes, reconstruction, etc., are ably discussed. His pen portraits of the various Confederate leaders are especially witty and pungent.

Returning once more to blockade running : About the month of August, 1861, Fraser, Trenholm & Co., of Liverpool (the financial agents in England of the Confederate Government), determined to send a steamer to one of the Southern ports with a cargo, not wholly of arms, but of general supplies suitable to the wants of the armies in the field, and their Charleston house, John Fraser & Co., whose principal partner was George A. Trenholm, Secretary of the Treasury in the last few months of the Confederacy, sent over to England an experienced Southern coast pilot to take her in. While this firm expected to realize a fair commercial profit from the undertaking, their chief object was to demonstrate that the blockade was inefficient, and thus they hoped to encourage others to embark in like enterprises, by which means the pressing wants of the South could be supplied with more or less certainty.

The steamer chartered for the purpose was the "Bermuda", owned by Mr. Edwin Haigh of Liverpool, an iron screw of 1003 tons gross, 211 feet long, 30 feet beam, just finished at Stockton-on-Tees, England. During the whole of the first year of the war blockade running went on in an amateurish way ; many small sailing craft and old worn-out steamers engaging in it ; so the "Bermuda", although a new ship, was totally unlike the later type of blockade runners. She was fitted with the usual low pressure, vertical direct-acting engines of those days, having two 44-inch cylinders, 30 inches stroke ; her highest speed under favorable conditions was barely eight knots an hour.

The "Bermuda" was fitted out and loaded at West Hartlepool, chiefly with goods intended for the Confederate War and Navy Departments, looked after by Major Huse ; a few passengers were also carried, principally



Southerners returning home to join the Confederate army. She sailed in August, 1861, in charge of Captain Eugene Tessier, who had long been employed by Fraser & Trenholm in the Charleston trade. On September 18th the "Bermuda" arrived safely at Savannah without meeting any United States cruisers, or having the opportunity (legally) of ascertaining whether the blockade was in force. Having discharged her cargo, then of priceless value to the Confederacy, she ran out again with a large cargo of cotton, which she brought safely to Liverpool.

It will thus be seen that Fraser, Trenholm & Co. accomplished their purpose of demonstrating that the blockade of the Southern coast, at the time of the "Bermuda's" voyage (in August and September, 1861), was inefficient; and it is probable that their expectation of realizing a commercial profit by the adventure was more than fulfilled. Their example undoubtedly stimulated the trade, but the United States soon strengthened and increased the blockading force, and as we shall see, during the last two years of the war, the difficulty of getting in or out of the Southern ports became greater and greater, until only the swiftest vessels stood any chance of success, and they only when favored by dark nights, skillful navigators, and suitable weather.

In February, 1862, the "Bermuda" was dispatched on a second voyage from England, but the greater efficiency of the blockade at that time, together with the fear that she was both too large and too slow to promise success, caused her owners to abandon the attempt to run her into a Southern port. The cargo, laden in England, was intended to be discharged at Bermuda or Nassau, and a return cargo for Liverpool had actually been provided by her consignees at Nassau.

This voyage of the "Bermuda" is interesting and important, because it affords a typical example of the manner in which the United States dealt with neutral vessels captured for real or alleged violation of the blockade, and furnishes also a fitting occasion for some remarks upon the general conduct of the United States towards neutrals during the war, and the precedents that government persistently labored to establish.

In pursuance of the owner's purpose, the "Bermuda" sailed from Liverpool, touched at the island of Bermuda, and in due course proceeded towards Nassau, her final port of destination. On the morning of April 27th, 1862, being off the southern point of Great Abaco Island, the Hole-in-the-Wall light bearing southwest, distant, according to the varying testimony of witnesses, from less than three to over seven miles, the "Bermuda" was stopped by a shot fired across her bows from the U.S.S. "Mercedita", a prize crew was put on board, and she was taken into Philadelphia.

The counsel for the owners, or the "claimants", as they are designated in the legal proceedings, said :\* "It is the case of a British vessel, owned by a British subject, laden at Liverpool by British merchants, and bound for Bermuda, a British colony. After arriving at Bermuda, the ship had directions from those who have the right to control, to go from Bermuda to Nassau, another British colonial port ; and while navigating in the direct line from Bermuda to Nassau, and at the distance of about 415 miles from that portion of the American coast the blockade of which she is alleged to have violated, while sailing among these British islands in a direct line toward her place of destination, she is overhauled by a cruiser of the United States Government, captured, and brought here for trial and condemnation."

The contention of the United States attorney was to this effect : The voyage to Bermuda and Nassau was only a colorable pretext. The cargo was either enemy's property or was shipped with the intent to be forwarded to an enemy's port through the blockade, and that even though the "Bermuda" might break bulk at Nassau and land the whole of her cargo there, the purpose was to re-ship it for Charleston, or some other blockaded port. It is not my purpose to argue or even to comment upon the points of law involved in the case of the "Bermuda". The whole of the proceedings were carefully examined and published by the interested parties.

Doubtless the "Bermuda" was tainted by the alleged previous violation of the blockade, but it has been shown

\*See "Report of Proceedings."

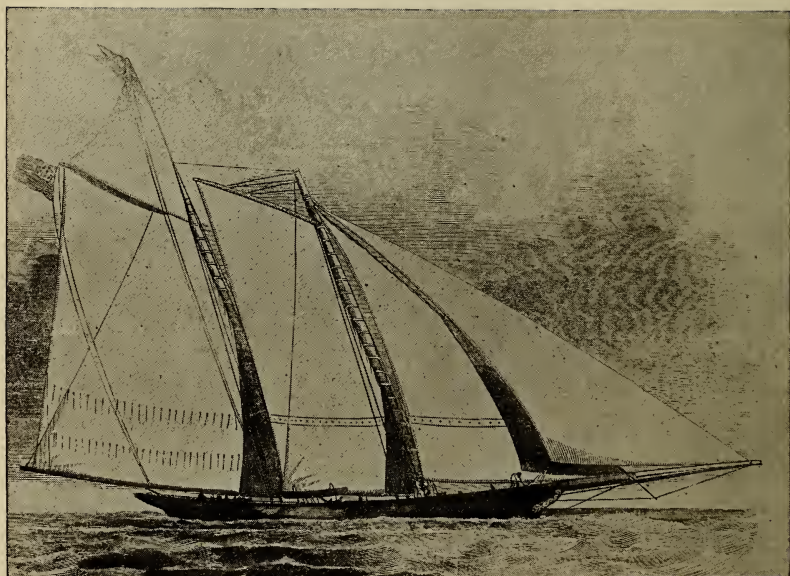
that she was not warned off, nor did she even see a blockading vessel when she entered the port of Savannah in September, 1861. Her captain seems to have lost his head, or to have been over-confident in the protecting influence of the British flag and register. He should either have got his ship clearly and indisputably within the marine league, and held on to all of his papers, or destroyed every document except his manifest, letter of instruction, and register, or he should have beached the ship, and thus have prevented her capture. He did neither, but stopped at the first shot, and then destroyed only the papers in his personal charge, containing those which demonstrated that the ship was to go no further than Nassau, and left on board the Confederate mail bag containing important correspondence of all kinds, which should most certainly have not been allowed to fall into the hands of the United States authorities.

The "Bermuda" was appraised at \$120,000, sold, and taken into the United States Navy, where she did good service in hunting down her former friends. At the close of hostilities she, with many other makeshift men-of-war, were returned to the merchant service; the "Bermuda" was acquired by W. F. Weld & Co. of Boston, who renamed her "General Meade", and for many years she was a favorite passenger ship plying in their "Merchants" line between New York and New Orleans. The picture shows her as such, but it is understood that her outward appearance was little changed from what it had been when employed as a blockade runner.

As late as January 25th, 1862, it was, apparently, such an easy matter to run the blockade that two Confederate barkentines (sailing ships) from New Orleans were caught in the act just as they had cleared the Southwest Pass, one of the mouths of the Mississippi. They were captured, as the wind was light, by a "cutting out" party in small boats from the U. S. sloops-of-war (sailing) "Vincennes" and "Preble", on the approach of which the crews of the two blockade runners set fire to their vessels and made their escape up the river, where a steamer was in waiting. Lieutenant Marcy, U. S. N., acting commander of the "Vincennes" (his father was Hon. William L.







THE CELEBRATED YACHT "AMERICA."

As she must have appeared when a blockade runner.

From collection of F. B. C. Bradlee.

Marcy, a well known New York politician and Secretary of State in President Pierce's cabinet), was drowned while endeavoring to sink one of the barkentines in the channel, to prevent others from following suit. In the conflagration about 14,000 bales of cotton were destroyed.\*

During the early part of the war the blockade was so easily avoided and there existed in the Confederacy such strong hopes of intervention by England and France, that in the summer of 1861 Gere's General Advertiser of Liverpool, England, published the following notices of regular lines of steamers intended to ply between Liverpool and the Southern States : †

"The British and American Southern Steamship Co.'s first class iron screw steamers are intended to sail from Liverpool to New Orleans, as follows: 'Malacca', 7th August; 'Rangoon', 4th September. To be followed every alternate Wednesday by other first class screw steamers now building. For further particulars apply to

"F. Sabel,

"Agent, 19 Water Street,

"Liverpool."

"A first class steamship will be dispatched from Liverpool to Charleston on or about the 15th of July next. A monthly service will be established. Goods and passengers for New Orleans, Mobile and Savannah, can be forwarded by this line, Charleston having direct railway communication with all the Southern and Western cities.

"For further particulars apply to

"Fraser, Trenholm and Co.,

"10 Rumford Place, or to

"M. G. Klingender and Co.,

"Tower Buildings, 22 Water Street."

A curious and very unusual incident was the recapture of the blockade runner "Emily St. Pierre" by her original captain and two of his men from the prize crew placed on board by Commander J. R. Goldsborough, U. S. N., of the U. S. S. "Florida". The "Emily St. Pierre" was a

\*New York Illustrated News, March 29th, 1862.

†Official Naval Records of the Civil War, Series I, Vol. 5, p. 752.

full-rigged ship of about 1000 tons, owned in Charleston, and bound to that port from Calcutta with a cargo consisting of 2173 bales of gunny cloth. She was captured on March 18th, 1862, but about a year before had created a great sensation by her arrival in Liverpool flying the Palmetto flag of South Carolina, that State having just seceded. The "Emily St. Pierre" is thought to have been the first ship to show the colors of any of the Southern States in a European port.

Her recapture by her captain, Wilson, was a very daring and courageous act, when it is taken into consideration that but two of his original complement were left on board, and that the prize crew consisted of twelve men, commanded by three officers. The story is best told by the unfortunate prize-master, Acting Master Josiah Stone, U. S. N., a volunteer from the merchant service; he was afterwards severely censured by Admiral Du Pont.

"All went well until the morning of March 21st. I was then off Cape Hatteras (the 'St. Pierre' had been ordered to Philadelphia for adjudication), distant about 30 miles, it bearing about W. N. W. Captain Wilson came on deck to me in a pleasant manner, spoke of the nice wind I had all night; after talking ten or fifteen minutes, he asked me if I would go in the cabin and show him the position of the ship on the chart. I walked in with him . . . he grabbed me by my collar and drew a belaying pin from under his vest, at the same time the cook and steward sprang out of a stateroom, put two revolvers at my head, threatened my life, put me in irons, put me in a small room and locked me in, and then told me that he had taken Mr. Hornsby, the master's mate, and Mr. John S. Smith, the same way.

"He went into these officers' rooms while they were asleep, put them in irons and put gags in their mouths; after this he went on deck. Six of the men being asleep in the forecastle, he locked them in. He then got three of the men who were on deck to go down aft in a scuttle and pass up a coil of rigging; told the men that I wanted it. When the men were down he put the hatches on, and thus had all the crew fastened up except three. He then got some of the crew to help him work the ship to this

port (Liverpool). He shot one man at the time, but did not kill him; he is getting well, and one man on the passage fell from the foreyard on deck and died next day, of which I was not told until we got here. Myself and master's mate were kept confined all the passage, thirty-one days. We arrived here on the 21st of this month, and are now detained here by order of Mr. Adams (C. F. Adams, U. S. Minister to England, 1861-68) at London. There are now six vessels in this port taking in cargo to run the blockade, four sailing vessels and two steamers. I will give the names of the sailing vessels: Ship 'Julia Usher', brig 'Sophia', brig 'Rosalind', brig 'Lilla'; as near as I can find out are bound to Charleston, and the two steamers, 'Memphis' and 'Southerner', to New Orleans.\*

"Your humble servant,

"Josiah Stone,

"Acting Master, U. S. Navy.

"Flag Officer S. F. Du Pont."

One of the best known early blockade runners was the historic schooner yacht "America" winner of the now equally celebrated "America's Cup" in the international yacht races which took place off Cowes, England, in 1851. The "America" was really an exact duplicate of the then existing type of New York pilot boats. Lord John de Blaquiere, an officer of the British army, purchased her from her American owners; he proceeded to cut down her spars and also stiffened her hull with iron braces.

These changes impaired her speed, yet the "America" won her share of races in the remainder of that season, 1851, and in 1852. Next she was bought by Lord Templeton, who used her in 1853, but laid her up at Cowes from 1854 to 1859. Late in 1859 the "America" was hauled out at Pitcher's yard, Northfleet, on the Thames river, where she was found to be dropping apart from dry rot, probably from lack of proper ventilation while laid up. The owner of the yard bought her for the price of old junk and rebuilt her. Her frames were replaced by

\*Official Records of the War of the Rebellion, Series I, Vol. 12, p. 637.



new oak ones and the planking with teak and elm; she was not again rebuilt until 1880 at East Boston.

The following winter the "America" was sold to Capt. H. E. Decie, who renamed her "Camilla" and cruised in her in the West Indies. Early in 1861 the celebrated yacht made one and possibly more blockade running trips, bringing in very valuable cargoes of quinine, morphine, ammunition, surgical instruments, etc., all of which were becoming very scarce in the Confederacy. Her career at this time is naturally shrouded in mystery, but during the summer of 1861 the "America", while at Savannah, was sold (it is believed she was then still owned by Capt. Decie) to the Confederate government, whose intention was to send Messrs. Mason and Slidell, the Confederate commissioners, to Europe in her.\*

For some reason or other this plan was not carried out, and it is thought the "America" resumed her blockade running trips; at any rate, early in 1862, to avoid capture, she was run ashore and scuttled at Haw Creek, at the head of Dunn's lake, St. John's river, Florida. There she was found in March of that year by the U. S. S. "Ottawa", while on a scouting expedition up the river; Lieutenant T. H. Stevens, commanding the man-of-war, reported the "America" as "without ground tackle or sails, and almost everything else but her lower masts, bowsprit, gaffs, and some light spars."

Soon after this she was raised without much trouble, together with the steamer "St. Mary's" that had been sunk at the same time, and both were towed north by the "Ottawa".

It is said that the "America" was renamed "Memphis" while in the Confederate service, but of that there is no positive proof. She was repaired, armed and commissioned as a United States man-of-war belonging to the South Atlantic Blockading Squadron, where, thanks to her fine sailing qualities, she made several captures unaided. However, her career as a man-of-war ended on May 5th, 1863, when the historic old craft was ordered to Newport, Rhode Island (to which place the Naval Academy had been

\*Official Records of the Rebellion, Series I, Vol. 12, page 643.

temporarily removed during the Civil War) by the Secretary of the Navy. The "America" did duty as a practice ship for midshipmen at the Naval Academy until 1870, when she was ordered to be sold, and was purchased at auction by the late General Benjamin F. Butler. She remained in his and his family's possession for many years, in fact until this most historic of yachts was purchased by a company of gentlemen, members of the Eastern Yacht Club of Massachusetts, who in turn presented her to the Navy Department, with the understanding that she be used as a floating marine exhibit at the United States Naval Academy at Annapolis.

Another early blockade runner was the screw steamer "Salvor", at one time named the "M. S. Perry". She was a former Great Lakes boat, built of oak at Buffalo, N.Y., by an insurance company, in 1856; 450 tons, 161 feet long, 25 1-2 feet beam. When the war broke out the "Salvor" was the property of a Mr. McKay of Key West, Florida, the crew consisting largely of slaves belonging to himself and his mother-in-law. Captain McKay was a Confederate sympathizer, and in order to get his steamer away from the Federal authorities at Key West, which place was controlled by the United States during the whole war, he sent her to Havana.

There a sham sale of the "Salvor" was made to a British subject, a cargo taken in consisting of 200 sacks of coffee, 400,000 cigars, 400 revolvers, a number of rifles, dirks, a 6-pounder field piece, a quantity of felt hats, caps, shoes, 500,000 percussion caps, and a quantity of fruit—all articles much needed in the Southern States. The steamer was then cleared nominally for Nassau, but her real destination was Tampa, Florida, when she was captured near the Tortugas Islands by the U. S. S. "Keystone State", Commander G. H. Scott. Soon after, the "Salvor" was sent to New York, condemned by the Admiralty Court and sold by the U. S. Marshal. She was well known later as a freight steamer running on the Metropolitan line between Boston and New York.

During the whole of the first year of the war blockade running was, as before stated, conducted in an amateurish, happy go lucky fashion, and largely with unsuitable ves-

sels. A quite regular tale of captures came in, and the British newspapers contained stories of daring attempts and hair-breadth escapes, that set many a youngster kicking very impatiently under his desk.

In the North it has always been felt that undue partiality was shown by the British towards the Confederate cause, but a prominent Liverpool ship-owner told the author some years ago that this feeling certainly did not exist at the beginning of the war, but was awakened in mercantile circles when there came stories of exasperated or ill-conditioned United States captains who had behaved with unwarrantable bluster or tyranny to captured crews.

When it began to be realized that the war would last years, and how greatly the Southern Confederacy was dependent upon foreign imports, many British firms, and, also, a number of Southern merchants, made preparations for blockade running as a regular business and on a large scale. It required considerable capital to do this, for it was clear that the blockade runners must not only be increased in numbers, but must be improved in type. The day of sailing vessels and ordinary trading steamers was over; steamers of great speed built expressly for the service were necessary.

Of the Southern firms, Messrs. Fraser, Trenholm and Co. of Charleston did the largest business, as they were not only engaged largely on their own account in blockade running enterprises, but they were also the agents for the Confederate Government. Their representative in Nassau, Mr. J. B. Lafitte, occupied a most prominent position, in fact more prominent than the Governor himself. After Fraser, Trenholm and Co., came the English firm of Alexander Collie and Co., at that time one of great repute, represented in Nassau by Mr. L. G. Watson, and they from time to time were possessed of a large fleet of runners.

After them came a firm of Liverpool merchants, represented by the late Thomas E. Taylor; they owned from first to last some fifteen steamers. Then there were a number of small firms, American and English, owning perhaps one, possibly two, boats apiece, so that in the aggregate the number of blockade runners and the capital employed was enormous.



So nicely has nature dispersed the Bahama islands that they afforded neutral water to within fifty miles of the American coast, and no sooner was the blockade declared than the advantages of Nassau as a basis of operations were recognized and embraced. The harbor became alive with shipping, the wharves piled with cotton, and the streets thronged with busy life. Nassau was only 560 miles from Charleston and 640 from Wilmington. Many influential firms connected with the Southern States, and also English ones, had established agencies there, and almost every day steamers managed by those agents left the harbor to try their luck at evading the blockade, or arrived with cargoes of cotton from the beleaguered ports. Bermuda was the rival of Nassau, but only in a lesser degree, as it was further off, and its conveniences as regards communication and accommodation were less. It is some 690 miles distant from Wilmington, the course thence being somewhat north of west, and in the autumn, especially, gales of wind were to be frequently encountered. The one thing necessary for the blockade running vessels was speed, so that their hulls were of the lightest description; this, coupled with the fact that they were always loaded down deep with coal, made a gale of wind, an even worse enemy to encounter than a United States cruiser.

Havana was the best base for running the blockade of the Gulf ports, but as New Orleans was captured early in the war, Galveston and Mobile were the only two ports that could be approached from it, and seeing the difficulty there was in procuring cotton at those places and of disposing of inward cargoes, the trade done with them was a trifle compared with that from Charleston and Wilmington. At one time the trade of these two ports assumed very large proportions; the number of vessels employed in it was astonishing, and no sooner was one sunk, stranded, burnt, or captured, than two more seemed to take her place.

The chief requirements of the Southern Confederacy were war materials of every sort, cloth for uniforms, buttons, thread, boots and shoes, stockings and all clothing, medicines, salt, boiler iron, steel, copper, zinc and chemicals. As it did not pay merchants to ship heavy goods,



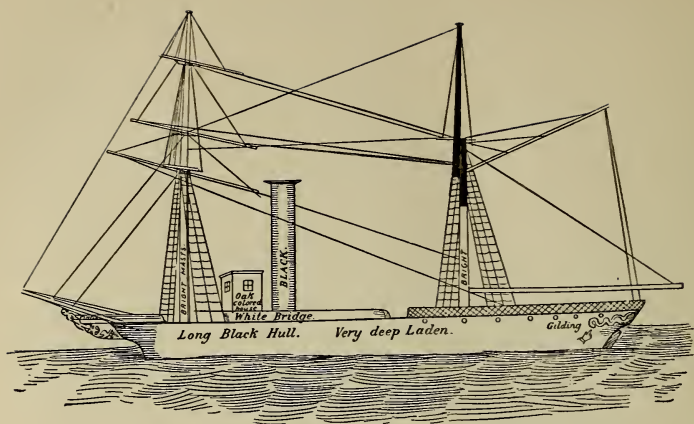
the charge for freight per ton at Nassau being £80 to £100 (\$400 to \$500) in gold, a great portion of the cargo generally consisted of light goods, such as silks, laces, linens, quinine and morphine, on which immense profits were made. At this time the manufactories in the South consisted of a few cotton mills turning out coarse cloth; there were but three rolling mills and two machine shops capable of building railroad locomotives and marine engines (and the latter on a very small scale) in the entire Confederacy, so that their means of production was practically nil.

With the progress of the war their need of war material increased so sorely that in 1864 the Confederate Government limited the freight room on private account and prohibited the importation of luxuries on the ground that if allowed to come in and be purchased, the resources of the country would thereby be absorbed. However, up till the very end this law was enforced in a very lax manner, if at all. The Confederate Government, and some of the States individually, later on owned and ran blockade runners in an effort to supplement private enterprise and keep the troops in the field fed and clothed.

The late Mr. Thomas E. Taylor, who, as before stated, managed a large fleet of blockade runners for a firm of Liverpool merchants, has fortunately left his reminiscences—"Running the Blockade"—from which it is worth while to make liberal quotations. His first vessel was an old, worn-out Irish cattle boat, the "Despatch", and, as Mr. Taylor remarks, "this will convey to those who have voyaged in St. George's channel a fair idea of what she was."

The old craft was so heavily laden on her departure from Liverpool that Mr. Taylor remarks, "And what a start it was! It almost takes one's breath away in these belegislated days to think what the 'Despatch' must have looked like as she dropped down the Mersey (early in 1862). Her owners had taken advantage of their timely information to load her down, as low as she would float, with a cargo consisting of ponderous cases and barrels of war material, as well as light goods; her deck was piled as high as the rail with coal, which had to be taken for





**BLOCKADE RUNNER "FINGAL" (1861).**

Afterwards the Confederate ironclad ram "Atlanta."

From a sketch sent by the U. S. Consular Service to the United States Naval authorities to identify the vessel by.



**CONFEDERATE SLOOP-OF-WAR "SUMTER."**

Afterwards the Blockade Runner "Gibraltar."

From a photograph taken at the Island of Curacao in 1861, by S. J. Nathan.

From collection of F. B. C. Bradlee.

the voyage to Nassau, so as to avoid calling at any intermediate port; and she steamed out to brave the Atlantic with barely one foot of freeboard to her credit."

To make a long story short, the old "Despatch", after a most tempestuous voyage, during which she more than once was in danger of foundering, finally arrived at Nassau, only to find herself condemned by experts as wholly unfit for the work of blockade running. The blockade was fast gaining system and coherence; the United States naval authorities, no longer content with simply blockading the Confederate ports, had established a chain of powerful cruisers which patrolled the seas from the American coast to the very entrance of Nassau harbor. In fact, a few months later, Commodore Charles Wilkes, the same officer who in 1861 had seized the Confederate envoys, Messrs. Mason and Slidell, from the British mail steamer "Trent", literally blockaded Bermuda with the squadron under his command.

This resulted in a protest by the British Government, which was evidently regarded as reasonable by Mr. Lincoln's administration, for after this the United States cruisers kept a more deferential distance. Mr. Taylor, in his interesting "Reminiscences", tells us that although parting with the "Despatch" was "a bitter pill to swallow," he was forced to send her to New York and from thence to England with a return cargo. He goes on to say: "I knew that at home one of the first vessels specially built for blockade running had been laid down and was rapidly being completed, also that she was to be placed under my charge as soon as ready."

Returning to England soon after, Mr. Taylor says: "On reaching Liverpool my first care was to visit the yard where she was being built. To my great delight I found her almost completed and a marvel of shipbuilding, as it seemed to us then. For the 'Banshee', as she was called, may claim to be a landmark not only in the development of blockade running, but also of marine architecture.

"With the exception of a boat built for Livingstone of African exploring fame, she was, I believe, the first steel ship ever laid down. The new blockade runner was a



side-wheeler, built of steel, on extraordinarily fine lines, 214 feet long, 20 feet beam, and drew but eight feet of water. Her masts were mere poles, without yards, and with the least possible rigging. In order to attain greater speed in a sea way, she was built with a turtle back forward (this type of construction also figured prominently a few years later in the then new steamers of the White Star line).

"She was of about 500 tons gross, and had an anticipated sea speed of 11 knots (then considered fast), with a coal consumption of 30 tons per day. Her crew, which included three engineers and twelve firemen, consisted of thirty-six hands all told. Steel ship building was then in its infancy, and the 'Banshee' was the first of a fleet that was soon to become famous. There were several similar steamers already in hand. . . . They were expected to develop a buoyancy beyond everything that had yet been seen, and American naval officers awaited their arrival on the scene of activity with an interest as great as ours. The 'Banshee' was ready for the sea early in 1863, and I had the satisfaction of finding myself steaming down the Mersey in the first steel vessel that ever crossed the Atlantic.

"Like most first attempts, however, she was far from a success, and by the time we reached Queenstown she had betrayed serious defects . . . the plates of which she was built being only 1-8 and 3-16 of an inch thick, she proved so weak that her decks leaked like a sieve. . . . Thus three more weeks were lost. . . . Considering how frail the vessel was, the wonder is not that the 'Banshee' was driven back, but that she ever got across the Atlantic at all. . . .

"The 'Banshee' at any rate was able to run into Nassau without being overhauled, and her arrival there caused a great sensation as being the first boat specially built for the service."

At this time a great deal of bad blood was caused by the way in which the United States in their efforts to enforce a blockade were extending the doctrine of the operations permissible to belligerents. Today, after the experience gained by the World war, it seems odd that

this doctrine was even questioned. True, the proposition that a belligerent might seize a neutral ship for attempted breach of a blockade thousands of miles away from the blockaded coast was one that would have been condemned by the old school of international lawyers as nothing less than monstrous, and by none more energetically than the great judges who have adorned our Supreme Court. So far were such doctrines from being recognized, that before the Civil war it had been generally held that a vessel making a long ocean voyage might even call at a blockaded port to inquire if the blockade was still existent, and, no matter how suspicious her intentions, she was entitled to a warning before being captured. But it must be remembered that those were the days of sailing ships, which might have been without any news of passing events for months.

No blockade of any importance had yet been subjected to the new conditions of steam navigation, and it was unreasonable to expect that the blockaders would hold themselves bound by rules which never contemplated the existing state of things. If the United States was stretching the theory of blockade, it was only because the Anglo-Confederates were extending its practice. It was not to be argued that, if a whole fleet of steamers were in course of construction for the express purpose of defying their cruisers, the United States were not justified in trying to intercept them at any point they chose.

From the very outset the voyages of these vessels showed them to be guilty, and the most barefaced advocate could hardly have maintained without shame that they were protected by their ostensibly neutral destination, when that destination was a notorious nest of offence like Nassau. Still the new methods were none the less galling to the susceptibilities of British merchants, who of all men claimed to go and come on the high seas as they pleased, and it seemed that every day those engaged in trade with the South became more pronounced in their sympathies with the Confederacy, and louder in their denunciations of what then seemed to be the high-handed ways of the United States.

Turning once more to Mr. Taylor's interesting story,

he says: "Having received the congratulations of my many friends at Nassau upon possessing so fine a tool to work with, I at once set about getting her (the 'Banshee') ready for a trip as soon as the nights set in dark enough. . . . Invisibility, care and determination were the secrets of success, and to this end the 'Banshee' was carefully prepared. Everything aloft was taken down, till nothing was left standing but the two lower masts, with small cross-trees for a lookout man on the fore, and the boats were lowered to the level of the rails.

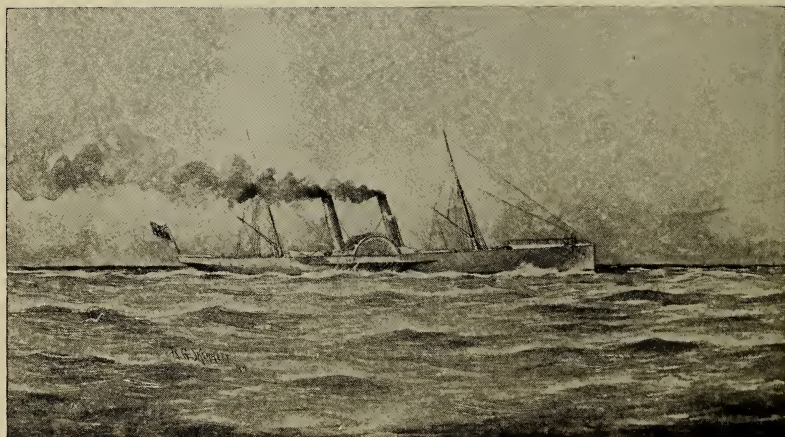
"The whole ship was then painted a sort of dull white, the precise shade of which was so nicely ascertained by experience before the end of the war that a properly painted blockade runner was absolutely indiscernible at a cable's length. So particular were captains on this point that some of them even insisted on their crews wearing white at night, holding that one black figure on the bridge or on deck was enough to betray an otherwise invisible vessel.

"Perfect as the 'Banshee' looked when her toilet was complete, I was even more fortunate in my crew. For captain I had Steele, one of the most daring and successful commanders the blockade had produced. Absolutely devoid of fear, never flurried, decided and ready in emergencies, and careful as a mother, he was the beau-ideal of a blockade runner. Already he had served his apprenticeship to the trade and knew what failure meant, for while in command of the 'Tubal Cain' he had been captured on his very first trip, and, after tasting for a short time the hospitality of Fort Warren in Boston harbor, he had been released, richer by the experience, but in nowise daunted.

"The chief engineer, Erskine, too, had seen service, having been commissioned as second assistant engineer in the Confederate navy, on board the 'Florida', when her famous captain, John Newland Maffitt, ran her into Mobile. As the engines of a blockade runner are her arm, her success must necessarily in great measure depend on the qualities of her engineer, and it would have been hard to find a better man for the task than Erskine. . . . For pilot a Wilmington man had been sent out by our agents there,







BLOCKADE RUNNER "BANSHEE 1st."

and was waiting for me at Nassau. . . . He knew his port like his own face. . . . For all his duties he had an instinct that approached genius. . . . Tom Burruss at last got to smell a cruiser long before he could see her.

“Through the ignorance or cowardice of the pilot, blockade runners were frequently lost, and to obtain a good pilot was as troublesome as it was essential. The risk they ran was great, for if captured they were never exchanged; but their pay, which frequently amounted to £700 or £800 (\$3500 or \$4000) a round trip, was proportionate to the risk.”

While on the subject of pilots, it will not be uninteresting to digress for a moment from the story and quote Capt. William Harwar Parker's, C. S. N., opinion of them as expressed in his interesting “Recollections of a Naval Officer”: “. . . in our naval battles the commanding officers were in a measure in the hands of the pilots. On the ocean the captain handles his own ship and relies upon his own judgment, but it is far different when battles occur on sounds and rivers—there the pilot becomes an important agent. I suppose there was not a commander on either side who did not find himself crippled by his pilots at some time in his experience. . . . Immediately after the battle of Roanoke Island, where I had my first experience with pilots, I saw the necessity of taking some steps towards having an organized body of them attached to the (Confederate) navy.

“I called Mr. Mallory's attention to it, and proposed that pilots should be divided into two classes and given a commission if they desired it. Their pay was to be very large, and in the case of their being killed in action, their widows were to receive a pension. We could hardly expect men who were receiving very moderate pay and for whose families no provision was made in case of their death, to stand in the most exposed place in a ship in time of battle, as it was necessary for them to do if they did their duty well.

“My proposition was never acted upon. I do not mean to say that the pilots did not do good service in the war afterwards. They did. I saw many of them who performed their duties well and bravely. What I mean to

say is that the Southern pilots, as a class, were not properly fostered and cared for by their government."

Returning to the "Banshee" and her experiences, Mr. Taylor tells us that: "Thus well equipped and laden with arms, gunpowder, boots, and all kinds of contraband of war, as soon as the moon was right, the 'Banshee' stole out of Nassau for the first time to make the best of her way to Wilmi. gton.

"Wilmington was the first port I attempted; in fact, with the exception of one trip to Galveston, it was always our destination. . . . The town itself lies some sixteen miles up the Cape Fear river, which runs into the ocean at a point where the coast forms the sharp salient angle from which the river takes its name. Off its mouth lies a delta, known as Smith's Island, which not only emphasizes the obnoxious formation of the coast, but also divides the approach to the port into two widely separated channels, so that in order to guard the approach to it a blockading force is compelled to divide into two squadrons.

"At one entrance of the river lies Fort Fisher, a work so powerful that the United States fleet, instead of lying in the estuary, were obliged to form roughly a semicircle out of range of its guns, and the falling away of the coast on either side of the entrance further increased the extent of ground they had to cover. . . .

"Across either entrance an inshore squadron was stationed at close intervals. In the daytime the steamers composing this squadron anchored, but at night they got under weigh and patrolled in touch with the flagship, which, as a rule, remained at anchor. Further out there was a cordon of cruisers, and outside these again detached gunboats keeping at such a distance from the coast as they calculated a runner coming out would traverse between the time of high water on Wilmington bar and sunrise, so that if any blockade runners coming out got through the two inner lines in the dark, she had every chance of being snapped up at daybreak by one of the third division.

". . . From this it will be seen readily that from the moment the 'Banshee' left Nassau harbor till she had

passed the protecting forts at the mouth of Cape Fear river, she and those on board her could never be safe from danger or free for a single hour from anxiety. . . . The 'Banshee's' engines proved so unsatisfactory that under ordinary conditions nine or ten knots was all we could get out of her; she was therefore not permitted to run any avoidable risks, and to this I attribute her extraordinary success where better boats failed.

"As long as daylight lasted a man was never out of the cross-trees, and the moment a sail was seen the 'Banshee's' stern was turned to it till it was dropped below the horizon. The lookout man, to quicken his eyes, had a dollar for every sail he sighted, and if it were seen from the deck first he was fined five. This may appear excessive, but the importance in blockade running of seeing before you are seen is too great for any chance to be neglected, and it must be remembered that the pay of ordinary seamen for each round trip in and out was from £50 to £60 (\$250 to \$300).

"Following these tactics, we crept noiselessly along the shores of the Bahamas, invisible in the darkness, and ran on unmolested for the first two days out, though our course was often interfered with by the necessity of avoiding hostile vessels; then came the anxious moment on the third, when, her position having been taken at noon to see if she was near enough to run under the guns of Fort Fisher before the following daybreak, it was found there was just time, but none to spare for accidents or delays. . . .

"Now the real excitement began, and nothing I have ever experienced can compare with it. . . . Perhaps my readers can sympathize with my enthusiasm when they consider the dangers to be encountered, after three days of constant anxiety and little sleep, in threading our way through a swarm of blockaders, and the accuracy required to hit in the nick of time the mouth of a river only half a mile wide, without lights, and with a coast line so low and featureless that as a rule the first intimation we had of its nearness was the dim white line of the surf.

"There were of course many different plans of getting in, but at this time (early in 1863), the favorite dodge



was to run up some fifteen or twenty miles to the north of Cape Fear, so as to round the northernmost of the blockaders, instead of dashing right through the inner squadron, then to creep down close to the surf till the river was reached; and this was the course the 'Banshee' intended to adopt.

"We steamed cautiously on until nightfall; the night proved dark, but dangerously clear and calm. No lights were allowed, not even a cigar; the engine room hatchways were covered with tarpaulins, at the risk of suffocating the unfortunate engineers and firemen in the almost insufferable atmosphere below. But it was absolutely imperative that not a glimmer of light should appear. Even the binnacle was covered, and the steersman had to see as much of the compass as he could through a conical aperture carried almost up to his eyes.

". . . All hands were on deck, crouching behind the bulwarks; and we on the bridge, namely, the captain, the pilot and I, were straining our eyes into the darkness. Presently Burruss made an uneasy movement—'better get a cast of lead, captain,' I heard him whisper. A muttered order down the engine room tube was Steele's reply, and the 'Banshee' slowed and then stopped. It was an anxious moment, while a dim figure stole into the fore-chains, for there is always a danger of steam blowing off when engines are unexpectedly stopped, and that would have been enough to betray our presence for miles around. In a minute or two came back the report—'Sixteen fathoms, sandy bottom, with black specks.' 'We are not as far in as I thought, captain,' said Burruss, 'and we are too far to the southward. Port two points and go a little faster.' As he explained, we must be well to the northward of the speckled bottom before it was safe to head for the shore, and away we went again.

"In about an hour Burruss quietly asked for another sounding. Again she was gently stopped, and this time he was satisfied. 'Starboard, and go ahead easy,' was the order now, and as we crept in not a sound was heard but that of the regular beat of the paddle wheels still dangerously loud in spite of our snail's pace.

*(To be continued.)*

# THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP

(Continued from Volume LX, page 96.)

Child of Hannah Burnap and Samuel Buel, born in Medford—BUEL.

Name lacking, born Oct., 1800.

286. JACOB BURNAP, born 17 February, 1790, was a minister and had the church in Dunstable, Mass. in 1824. He married 11 March, 1839, at Nashua, N. H., Fanny Jane Buxton. It would seem that she was related to the Jane Buchoton who married John Burnap, No. 262, as in both cases the name appears under this spelling.

In 1856 he was living in Merrimack on the east side of Salmon Brook and he died there in 1862, his wife being still alive, but no children.

The will of Jacob Burnap of Merrimack. To sister Rebecca Burnap, after her decease to my wife Fanny J. Burnap, to Henry F. Butterfield, who now lives in my family when 21, residue to my wife. 22 March, 1859, proved 26 August, 1862. Witnesses: Perley Raymond, Charlotte M. Eaton, Henry H. Eaton.

Hillsborough County, N. H. Probate Records.

288. CALEB B. BURNAP, born 17 February, 1794, was living in Belfast, Me. in 1823 and was the inventor of a "wind-boat" in which side wheels were propelled by sails. Nothing further has been learned about him, but in the Pease Genealogy is found a Caleb B. Burnap who married September, 1860, Mary, born 20 August, 1836, in Painsville, Ohio, daughter of George B. and Mary (Priest) Pease of Enfield, Conn., Parishville, N. Y. and Painsville, Ohio, who died in 1863 and it is assumed that this was a son of the older Caleb.

291. GEORGE WASHINGTON BURNAP, born 30 November, 1802, prepared at Groton Academy in Groton, Mass. 1816-9, at Thetford, Vt. Academy, 1819-21, graduated at Harvard College 1824 with the degree of A. M. and at

the Divinity School in 1827, with the degree of D. D., in 1849 from Harvard College.

He was Master of a Public School at Cambridge 1824-5, was licensed to preach 1827, was ordained 23 April, 1828 in the First Independent Church of Baltimore and served as a supply in September, 1827.

He was a founder of the Maryland Historical Society, Regent of the University of Maryland and Trustee of the Peabody Institute.

He was also author of many books and seems to have lived for a time in Philadelphia.

He married 23 April, 1828, or 18 July, 1831, Nancy daughter of Amos and Nancy (Williams) Adams of Medford, who was baptized there 20 December, 1795.

He died either in Philadelphia or Baltimore 8 September, 1859, aged 57, leaving one daughter and his wife and having previously lost a son and daughter. His wife died 25 April, 1876, at Baltimore. No records of his children have been found, but it is believed that Miss Elizabeth W. Burnap of Baltimore is the remaining daughter.

293. ANNIS BURNETT, born 14 August, 1756, married 10 or 12 January, 1787, or 1788 in Concord, Vt., Joseph Wheat, born 1 December, 1763, at Hopkinton, Mass., son of Joseph and Jemima (Wheat) Morse of Concord. He was granted land in Concord "for extraordinary services" in 1786 and settled there in 1788. His wife died in 1788 or 1789 and he married 10 September, 1790, Susanna Bemis of Packersfield (Nelson), N. H.

After 1791 he lived in Littleton, N. H., until his death 21 February, 1842. There was no child by the first marriage but seven were born by the second.

294. CHARLES RIPLEY BURNETT, born 15 July, 1760, served as a private in Captain Thomas Millen's Company, Colonel Abner Perry's Regiment, enlisting 28 July, 1780, on the Alarm at Rhode Island and discharged 10 August, 1780.

He married 30 September, 1783, at Southborough,

Mass., Lovina, born 29 January, 1761-2, daughter of Asahel and Elizabeth (Woods, Newton) Mathews of that place.

Charles R. Burnett of Southboro, yeoman, consideration \$100, to Charles Burnett of Southboro, yeoman, one half acre of land in Southboro, west of my house and north of townway. Lavinah Burnett also signs. 12 March, 1812. Acknowledged, 12 March, 1812.

Witnesses, Chloe Burnett, Trow<sup>b</sup> Taylor.

Worcester Deeds, vol. 183, p. 525.

Salmon Sibley of Hopkinton, yeoman, consideration \$200, to Charles R. Burnett of Southboro, yeoman, land in north part of Hopkinton. Betsy his wife also signs. 12 April, 1820. Acknowledged 12 April, 1820. Witnesses: Joel Burnett, Jonas Ball. Hopkinton & Upton Deeds, Mddx. Land Records, vol. 16, p. 509.

Charles R. Burnett of Southboro, consideration \$100, to Alpheus Fay of same. Levina his wife also signs. 25 January, 1823. Acknowledged 25 January, 1823. Witnesses: Charles Burnett, Jonas Ball. *Ibid.*, vol. 17, p. 283.

He died about 1824 and his wife died 5 April, 1855, aged 94:3:0 or 93:2:7 at Framingham, Mass., according to different records.

Lavina Burnap, administratrix, 1 June, 1824, of Charles Ripley Burnap of Southborough. The following heirs quit-claim, Joel, Charles, John, Martha, Burnett, also Elliott Claffin, Chloe Claffin, Salmon Sibley, 21 September, 1824. Worcester Probate Records, No. 9186.

The births of the children are mostly taken from a Burnett and Claffin Bible in the possession of William Bainbridge Claffin, but appear in part in the Vital Records of Barre, Hopkinton and Southborough.

#### Children:

467. JOHN, born 28 April, 1783 (sic) 1784 (Southborough Records); died 2 Oct., 1783, probably 1784.
468. ELIZABETH, born 8 Sept., 1785; died 29 Sept., 1820, ae. 35, in Southboro.
469. CHARLES, born 12 Mar., 1788; died 6 Feb., 1854, ae. 66, in Southborough (April, 1854, Bible Record.)



470. HANNAH, born 1 Mar., bapt. 20 Jun., 1790, 1st Church, Barre; died 16 Feb., 1815, in Southborough.
471. CHLOE, born 12 Feb., 1792; died 15 Nov., 1875 (Bible Record).
472. ANNA, born 27 Feb., 1794; died 5 Aug., 1815, ae. 23 (Bible Record).
473. LOVINAH, born 16 Mar., 1796; died 10 Jan., 1797 (1787, Bible Record).
474. JOEL, born 6 April, 1798; died 22 Feb., 1844 (Bible Record); (1845, State Record).
475. JOHN, born 29 Mar., 1800; died 16 Aug., 1857, ae. 57: 4: 13, in Framingham (State Record).
476. MARTHA (Patty), born 8 May, 1802; died 18 May, 1882, in Grafton (11 Mar., Grafton Record).
477. JULIA, born 17 Aug., 1805; died 10 Feb., 1806 (Bible Record).

Note—It seems evident that this Bible is not to be fully depended upon for exact dates, as the State Records are more likely to be correct.

297. NATHANIEL BURNETT, baptized 7 April, 1771, married 23 August, 1792, at Framingham, Anne (Anna), born 1 or 3 July, 1772, at Framingham, daughter of Abraham and Zerviah (Morse) Nurse of that place. She died April, 1805, and he married again 22 April, 1809, at Gill, Mass., Sarah, probably born 11 July, 1774, daughter of Makepeace and Katharine (Smith) Gates and widow of Moses Perham. There also appears in the Gill records the death of Chloe, "2nd. wife" of Nathaniel Burnett, 19 January, 1837, but no such marriage is found.

He lived in Barre, but died 12 August, 1849, ae. 78:2: 12, at the Poorhouse in Gill a "Town Pauper, parents unknown." The date of death of Sarah his wife is not recorded.

Children, born in Gill, the first also recorded in Barre:

478. JOHN, born 29 June, 1795.
479. LUCY, born 15 July, 1797.
480. ANNA, born 13 April, 1799; died 21 Nov., 1802, at Gill.
481. ANNA, born 23 Feb., 1803; died 29 (sic) Feb., 1803, at Gill.

300. MARY BURNAP, born March, 1781, married 31 March, 1803, at Holliston, William, born 13 November, 1777, at that place, son of Timothy and Margaret (Parker) Rockwood.

They lived at Holliston and she died there probably, while he died in Holliston 7 March, 1848, aged 70:3:19. They may also have lived for a time in Hopkinton, the daughter's birth being recorded there.

Children, born in Holliston—ROCKWOOD.

WILLIAM EATON, born 11 March, 1807; married, 16 May, 1833, Elizabeth Sumner Daniels. He died 15 June, 1836, *ae.* 29, at Holliston.

MARY MORSE, born 25 March, 1811; married, 11 May, 1831, John Fisk, Jr.

301. LYDIA BURNAP, born 6 July, 1784, lived in Holliston and probably in Boston, as her death is recorded there 25 November, 1862. The month as given is probably incorrect, for the probate record of her will indicates that she died before 24 June of that year. She was unmarried and was a tailoress.

The will of Lydia Burnap, single, administrator appointed and will approved 24 June, 1862, at Framingham. To brother Nathaniel, to sister Jerusha Chamberlain, to Mary M., wife of John Fisk, to Edgar M., Alfred W., George, Mary M., and Otis L., children of Tro[w]bridge and Sarah [Fairbanks Morse] Brigham of Southboro. John Fisk of Holliston, executor, 20 October, 1865. Witnesses: Henry C. Adams, Eliza J. Adams, Abraham Johnson. *Mdx.* Probate Records, vol. 390, p. 383.

304. JERUSHA BURNAP, baptized 27 September, 1795, married 13 March, 1806, at Hopkinton, Daniel, born 11 March, 1782, at Hopkinton, son of Daniel and Lydia (Harrington) Chamberlain. Their children are recorded in Brookfield, but where else they may have lived has not been found, nor are their deaths recorded there.

Children, born in Brookfield—CHAMBERLAIN.

DEXTER, born 3 April, 1807.

NATHAN BURNAP, born 13 April, 1809; probably he, of Lancaster, married, 6 April, 1833, Eliza M. Chamberlain of Westborough.

DEXTER HARRINGTON, bapt. 7 Aug., 1814.

DANIEL, born 16 Oct., 1814.

NANCY(?), bapt. 28 June, 1818.

305. PATTY BURNAP, born 23 October, 1779, married 25 March, 1801, at Hopkinton, Joseph, born 8 December, 1776, at Hopkinton, son of William and Elizabeth (Jones) Valentine.

They lived in Hopkinton, Falmouth and Westbrook, Me., being in Falmouth in 1806, but evidently returning to Hopkinton by 1818.

He had the title of Captain in 1812, was a Justice of the Peace, carried on a farm at "Whitehall" in Hopkinton and taught school in winter, having ten brothers and sisters at one time as pupils.

His wife died 9 March, 1859, aged 79:4:0 and he died 2 August, 1861, both in Hopkinton.

The records of his children are taken from a family Bible which was in the possession of Arthur H. Field of Jackson, Mich., and was later found in the shop of a junk man in Salem, Mass.

Children—VALENTINE:

ELIZA, born 26 Dec., 1801; died 23 Dec., 1844, ae. 39.

EMILY B., born 31 Jan., 1803; married Lawson Jones, and lived in Cambridge.

GILBERT, born 11 Sept., 1804.

CAROLINE, born 9 Feb., 1806; died 13 Jan., 1807, ae. 11 mos. 4 days.

(The above were born in Hopkinton.)

NANCY B., born 14 July, 1807; married Stowell Richards. She died June, 1852.

JONES, born 14 Oct., 1808; married Elizabeth J. Valentine, and lived in Cambridge.

ALANSON, born 17 April, 1810; married Miranda E. Smith. He died 30 June, 1864, in Beaufort, S. C.

GERRY B., born 24 Aug., 1811; married Sarah H. Walker, and lived in Hamonton, N. J.

ELMER, born 9 Dec., 1812; married Mary C. Walker, and lived in Salem, Mass.

ISAAC BURNAP, born 29 March, 1814; married Elizabeth J. Guy, and lived in Hopkinton, Mass.

(The above were born in Falmouth, Me.)

HARRIET, born 29 Dec., 1815; married Deacon William F. Richardson, and lived in Cambridge. She was born in Westbrook, Me.

ADELINE, born 27 Feb., 1818; married, 2 April, 1839, Nathaniel Howe Fitch. She died 4 May, 1863, or 26 Oct., according to the Bible record, in Naples, Ind.

WILLIAM, born 4 Jan., 1821; married Susan J. Guy. He died 4 May, 1851, in Hopkinton.

(The above were born in Hopkinton, Mass.)

306. ELIJAH BURNAP, born 15 March, 1781, married 12 May, 1805, at Hopkinton, Hannah, born 4 November, 1782, in Westborough, daughter of James and Mary (?Jane) (Gassett), (Gashit) Bowman of that place.

They lived in Hopkinton and perhaps in Westborough, as he died 25 July, 1862, in the former and his wife died 5 September, 1862, in the latter. His age is given as 81:4:10.

Elijah Burnap of Hopkinton to Jason Chamberlain of Westboro, my right in the estate of Isaac Burnap my father. 9 January, 1817. Acknowledged the same day. Mddx. Land Records, vol. 218, p. 360.

Only one child's birth is found in Hopkinton, while one is said to have been born in Medway in 1817 and while what evidence there is points to Hopkinton as the chief place of residence it may be that they lived in other towns.

#### Children:

482. ALMIRA, born 1 Sept., 1806; died after 1877.

483. NANCY A., died 10 Jan., 1893. She was insane, as the following papers show:

Samuel D. Fisher of Westboro represents that Nancy A. Burnap of Westboro is insane and prays for appointment as guardian, is a friend of said Nancy A. Burnap. 19 September 1882.

Susan M. Miller of Westboro, niece of Nancy A. Burnap prays that Francis E. Corey be appointed guardian and later represents that she died 10 June 1893, leaving next of kin:—Almira B. Miller, Emeline B. Makepeace of Westboro, sisters, Elijah B. Burnap of Westboro, brother, Sarah E. Burnap of Westboro, niece, Celadon Bassett of Janesville, Wis., nephew, Mrs. Joseph C. Echlin, niece, of Janesville, William B. Bassett of Boston, nephew, Samuel Bassett, Carmel Street, Chelsea, nephew.

Will of Nancy A. Burnap of Westboro:—brother Albert sufficiently provided for so no bequest, to nephew James D.



Miller of South Boston, to three sisters, Almira Burnap Miller, Emeline Makepeace and Julia Ann Bassett, to brother Elijah B. Burnap, to trustee the residue to be held in trust to pay to Elijah Burnap and at his death to certain Societies. Samuel D. Fisher executor. 10 December 1877.

Witnesses :—G. W. Graves  
Henry D. Staples  
Charles B. Kittredge

Worcester Probate Records, 2nd Series, No. 1297.

484. EMELINE.

485. ELIJAH B.

486. JULIA ANN.

487. A child, born 1810; died 16 May, 1812, ae. 2. (Hopkinton Church Records.)

488. ALBERT JONES, born about 1817, in Medway; died 17 Aug., 1882, in Westborough.

308. BETSEY (BETTY) BURNAP, born 8 February, 1783, married 28 May, 1810, at Hopkinton, Jason, born 18 April, 1782, at Westborough, son of Ebenezer and Esther (Fay) Chamberlain, Jr.

They lived at Westborough where she died 22 July, 1844, aged 60, and he died there 31 October, 1849, aged 68.

Children, born in Westborough—CHAMBERLAIN.

EPHRAIM FAY, born 18 Aug., 1811.

ELIZA MARIA, born 5 Jan., 1813; married, 22 May, 1833, Nathan B. Chamberlain of Lancaster. She died 21 May, 1843, and he married, 22 Jan., 1845, Sarah F. H. Jones, widow.

NANCY AUGUSTA, born 29 Sept., 1814.

ESTHER SOPHIA, born 25 Oct., 1815; married, 5 Jan., 1843, Lyman Whiting of North Brookfield. She died 2 June, 1882 at Charlestown, W. Va.

309. AMOS BURNAP, born 29 September, 1786, married 14 April, 1811, at Hopkinton, Sally, born 25 September, 1785, at Hopkinton, daughter of Nathaniel and Anne (Freland) Graves.

They lived at Hopkinton, where he died 25 November, 1824, aged 38, and she died 14 October, 1856, aged 71, at Springfield, Mass.

Inventory of Amos Burnap taken by Joseph Valentine 2nd., Joseph Morse and Elisha Morse of Hopkinton, he being intestate. 4 December, 1824, presented 6 December, 1824. Mddx. Probate Records, vol. 150, p. 125.

489. FRANCIS (female), born about 1822; died 18 Nov., 1846, ae. 24, at Hopkinton. She is called a daughter of Amos S. Burnap.

310. NANCY BURNAP, baptized 11 November, 1792, married 6 April, 1824, Elihu, born 14 October, 1789, at Westborough, son of Benjamin and Beulah (Stow) Fay, Jr.

He died 26 October, 1852, according to the Fay Genealogy, and the names of their children are taken from that source, as they do not appear in the Westborough Vital Records.

Children—FAY:

ELIOT, born 1825; married, 1848, Fannie P. Johnson, He died 1908.

PRESCOTT, married Samantha W. Eastman.

CAROLINE ELIZABETH, married Lucius Tolman. She died 12 July, 1869.

NANCY J., born about 1828; died 11 Sept., 1849, ae. 21.

311. ISAAC BURNAP, born 18 October, 1793, married 8 April, 1824, at Framingham, Caroline, probably born 12 May, 1801, at Concord, Mass., of which place she was a resident when married, daughter of Stephen and Betsey (Richardson) Wood of Concord. The Wood Genealogy says she was unmarried, but there is no other Caroline Wood in the Concord Records.

They lived in Framingham, having bought the Joel Morse place, and later he built on the Saxonville Road.

Isaac Burnap of Framingham, to Hannah Burnap of Hopkinton, his mother, land in Hopkinton, part of the Homestead of Isaac Burnap, deceased. 26 June, 1817. Acknowledged the same date. Mddx. Land Records, vol. 331, p. 107.

Isaac Burnap of Framingham, to William Badger of same. Caroline Burnap also signs. 28 February, 1827. Acknowledged the same date. Ibid., 281, p. 50.

Isaac Burnap of Framingham, to the Town of Framingham. Caroline his wife also signs. 1 April, 1825. Acknowledged 8 April, 1825. *Ibid.*, vol. 260, p. 147.

She probably died 24 April, 1829, at Natick, Mass., and he died 5 May, 1869, aged 75, at Framingham.

Child, born at Framingham:

490. CAROLINE ELIZABETH, born 28 Mar., 1826.

312. CAROLINE N. BURNAP (perhaps Caroline V.), born 14 January, 1807, married 10 September, 1835, she being then of Upton, Mass., Nathaniel, born 15 September, 1805, in Upton, son of Nathaniel (Legg) and Lydia (Legg) Taft of Milford. No children are recorded.

313. RUSSELL JONES BURNAP, born 21 June, 1809, married 22 October, 1835, at Holliston, Charlotte, born 25 December, 1812, at Holliston, daughter of Timothy and Betsey (Underwood) Mellen.

They lived in Holliston and Hopkinton, where he died 11 March, 1876, aged 65, and she died 25 March, 1894, aged 81:3:0.

Charlotte Burnap of Hopkinton petitions for administration on estate of Russell J. Burnap of Hopkinton, Albion G. Burnap of Worcester and Charles R. Burnap of Hopkinton sureties. 21 May, 1876. *Mdx. Probate Records*, vol. 378, p. 49.

Will of Charlotte M. Burnap of Hopkinton, Charles R. Burnap, executor. To said Charles R. Burnap, to Walter M. Burnap and Charles L. Burnap, sons of Charles R. Burnap, a lot in Holliston, to Jessie M. Burnap and Grace B. Burnap, children of Charles R. Burnap, to George E. Burnap, son of said Charles R. Burnap, to my son Albion G. Burnap, to Mary F. Burnap, daughter of said Albion G. Burnap, to Charles R. Burnap the residue in trust for grandchildren Herbert T. and Charlotte I[sabelle] Burnap during their minority. 25 October 1888. Proved 1 May, 1894. Witnesses: Willis A. Kingsbury, Adelia M. Rockwood, James G. Whittemore. *Ibid.*, vol. 542, p. 40.

Children:

490a. ALBION GUSTAVUS, born 25 July, 1838, in Holliston.

490b. CHARLES RUSSELL, born 15 Aug., 1832, in Hopkinton.

314. AVERILL BURNAP (BURNETT), born 16 January, 1798, married July, 1829, at Bethel, Vt., Betsey, born 20 October, 1804, daughter of James and Rhoda (Pond) Riggs of Chelsea, Vt.

They lived in Bethel and he died there 22 July, 1847, while his wife died there 11 August, 1877.

Children, born in Bethel:

491. MYRON, born 22 April, 1830; died 14 April, 1892.

492. JAMES C., born 9 July, 1837; died 22 Aug., 1900, in Bethel.

493. HAYDEN, born 17 May, 1840; died probably in Huntington, Ohio.

494. MARY, born 2 June, 1842; died probably in Rutland, Vt.

315. JONATHAN BURNAP (BURNETT), born 14 July, 1799, married at an unknown date, Augusta, born 20 June, 1801, daughter of Isaac and Mary (Green) Russell of Stafford, Conn.

He graduated at Dartmouth College in 1824, was an Attorney and for five years a Judge. He lived in Ticonderoga, N. Y., and Troy, N. Y., and died there 6 February, 1868, but no date for his wife's death has been found, nor have the records of any children appeared.

319. HARDEN BURNAP (BURNETT), born 8 July, 1781, married before 1806, probably at Brattleboro, Vt., Penelope (Nellie), born 21 September, 1783, daughter of Henry and Penelope (Terry) Chandler of Brattleboro, Vt., Bainbridge and Coventry, N. Y.

He lived at Coventry, Chenango County, N. Y., and in 1831 at Elbridge, N. Y., where he was a cooper, carpenter and farmer.

His wife died 20 September, 1863, aged 80, and he died 31 December, 1863.

Children, part, at least, born in Coventry:

495. FLORILLA, born 22 Nov., 1806.

496. NANCY, born 6 Sept., 1808.

497. BENJAMIN.

498. BETSEY, died May, 1849.

499. ELEANOR, born 21 July, 1814.

500. HENRY CHANDLER, born 1 Feb., 1818.

501. MARSHALL TERRY.

502. SOPHIA.

503. ROENA, born 31 Mar., 1825, in Hartland, Niagara County, N. Y.



320. WILLIAM BURNAP (BURNETT), of whom nothing is known except that he is given in the Olmsted Genealogy in connection with the marriage of his daughter, may have been a son of Benjamin and Elizabeth Burnap.

Child:

504. CHLOE, born 12 April, 1805; died 12 Nov., 1866, probably in Union City, Mich.

321. CLARISSA BURNAP (BURNET), born 20 June, 1781, married at an unknown date, Elisha, born 6 May, 1777, son of Ebenezer and Elizabeth (Martin) Griffin.

The Griffin family was prominent in town and church affairs in Hampton, Conn., but Elisha Griffin appears to have removed to Dekalb, N. Y., and no records of his family have been found.

322. JAMES BURNAP (BURNET), born 16 September, 1782, married 16 January, 1805, Amanda, born 2 March, 1785, at Hampton, Conn., whose parents are not to be found in Parke Genealogy, but who was the daughter of one of the Parke family of that place.

They removed, as did the last family, to Dekalb, N. Y., and she died there 18 November, 1824, but the date of his death and any facts as to his children's marriages are lacking.

Children—PARKE.

JAMES, born 17 Oct., 1805.

BENEDICT, born 9 Oct., 1807.

AMANDA, born 21 Jan., 1809.

CLARISSA, born 3 Dec., 1810.

GEORGE, born 29 Oct., 1812.

ASA, born 8 Nov., 1814.

AVERILL, born 26 April, 1818; lived in Michigan from 1819 to 1899.

HARRIET, born 14 Nov., 1820.

JOHN, born 28 July, 1822.

CALVIN M., born 11 Nov., 1824.

323. CHLOE BURNAP (BURNET), born 26 June or July, 1784, married 3 February, 1807, Martin, born 12 January, 1782, at Hampton, son of Samuel and Lucy

(Martin) Flint of Hampton. She died 29 November, 1811, at Hampton and he married 6 October, 1812, Ase-nath Morse of Randolph, Vt. He died 27 February, 1855.

Children—FLINT:

PHILENDA, born 1806; died 1826.

HARRIET R., born 4 Feb., 1810; married Lewis Clark.

CAROLINE S., born 19 Nov., 1811; married Samuel Mann.

324. ELIZABETH BURNAP (BURNET), born 12 June, 1786, married John Spencer of Gouverneur, N. Y., but further particulars are lacking.

325. PHOEBE BURNAP (BURNET), born 19 February, 1789, married 25 February, 1813, Dan Buckley of Hamp-ton. In Weaver's notes is a letter from James Burnett of Scotland, Conn., written in 1863, in which he states that this Dan Buckley was of the 6th generation from the Rev. Peter Bulkeley of Concord, Mass. (John<sup>5</sup>, Gershom<sup>4</sup>, John<sup>3</sup>, Gershom<sup>2</sup>), but that Dan married Dorothy Olm-sted, having been born in 1744, and died in 1810 and there is no other Daniel in the Bulkeley Genealogy who corresponds to this man. No children are known.

326. ASENATH BURNAP (BURNET), born 18 April, 1796, married 26 January, 1814 (20 January according to Weaver), James, born 28 October, 1785, son of Asa and Sarah (Bidlack) Abbot.

They lived in Hampton, and he bore the rank of Cap-tain, dying there in a snowstorm, 17 December, 1839. The date of his wife's death does not appear.

Children—ABBOT.

CAROLINE ELIZABETH, born 28 Jan., 1815; married Thomas Farnham. She died May, 1842.

HARRIET, born 14 Dec., 1816; married Frederick L. Kisley.

JAMES BURNETT, born 3 Dec., 1818; married Amanda Atwood.

LORA HAMMOND, born 21 May, 1821.

A Son, born 23 Aug., 1823; died 23 Aug., 1823.

CHLOE ELIZA, born 11 Oct., 1824; married Thomas Farnham.

WILLIAM ASA, born 6 Feb., 1827.

EDWIN, born 30 Sept., 1829; died 27 Nov., 1830.

MARIA CECILIA, born 12 Sept., 1831.

327. JOHN BURNAP (BURNETT), born 1 July, 1793, married at an unknown date, but before 1825, Churilla M., whose family name has not been found. They removed from Hampton to New York City and he died there 1 October, 1834.

The will of John Burnett of the City of New York, late of Hampton, Conn. To wife Churilla M. Burnett, to three children, John Bodle, James Francis, Lyman Cole, to two daughters Julia Roena and Harriet Newel, his wife guardian of the children until aged 21 or married and she executrix. Witnesses: E. Wheaton, Elias P. Phelps, Joseph Long. Distribution was made 1 June, 1842, but date of Probate is lacking. Hampton Probate Records.

Bond of William Burnett, Jr. (perhaps No. 320), and William Brown of Hampton, William Burnett guardian of James F. Burnett a minor. 17 April, 1843.

Children:

- 504. JOHN BODEL (or Bodle), born about 1825; died about 1850.
- 505. JAMES FRANCIS.
- 506. LYMAN COLE.
- 507. JULIA ROENA.
- 508. HARRIET NEWEL.

328. LORA BURNAP (BURNETT), born 9 August 1795, married 19 July, 1815, Hezekiah, born 8 December, 1782, at Hampton, son of Hezekiah and Lucy (Griffin) Hammond. She died 17 January, 1817, in Cape Vincent, N. Y., and he married 22 April, 1819, Hannah Warren. Before his marriage to Lora Burnett he had married 26 October, 1804, Polly Greenslit, who died 26 December, 1814. He himself died in July, 1873, at Brooklyn, Conn., where he was engaged in farming.

Child—HAMMOND:

LORA B., born 27 Dec., 1816; died 20 Dec., 1855.

332. LESTER BURNAP (BURNET), born 29 October, 1804, married 1 June, 1828, Olive Brown, born 13 October, 1809, daughter of Isaac and Abigail (Brown) Cleveland.

Isaac Cleveland was of Canterbury, Conn., and his wife of Brooklyn, Conn. He was an Ensign in the 5th Regiment of Connecticut Militia and lived for a time in Hampton, removing thence to become a farmer in Michigan and later to Long Bar, California, where he died 6 September, 1870, while his wife died 14 December, 1876, in San Francisco.

Children, born in Hampton: (There may have been others.)

509. WELLINGTON CLEVELAND, born 21 Sept., 1829; died after 1879 in San Francisco.

510. EDWARD WORTHINGTON, born 29 Oct., 1842; died 22 Sept., 1895, in New York City.

334. LUTHER BURNETT, born 18 January, 1796, married 2 June, 1823, at Worcester, Mass., Eliza, born 14 November, 1799, at Worcester, daughter of William and Betsey (Curtis) Chamberlain of that place.

He lived in Worcester and she died there 12 July, 1832, and he married 22 September, 1836, Rebecca, born about 1798, at Beverly, Mass., daughter of Daniel and Rebecca (Grover) Brimmer of Beverly, widow of Edward S. Lang of Salem. She died apparently in Illinois, but her death is recorded in Salem 23 September, 1842, aged 44 and he died 19 June, 1850, aged 54, in Worcester, being called "a butcher" in the State Vital Records.

The will of Rebekah Burnett, wife of Luther Burnett of Worcester, Esq., now a resident of Tyngsborough. (Nothing has been found to account for her residence there.) To sister Mrs. Mary G. Cummings, Rebecca B. Whipple my niece, to brother Daniel Brimmer, to sister Mrs. Hannah G. Whipple, to sister Mrs. Sarah Y. Dennis, to Dr. William T. Richardson in trust for George Lang Cummings my nephew, to Robert B. Cummings, Edward S. Cummings, Charles Cummings and William D. Cummings my nephews. To T. Edward Whipple, Emerson C. Whipple, George S. Whipple, Joshua J. Whipple my nephews, to Luther Burnett, Jr., my husband, to his daughters Dolly C. and Elizabeth Burnett, to Edward Symmes Lang Swallow, son of Meza Swallow of Tyngs-



borough, to Mrs. Deborah L. Richardson my sister [in law] her brother's, my late husband's residence. To sister Mrs. Sarah L. Page, to nephew William P. Richardson, to Mrs. Martha Cummings of Nashua, N. H., to Mrs. Mary G. Cummings and Mrs. Sarah R. Dennis my sisters and Rebeckah B. Whipple my niece, to nephew George S. Whipple, to Sarah Y. Dennis my sister. Nephew William P. Richardson, executor. 19 June, 1840.

Rebekah B. Burnett.

Witnesses: Augustus Paine, Horatio Wood, Abigail A. Wood. Proved 16 February, 1841. Mddx. Probate Records, vol. 183, p. 57.

Children, born in Worcester, by first wife:

- 511. DOLLY CHAMBERLAIN, born 2 Jan., 1825.
- 512. ELIZABETH, born 17 Sept. (25 Sept., Oxford Record), 1826.
- 513. LUTHER, born probably before 1832.

335. HARVEY BURNETT, born 4 July, 1798, married ((intention) 14 September, 1828, Louisa (Lucy), born 7 June, 1799, at Oxford, daughter of Nahum and Abigail (Crane) Pratt. He was a farmer and lived at Charlton, Oxford and Worcester. His wife died 29 August, 1868, at Dudley, Mass., and he died 8 May, 1872, at the same place, aged 74:3:4, so it would appear that he was living there by 1868.

Children, born at Charlton, Oxford and Worcester:

- 520. SARAH P., born 21 Jun. 1829, died 21 Aug. 1854, at Worcester, insane.
- 521. MARSHALL SUMNER, born 6 May 1830.
- 522. ELIZABETH CHAMBERLAIN, born 12 Oct. 1832, died 20 Jun. 1848, ae 15:8:8, at Dudley and was buried at Oxford.
- 523. AUSTIN COOLEIDGE, born 11 Nov. 1834, at Oxford, died 9 Oct. 1906, at Webster, Mass.
- 524. LUCY ANN, born 7 Jun. 1836, at Charlton, died 5 Dec. 1896, ae 60:5:9, unmarried. (See below.)
- 525. FRANCIS ELSWORTH, born 4 Jun. 1838, at Oxford, living 1916.
- 526. EMELINE JANE, born 16 Apl. 1842, living in Worcester 1916.

Note:—there is a record of Samuel Preston, born 25 January 1829 Oxford, but it is believed to be an error for the record of Sarah P.

*(To be continued)*

THE  
ESSEX INSTITUTE  
HISTORICAL COLLECTIONS

VOL. LX — JULY, 1924.

ISSUED QUARTERLY



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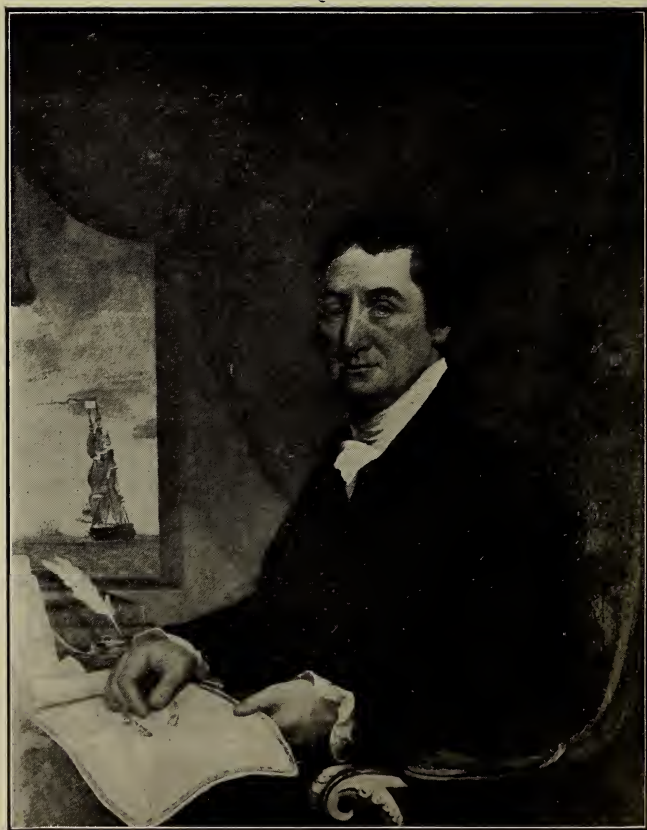
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ELIAS HASKETT DERBY  
1739 - 1799

From a portrait by James Frothingham in the Peabody Museum, Salem

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SALEM VESSELS AND THEIR VOYAGES.

THE SHIP "ASTREA" OF SALEM.

BY GEORGE GRANVILLE PUTNAM.

(Continued from Volume LX, page 146.)

Among the many famous ships owned by the late Elias Hasket Derby of Salem, and which was one of four vessels, the *Atlantic*, *Three Sisters*, *Light Horse* and *Astrea*, to find their way to Canton in 1789, was the last-named—the *Astrea*. She was built by Mr. Derby and made her first passage as a letter of marque, in 1783, to France in 18 days, and returned in 19 days. In a memoir of Mr. Derby, by his son, E. H. Derby, published in the *Merchants' Magazine*, volume 36, in 1857, the author writes:

The *Astrea* was one of his (Mr. Derby's) favorite ships; she was distinguished for speed, having in one voyage to the Baltic made the run in 11 days from Salem to the coast of Ireland. She was rated at 360 tons. This ship first appeared on the books of Mr. Derby in 1783, and seems to have been a letter-of-marque during the last year of the war. After the peace she made several voyages to London and the Baltic, and continued to run many years in the service of Mr. Derby.

Early in 1788, Mr. Derby planned, for the first time, a direct voyage to Batavia and Canton, and selected the *Astrea* for that purpose. In those days a Canton voyage was a serious undertaking, and as six months was required to provide the specie, ginseng and other cargo, the ship was sent in the spring up the Baltic for iron; a schooner was sent to Madeira for wine, and letters were addressed to Mr. Derby's correspondents in New York, Philadelphia and Baltimore for ginseng and specie.

The *Astrea*, on her return, met with stress of weather, and put into New Foundland. This detention delayed the voyage until the close of the year. Upon her arrival from Russia, Mr. Derby had her thoroughly repaired, and then submitted

her to a survey of three experienced merchants, who reported her to be in fine order for an Indian voyage.

In February, 1789, he despatched her for Canton, with an assorted cargo, backed up by shipment of specie by David Sears, Samuel Parkman and other eminent merchants. Her manifest gives the assortment then deemed proper for such a voyage, with a list of the adventures and terms of shipment.

*Manifest of the Cargo on Board Ship Astrea, James Magee, Master, from Salem for Batavia and Canton.*

Fifty barrels salmon; 100 tons iron, 5,757 bars; 39 pipes Madeira wine, 4,290 gallons; 50 barrels tar; 50 boxes chocolate, 2,500 pounds; 598 firkins butter, 32,005 pounds; 345 boxes spermacetti candles, 8,933½ pounds; 153 hogsheads and tierces ginseng, 55,776¾ pounds; 11 pipes red port wine, 1,339 gallons; six pipes Teneriffe wine, 721 gallons; 24 hogsheads beer, 2 barrels each; 24 barrels beer, 40 gallons each; 115 tubs steel; 48 barrels beef; 336 barrels common flour.

Nine kegs snuff; this belongs to Tenney & Brown of Newbury; ⅓ the net proceeds you are to credit E. H. D.'s account for freight—the other ⅔ to lay out on account of T. & B. in light goods.

Two boxes women's shoes, 407 pair; 14 hogsheads N. E. rum and one hogshead stores, 1,792 gallons; 19 dozen handkerchiefs; seven hogsheads codfish, nine quintals each, 63 quintals.

One phaeton and harness complete, with saddles, bridles, etc., cased up. This belongs to Folger Pope, after deducting commissions, the net proceeds to be credited to E. H. D.'s account, as friend Derby is to have the use of the money for freight.

Four hogsheads ginseng, 1,998 pounds; 10 half-barrels beef; one box shoes, 94 pair; six cases Geneva; two pipes red port wine, 237 gallons; nine firkins butter.

Four boxes spermacetti candles; one pipe Teneriffe wine, 118 gallons. Captain Nathaniel West.

One cask ginseng, 274 pounds, James Jeffrey.

One cask ginseng, one bag, 310½ pounds. Ezekiel H. Derby.

One cask of siftings of the ginseng, 138 pounds. Eze-  
kiel H. Derby & Co.

Eight hundred and ten dollars; one pipe Madeira wine,  
110 gallons (marked with marking irons, G. D. near the  
bung). George Dodge.

Two pipes Madeira wine, 220 gallons. Benjamin Pick-  
man, Jr.

Eight boxes containing 4,000 dollars, 19 tierces ginseng  
4,086 pounds. Josiah Shippey & Co. This goes one-  
fifth for freight.

Sixteen tierces ginseng, 3,547 pounds. Josiah Shippey  
& Co. This goes at  $33\frac{1}{3}$  per cent freight.

Two boxes containing 1,000 dollars, 23 tierces, one bar-  
rel ginseng, 4,719 pounds. Josiah Shippey & Co. This  
goes one-fifth for freight.

Eleven tierces ginseng, 639 pounds. John Seaman.  
This at  $33\frac{1}{3}$  per cent freight.

Boxes containing 15,000 dollars, 16 casks ginseng, 5,570  
pounds. David Sears. This at one-fifth for freight.

Fifteen casks ginseng, 4,793 pounds. David Sears.  
This at  $33\frac{1}{3}$  per cent for freight.

Two hundred Spanish milled dollars; two tierces gin-  
seng, 430 pounds. Edmund Seaman. This at one-fifth  
for freight and commissions.

Seven hogsheads ginseng, 2,444 pounds, five boxes con-  
taining 5,000 dollars. Samuel Parkman. This at one-  
fifth for freight and commissions.

Five casks ginseng, one keg samples, 1,988, seven bags  
dollars, 4,000. Eleazer Johnson. This at one-fifth for  
freight and commissions.

One pipe Madeira wine, 103 gallons; one pipe port  
wine, 122 gallons; 250 pounds loaf sugar; four cases  
Geneva, 18 gallons; 20 gallons brandy; 95 dozen nine  
bottles rappeesnuff, 1,449 pounds, 552 pounds manufac-  
tured tobacco. James Magee and Thomas H. Perkins.

A box containing 23 pieces plate, weight 255 ounces, 16  
pennyweights, 12 grains. William Cabot. Freight and  
commissions as others pay.



A bag containing 500 dollars. Oliver Brewster. At nine per cent freight home.

A bag containing 200 dollars. Robert Breeck. At 25 per cent for freight and commissions.

Four barrels N. E. rum, 104½ gallons; 50 cases Geneva, 225 gallons; two barrels snuff, 260 pounds. People-Adventures.

Four casks ginseng, 965 pounds; four casks ginseng, 30 pounds—995. Elias H. Derby. To be disposed of.

It will be noticed that many of the shipments by merchants paid a large freight, and that it was the custom for the officers and children of the owner to take an interest in the voyage. The cargo of the *Astrea* was intrusted to the joint care of Captain James Magee and Thomas Handasyd Perkins. The last-named gentleman laid the foundation of his fortunes in this voyage, by establishing a house in China, and was for many years a leading merchant in Boston, and one of the founders of the Boston Athenæum and Asylum for the Blind.

The following is the letter of instructions from Mr. Derby on this voyage, and it shows how implicitly the owner was obliged to rely on the judgment of the officers of his ship:

“Salem, February, 1789.

“Capt. James Magee, Jr., Mr. Thomas H. Perkins:

“Gents:—The ship *Astrea*, of which James Magee is master, and Mr. Thomas H. Perkins is supercargo, being ready for sea, I do advise and order you to come to sail and make the best of your way to Batavia, and on your arrival there you will dispose of such a part of the cargo as you may think may be most for my interest. I think you had best sell a few casks of the most ordinary ginseng, if you can get a dollar a pound for it. If you find the price of sugar to be low, you will then take into the ship as much of the best white kind as will floor her, and fifty thousand weight of coffee, if it is as low as we have heard, part of which you will be able to stow between the beams and the quintlings, and fifteen thousand of saltpetre, if very low; some nutmegs and fifty thousand weight of

pepper; this you will store in the fore peak, for fear of its injuring the teas. The sugar will save the expense of any stone ballast, and it will make a floor for the teas, etc., at Canton.

“At Batavia, you must, if possible, get as much freight for Canton as will pay half or more of your charges—that is, if it will not detain you too long—as by this addition of freight it will exceedingly help the voyage. You must endeavor to be the first ship with ginseng, for be assured you will do better alone than you will if there are three or four ships at Canton at the same time with you.

“If Messrs. Blanchard & Webb are at Batavia in the brigantine “Three Sisters,” and if they have not stock sufficient to load with coffee and sugar, and if it is low and you think it for my advantage, then I would have you ship me some coffee or sugar and a few nutmegs to complete his loading. If his brigantine can be sold for a large price, and sugar and coffee are too dear to make any large freight—in that case it possibly may be for my interest to have her sold, and for them to take passage with you to Canton, but this must not be done unless you, Dr. Blanchard and Captain Webb shall think it greatly for my interest; or possibly they may sell their brigantine to advantage, and find some Dutch ship that would take their freight to St. Eustatia or Curacoa, so as to make it very advantageous. But there are too often difficulties attending the sale of ships so far from home; it therefore must be well thought of before it is undertaken. One thing I have against it is, that I shall have too much property in the *Astrea*, and not know it in time to make my insurance, which ought to be taken into consideration.

“On your going round the Cape, no doubt you will see some India ships bound home. You will put letters on two or three of them for me, acquainting me with the situation of the ship, and everything you may think I wish to know. Captain Magee and Mr. Perkins are to have five per cent commissions for the sales of the present cargo, and  $2\frac{1}{2}$  per cent on the cargo home, and also five per cent on the profit made on goods that may be purchased at

Batavia and sold at Canton, or in any other similar case that may arise on the voyage. They are to have one-half the passage money—the other half belongs to the ship.

“The privilege of Captain Magee is five per cent of what the ship carries on cargo, exclusive of adventures. The property of Mr. Perkins, it is understood, is to be on freight, which is to be paid for like the other freighters. It is orders that the ship’s books shall be open to the inspections of the mates and the doctor of the ship, so that they may know the whole business, as in case of death or sickness it may be good service in the voyage.

“The Philadelphia beer is put up so strong that it will not be approved of until it is made weaker; you had best try some of it first. The iron is English weight; you will remember there is four per cent that you will gain, if sold Dutch weight. As the ships will be about leaving Batavia at the time you are there; if so, you best barter the small ginseng for something those ships may have on board, as no doubt it will do better in that way than at Canton. You will be careful not to break any acts of trade while you are out on the voyage, to lay the ship and cargo liable to seizure, for my insurance will not make it good.

“All freight out and home, it is understood, belongs to the ship, as Captain Magee is to fill his privilege with his own property. Be very careful of the expense attending the voyage, for I more fear that than anything else, and remember that one dollar laid out while absent is two dollars out of the voyage. Pay particular attention to the quality of your goods, as your voyage very much depends on your attention to this. You will not forget what Mr. Shippey says to you on that head of the green tea and nankeens. You are not to pay any moneys to the crew while absent from home, unless in a case of real necessity, and then they must allow an advance for the money. Annexed to these orders, you have a list of such a cargo for my own account as I at present think may do best for me, but you will add or diminish any article as the price may be.



“My own property, I suppose, will take the room of 500 chests, and your freight that you already engaged will take the room of about 500 chests, and then I compute you will have room for 500 chests more on freight, to make up the 1,500 which you think the ship will load on cargo. You must, at Canton or Batavia, endeavor to fill the ship with light freight, and provided you can do it with advantage, you have leave to put my property into more valuable goods, so as to take the less room; but this must not be done unless by calculation you find it greatly for my interest. And I again repeat that I would have the doctor and Mr. Bray made acquainted with the whole business of the voyage, for fear of accident, as, in case Mr. Perkins should fail, one or both of them might be of great service to the voyage.

“It is my order that in case of your sickness, you write a clause at the foot of these orders, putting the command of the ship into the person’s hands that you think the most equal for it, not having any regard to the station he at present has in the ship. Among the silks, you will get me one or two pieces of the wide nankeen satin, and others you will get as directed. Get me two pots of twenty pounds each of ginger, that is well put up; and lay out for my account fifteen or twenty pounds sterling in curiosities. There will be breakage room in the bilge of the ship, that nothing dry can go in; therefore, in the crop of the bilge, you will put some boxes of china such as are suitable for such places, and filled with cups and saucers, some bowls, and anything of the kind that may answer.

“As to the sale of the ship *Astrea*, it will not do to think of it, on account of the freighters’ goods; but if at Batavia or Canton you can agree to deliver the next season for \$20,000 or \$25,000, you may do it, the danger of the seas, etc., excepted. Attend particularly to the writing of this contract. Provided that you wish to obtain more property home in the ship, it will be most agreeable to me to take such a part of the profit, or take it to come at their risk, and for me to have all above 40 per cent for



Hyson tea and light goods; but the goods must be of the best quality, and put in at the cash value; but do not take it on my risk without the property is insured before you leave Canton. If any goods are shipped from Canton in the ship, you will endeavor to get me the consignment, as it may serve some of my family at Boston. It is understood, where I have one-third of the ginseng for freight and commissions, as mentioned in the agreement, I am to allow Captain Magee and Perkins the commission for the whole sales out. In case Mr. Blanchard is at Batavia, and purchasing coffee, sugar and other articles, if he can, by taking those articles, put off some of your goods, and give you this money, in any way not to injure his voyage, then I would have him do it. Provided you, by information, are fully convinced that you can make a freight from Batavia on coffee, sugar, cotton, rice, or anything else, and you can sell my ginseng for a dollar a pound this weight, then I wish to have a third of my quantity sold, but not for less; but in a barter way you will no doubt do better.

"Captain Magee and Mr. Perkins, although I have been a little particular in these orders, I do not mean them as positive; and you have leave to break them in any part where you by calculation think it for my interest, excepting your breaking Acts of Trade, which I absolutely forbid. Not having to add anything, I commend you to the Almighty protection.

"Your friend and employer,

"Elias Hasket Derby."

"Salem, 15th February, 1789.

"We acknowledge the above to be a true copy of our orders this day received.

"JAMES MAGEE,

"THOMAS HAND. PERKINS."

[NOTE.—The foregoing is respectfully submitted to the reader as a specimen of model letter writing, an accomplishment which is falling to a lower standard in the hurry and bustle of the present business life of today.]

The *Astrea* sailed with brilliant prospects, but American



A manifest of lading, which the *Astrea* had on board at the time of her sailing from the port of Canton, in the Province of *Canton*, in the State of Massachusetts, or at any time since.

Marks.	Numbers.	Packages and Contents.	Shippers.	Residence.	Consignees.	Residents.				
A	34	173	Three hundred and fifty chests	W. Macee J. C. Perkins	Boston	Salem				
	35	237	Do. do. do. do. do. do. do.							
	36	390	Do. do. do. do. do. do. do.							
	37	323	Two hundred and thirty chests							
	38	166	Two hundred and sixty chests							
	39	143	One hundred forty chests							
	40	222	Two hundred and twenty two chests							
	41	216	Two hundred and sixteen chests							
	42	11	Eleven chests							
	43	81	Eighty one chests							
B	44	115	One hundred and fifteen chests	W. Macee J. C. Perkins	Boston	Salem				
	45	28	Twenty eight chests							
	46	29	Twenty nine chests							
	47	33	Thirty three chests							
	48	17	Seventeen chests							
	49	3	Three chests							
	C	50	27				Twenty seven chests	W. Macee J. C. Perkins	Boston	Salem
		51	27				Twenty seven chests			
		52	10				Ten chests			
		53	20				Twenty chests			
54		6	Six chests							
D		55	25	Twenty five chests	W. Macee J. C. Perkins	Boston	Salem			
		56	34	Thirty four chests						
		57	33	Thirty three chests						
		58	5	Five chests						
		59	54	Fifty four chests						
	60	7	Seven chests							
	61	10	Ten chests							
	E	62	23	Twenty three chests				W. Macee J. C. Perkins	Boston	Salem
		63	4	Four chests						
		64	10	Ten chests						
65		2	Two chests							
66		3	Three chests							
67		2	Two chests							
68		19	Nineteen chests							
69		4	Four chests							
70		3	Three chests							
F		71	2	Two chests	W. Macee J. C. Perkins	Boston	Salem			
	72	19	Nineteen chests							
	73	4	Four chests							
	74	3	Three chests							
	75	2	Two chests							
	76	1	One chest							
	77	1	One chest							
	78	1	One chest							
	79	1	One chest							
	80	1	One chest							

PORTION OF THE MANIFEST OF THE "ASTREA," JAN. 25, 1790  
 FROM CANTON TO SALEM  
 From the original in the Salem Custom House

ships were already following the lead of the *Grand Turk*, which arrived in Salem from China, in 1787, with a cargo of silks, teas and nankeens, and between the fall of 1788 and 1799, no less than fifteen American vessels arrived in Canton.

Mr. Perkins found the market overstocked with ginseng, and sold the large invoice at \$20,000 less than the prime cost. He found there, also, three other ships of Mr. Derby. *The Light Horse*, *Atlantic* and *Three Sisters*, influenced by temporary high prices of produce in the Isle of France and India, had come on to China, so that four of his ships were lying at Canton in the summer of 1789.

Pursuant to orders, two of these ships were sold, and the proceeds of all their cargoes were shipped in the *Astrea* and *Light Horse*, which arrived safe in Salem, with no less than 728,871 pounds of tea for Mr. Derby. This importation was unprecedented; so also was the entire importation of the same year into the United States, viz.: —2,601,852 pounds of tea. And the result was disheartening to the merchants who first adventured in the China trade.

Down to this period most of the teas had come at high prices, via Sweden, Holland, England and France. The nation was exhausted by the war, and less than a million of pounds sufficed for the consumption of a country which now absorbs many millions pounds more annually, in addition to coffee and cocoa.

Still another event had occurred during the voyage to dishearten Mr. Derby. The government had been organized under the Constitution of 1788, and an unexpected duty been imposed on teas, which amounted to \$25,000 on his invoices. This duty took immediate effect without any exception for the cargoes on the way.

Under these circumstances, Mr. Derby addressed to Congress a memorial, in which, and the letters which accompanied it, he presented the oppressive weight of the duty, and shadowed forth the idea of the present warehousing system of the United States. The petition presented so strong a claim that it was immediately granted. Ample



time was allowed him for the disposal of his teas. Importations were checked; the low price stimulated demand; the funding of the debt increased the means of the merchants; and it may be inferred, from the energy with which Mr. Derby embarked in the trade to India in 1791, that his means were not impaired, if they were not increased, by his tea voyages.

Having gone at length into this outward voyage of the *Astrea*, detailing the several articles in her cargo, the reader has now presented for his consideration that of the homeward cargo.

Carefully preserved in the safe at the Salem Custom house by Collector William J. Sullivan, is a copy of the *Astrea's* manifest, now more than 129 years old. It is a formidable looking document, six feet and 11 inches in length, and was saved from being burned in a mass of documents, composed of manifests, imposts and crew lists, by Hon. Robert S. Rantoul, in 1865, when he was Collector of Customs of the District of Salem and Beverly.

The document is interesting as showing the composition of cargoes landed in Salem more than a century and a quarter ago. At the top of the instrument is the following:

“A manifest of loading, which the ship *Astrea*, burden 330 tons, had on board at the time of her sailing from the port of Canton, China, from which she last sailed on the day of 25 Jan'y, 1790, bound for Salem, in the State of Massachusetts, or at any time since.”

The items of the cargo are written on Manila paper, which has been pasted on cloth, and the penmanship is remarkably legible today. It is shown only upon application to Collector Sullivan, and it is only drawn from its place of deposit upon request, and is never allowed to leave the office.

It contains the details of the entire cargo, with the marks and numbers, the names of the packages and contents, the names of the shippers and their residences, and also of the consignees and their residences. It would be interesting to print the entire list, but the following will suffice:

Three hundred and fourteen chests of Bohea tea, 50 half chests do., 226 quarter chests do., 575 chests Fouchong tea, and 11 chests green tea, for E. Haskett Derby, Salem.

Eighty-five chests Bohea tea, 30 half chests do., 20 chests Fouchong tea, 80 chests Hyson tea, 17 chests Nankeen tea and three cases silk, for David Sears of Boston.

Twenty-four chests Bohea tea, 10 half chests do., 10 chests Fouchong tea, 20 chests Hyson tea and six chests Nankeen, for Samuel Parkman, Boston.

Twenty-five chests Bohea tea, 10 half chests do., 30 chests Hyson and five chests Nankeen, for Eleazar Johnson, Boston.

One hundred and seventeen chests Hyson tea and 16 chests Nankeen, for J. Shipperry & Co., New York.

Three chests Hyson tea and one case of silks for Edmund Seaman, New York.

Two chests Hyson tea for John Seaman, New York.

Nineteen chests Hyson tea and four half chests Bohea tea for George Dodge, Salem.

Three chests Bohea tea, two half chests do., four quarter chests do., and 10 chests Hyson tea, for Elias H. and John Derby, Salem.

Four chests Hyson tea, two chests Bohea tea and two half chests do., for Elias H. Derby, Salem.

Two chests Hyson tea and two chests Bohea tea for Edward Gibaut, Salem.

Two chests Bohea tea and one chest of do. for E. H. Derby, Salem.

Two chests Bohea tea and one chest Hyson tea and one chest china ware for Nathaniel Weeks, Salem.

One chest Hyson tea for Benjamin Pickman, Salem.

Two chests Hyson tea and one bundle and three boxes tea for William Cabot, Salem.

Five chests Hyson tea and three "tubs" quicksilver for Elias H. Derby, Salem.

One hundred and fifteen chests Bohea tea, 25 half chests do., 50 quarter chests do., 70 chests Fouchong tea and 60 chests Hyson tea for Elias H. Derby, Salem.

Seventy-five chests Hyson tea, 115 half chests Fou-

chong tea, one box china ware and one box merchandise for Jonathan Gardner, Salem.

Eight chests Bohea tea and eight chests Hyson tea for Benjamin Webb, Salem.

Sixty-five chests Hyson tea, 35 chests Bohea tea, 10 half chests do., three boxes China ware, 15 cases Nankeens and one case silks to James Magee (master of the *Astrea*) and Thomas Handasyd Perkins (supercargo of the ship) of Boston.

Twenty-eight chests Hyson tea and one chest Nankeens for Thomas H. Perkins, Boston.

Three chests Nankeen, one chest Bohea tea and one chest Hyson tea for James Magee and Thomas H. Perkins of Boston.

Two cases silks for Oliver Brewster, Boston.

Forty-nine chests Hyson tea, four boxes Chinese figures, nine boxes of merchandise, 18 boxes Fouchong tea and two chests Nankeen for Thomas H. Perkins, Boston.

Two tea caddys, three boxes tea, eight boxes Fouchong tea, four boxes paper hangings, one box ribbon, two ivory baskets, three boxes Hyson tea and four tubs sugar candy for Thomas H. Perkins, Boston.

Six chests gunpowder tea, two half chests do., 155 chests fine tea, 18 half chests Fouchong tea, 64 chests do., 25 boxes china ware, 10 boxes merchandise, six bundles window frames, two bundles floormats, seven boxes images, six boxes pictures, one mat containing lambkin, two lacquered ware tea boxes, four small boxes Hyson tea, one box Fouchong tea, 16 small boxes do., four small boxes gunpowder tea, three whole chests Bohea tea, two small bundles hair, one small box sundries, one bagg farmerie and one small box Hyson tea for James Magee, master of the ship.

Three chests Bohea tea, 15 quarter chests do., and four chests Hyson tea, one-third for Thomas P. Bray, Salem.

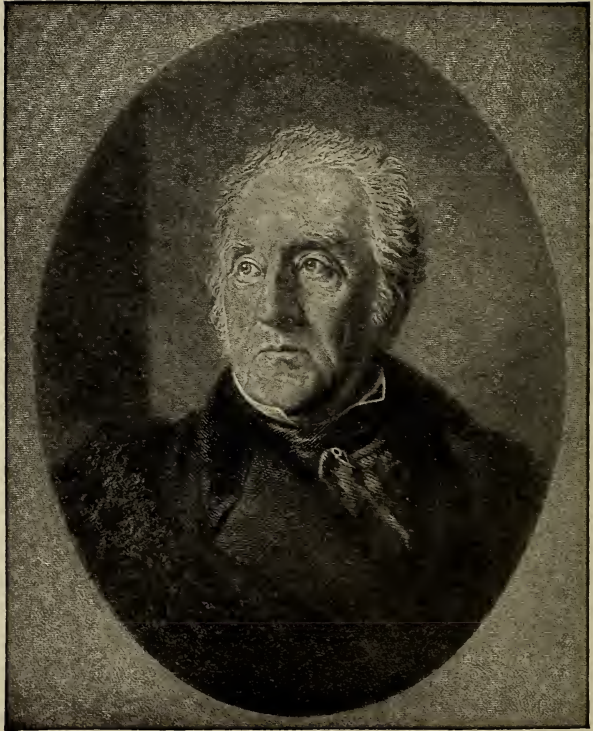
Two chests chinaware for E. H. Derby, Salem.

One small box silks and one small box chinaware for Thomas H. Perkins, Boston.

The foregoing comprises the largest and most important







THOMAS HANDASYD PERKINS  
Supercargo of the "ASTREA"

items of the manifest, and there is also a list of between 100 and 200 small articles, consigned to other persons, The reader may see the form in perusal of the photograph of the manifest itself, which accompanies this article, Collector Sullivan having given his permission for its reproduction.

The document is signed by James Magee, master, followed by the words, "Sworn before me this 5th day of June, 1790, Joseph Hiller, Coll'r."

To the original paper has been added the following: "Endorsed, No. 54, James Magee, Ship *Astrea*. Attest, Robert S. Rantoul, collector, 1865." And on the centennial anniversary of the original signing the paper, it received the following official recognition: "Centennial. Signed this 4th day of June, 1890, A. F. Hitchings, Special Deputy Collector."

The amount of duties paid on the cargo was \$27,109.18.

When the present special deputy collector, William J. Sullivan, was appointed to the office, he took special charge of this manifest, and, as before stated, keeps it secure in the Custom House safe.

The *Astrea* made several other voyages. In 1793, while on a voyage from Madras to Pegu, she was seized by the Sultan of Pegu, and used as a transport for his troops to Siam. Capt. John Gibaut and his mate were detained as hostages. Captain Gibaut was an intimate friend of Rev. William Bentley, D. D., who writes in his diary that "he was a scholar and a gentleman, and entered Harvard University which gave him a degree." He died in Gloucester, August 11, 1805, in the 38th year of his age, while collector of customs for the district.

The writer has not been able to find the end of the *Astrea*. Log books of the ship, preserved by the Essex Institute in its fireproof building, are one from China to Java in 1790, Diedrich Wise, master; to Russia in 1787, Benjamin Hodges, master. Her register at the Salem Custom House states that she was built in Pembroke in 1782. The register is dated May 11, 1791.

## THE OWNER.

Elias Hasket Derby, the owner of the *Astrea*, was born in Salem, August 16, 1739. In the memoir by his son, E. H. Derby, it is stated that he was of English extraction. His ancestor, Roger Derby, born in 1643, emigrated to America in 1671, from Topsham, near Exeter, in the South of England. He settled first at Ipswich, but removed to Salem, where he embarked in trade, reared a large family, and acquired a respectable property. His son Richard, born 1679, died in 1715, at the early age of 35, married, in 1702, Martha, daughter of Elias Hasket, of Salem. He left a son Richard, born in 1712, who was the father of Elias Hasket Derby, the subject of this sketch. Losing his father in his infancy, Richard was reared by an energetic mother, and in his 24th year, in 1736, he was master of the sloop *Ranger*, from Salem for Cadiz and Malaga, in which he made a good voyage. He retired from the sea in 1757, and became a merchant of Salem.

Elias Hasket Derby, his second son, the subject of this sketch, was born in Salem, and in early life appears to have kept the books and conducted the correspondence of his father, and to have been the accountant of his family. At an early age he married a Crowninshield, while his sister married a Crowninshield also, thus making a double connection between the families. From 1760 to 1775, he not only took charge of his father's books, wharves, and other property, but imbibing the spirit of his father and acquiring through him and his captains a knowledge of commerce, he engaged extensively in the trade to the English and French islands. At the commencement of the Revolutionary War, he was the owner of no less than seven sail of vessels, in the trade of the West Indies, varying from sixty to one hundred tons, and by frugality and industry had acquired a property of \$50,000.

At this period, most of the rich men of Massachusetts clung to the mother country, but none of the Derby name followed their example, and the subject of this sketch espoused the cause of the colonies. His trade and that of

Salem was ruined by the war, and his property seriously impaired. Mr. Derby, indignant, united with his townsmen and took a prominent part in the equipment of at least 150 armed vessels, fitted out from Salem during the Revolution, mounting more than 2,000 cannon and manned by the gallant seamen of Salem, Beverly and Marblehead. He subscribed \$10,000 towards the building of the famous frigate *Essex*.

He had been successful, but he welcomed peace with joy, for his tastes were pacific. He was prepared, by the speed and capacity of his vessels, to meet the mercantile fleet of England in fair competition. He sent his vessels to Europe and to the "rich ports of the far East," and he acquired a handsome property. He built a handsome mansion in what is now Derby Square, but he did not live long to enjoy it. His death occurred in Salem, September 8, 1799. His property was valued at more than \$1,000,000, and was the largest single individual fortune in New England, if not in the whole country.

#### THE COMMANDER.

It would be interesting to have a detailed sketch of Captain James Magee, the master in whom, with Mr. Perkins, so much confidence was placed by Mr. Derby. In his book on "An Account of the Maritime History of Massachusetts," the author, Samuel Eliot Morrison, thus refers to him:

"Captain James Magee (1750-1801) described as 'a convivial, noble-hearted Irishman', during the Revolution commanded the man-of-war brig *General Arnold*, which was wrecked in Plymouth Bay. He married Margaret Eliot, sister of Mrs. Thomas Handasyd Perkins, and lived in the old Shirley mansion, Roxbury."

#### THE SUPERCARGO.

A biography of Thomas Handasyd Perkins, the supercargo of the *Astrea*, is published in *The Merchants' Magazine* and *Commercial Review*, volume 33, from July to



December, 1855, and from it the following notes are taken :

“Thomas Handasyd Perkins was born in Boston, December 15, 1764, and was named for his grandfather, Thomas Handasyd Peck. His father died in middle age, leaving a widow and eight children, of whom he was the second son and only six years old. His mother lived to be 71 years old. The son gave up the chance of an education at Cambridge, in order to enter a commercial life, and he was placed with the Messrs. Shattuck, among the most active merchants of Boston, where he remained until he was 21. He married Miss Sarah Elliot, only daughter of Simon Elliot, in 1788, and the union lasted more than 60 years. His married life led to an intimacy with Captain James Magee, a relative of Mrs. Perkins, who had made one voyage to Canton. He sailed from Salem in February, 1789, a supercargo of the ship *Astrea*, bound to Batavia and Canton; and commanded by Captain Magee. He later became a merchant and a military officer, and had a most remarkable career, which is detailed at length in the *Merchants' Magazine and Commercial Review*, volume 33, July and December, 1855. He became possessed of considerable wealth, and gave liberally to charity and several institutions, the Boston Athenæum and Harvard University, and was one of the founders of the Perkins' Institution for the Blind, in Boston, which is named for him. He died in Boston, Jan. 11, 1854, in the 90th year of his age. Robert C. Winthrop said of him, “He was one of the noblest specimens of humanity to which Boston ever gave birth.”

Mr. Perkins wrote interestingly of his voyage in the *Astrea*. He said: “Difficulties were encountered and inconveniences were necessarily submitted to then which are avoided now. The ship was not coppered, and her bottom becoming foul, we made a long passage to Batavia; being in want of water before arriving there we stopped at Mew Island, at the mouth of the Straits of Sunda, for a supply.

(To be continued.)

# THE ALABAMA-KEARSARGE BATTLE.

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## A STUDY IN ORIGINAL SOURCES.

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BY WILLIAM M. ROBINSON, JR., OF AUGUSTA, GA.

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(Continued from Volume LX, page 120.)

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“It may be a question with some whether, without that warrant, I should have been justified in endeavoring to rescue any of the crew of the *Alabama*, but my own opinion is that a man drowning in the open sea cannot be regarded as an enemy at the time to anybody, and is therefore entitled to the assistance of any passer-by. Be this as it may, I had the earnest request of Captain Winslow to rescue as many of the men who were in the water as I could lay hold of, but that request was not coupled with any stipulation to the effect that I should deliver up the rescued men to him as his prisoners. If it had been, I should have declined the task, because I should have deemed it dishonorable—that is, inconsistent with my notions of honor—to lend my yacht and crew for the purpose of rescuing those brave men from drowning only to hand them over to their enemies for imprisonment, ill-treatment, and perhaps execution. One of your correspondents opens a letter by expressing a desire to bring to the notice of the yacht clubs of England the conduct of the commander of the *Deerhound* which followed the engagement of the *Alabama* and *Kearsarge*. Now that my conduct has been impugned I am equally wishful that it should come under the notice of the yacht clubs of England, and I am quite willing to leave the point of ‘honor’ to be decided by my brother yachtsmen, and, indeed, by any tribunal of gentlemen. As to my legal right to take away Captain Semmes and his friends, I have been educated in the belief that an English ship is English territory, and I am therefore unable even now to discover why I was more bound to surrender the people of the *Alabama* whom I had on board my yacht than the owner of a garden on the south coast of England would have been if they had swum to such a place and

landed there, or than the mayor of Southampton was when they were lodging in that city, or than the British government is now that it is known that they are somewhere in England.

“Your other correspondent says that Captain Winslow declares that ‘the reason he did not pursue the *Deerhound* or fire into her was that he could not believe at the time that any one carrying the flag of the Royal Yacht Squadron could act so dishonorable a part as to carry off the prisoners whom he had requested him to save from feelings of humanity.’ I was not aware then, and I am not aware now, that the men whom I saved were or ever had been his prisoners. Whether any of the circumstances which had preceded the sinking of the *Alabama* constituted them prisoners was a question that never came under my consideration, and one which I am not disposed to discuss even now. I can only say that it is new doctrine to me that when one ship sinks another in warfare the crew of the sunken ship are debarred from swimming for their lives and seeking refuge wherever they can find it, and it is a doctrine which I shall not accept unless backed by better authority than that of the master of the *Kearsarge*. What Captain Winslow’s notion of humanity may be is a point beyond my knowledge, but I have good reason for believing that not many members of the Royal Yacht Squadron would, from motives of humanity, have taken Captain Semmes from the water in order to give him up to the tender mercies of Captain Winslow and his compatriots. Another reason for that hero’s forbearance may be imagined in the reflection that such a performance as that of Captain Wilkes, who dragged two ‘enemies’ or ‘rebels’ from an English ship, would not bear repetition. Your anonymous correspondent further says that ‘Captain Winslow would now have all the officers and men of the *Alabama* as prisoners had he not placed too much confidence in the honor of an Englishman who carried the flag of the Royal Yacht Squadron.’ This is a very questionable assertion, for why did Captain Winslow confide in that Englishman? Why did he implore his



interference, calling out, 'For God's sake, do what you can to save them'? I presume it was because he could not or would not save them himself. The fact is that if the captain and crew of the *Alabama* had depended for safety altogether upon Captain Winslow, not one-half of them would have been saved. He got quite as many of them as he could lay hold of, in time enough to deliver them from drowning.

"I come now to the more definite charge advanced by your correspondents, and these I will soon dispose of.

"They maintain that my yacht was in the harbor of Cherbourg for the purpose of assisting the *Alabama*, and that her movements before the action prove that she attended her for the same object. My impression is that the yacht was in Cherbourg to suit my convenience and pleasure, and I am quite sure that when there I neither did nor intended to do anything to serve the *Alabama*. We steamed out on Sunday morning to see the engagement, and the resolution to do so was the result of a family council whereat the question 'to go out' or 'not to go out' was duly discussed, and the decision in the affirmative was carried by the juveniles rather against the wish of both myself and my wife. Had I contemplated taking any part in the movements of the *Alabama*, I do not think I should have been accompanied by my wife and several young children.

"One of your correspondents, however, says that he knows that the *Deerhound* did assist the *Alabama*, and if he does know this he knows more than I do. As to the movements of the *Deerhound* before the action, all the movements with which I was acquainted were for the objects of enjoying the summer morning and getting a good and safe place from which to watch the engagement.

"Another of your correspondents declares that since the affair it has been discovered that the *Deerhound* was a consort of the *Alabama*, and on the night before had received many valuable articles for safe-keeping from the vessel. This is simply untrue. Before the engagement neither I nor any of my family had any knowledge of or communi-



cation with either Captain Semmes, any of his officers, or any of his crew. Since the fight I have enquired from my captain whether he or any of my crew had had any communication with the captain or crew of the *Alabama* prior to meeting them on the *Deerhound* after the engagement, and his answer, given in the most emphatic manner, has been, 'None whatever.'

"As to the deposit of chronometers and other valuable articles, the whole story is a myth. Nothing was brought from the *Alabama* to the *Deerhound*, and I never heard of the tale till I saw it in an extract from your own columns. After the fight was over, the drowning men picked up, and the *Deerhound* steaming away to Southampton, some of the officers who had been saved began to express their acknowledgments for my services, and my reply to them, which was addressed to all who stood around, was, 'Gentlemen, you have no need to give me any special thanks; I should have done exactly the same for the other people if they had needed it.' This speech would have been a needless and, indeed, an absurd piece of hypocrisy if there had been any league or alliance between the *Alabama* and the *Deerhound*.

"Both your correspondents agree in maintaining that Captain Semmes and such of his crew as were taken away by the *Deerhound* are bound in honor to consider themselves still as prisoners, and to render themselves to their lawful captors as soon as practicable.

"This is a point which I have nothing to do with, and therefore I shall not discuss it.

"My object in this letter is merely to vindicate my conduct from misrepresentation, and I trust that in aiming at this I have not transgressed any of your rules of correspondence, and shall therefore be entitled to place in your columns."

The action of the *Deerhound* was considered gallant and humane throughout the South, and the Confederate States Congress voted its thanks to Mr. Lancaster. On the other hand, the United States made diplomatic complaint to the British Government, claiming the rescued Confeder-

ates as prisoners-of-war. The British foreign minister, Lord Russell, returned the reply that, "the owner of the *Deerhound*, of the Royal Yacht Squadron, performed only a common duty of humanity in saving from the waves the captain and several of the crew of the *Alabama*. They would otherwise, in all probability, have been drowned, and thus would never have been in the situation of prisoners-of-war. It does not appear to me to be any part of the duty of a neutral to assist in making prisoners-of-war for one of the belligerents." (U. S. Appendix, Vol. iii, pp. 263, 273, and British Case, p. 116.)

The American Secretary of State, Mr. Seward, retorted: "The Earl argues that if those persons had not been so taken from the sea, they would in all probability have been drowned, and they would never have been in the situation of prisoners-of-war. . . . I have to observe upon these remarks of Earl Russell that it was the right of the *Kearsarge* that the pirates should drown, unless saved by humane exertions of the officers and crew of that vessel, or by their own efforts, without the aid of the *Deerhound*."

The incident is fairly adjudged by Professor Soley, of the U. S. Naval Academy, in his "Blockade and the Cruisers" (pp. 209-10): "At this moment the *Deerhound* approached. She had been hitherto a spectator of the action. Winslow hailed the yacht, asking her to assist in bringing off the people of the *Alabama*. The *Deerhound* complied with his request, and heading for the *Alabama*, which was now going down rapidly, she picked up forty-two persons, among whom were Semmes and fourteen other officers; then, gradually edging off, she steamed across the channel to Southampton. Winslow's officers implored him to throw a shell at the *Deerhound*, when it was found that she was making off, but he refused; and very properly, as her participation in the affair was due to his own suggestion. In making this suggestion, it appears to have been Winslow's idea that the *Deerhound*, after receiving the fugitives, would deliver them up to him as his prisoners. But he had no right to expect anything of the kind. Had the owner of the *Deerhound*

taken such action, he would have incurred a heavy responsibility to the power whose officers and men he had so delivered into the hands of their enemy. On the other hand, if he had undertaken of his own motion to rescue them, either from death or from capture, he would have been connecting himself inexcusably with belligerent operations. It made no difference whether the men were in the ship, or in boats, or in the water; wherever they were, their being there was a part and a consequence of the battle, and while the victor was on the spot, and about to reap the fruits of victory, a neutral had no right to interfere in any way whatever. Had the *Deerhound's* interference been unauthorized, it would have been the right and the duty of Winslow to have kept her off, and if the occasion required it, to have used force in so doing. But as she was doing merely what Winslow asked of her, it is hard to see how he could have been justified in firing at her, or what blame could be imputed to her owner."

A fair critique of the battle and its results was made by Commander James D. Bulloch, C. S. N., the naval agent in England under whose direction the *Alabama* was built, in his "Secret Service of the Confederate States in Europe" (pp. 283-8): "I have read with care the reports of the tow commanders. They are creditable to the writers, and give a fair, unpretentious account of the action, varying in no essential particular. . . . I think it may fairly be stated that the *Kearsarge* was in a better condition and was more efficiently armed than the *Alabama*; but that she used her superior strength with commensurate skill and effectiveness, and gained the action by the excellence of her gunnery. . . .

"It appears from the details annexed to Captain Winslow's report that a shell from the *Alabama's* 7-inch rifled gun lodged in the stern-post of the *Kearsarge*, but did not explode. A ship's stern-post receives the 'woodends' of the planks which form the counter, and a vessel could scarcely receive a shell in a more vital point, if the shell exploded. I have been informed by an officer, who told me that he got the fact from the first lieutenant of the



*Kearsarge*, that this shell struck the stern-post about fifteen minutes after the beginning of the engagement. If, therefore, it had not failed to explode, the stern of the *Kearsarge* would have been shattered, the woodends opened, and she would have foundered instead of the *Alabama*. But without reference to time, if the shell had done its work, the result would have been to change entirely the issue of the action. . . .

“Taking a comprehensive and impartial view of all the circumstances, I think it will be admitted that the probabilities of success were in favour of the *Kearsarge*. Captain Winslow was quite right in doing whatever he could to increase the defensive power of his ship, and he was not bound to inform his adversary that he had encased her most vulnerable parts with chain-cables. It has never been considered an unworthy ruse for a commander, whether afloat or ashore, to disguise his strength and to entice a weaker opponent within his reach. The *Kearsarge* was well fought. Captain Winslow reported the result in a clear, plain statement, neither concealing nor exaggerating any circumstance that would tend to enhance his own merit, or to depreciate his adversary, if it was differently told. Anyone who reads his report and the accompanying documents and who is aware of the effect of her fire upon the *Alabama*, will admit that the *Kearsarge* was in a state of discipline and efficiency creditable to all on board, and to the United States naval service. . .

“In reference to the action with the *Kearsarge*, Captain Semmes says: ‘Perceiving that our shells, though apparently exploding against the enemy’s sides, were doing him but little damage, I returned to solid-shot firing;’ and several naval experts who witnessed the engagements from the hills near Cherbourg have told me that they were struck with the difference in the appearance of the flame and smoke produced by the explosions of the shells from the two ships. Those from the *Kearsarge* emitted a quick bright flash, and the smoke went quickly away in a fine blue vapour, while those from the *Alabama* exhaled a dull flame and a mass of sluggish grey smoke. It is not un-



likely that the effect of climate and the long stowage on board had helped to deteriorate the *Alabama's* powder, but I think the deterioration was hastened and increased by a local cause, and by a practice the ill effects of which were not suspected at the time.

"The internal arrangements of the *Alabama* were designed to secure the largest possible space for essential stores; and as she had means of condensing, it was not thought necessary to provide tanks for more than two to three weeks' supply of water. The magazine was placed so that the top would be two feet and a half below the water-line, and the water-tanks, which were of iron, were fitted on each side and in front of it, and were carried up to the berth deck-beams, thus forming an additional protection. After the loss of the *Alabama*, I learned from the chief engineer that it was often the habit to condense in excess of the quantity which the cooling-tank held; and that the boiling water, almost in the condition of steam, was often passed directly into the two iron tanks on each side of the magazine, and in contact with it. I think this practice contributed largely to the deterioration of the powder, and I had thought it worth mentioning as an element in the case. . . .

"The quality at the beginning of the cruise was perfect. Captain Semmes had told me that in the night engagement with the *Hatteras* her sides were all ablaze with the vivid light of the *Alabama's* exploding shells, and the sharp, quick, vigorous reports gave proof of the purity and strength of the charges. . . .

"The fact that the *Kearsarge* was in some degree 'a protected ship,' and that the *Alabama* was somewhat inferior in force and general condition, besides having defective powder, are circumstances which sufficiently account for the result of the engagement. Nevertheless, the principle, admitted in theory, that good guns, well handled, are essential to success in naval warfare, found a confirmation in the damage inflicted by the *Kearsarge* upon her adversary, and the precision of her fire might have given her the victory even over a much larger ship, less efficient than herself in the above respects.

"I hope there is nothing in the foregoing remarks which will appear like a purpose to lessen the credit due to Captain Winslow for the excellent performance of his ship, or to press into undue prominence the defects and inferiority of the *Alabama*."

An appreciation of the Confederate 'pirate captain,' if you wish, 'naval officer,' if you choose, is contained in "*Sea Power in American History*" (pp. 250-1), by Professors Krafft and Norris of the Naval Academy. They write that: "Semmes had a ship inferior to the *Kearsarge*, his antagonist, and, as it proved, his ammunition had deteriorated through long exposure to heat, but he came within an ace of ending his career by a more brilliant single-ship victory than any other of the war and so placing his name beside that of Paul Jones by an action in almost the very waters where the latter had operated. If the shot from the *Alabama* which struck the stern-post of the *Kearsarge* had exploded, the Union ship could hardly have escaped disaster. But as it failed to explode, the *Kearsarge*, superior in speed, ammunition, and gunnery, soon riddled the *Alabama*, and she plunged stern foremost beneath the waters of the English Channel. Yet, as Semmes stated in a speech to his crew just before the battle, and with considerable truth, she had destroyed or driven to the shelter of neutral flags one half of the commerce of the Union.

"Of all the Southern naval leaders Semmes stands alone in dash and intellect. For two years he had kept the sea without successful pursuit by Union warships and without receiving any assistance directly from the Confederacy. He had had to depend on supplies sent him from Europe and on the uncertain sympathy of neutral officials. The fact that he was obliged to destroy his prizes and was so successful in eluding capture made him perhaps the Confederate most detested by Northerners. It is also probable that the fact that his ship was built in England and that his crew was composed largely of Englishmen had its effect in stirring bitterness against him. Like Paul Jones, whose style of warfare he so

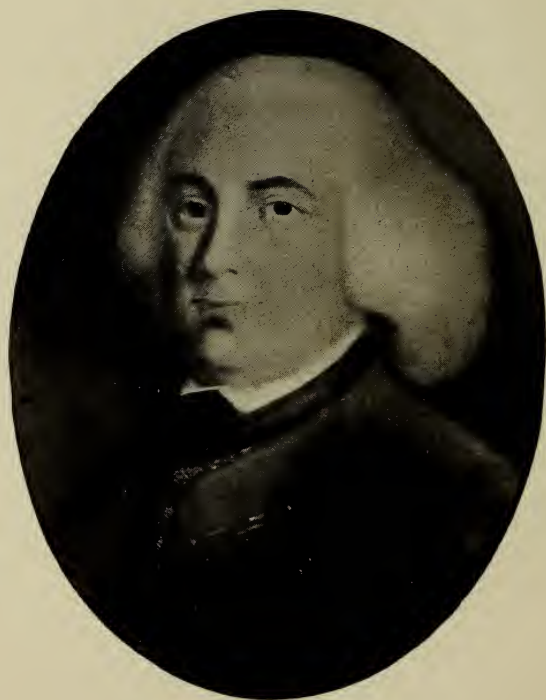
closely parallels and whose versatility and love of the dramatic he seems to have shared, he was execrated as a pirate, though neither of them set their captives adrift in boats or destroyed life except in fair battle."

Meriwether in his "Biography of Raphael Semmes" (p. 344) recalls a conversation that passed between the Emperor of Germany, the great war lord of yesterday, and an American consul, Frederick Opp, in 1894, during which Wilhelm remarked: "I reverence the name of Semmes. In my opinion he was the greatest admiral of the nineteenth century. At every conference with my admirals I counsel them to read closely and study Semmes' 'Memoirs of Service Afloat.' I feel constant delight in reading and re-reading the mighty career of the wonderful Stormy Petrel."

That this compliment amounted to genuine reverence cannot be doubted in view of his subsequent commerce-destroying activities during the late World War. But there is always this difference between Captain, afterward Admiral, Semmes and the captains of the German *Emb-dens* and U-boats: the *Alabama* violated none of the recognized rules of naval warfare and did not sacrifice the life of a single captive—even in her night engagement with the *Hatteras* every man of the enemy crew being saved.







COL. AZOR ORNE

From a portrait by Copley, in possession of Mrs. Mary F. Boles of Marblehead

## THE ORNES OF MARBLEHEAD.

BY THOMAS AMORY LEE.

The Orne family has been one of the three most prominent families of Marblehead since 1700. No other family of that town can boast such a long record of public service. The Ornes of Salem, while well known, have not taken such a prominent part in public affairs as their Marblehead kinsmen. This sketch is confined to those of that name who lived in Marblehead.

Deacon John Horne of Salem is the ancestor of this family. He was in Salem at an early date, certainly by 1632, and he probably came in Winthrop's great fleet in 1630. He is thought to have been born about 1602, as he died in 1684, aged about 82 years. Nothing is known of his birthplace or family, although it is possible that he may be descended from Reginaldus Horne de Pickesley who married Margeria, fil . . . . Lee de Whitechurch, whose descendants for four successive generations are given in the Visitations of Warwickshire,\* the last person named being Anna, "æt. dim. Anni 1619." The late distinguished scholar, Henry F. Waters, has pointed out† that William Shewell married Matilda Horne, sister of John Horne, and had by her at least two sons, Reginald, and Henry who was the father of the American immigrant, Hon. Samuel Sewall. Henry Sewall refers in his will to his kinsman Reginald Horne, gentleman, and cousin John Horne. It is known that Deacon Horne used an heraldic seal on a deed of land to his son, Benjamin Orne, in 1679. Perhaps the charges‡ of the seal are fleur-de-lis with a label in chief.

John Horne soon became a prominent man in Salem. He was elected Deacon of the First (Congregational) Church of Salem about 1633 and continued in that office

\* See Harleian Society Pub., Vol. XII, page 343.

† N. E. H. G. Register, Vol. XL, pages 45-47.

‡ Gen. Quat. Magazine, Vol. II, page 176.

for over fifty years until his death in 1684. He was an agent of the Rev. Hugh Peter. He was a freeman in 1631.

1. DEACON JOHN HORNE of Salem, 1630, born about 1602, died before Nov. 20, 1684, married (1st) Anna —, who died before 1655. He probably married (2nd), before 1658, Frances ———, who died before 1679. Hilliard Veren, Sr., and Daniel Potter are witnesses to his will, dated Oct. 8, 1679, acknowledged, 27 Feb. 1683-4, and proved Nov. 20, 1684.

Children by his first wife:

ANN, bp. in Salem, 22:1:1657, mentioned in father's will as wife of ——— Felton.

JOHN, mentioned in his father's will as the eldest son.

RECOMPENSE, bp. at Salem, 25:10:1636, prob. d. bef. 1679.

2. SYMOND, bp. at Salem, 28:8:1649.

JOSEPH.

BENJAMIN, bp. at Salem, 25:12:1654, a tailor of Salem in 1679. He prob. m. Sarah ———.

ELIZABETH, mentioned in her father's will as the eldest daughter; m. (1) Lieut. George Gardner, who d. 1679, and m. (2) prob. his brother, Lieut. Thomas Gardner, both sons of Thomas Gardner, original Planter, of Salem. By second marriage, she had David, Susannah, d. 1720, m. 3—2—1698-9, George Flint; Dorcas, prob. m. June 1, 1688, Robert Carver. George Gardner had 8 chn.

JEHODAH, mentioned in father's will as wife of — Harvey.

MARY, mentioned in father's will as wife of ——— Smith.

2. SIMON HORNE of Salem was born in Salem, baptized there 1649, and died there between Aug. 10 and Dec., 1687. He married 28 Feb., 1675, Rebecca (Ray) Stevens, widow of Samuel Stevens of Salem and daughter of Joshua Ray or Rea. Rebecca Ray and Samuel Stevens were married in Salem, Dec. 17, 1672 and Samuel Stevens was killed at Bloody Brook, Sept. 18, 1675, when the Indians massacred Capt. Lathrop's "Flower of Essex." Joshua Rea was a brother-in-law of Capt. Lathrop. June 14, 1699, Simon and Rebecca Horne conveyed a lot in Northfields, Salem, which had belonged to Daniel Rea

1655-1662, to Joshua Orne of Salem, cordwainer, and he owned it for many years.

Simon Horne's will, dated Aug. 6, 1687, and proved 10 mo., 1687, mentions his son Joshua, grandfather Rea, Sarah Stevens daughter of his wife by her first marriage, son Simon, brother Benjamin Orne and his two sons Simon and Joshua, minors, his daughters Bethiah and Ruth and an expected baby, his wife Rebecca, her father Joshua Rea and his brother Joseph Horne, the two latter to be executors.

Children, born in Salem:

3. JOSHUA, b. middle of Sept., 1677; d. July 16, 1758.

SYMOND, b. 11:11:1679.

BETHIAH, mentioned in her father's will, 1687.

RUTH, mentioned in her father's will, 1687.

——, mentioned in the father's will, 1687, as an expected baby.

3. JOSHUA ORNE, Esq., was born in Salem "middle of Sept.," 1677, and died in Marblehead, July 15, 1768, aged "87 years." He married at Marblehead, Nov. 23, 1704, Elizabeth Norman, born about 1687, died Oct. 16, 1753, "aged 66 years," daughter of John and Sarah (Maverick) Norman, granddaughter of Moses Maverick, Esq., a leading citizen and merchant of Marblehead for years, and great-granddaughter of Hon. Isaac Allerton of the Mayflower in 1620, also a leading merchant of Marblehead. He went to Marblehead in 1704, perhaps a few months earlier and from him descend the Ornes of Marblehead as distinguished from those of Salem. He was at first a cordwainer, and on Nov. 10, 1704, Thomas Trevy and Thomas Trevy, Jr., released\* to Joshua Orne of Marblehead, cordwainer, their house then occupied by Samuel Russell, merchant. In 1722 he conveyed† it to the widow of Thomas Trevy and Thomas Trevy, Jr. On March 29, 1707, the north one-half of Francis Haine's house and land was conveyed‡ to Joshua Orne of Marble-

\*Essex Deeds, Vol. 17, pp. 44, 45.

†Essex Deeds, Vol. 47, p. 84.

‡Essex Deeds, Vol. 47, p. 162.



head, cordwainer. Joshua Orne soon became a prominent merchant, was Justice of the Peace Feb. 22, 1727-28, re-appointed in 1729 and 1733, a Deputy to the General Court 1726 and 1728, and is called Joshua Orne, Esq., in the records by 1728. The most prominent Ornes all descend from Joshua Orne's eldest son, Deacon Joshua Orne. He was town selectman 1726, and perhaps at later dates. He took a prominent part in civil and ecclesiastical matters and was one of the most prominent men of his day in the town.

Children, born in Marblehead:

- ELIZABETH, bp. Oct. 14, 1705; d. by 1792; m. Oct. 26, 1730, John Brown. Chn.: Samuel, bp. 1742; John, bp. 1737, and perhaps others.
4. JOSHUA, bp. Feb. 8, 1707; d. Nov. 22, 1772.
5. SIMON, b. March 30, 1710; d. Sept., 1761.
6. WILLIAM, bp. Aug. 31, 1712; d. 1760.
- REBECCA, bp. Aug. 29, 1714.
- SAMUELL, bp. March 24, 1716-17, "hanged himself," Sept. 11, 1764, m. Nov. 8, 1757, Sarah Preble, but d. s. p. He was a shoemaker, shoreman and merchant and was called "Mr." Samuel Orne. His estate\* was inventoried at about £850, including his mansion house, warehouse, etc., at £310, ½ schooner "Two Friends" at £177, 2 swords, 2 old wigs, etc. His heirs in 1762 were Jonathan Orne, John Orne, Abigail Horne, Sarah Bowden, Samuel Brown, Elizabeth Orne, Mr. John Le Favour husband of Lydia Orne, the heirs of his deceased brothers Joshua, Simon, William, and John Orne, and the heirs of his deceased sister Elizabeth Brown. Samuel Orne's wife Sarah, d. in 1759 and left an estate of about £210, including the well known "The Old Fountain." Capt. Andrew Tucker was appointed administrator† of her estate.
- JONATHAN, bp. May 3, 1719, perhaps was a merchant of Marblehead, living in 1792, and perhaps d. unm.
- JOHN, b. Oct. 21, 1721, d. Dec. 11, 1722.
7. JOHN, b. Sept. 22, 1723, d. 1760.
- BENJAMEN, b. Aug. 6, 1726, d. Aug. 23, 1726.
- CALAB, b. Jan. 23, 1728, d. Sept. 1, 1728.
- CALEB, bp. Jan. 31, 1731-32, probably d. young.

\*Essex Probate Files, No. 20098.

†Essex Probate Files, No. 20101.

4. DEACON JOSHUA ORNE, JR., ESQ., was baptized in Marblehead, Feb. 8, 1707, and died there Nov. 22, 1772, aged 64 years. He married (1) July 18, 1728, Sarah Gale, who died 8 mo., 1743, aged 37 years, daughter of Capt. Azor Gale; he married (2) March 15, 1743-44, widow Agness (Stacey) Gallison, who died July 14, 1771, aged 61 years, widow of John Gallison, Sr., and mother of Col. John Gallison, Esq.; he married (3), Dec. 28, 1771, Mrs. Mary Stacey, who died without issue June 30, 1778, aged 66 years. She may have been a daughter of the Sparhawk, Glover, or Gerry families.

Deacon Joshua Orne was one of the most prominent merchants of Marblehead, and was wealthy, benevolent and hospitable. He was well educated and was much employed in town affairs, being selectman in 1738, 1746, 1749, 1750. He was a Justice of the Peace, Sept. 14, 1753, and was re-appointed in 1761, was a Deputy to the General Court in 1769, and was called Joshua Orne, Esq., in the records. He was a deacon of the church for some years.

Hon. Azor Orne was appointed administrator of his estate,\* which was appraised at £2,441-10-3, including gold, silver valued at £100-10, 30 pictures, much mahogany and china, law books and religious books, 2 wigs, 2 swords, a slave named Caesar, etc.

Children, all born in Marblehead, by first wife:

JOSHUA, bp. May 25, 1729, d. bef. 1744.

8. AZOR, bp. July 21, 1731, d. June 6, 1796.

ELIZABETH, bp. Sept. 10, 1732, d. bef. 1746.

JOSEPH, bp. Oct. 13, 1734, d. bef. 1772.

Children, by second wife:

JOSHUA, bp. Dec. 16, 1744, d. bef. 1747.

ELIZABETH, bp. Feb. 13, 1745-46, living unm. in 1772.

9. JOSHUA, bp. Aug. 16, 1747, d. Jan. 27, 1785.

5. SIMON ORNE was born in Marblehead March 30, 1710, and died there, Sept., 1761. He married, Sept. 16, 1730, Mary, daughter of Samuel and Hannah (Dane) Osgood of Andover. Sept. 1, 1736, "Mr. Simon Orne"

\* Essex Probate Files, No. 20080.

was admitted to Lyndeboro, N. H., for William Norman and Archebald Furgason. In his will, signed Dec. 30, 1760, and proved Oct. 5, 1761, he speaks of himself as a yeoman of Marblehead, being sick and weak, and mentions his wife Mary, son Joshua, and daughters Rebecca Homan and Mary Orne. His estate was appraised at about £300, including part of a dwelling house, shop, barn, horse and cow, a gun, books, silver and a watch. He may have been Coroner of Essex County about 1759.

Children, born in Marblehead:

- MARY, bp. July 6, 1735, living 1760, perhaps m., int. May 27, 1780, William Homan, who m. (1), her sister, Rebecca.  
 JOSHUA, bp. Jan. 31, 1737-8, living 1761, apparently d. unm.  
 JOSEPH, bp. Oct. 24, 1742, not mentioned 1760 in his father's will.  
 REBECKAH, perhaps d. 1778, m. Apr. 29, 1760, William Homan.  
 SARAH, bp. Sept. 21, 1746, not mentioned, 1760, in her father's will.

6. WILLIAM ORNE, son of Joshua Orne, Esq., and his wife Elizabeth (Norman) Orne, was baptized in Marblehead, Aug. 31, 1712, and died there 1760. He married, Jan. 23, 1734-35, Jemimah Cardar, bp. May 25, 1712, daughter of John and Elizabeth Cardar, and has many descendants. He was on board the "Pembroke" at the Siege of Quebec in 1759. He died insolvent, leaving an estate of £437. His brother Joshua Orne, Esq., was appointed his administrator.\*

Children, born in Marblehead:

- JEMIMA, bp. Dec. 12, 1736.  
 ELIZABETH, bp. April 22, 1739, probably m. Dec. 1, 1757, Thomas Richardson.  
 10. WILLIAM, bp. Aug. 16, 1741.  
 JOSEPH, bp. June 14, 1747.  
 SARAH, (?) bp. June 10, 1744.

7. JOHN ORNE, son of Joshua Orne, Esq., and his wife Elizabeth (Norman) Orne, was born in Marblehead,

\* Essex Probate Files, No. 20107.

Sept. 22, 1723, and died there in 1760. He married, July 10, 1744, Abigail Conant and left many descendants. His widow Abigail died in Marblehead in 1799. She was a close relative, perhaps daughter or sister, of Jonathan Conant of Beverly and a descendant of Gov. Roger Conant. John Orne was probably a merchant. He was called "Mr. John Orne." Joshua Orne, Esq., was appointed his administrator,\* and his estate was insolvent, being appraised at £870, including 2 shops, land, parts of 2 schooners, 2 guns, books and a watch.

Children born in Marblehead:

11. JONATHAN, bp. March 17, 1744-5, d. March 29, 1803.  
 SARAH, bp. Jan'y 25, 1746-7, m. Dec. 19, 1765, Twisden Bowden, s. Samuel and Sarah Bowden, bp. Mar. 17, 1744-5, She m. (2), Aug. 26, 1794, Edward Fettyplace, Esq., who d. Aug. 7, 1805, ae. 84 y. She d. Nov. 24, 1806. Issue by 1st mar: 1. Thomas, bp. Oct. 9, 1774; 2, Twisden, bp. Aug. 10, 1766, d. Oct. 4, 1771; 3, Joshua Orne, bp. Sept. 5, 1779, d. Dec. 29, 1843, m. Ap. 21, 1799, Betsy Standley, issue: a. Andrew Jackson, bp. March 11, 1818, had issue; b. Sally, bp. Aug. 9, 1801; c, Thomas, bp. Oct. 27, 1805; d, Twisden, bp. Aug. 14, 1803, d. Ap. 31, 1807; e, Twisden, bp. Mar. 6, 1808, m. Ellen Harris; f. James Goodwin, bp. Nov. 8, 1812; g, John, bp. July 26, 1818; h, Joseph, bp. Ap. 22, 1810; i, Joshua Orne, bp. Sept. 22, 1799, m. Ann P. Scobie.
- ABIGAIL, bp. July 2, 1749, d.† unm. Jan'y. 12, 1810.
- ELIZABETH, bp. Feb. 10, 1750-51, m. Jan'y. 25, 1775, Nathaniel Raymond of Beverly, issue.
- REBECCA, bp. Dec. 31, 1752, d. by 1799, perhaps m., March 8, 1774, James Trefry.
- LYDIA, bp. June 1, 1755, d. Ap. 2, 1793, m. int. Aug. 15, 1775, John Le Favour. Issue 1, John, Jr., bp. July 25, 1784; 2, Joshua Orne, bp. Jan'y 1, 1786, m. Sept. 20, 1809, Mrs. Mary Smith, who d. Nov. 18, 1809, m. (2), int. Dec. 30, 1809, Dolly Newhall of Lynnfield; 3, Lydia, bp. Jan'y 26, 1777; 4, Thomas, bp. March 23, 1788; 5, Mary, bp. Feb. 24, 1782; 6, Furnace, bp. Jan'y. 17, 1790; 7, Rebecca, bp. Sept. 5, 1778, m. Jan'y. 28, 1798, Thomas Elkins, Jr.

\*Essex Probate Files, Nos. 20064 and 20053.

†Essex Probate Files, No. 20054.



12. JOHN, bp. Nov. 14, 1756.

JOSHUA, bp. July 23, 1758.

AGNES, bp. Nov. 30, 1760, after death of her father, perhaps living in Salem, 1810.

8. HON. AZOR ORNE, Esq., son of Deacon Joshua Orne, Jr., Esq., and Sarah (Gale) Orne, his wife, was baptized July 21, 1731, died in Boston June 6, 1796, married (1) January 27, 1754, Mary Coleman, who was baptized January 11, 1729-30; and died leaving 3 children; married (2), April 23, 1786, Mistress Mary Lee Orne, born Oct. 20, 1741, died 1799, widow of his half brother Major Joshua Orne, Esq., and daughter of Col. John Lee,\* niece of Col. Jeremiah Lee and a sister of Col. Wm. Raymond Lee. He was a prominent merchant† before the Revolution and was a leading patriot; Justice of the Peace July 1, 1767, Special Judge of Common Pleas Oct. 28, 1775, Deputy 1773, 1775, 1776, 1777, 1785, 1787, Councillor 1780, 1782, 1788-96. He was Selectman 1760-62, 1765-68, 1771-74, 1781-83, 1787-89, 1793-; a delegate to the New Massachusetts State Constitutional Convention, 1778, the U. S. Constitutional Convention of 1788; an elector of President and Vice-President of the United States. He was also elected to the Essex County Congresses of 1774-5, to the Massachusetts Provincial Congresses, and to the Old Continental Congress at Philadelphia, 1774, after Col. Jeremiah Lee had declined the honor. Orne also declined and Elbridge Gerry, later Vice-President of the United States, was sent as the delegate of the Town of Marblehead. He was also elected 2nd. Major General of Massachusetts Militia, 1775, which office he declined. In 1771 he was elected chairman of a committee of five to consider the Boston circular letter from Otis and Adams and the pamphlet "State of Rights." He was also chairman of Grievances to correspond with Boston. In 1773 he, with Eldridge Gerry, Gen. John and Col. Jonathan Glover, built a smallpox hospital.

\* The Lees of Marblehead, by Thomas Amory Lee. Essex Institute Hist. Coll., Vols. 52, 53.

† Essex Probate, 20055 and 20093.

In 1775 he, with Lee and Gerry, was on a committee to perfect the militia in the arts of war. He was also a member of the famous committee of Safety and Supplies. In 1780, he received 50 votes in his town for election as United States Senator. In 1762 he was captain of a militia company of which John Glover, later General, was Lieutenant. He was also Colonel of the Marblehead Regiment. Certainly he was one of the most prominent patriots of the Revolution.

There is a beautiful portrait of Colonel Orne, a less good one of his wife, hanging in Marblehead. Orne Street, upon which his mansion still stands, was named for him. Rev. Ebenezer Hubbard, M. A., preached his funeral oration.

Children, born in Marblehead, by first wife:

SARAH, b. April 6, 1755, m. March 20, 1785, Capt. Thomas Lewis, Esq., b. Nov. 15, 1735, d. Feb. 7, 1802. His portrait was painted by Copley and is now owned by his descendant Mr. Lewis Johnson of Plainfield, N. J. Capt. Lewis was a prominent merchant of Boston and Marblehead and was a deputy to the General Court in 1789. Chn. (1) Mary Orne of N. Y. in 1808; (2) Sally, m. Oct. 21, 1804, Ralph Hill French; (3) Lucretia B., of N. Y., in 1808, m. Oct. 8, 1815, Dr. Chandler Flagg, ch. 1, Lucretia Lewis, b. Sept. 7, 1816, m. Nov. 30, 1837, William Fabens, Esq.; (4) Azor Orne, of N. Y., in 1808, minor 1799.

13. JOSHUA, b. Nov. 18, 1757, d. Dec. 25, 1805.

14. AZOR, b. March 2, 1761, d. April 17, 1795.

9. MAJOR JOSHUA ORNE, Esq., baptized Aug. 16, 1747, d. Jan'y. 27, 1785, ae. 37 y., m. (1) Oct. 29, 1767, Susannah Trevett, b. Jan'y 19, 1749, daughter Capt. Russell Trevett, d. May 6, 1777, ae. 28y., 4m.; m (2) Sept. 20, 1777, Mary Lee, daughter Col. John Lee and sister of Col. Wm. Raymond Lee, b. Oct. 20, 1741, d. 1799, who m. (2) his half brother Hon. Azor Orne, Esq. He was a prominent merchant of Marblehead and early patriot. He graduated, 1764, A. B., H. C., A. M., 1767, standing 5th in a class of 46, showing the high social position of his family. He was a Deputy to the General Court

1776, 1777, 1780, 1781. In 1774 he was chairman of the Committee of Correspondence, 1775 on committee of three to indorse orders to pay the militia, 1776 chairman of Committee of Correspondence, Safety and Inspection and signed with Joshua Ward, Esq., chairman of the Salem Committee, the call for a Political Convention at Ipswich, 1776. In 1775 he was sent to the Provincial Congress; to the Massachusetts Constitutional Convention of 1778; Trustee of the Public Schools with Rev. Isaac Story, Samuel Sewall, Rev. Wm. Whitwell and Col. Wm. R. Lee; and on a committee with Col. Marston Watson, Thomas Lewis, 1789 to forward an address and 6 quintals of table fish to Vice-President John Adams. In 1775 he was chosen by the Provincial Congress or General Court, Major of the Essex Regiment, which position he held for several years. His estate\* was valued at £1161-11s-10d and included 6 pictures, silver watch, silver plate, £59-7-4, gold ring, buttons, etc., Latin and other books, £20, etc.

\*Essex Probate, 20082, 20093.

*(To be continued)*

## OLD NORFOLK COUNTY RECORDS.

(Continued from Volume LX, page 152)

On March 19, 1678-79, Henry Moulton, late constable of Hampton, and John Moulton, present constable of Hampton, seized about 6 score rods saltmarsh of Edward Colcord's, lying between a peice of marsh bought by John Redman of Capt. Bradbury, said seizure to satisfy a judgment of about 4 li., due from sd. Colcord for what he was rated. Nathaniel Batchelder, sen., and James Hobbs, being chosen by Henry and John Moulton constables of Hampton to apprise a piece of salt marsh belonging to Edward Colcord as above, testify on Apr. 7, 1679, that they have found it to be worth about 5 li. per acre.

John Brown, jun., of Hampton, for seven pounds, conveys to Thomas Chase of Hampton about seven acres of land in Hampton on west side of the Falls river, being one half of tract of land laid out to said Jno. Brown and Benjamin Brown, by order of the selectmen of Hampton. The above said seven acres being the north side of the fourteen acres and bounded with the common land of Hampton and also ye falls river and land of Benjamin Brown. Nov. 18, 1678. Wit: Tho. Philbrock, Joseph Dow and Jonathan Philbrock. Ack. by John Brown, jun., May 21, 1679, before Samll. Dalton, commissioner.

John Bayly, sen., of Salisbury, planter, for thirty-five shillings to be paid in building, conveys to William Barnes of same town, house carpenter, about three acres of salt marsh, in Salisbury, towards ye beach. Bounded partly with a dead creek, with marsh of John Sanders and with the common lying by ye beach barrs. Oct. 30, 1651. Wit: John Emerie, James [his Io mark] Ordaway. Ack. by John Bayly, March 3, 1678-9, before Jo. Woodbridg, commissioner.

John Cutt of Portsmouth in ye river of Pascattaway, merchant, conveys to Nath<sup>l</sup> ffoulsham of Exon, two acres of upland in Exon, which land was once part of the house lot of Nicolas Smith, deceased, lately by distraint of exe-



cution delivered to said John Cutt, bounded by land belonging to ye lower Saw mill, land of Nicolass Smith, deceased, and town highway. April —, 1677. Wit: John Fletcher and Henry Crowne. Ack. by Mr. Jn<sup>o</sup> Cutt, July 20, 1678, before Richard Martyn, commissioner.

Mortgage deed. Abraham Whiteker of Haverhill, for thirty-five pounds, conveys to Richard Dole of Nubery, his house and about one hundred and fifty acres of upland in Haverhill, bounded by Dan<sup>l</sup> Merrill, Rodger Easman, Merries Creek, and hog hill highway. Also about fower acres of meadow, bounded by land of Wm. White and meadow of John Haselltine, with upland lying comon which is called Spicket meadow. Provided pay't shall be made by Whittaker to Dole in pipe staves, some to be delivered at John Hazeltines, said Whittaker to be charged to carry them from Haverhill to Nubery before June next. June 18, 1678. Wit.—Ack. by Abraham Whitticker, June 18, 1678, before Jo: Woodbridge, commissioner.

William Hooke of Salisbury and Elizabeth, his wife, resigning dower rights, convey to Mr. Richard Dole of Nubery, upland in Salisbury in a place called Rings Iland, being all ye land upon the iland, except six acres only which is now in possession of Caleb Moudy of Nubery. Feb. 16, 1674. Wit: Wm. Gerish, Nathaniel Clarke, and Tristram Coffyn. Ack. by Wm. Hooke, Oct. 14, 1679, before Nath: Saltonstall.

Thomas Webster of Hampton, for fower pounds paid to the selectmen of Hampton by Henry Dearborn for the mayntenance of Eunice Coule, conveys to sd Dearborn an acre of meadow in Hampton, sometime of William Coules of Hampton, also a small tract of upland bounded with the meadows of John Knowles and Peter Jonson and marsh called ye Severalls. 7.12.1664. Wit: Sam<sup>l</sup> Dalton, Gershom Elkin. Ack. by Thomas Webster, April 5, 1679, before Sam<sup>l</sup> Dalton, commissioner.

John Severans of Salisbury, vintner, for natural love and affection, conveys to his well beloved son, John Severans of same town, wheelwright, all my proportion of the five hundred acres of the division of land granted by the town of Salisbury to the inhabitants thereof as appeareth

on town records. Said proportion being seventeen acres, bounded by land of Richard Wells, now in possession of Benjamin Collins, also by land of Tho. Bradbury now of Robert Pike. Oct. 24, 1670. Wit: Tho: Bradbury, Mary [her NB mark] Bradbury. Ack. by Cornet Jno. Severans, sen., April 11, 1679, before Nath. Saltonstall, assist.

Sam<sup>l</sup> Colby of Amsbery, conveys to his brother Thomas Colby of same place, all my interest in one half of all that land which formerly belonged to my father, Anthony Colby, being what I received for my portion, bounded with Pawwaus River, land of Jarred Haddon and that land that was of my mother, Susanah Whittredg. Excepting that land which I formerly sold to my brother John Colby, being all between ye top of ye bank to ye ware point. Nov. 23, 1676. Wit: Sam<sup>l</sup> ffoot, Hannah [her H mark] ffoot. Ack. by Sam<sup>l</sup> Colby, Elizabeth, his wife consenting, Oct. 9, 1677, before Nath<sup>l</sup> Saltonstall, commissioner.

Thomas Duston of Haverhill acknowledges the sale of fifty acres of land to Sam<sup>l</sup> Gild, jun., of Haverhill, deceased, and gave deed therefor, which deed doth not appeare. Sd land Peter Green of Haverhill sold to Nath<sup>l</sup> Merrill of Nubery for said Merrill's security from said Duston, in point of claiming any of the said land. Therefore the said Tho: Duston stands bound in five hundred pounds, that neither his heirs, etc., or his mother, Elizabeth Butten or heirs shall molest said Merrill. March 15, 1677-78. Wit. Aquilla [his A mark] Chase, Robert ffoord. Ack. by Thomas Duston, June 1, 1678, before Jo. Woodbridg, commissioner.

Daniel Lad, sen., of Haverhill, for three pounds and a fitch of bacon, conveys to Nath<sup>l</sup> Merrill of Nubery, about an acre of Meadow land in Haverhill, bounded with Mich-aell Emerson, and Peter Eyers. April 19, 1628. [sic] Wit: Anthony Somerby, James Brading. Ack. by Daniel [his L mark] Lad, April 19, 1678, before John Woodbridg, commissioner.

Jno. Severans, sen., of Salisbury, vintner, for love and affection conveys to his beloved son Jno. Severans of same town, wheelwright, one complete half of my cow comon

meadow lot being six acres in Salisbury. Bounded with lot formerly of Mr. William Worcester but now of Cornelious Connor, land of Sam<sup>l</sup> fowler, originally ye lott of Joseph Moys alias Lewis Hulets. Oct. 25, 1678. Wit: Jno. Groth. Tho: Bradbury. Ack. by Cornet John Severans, sen., April 11, 1679, before Nath. Saltonstall, assistant.

William Sterling of Haverhill, shipwright, and heirs, etc., stands bound in one halfe part of a saw mill at Haverhill, to pay Theoder Attkinson of Boston seventeen pounds in currant marchantable pay owed sd Attkinson at or before July 1, next, also interest at eight percent per annum from last Oct. 24, until July 1, 1680. Dated July 1, 1679. Wit: Daniell Ela, Anthoney Checkley. Ack. by William Starlin, July 1, 1679, before Nath: Saltonstall, assistant.

John Weed, sen., of Amsbery, freely conveys to Thomas Wells of same town, three acres of land in Amsbery, in form of a triangle, bounded by land of Jno. Colby, deceased, the country highway, and land of said Weed. Always provided that the said Weells doe not voluntarily desert the work of the minstry in Amsbury. This condition not being observed, the land shall pass back to said Weed or successors, they or he paying said Wells so much more as land shall be worth at day of delivery than at this date, by virtue of any improvement made on it by said Wells. Nov. 16, 1675. Wit: Phillip Challis, Samuell ffoot. Ack. by John Weed, 8, 2, 1679, before Wm. Hawthorn, assistant.

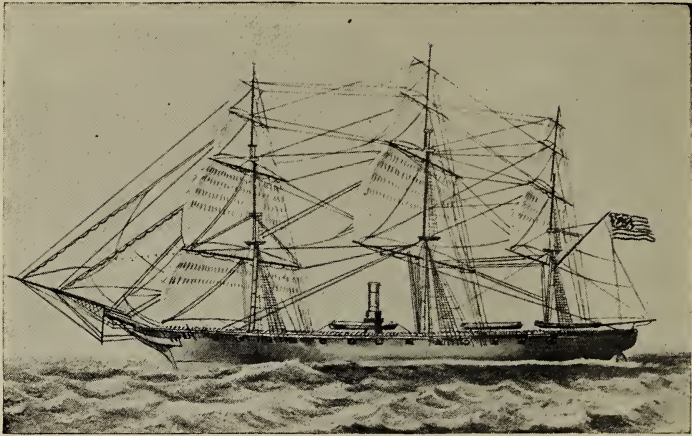
Edward Hilton, of Exiter, conveys to John Wedgwood of Exiter, one hundred and fifty acres of land in Exiter, bounded by sd Wedgwood's house lot, to run in breadth from Carver's brook (formerly so called). June 12, 1674. Wit: Edw: Smith, Thomas [his TR mark] Rawlings. Ack. by Edward Hilton, 29, 12, 1674, before Sam<sup>l</sup> Dalton, commissioner.

Henry Dow of Hampton, for love and good will, conveys to his brother, Joseph Dow of Hampton, one share in ye cow comons in Hampton. March 1, 1669. Wit: —. Ack. by Henry Dow, March 3, 1669, before Sam<sup>l</sup> Dalton, commissioner.

*(To be continued)*







**UNITED STATES STEAMER "CIRCASSIAN"**

Formerly a transatlantic liner on the Galway - New York line, used as blockade runner until captured in 1862

From a drawing in the collection of F. B. C. Bradlee



**BLOCKADE RUNNER "TEAZER" (in foreground)**

From a photograph in possession of F. B. C. Bradlee

# BLOCKADE RUNNING DURING THE CIVIL WAR

## AND THE EFFECT OF LAND AND WATER TRANSPORTATION ON THE CONFEDERACY.

BY FRANCIS B. C. BRADLEE.

(Continued from Volume LX, page 176)

“Suddenly Burruss gripped my arm—‘There’s one of them, Mr. Taylor, on the starboard bow.’ . . . A moment afterwards I could make out a long, low, black object on our starboard side, lying perfectly still. Would she see us? that was the question; but no, though we passed within a hundred yards of her, we were not discovered, and I breathed again. ‘Steamer on the port bow,’ and another cruiser was made out close to us. Still unobserved, we crept quietly on, when all at once a third cruiser shaped herself out of the gloom right ahead and steaming slowly across our bows.

“Burruss was now of opinion that we must be inside the squadron and advocated making the land. So ‘ahead slow’ we went again, until the low-lying coast and the surf line became dimly visible. . . . It was a big relief when we suddenly heard Burruss say, ‘It’s all right, I see the Big Hill!’

“The Big Hill was a hillock about as high as a full grown oak tree, but it was the most prominent feature for miles on that dreary coast, and served to tell us exactly how far we were from Fort Fisher. And fortunate it was for us we were so near. Daylight was already breaking, and before we were opposite the fort we could make out six or seven United States men-of-war, which steamed rapidly towards us and opened fire. . . . To make matters worse, the North Breaker shoal now compelled us to haul off shore and steam further out.

“It began to look ugly for us, when all at once there was a flash from the shore. . . . It was Fort Fisher, wide awake and warning the gunboats to keep their distance. With a parting broadside they steamed out of range, and in half an hour we were safely over the bar. A boat put off from the fort and then—well, it was

the days of champagne cocktails, not whiskies and sodas—and one did not run a blockade every day. For my part, I was mightily proud of my first attempt and my baptism of fire. Blockade running seemed the pleasantest and most exhilarating of pastimes. I did not know then what a very serious business it could be.

“It was now that I made the acquaintance—soon to ripen into warm friendship—of Colonel William Lamb, the commandant of Fort Fisher, a man of whose courtesy, courage and capacity all the English who knew him spoke in the highest terms. Originally a Virginian lawyer and afterwards the editor of a newspaper, he volunteered at the outbreak of the war, and rising rapidly to the grade of colonel was given the command of Fort Fisher, a post which he filled with high distinction until its fall in 1865. With the blockade runners he was immensely popular; always on the alert and ever ready to reach a helping hand, he seemed to think no exertion too great to assist their operations, and many a smart vessel did his skill and activity snatch from the very jaws of the blockaders.

“He came to be regarded by the runners as their guardian angel; and it was no small support in the last trying moments of a run to remember who was in Fort Fisher. So much did we value his services and so grateful were we for them, that at my suggestion my firm subsequently presented him with a battery of six Whitworth guns, of which he was very proud; and good use he made of them in keeping the blockaders at a respectful distance.

“They were guns with a great range, which many a cruiser found to its cost when venturing too close in chase off the coast. Lamb would gallop them down behind the sandhills . . . and open fire upon the enemy before he was aware of his danger . . .”

Some years after the war the *Wilmington Messenger* published a most interesting article on the many British naval officers who temporarily became captains of blockade runners; they were the very cream of the English navy, composed of officers on half-pay who had come out

lured by the prospects of making some money and gaining an experience in their profession which a war such as this could give them. Among these was commander Roberts, afterwards the renowned Hobart Pasha, who commanded the Turkish navy; Murray, now Admiral Murray-Aynsley, long since dead, after having been rapidly promoted for gallantry and meritorious services in the British navy; the brave but unfortunate Hugh Burgoyne, V. C., who went down in the British iron-clad, *Captain*, in the Bay of Biscay, September 10, 1870; and the chivalrous Hewett, who won the Victoria Cross in the Crimean War and was knighted for his services as ambassador to King John of Abyssinia, and who, after commanding the Queen's yacht, died lamented as Admiral Hewett.

The sympathies of so many Englishmen were with the Confederacy that probably many other naval officers would have gone in for blockade running, but that the United States government privately sent word to that of Great Britain that any of the latter's naval officers who were taken serving on a blockade runner would be returned to their own authorities in double irons.\* That promptly put a stop to the practice.

After this digression we must return to Mr. Taylor on board the *Banshee*. Some idea of the profits of blockade running may be formed when he states in his book that: "besides the inward freight of £50 a ton on war material, I had earned by the tobacco ballast alone £7,000, the freight for which had been paid at the rate of £70 per ton. But this was a trifle compared to the profit on the 500 odd bales of cotton we had on board, which was at least £50 per bale . . ."

The *Banshee* made eight round trips in safety, Mr. Taylor then left her to go to Richmond on business connected with the contracts his firm had entered into with the Confederate government. On her ninth voyage the little craft was captured after a long chase off Cape Hatteras, but she had earned enough on her eight successful

\* Autobiography of Admiral Dewey, pp. 83 and 84.



round trips to pay her owners 700 per cent on their investment!

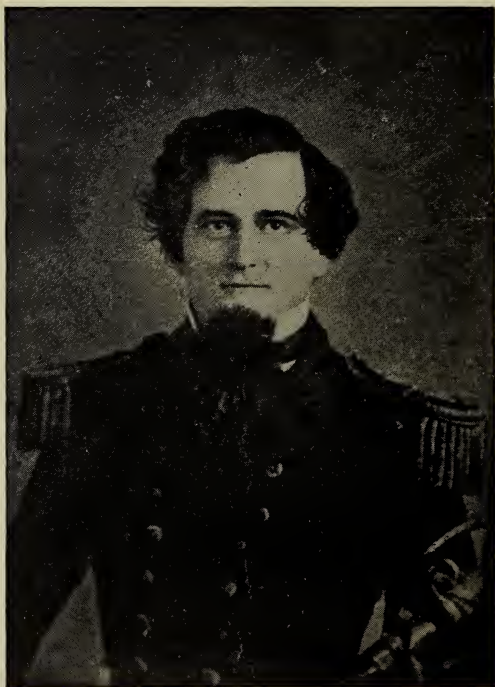
Before she was finally taken, the *Banchee's* narrowest escape from capture was on her sixth voyage when, as Mr. Taylor says: "We had safely gotten through the fleet (bound to Nassau), and I was lying on a cotton bale aft, when Erskine, the chief engineer, suddenly exclaimed, 'Mr. Taylor, look astern!' I looked, and not four miles from us I saw a large side-wheel cruiser, with square sails set, coming down on us hand over fist.

"This was an instance of gross carelessness on the part of the look-out man at the masthead (he turned out to be an American whom we had shipped in Nassau on the previous trip, and about whom both Steele and I had our private suspicions). . . Erskine rushed to the engine-room, and in a few moments volumes of smoke issuing from our funnels showed that we were getting up all the steam we could. . . . The freshening breeze and rising sea now seemed to increase the odds against our, the smaller, boat, and so critical did matters become, and so certain did capture appear, that I divided between Murray-Aynsley—who was a passenger on this trip—Steele, and myself sixty sovereigns which I had on board, determined that when captured we would not be penniless.

"As the weather grew worse we found ourselves obliged to throw overboard our deck cargo in order to lighten the *Banshee*. This was done as quickly as possible, heart-breaking though it was to see valuable bales (worth from \$250 to \$300 apiece) bobbing about on the waves. . . . A fresh cause of excitement now arose; in clearing out these very bales, which were in a half finished deck cabin, a runaway slave came to light, who must have been standing wedged between two bales for at least forty-eight hours. . . .

"He received a great ovation on our landing him at Nassau, though his freedom cost us \$4,000 on our return to Wilmington, this being what he was valued at. . . . Having got rid of our deck cargo, we slowly but steadily began to gain in the race. . . . The chase went on for





CAPTAIN JOHN NEWLAND MAFFITT, C. S. N.  
Commander of the Confederate Cruiser "Florida," and of several blockade runners

From a photograph in the collection of F. B. C. Bradlee

fifteen weary hours—the longest hours I think I ever spent!—until nightfall, when we saw our friend, then only about five miles astern, turn round and relinquish her pursuit.

“We heard afterwards that she was the U. S. S. *James Adger*, formerly a steamer running on the New York and Charleston line and fitted up, as were many merchant steamers, as an auxiliary man-of-war. . . .

Mr. Taylor was so successful in the management of his business that his firm “floated” a special joint stock company especially organized for blockade running. It was called the “Anglo-Confederate Trading Co.,” and owned the steamers *Banshee II*, *Tristram Shandy*, afterwards captured and taken into the U. S. Navy under the same name; *Will-o'-the-Wisp*, wrecked near Galveston; *Wild Dayrell*, captured, according to Mr. Taylor, owing to the cowardice of her captain; *Night Hawk*, etc.

The above mentioned company was one of the largest, if not the largest organized to break the blockade and had a great deal to do, especially in the last part of the war, with feeding General Lee's army.

During the month of December, 1864, Mr. Taylor says: “I met by appointment the Commissary General (of the Confederate army), who divulged to me under promise of secrecy that Lee's army was in terrible straits, and had in fact rations only for about thirty days. He asked me if I could help him; I said I would do my best, and after some negotiations he undertook to pay me a profit of 350 per cent upon any provisions and meat I could bring in within the next three weeks!

“I had then, discharging in Wilmington, the *Banshee II*, which had just been sent out to replace the first *Banshee*. . . . After a somewhat exciting and lengthy journey of three days and nights, having been obliged to go round by Danville, I reached Wilmington, successfully ran the blockade out, purchased my cargo of provisions, etc., at Nassau for about \$30,000, for which eventually I was paid over \$135,000, and after a most exciting run in,



landed the same at Wilmington within eighteen days after leaving Richmond."

While in Richmond in 1865 not long before the city was evacuated by the Confederates, Mr. Taylor gave a dinner party to a few high officials, fourteen in all, which cost him over \$5,000 (Confederate currency); champagne was then \$150 a bottle, sherry and Madeira \$120, and as much in proportion for the viands. Two years before, in 1863, it was thought the limit had been reached on high prices, as compared to those prevailing in 1860, the year before the war broke out. The following interesting comparisons are quoted from: "A Rebel War Clerk's Diary," by J. B. Jones.

1860.	1863.
Bacon, 10 lbs. @ 12½c..\$1.25	Bacon, 10 lbs. @ 1.00...\$10.00
Flour, 30 lbs. @ 5c..... 1.50	Flour, 30 lbs. @ 12½c... 3.75
Sugar, 5 lbs. @ 8c..... .40	Sugar, 5 lbs. @ 1.15.... 5.75
Coffee, 4 lbs. @ 12½c.... .50	Coffee, 4 lbs. @ 5.00..... 20.00
Tea (green), ½ lb. @ 1.00 .50	Tea (green), ½ lb. @ 16.00 8.00
Lard, 4 lbs. @ 12½c..... .50	Lard, 4 lbs. @ 1.00..... 4.00
Butter, 3 lbs. @ 25c..... .75	Butter, 3 lbs. @ 1.75.... 5.25
Meal, 1 pk. @ 25c..... .25	Meal, 1 pk. @ 1.00..... 1.00
Candles, 2 lbs. @ 15c.... .30	Candles, 2 lbs. @ 1.25.. 2.50
Soap, 5 lbs. @ 10c..... .50	Soap, 5 lbs. @ 1.10..... 5.50
Pepper and salt (about).. .10	Pepper and salt (about). 2.50
Total .....\$6.55	Total .....\$68.25

The principal cause of the rapid depreciation of the Confederate currency, especially after the disasters at Gettysburg and Vicksburg in 1863, was the distrust of final success entertained by the classes who controlled the value of the money. Its depreciation in the antecedent period was due to the excessive issues of it by the government, and the influence of speculation. Speculation began in such articles as cut nails, salt, leather, and especially medicines. There were but two nail factories in the entire Confederacy,\* and the stocks of these establishments were accessible and easily engrossed. Within the first six months of the war, the entire supply of cut nails in the South was in the hands of less than half a dozen

\* The Lost Cause, by E. A. Pollard, p. 427.

speculators in Richmond; and the price was abruptly put up from four dollars to seven, and then to ten per keg. There was but one considerable saline in the Confederacy, and this was operated by a single firm, which ran up the price of this prime necessity of life, within two years, from the ante-war price of one cent per pound, to twenty-five cents per pound in specie or fifty cents in Treasury notes. A great deal of salt was smuggled in from the North in exchange for cotton. Leather was one of those articles which, though tanned in very numerous establishments conducted on a small scale throughout the country, yet was everywhere found to be in smaller quantity than was needed by the people, and which might safely be bought up right and left wherever found.

Flour, bacon, in fact, provisions of all kinds and particularly medicines were the subject of shameless speculation and extortion, and but for the blockade runners the Confederate armies would more than once have been on the verge of starvation. Yet if the administration in Richmond had had any comprehensive plan of railroad control the food situation need not have been the continual nightmare that it was, for while General Lee's army in Virginia were on half rations, trainloads of foodstuffs were rotting at various freight stations in North Carolina and Georgia through lack of care and of a central directing head in the administration of the whole railway system in the South.\* With ordinary foresight, too, the Confederate government could have laid up large supplies of salt provisions from abroad, for before the blockade was strictly enforced Andrew Low and Co., merchants of Savannah, who apparently were interested in, or controlled, several British iron clipper ships, wrote, April 24, 1861, to Leroy Pope Walker, then Confederate secretary of war, offering to bring in large quantities of foodstuffs on favorable terms,† but it is believed their proposition was not even considered. The United States government declared medicines contraband of war, with the

\* *Diary of a Rebel War Clerk*, by J. B. Jones, Vol. 2, p. 401.

† *Official Records of the War*, Series IV, Vol. 1, p. 237.

result that the South depended almost wholly upon the blockade runners for their supply of them, together with hospital stores, surgical instruments, etc. Even then there was a woeful shortage of proper remedies; indigenous herbs were in some cases used to take their place. Morphine, quinine and chloroform, the three most important drugs, brought fabulous prices. The medical service in the Southern army did not begin to compare in efficiency with that of the United States forces, as will be seen in the following article quoted from the *New York Semi-Weekly Tribune* of July 16, 1863:

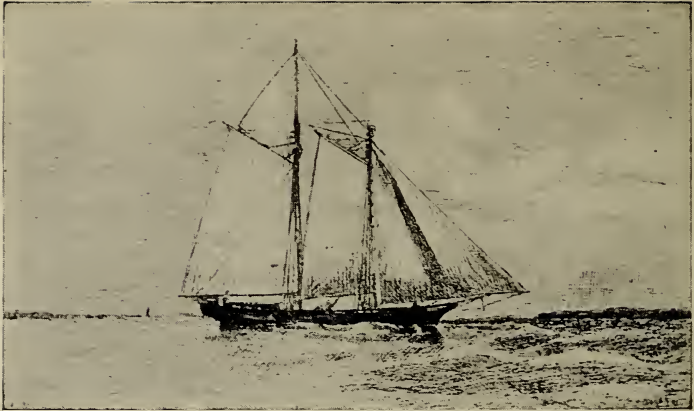
“Our surviving wounded are living monuments of the incompetency of the rebel surgeons. . . . Wherever there could be any possible excuse for such an operation, a leg or an arm has been amputated. The limbs have been hackled off in shocking style, and many deaths have occurred from the horrid wounds inflicted in amputations for very slight ones. Legs were cut off after the fashion of 1600, with none of the improvements which a surgeon of this century ought to know all about.

“The rebels say they are short of surgeons, but treat our wounded just as they do their own. God pity all of them who come on the operating tables of these clumsy, ignorant cutters and slashers, who use no chloroform because they have none and are ignorant of its use; who cut off legs to save hunting for bullets, and send us down maimed, legless and armless cripples, in place of well-treated men we have sent them.

“Ignorance and incompetency have much to do with these barbarities. . . . That their own wounded suffer from similar causes is undoubtedly true. Dr. Vollum, U. S. Medical Inspector, on his return from Gettysburg, said: ‘Rebel surgeons have been most singularly remiss in their attentions to their own wounded, leaving most of the surgery to our surgeons. Only about 18 rebel surgeons were left on the field, and these are a stupidly ignorant and lazy class of men. When asked to do anything they seemed to stand back as if bewildered at our superior medical, surgical and sanitary arrangements, and even doubted







**BLOCKADE RUNNER "ROB ROY"**

Type of centreboard light draft schooner used on the Texan coast

From the collection of F. B. C. Bradlee



**SCREW STEAMSHIP "SOUTHERNER," BUILT IN 1861**

Type of early blockade runner

From a drawing in collection of F. B. C. Bradlee

their possibility of aiding in the work. Dr. Hammond (surgeon-general of the United States army) says 300 rebel surgeons ought to have been left on the field to care for their own wounded.'” In September, 1863, the price of medicines in the Confederate states (by far the larger proportion of which reached the country by means of the blockade runners) were as follows: Quinine per oz., \$100; calomel, \$20; blue mass, \$20; morphine, \$100; S. N. bismuth, \$100; soda, \$5; borax, \$14; oil of bergamot, per lb., \$100; indigo, \$35; blue stone, \$10.\* Another case of lack of experience by Confederate surgeons is reported as follows.† At the battle of Spottsylvania Court House, a Federal corporal, who had been wounded in the thigh, just above the knee, was captured by the Confederates and taken to a field hospital. Two young doctors had charge of his case, and decided to amputate his limb forthwith. The corporal protested, saying he had rather die than lose his limb. The surgeons told him he certainly would die if it was not amputated, and paying no further attention to his entreaties, proceeded to place him in position to cut it off. One of the guard, who chanced to overhear the conversation, then added his protest, saying that as the hurt was only a flesh wound, he did not believe it should be amputated. He was indignantly ordered off by the surgeons, but knowing that a Confederate brigadier lay wounded in a tent, he went to him, explained the circumstances, and asked him to interfere. This the general did, and ordered the young M. D.'s to defer the operation until the arrival of their chief. He came in a short time, and immediately decided that the leg should not be disturbed. This settled it, and the happy fellow thanked the guard for interfering in his behalf. Three months after that time the corporal was exchanged and went to his northern home a well man, carrying with him both his legs.

Several of the well-known early blockade runners also

\* Diary of a Rebel War Clerk, by J. B. Jones, Vol. 2, p. 56.

† The Blue and the Gray, by Gerrish, U. S. A. and Hutchinson, C. S. A., p. 543.

did duty at some time in their career as regularly commissioned men-of-war of the Confederate navy. Among these were the *Nashville* and the British steamer *Fingal*, afterwards the ram *Atlanta*; also the *Sumter*, predecessor of the *Alabama*, commanded when a cruiser by Captain Raphael Semmes. The *Nashville* was a wooden side wheeler built by William Collyer at New York in 1853; she measured 1,220 tons gross, 215 feet long, 34 feet beam and her machinery consisted of a side lever engine having one 86-inch cylinder, 8 feet stroke. This steamer was considered at that time the fastest in coastwise service and had made one or more chartered trips on the Collins line between New York and Liverpool in 1855. The *Nashville* was seized at Charleston by the Confederate authorities soon after the fall of Fort Sumter in 1861.

She then remained idle until it was decided that she should take Messrs. Mason and Slidell, the Confederate commissioners to England and France, on the first stage (through the blockade) of their journey to Europe. When this intention was revoked, the *Nashville* was sent to England, commanded by Lieutenant Robert B. Pegram, C. S. N., to make what might be called "a voyage of announcement" of a Confederate man-of-war to Europe.

Her armament consisted of only two 12-pounder brass guns. On November 19, 1861, when nearing the English Channel, the *Nashville* captured and burnt the ship *Harvey Birch* of New York, William Nelson of Salem commander, homeward bound from Havre. The news of this event created great excitement at the North. After a stay of some length in England the *Nashville* returned to Beaufort, North Carolina. While she was lying at Southampton, the United States steam sloop *Tuscarora*, commander T. A. Craven, made every effort to intercept and capture the *Nashville* upon her departure, resulting in a very ugly feeling manifested by the British officials towards the United States naval officers. While a Confederate man-of-war, the *Nashville* was officially christened the *Rattlesnake*, but is always referred to under her original name. In 1862 she became a blockade runner pure and simple,



and it is believed again reverted to private ownership; at any rate in July, 1862, in charge of Captain Baker, she ran into Savannah with a very valuable cargo of arms and ammunition. Thenceforth until her destruction the *Nashville* was strictly blockaded. She ran into the Ogechee River (about 16 miles south of the mouth of the Savannah River) waiting for an opportunity to run out to sea when on February 27, 1863, the U. S. monitor *Montauk* was sent to attack Fort McAllister under whose guns the *Nashville* was lying. While attempting to get out of range Captain Baker ran his steamer aground; she was soon set on fire and completely destroyed by the *Montauk's* 15-inch shells, much to the satisfaction of Captain Worden, U. S. N., commanding the latter. The *Fingal*, a British iron propeller steamer—a very curious looking craft indeed, as is shown by the illustration of her reproduced from an old drawing—was bought in September, 1861, at Glasgow, Scotland, by Captain James D. Bulloch, the European agent of the Confederate navy. "She was a new ship; had made but one or two trips to the north of Scotland, was in good order, well found, and her log gave her speed as thirteen knots (then considered very fast) in good steaming weather."\*

The *Fingal* took into the Confederacy the largest and most valuable cargo, consisting entirely of military and naval supplies, ever assembled in a single blockade runner, and it so happened that the pressing need of them made it necessary to get her off with quick despatch, and to use every possible effort to land her freight in a port having railroad communication through to Virginia, because the Confederate army, then covering Richmond, was very poorly armed and was distressingly deficient in all field necessaries.

This record-breaking cargo consisted of 10,000 Enfield rifles, 1,000,000 ball cartridges, 2,000,000 percussion caps, 3,000 cavalry sabres, 1,000 short rifles, and cutlass bayonets, 1,000 rounds of ammunition per rifle, 500 revolvers

\* The Secret Service of the Confederate States in Europe, by Capt. James D. Bulloch, C. S. N., Vol. I, p. 110.



and ammunition, a couple of large rifled cannon and their gear, two smaller rifled guns, 400 barrels of cannon powder, and a lot of medical stores and material for clothing. Through its own "secret service" the United States officials were made fully aware of the *Fingal*, her valuable lading and probable destination and every effort was made to capture the steamer, as will be seen by quotations from a letter addressed to Mr. Seward, Secretary of State in President Lincoln's cabinet, from F. H. Morse, the United States Consul-General in London:

"Consulate of the United States of America,

"London, October 11, 1861.

"Sir: I herewith send the final report of our man at Greenock in the case of the steamer *Fingal*, with a sketch of her as she appeared when she left the port. If this could be photographed or copied and sent to such vessels as may be instructed to look after her and her cargo, it may aid in her recognition and detection and in the prevention of her cargo getting into the rebel states. Her cargo is no doubt far more valuable than appears from the invoice of ammunition I sent you, and consists of such articles as are now greatly needed by the Confederates, so say their agents here.

"From the source of information noticed in my despatch of Saturday last, I am informed that they (the Confederates) have another cargo of munitions of war nearly ready for shipment, and are looking about for a large steamer to carry it out. I saw one order for over 2,000,000 percussion caps, which were required to be shipped by the 20th instant, at which time they say the steamer must sail. She will be a larger vessel than the *Fingal*, and, my informant says, will take out a much more valuable cargo, in it a large number of rifled guns, of which they have, he says, 40,000 of different kinds now

ready for shipment, a part of them being the short Brunswick rifle with sword bayonets. . . .

"I have the honor to be, very sincerely,

"Your obedient servant,

"F. H. Morse, Consul."\*

"Hon. Wm. H. Seward,  
Secretary of State,  
Washington City."

The *Fingal* passed through many adventures on her first voyage under Confederate ownership. Besides Captain Bulloch, the passengers were Colonel Edward C. Anderson of the C. S. army; Messrs. Charles Foster and ——— Moffatt, two residents of Charleston who desired to return to their homes, and Doctor Holland, an ex-surgeon of the U. S. army. For obvious reasons the ship was kept under the British flag, which made it necessary to employ a captain holding a British Board of Trade certificate to clear her outward, and to ship the crew in accordance with the British laws. The second officer was John Low, who afterwards made a most honorable record in the Confederate navy.

About October 8 or 9, 1861, the *Fingal* sailed from Greenock, Scotland, with instructions to call at Holyhead, where Bulloch, Anderson and Holland were waiting to join her. Going into Holyhead on a dark and stormy night, she ran down and sank the Austrian brig *Siccardi*. The character of the *Fingal* would not permit delay and she was out of the harbor before the accident was known to anyone who would have had authority to stop her, Bulloch first leaving on shore a letter for Fraser, Trenholm and Co., the Confederate financial agents in England, which enabled them to trace the owners of the *Siccardi*, and make proper compensation for the loss of that vessel.

On November 2, the *Fingal* arrived at St. George, Bermuda, where she found the *Nashville* in port and received from her a pilot, John Makin, for the Southern coast. She had cleared for Nassau, but was headed from Bermuda for Savannah; and as this necessitated an understanding

\* Official Records of the Civil War, Series I, Vol. 6, p. 368.

with the British crew, Bulloch called them aft, explained that his true object was to run the blockade, and offered to put into Nassau if any of them objected to continuing with the ship. They unanimously consented to go on with the voyage, and he then told them that although the *Fingal* still flew the British flag, he had her bill of sale in his pocket; that he was empowered at any moment to take her from the captain on behalf of the Confederate Navy Department and that if they would stand by him he would do this and be ready to fight any United States blockading ship of equal strength that might intercept him.

Not a man backed out and he put them at work to arm the ship. Two 4½-inch rifled guns were hoisted out of the hold and mounted into the forward gangway ports; a couple of boat howitzers were put in position on the quarter-deck; the men were equipped with rifles and revolvers, and a few old men-of-war's men among them were set to drilling their fellows, and the peaceful merchantman was thus metamorphosed into a capable fighting ship.

On November 12, the *Fingal* came upon the Georgia coast in a dense fog, and while Bulloch was reasonably sure that he was off Warsaw Inlet, pilot Makin did not wish to run in on any uncertainty. He bore away for Savannah and made the entrance without even catching a glimpse of a blockader. The cargo of arms was sent to the necessitous armies, and it was decided that the *Fingal* should be loaded with cotton on account of the Confederate Navy Department and that Captain Bulloch should endeavor to take her back to England.

On December 20, 1861, loaded to the "wash streak," with cotton she dropped down to Wilmington Island, seeking an opportunity to evade the blockading squadron. A few days later, however, the *Fingal*, although accompanied by several Confederate gunboats under Commodore Tatnall, found the United States fleet in such strong force that they were obliged to retire after an interchange of fire. It was too late now to hope to get the *Fingal* out; every channel was vigilantly patrolled by the enemy's gunboats, and a pilot sent out to see if escape could be effected



by an out-of-the-way channel reported that five men-of-war were watching for the unfortunate blockade runner in that locality. There is no doubt that spies informed the United States naval officers of her movements. Just at this time, too, old hulks loaded with stone were sunk in the approaches to Savannah which late in January, 1862, completely closed the port.

Captain Bulloch could see no prospect of carrying the *Fingal* out and so returned to Europe by way of Wilmington. Available no longer to the Confederacy as a cruiser, or blockade runner, the *Fingal* was converted into an iron-clad of the familiar type (on the same general plan as the *Virginia*, better known under her original name of *Merrimack*) followed in all the Confederate armored ships. Her extreme length was 204 feet, beam 41 feet, draft of water 15 feet 9 inches. She was cut down to the main deck, which was widened amidships and overlaid with a foot of wood and iron plating, and upon this foundation was laid the casemate, the sides and end inclining at an angle of thirty degrees. A ram was attached to the bow, which was also fitted with a spar to carry a percussion torpedo.

The battery consisted of two 7-inch Brooke guns on bow and stern pivots, and two 6-inch Brooke rifles in broadside. The larger guns were so arranged that they could be worked in broadside as well as for fore-and-aft fire, and the ship could, therefore, fight two 7-inch and one 6-inch piece on either side.\*

The sloping sides and ends of the casemate were covered with four inches of railroad iron (the only fashion in which this valuable material could be had in the impoverished Confederacy) set in layers and, it was hoped, would be impregnable.

When completed she was renamed the *Atlanta* and on June 17, 1863, under the charge of Commander William A. Webb, C. S. N., she sallied forth in Warsaw Sound to attack the Union fleet in an attempt to break the block-

\* History of the Confederate States Navy, by J. Thomas Scharf, p. 641.



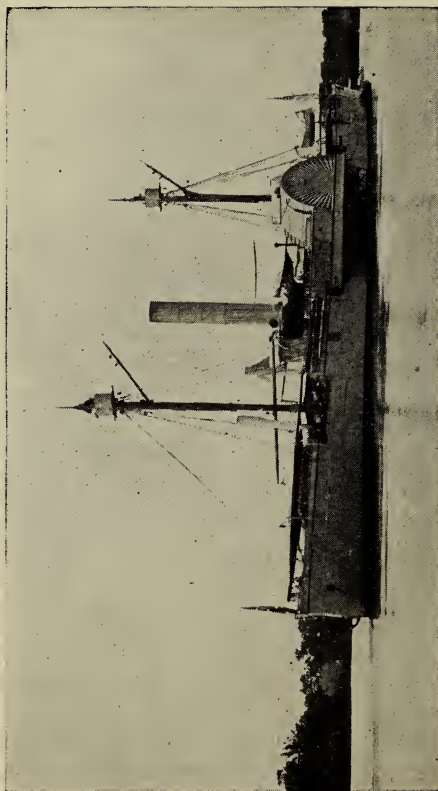
ade. Admiral du Pont, commanding the blockading fleet off Charleston, anticipated the *Atlanta's* attack and had sent the monitors *Weehawken* and *Nahant*, commanded by Captain John Rodgers, U. S. N., to meet her. In fifteen minutes the *Weehawken*, alone, with a series of well directed shots, smashed in the *Atlanta's* armored sides, killing sixteen of her crew and wounding 40 others and causing the surrender of the Confederate vessel. Neither the *Weehawken* nor the *Nahant* received any injury. The *Atlanta* was taken to Port Royal, the Union base, for repairs and reconditioning. Subsequently she did duty under the Stars and Stripes. As previously mentioned, the well-known Confederate cruiser and commerce-destroyer *Sumter* made one, possibly more trips as a blockade runner after her career as a regularly commissioned man-of-war had come to an end.

This vessel's story is most interesting. She was originally called the *Habana*,\* flying the Spanish flag and plying between New Orleans and Havana, although built at Philadelphia by Neafy and Levy in 1859; a wooden propeller of some 500 tons gross. Admiral Raphael Semmes, in his "Service Afloat" (pp. 93 and 94), says of the *Sumter*, which he so long and successfully commanded: "I read it (a telegram), and found it described a small screw steamer of 500 tons' burden, sea-going, with a low-pressure engine, sound, and capable of being so strengthened as to be enabled to carry an ordinary battery of four or five guns. Her speed was reported to be between nine and ten knots, but unfortunately she carried but five days' fuel. . . .

"I now took my ship actively in hand . . . preparatory to making the necessary alterations. . . . The main deck was strengthened by the addition of heavy beams to enable it to support the battery; a berth-deck was laid for the accommodation of the crew; the engine, which was partly above the water-line, was protected by a system of wood work and iron bars; the ship's rig was altered so as to

\* Not to be confused with another Spanish steamer (at one time a slaver and Mexican corsair), *Marques de la Habana*, afterwards the Confederate States cruiser *McRae*.





U. S. S. " MENDOTA," built in 1862  
Type of shallow draft steamer used on blockade duty  
From a photograph in the collection of F. B. C. Bradlee

convert her into a barquentine, with square sails on her fore and main masts. . . .

“My battery consisted of an 8-inch shell gun, to be pivoted amidships, and of four light 32-pounders in broadside.”

After the *Sumter's* conversion into a man-of-war, she escaped to sea on June 30, 1861, although she narrowly escaped capture by the U. S. steam frigate *Brooklyn*. The career of the Confederate ship, in the West Indies, off the coast of South America and finally winding up at Gibraltar but dealing destruction on every side to the Northern merchantmen, is a part of the strictly naval history of our Civil War.

Several times she dodged imminent doom at the hands of more powerful Federal men-of-war only through the ingenuity and skill of her commander.

The *Sumter* put into Gibraltar early in 1862, her hull and machinery were then in a bad condition, besides which the United States consul made it impossible for Captain Semmes to secure a supply of coal. If this were not enough, the steam sloop *Tuscarora*, Commander T. A. Craven, U. S. N., was lying in wait for her across the bay at the Spanish port of Algeciras. All these facts decided Captain Semmes, who had full powers from his government, to sell the *Sumter* to a British purchaser, which was accordingly done and the ship renamed the *Gibraltar*. Before the transfer was made, however, a curious incident took place on board of her which outside the Official Records never has found place in any histories of the war. When it was decided to sell the *Sumter*, but before a purchaser was found, Captain Semmes discharged most of his crew while he and his officers repaired to England to take charge of the famous *Alabama* then in course of construction.

Midshipman Andrews, Master's Mate Hester and several men were left in charge of the *Sumter*. Hester, a native of Georgia, had left a British ship to join the Confederate cruiser and Captain Semmes had given him a commission, as above. Andrews detected Hester, who was



a bad character, stealing public property, when the latter shot him dead.\* This event created quite a stir at the time and Hester was arrested by the British authorities, but it is thought was never brought to trial. Later on he returned to the United States, turned against his own people and became a spy employed by the United States Secret Service to ferret out the activities of the Ku Klux Klan secret order which flourished in the Southern states for several years after the close of the war.†

Immediately after her transfer to British registry the *Gibraltar* was taken to England, and there fitted out as a blockade runner. Her first voyage in this role was to Charleston, into which port she slipped in July, 1863, with a valuable cargo of munitions of war, including heavy guns for the city's defences. While waiting for her return freight of cotton the *Gibraltar-Sumter* was chartered to convey Confederate troops and supplies to Cummings Point on Morris Island, one of the outer defences of Charleston, in the lower harbor, and owing to a misunderstanding was fired upon and sunk by the Southern batteries at old Fort Moultrie, August 31, 1863. It was a narrow escape from wholesale slaughter by their own friends. The officer in charge of the troops on board (Major Motte A. Pringle, assistant quartermaster), finding that the falling tide prevented him from using a short cut up the harbor, had proceeded by the ship channel, rather than leave the *Sumter* where she could be seen at daylight and fired upon by the Federals.

As the steamer was making silently for the buoy near Fort Sumter, the officer of the day at Fort Moultrie, Lieutenant E. Mitchell Whaley, spied a dim, dark object below Fort Sumter. Anticipating an attack, the long roll was sounded and the sleeping garrison sprang to their arms. There was a wait until the boat was within 800 yards when fire was opened on her; cries of alarm and shouts of "for God's sake, don't shoot! we're friends!"

\* Official Naval Records of the Civil War, Vol. I, Series I, p. 509.

† A Chautauqua Boy in '61 and Afterwards, by David B. Parker, p. 173.

rose from the *Sumter's* crowded decks. Signals were attempted, the whistle blown, etc., but shot came crashing through her hull, wounding several men. The helmsman deserted the wheel, and with no hand guiding it the steamer headed for a sandpit, where she ran aground and partially sank.

The soldiers, dropping their guns and equipments, jumped into the water; some waded ashore, others swam, and luckily Fort Moultrie soon stopped firing. This accident demonstrated the alert watch the Confederates kept on the channel of Charleston harbor, and was due to the want of a proper system of night signals for use between the steamers employed by the Confederate authorities for moving troops to the harbor forts and the batteries guarding the channel. While blockade runners had a regular code of signals for insuring their safety while they ran past the forts, the army transports had none. Indeed, system was not one of the strong points of the Confederate military organization. As Mr. James Ford Rhodes so truly remarks in his "History of the United States": "A system of administration by trained officials was wanting to handle the enormous amount of business brought on by the war; and in the ingenuity requisite to devise such a system the South was far inferior to the North."\*

The sinking of the *Sumter* did not end this vessel's most interesting career. After lying several weeks near Fort Sumter, she was raised, repaired, and laden with the usual valuable cargo of cotton, ran the blockade out of the harbor. She ended her days in the North Sea as a cargo carrier, foundering in a gale.

The importance of blockade running may be measured by the statement in Rhodes' "History of the United States" that during the years 1862-63-64, 402,000 bales of cotton were shipped through to Great Britain and 139,000 bales to the Continent.† Besides this estimate it is well to reproduce the following table of cotton exports from Charles-

\* Rhodes History of the United States, Vol. V, p. 380.

† Rhodes History of the United States, Vol. V, p. 409.

ton during the period 1861-63 issued by W. F. Colcock, Collector.\*

Period	Vessels cleared	Number of bales	Value
July 1 to Sept. 30, 1861.....	5	140	\$ 6,657
Oct. 1 to Dec. 31, 1861.....	11	4,675	534,902
Jan. 1 to Mar. 30, 1862.....	28	2,195	97,021
Apr. 1 to June 30, 1862.....	41	1,345	59,007
July 1 to Sept. 30, 1862.....	7	4,101	223,511
Oct. 1 to Dec. 31, 1862.....	13	10,220	954,009
Jan. 1 to Mar. 30, 1863.....	25	9,374	1,179,369
	130	32,050	\$3,054,476

In the figures given by Mr. Rhodes is included cotton exported by way of Matamoras (the nearest Mexican port across the Texas boundary line), but it may be assumed that the latter did not amount to 5 per cent of the whole. Mr. Rhodes was at great pains to secure accurate returns and the above totals are as nearly correct as any Confederate statistics can be.

Until the very last part of the war, when the blockade outside Charleston and Wilmington became almost impassable, the traffic to Matamoras and the Brazos River in Texas, owing to shallow water near the coast, dangerous bars, etc., was carried on almost entirely by small schooners. A typical vessel of this class was the centre-board (which when pulled up enabled the craft to navigate very shallow water) schooner *Rob Roy*, originally under American registry but transferred to the British flag for "business reasons." She measured 78 feet in length, 22½ feet beam, and 6 feet depth of hold.† Naturally the carrying capacity of such a vessel was small as compared with the steamers, but the *Rob Roy* and others of her class often made successful voyages, earning large profits for their owners.

The Confederate authorities appreciated the tremendous importance to their army arising from this traffic. At first they arranged with private blockade runners to bring in the much-needed supplies, but when in a short

\* Official Records of the Civil War, Series IV, Vol. 2, p. 562.

† Adventures of a Blockade Runner, by William Watson.



time the freightage of a 500-ton steamer rose to \$1,500,000 in Confederate money, they were forced to devise other means.

As will be seen further on the Confederate government were the proprietors of several steamers, besides a partial ownership in the *Hebe* and *Venus* as co-partners with Collie and Co. of Glasgow.

The State of North Carolina is believed, also, to have been interested in various blockade runners.

The French partner in the Charleston firm of Fraser and Co. (the principal partner was Hon. George A. Trenholm who in 1864 succeeded Mr. Memminger as Confederate Secretary of the Treasury) was eager to have a French vessel in the blockade running "trade" and a steamer was set aside for the purpose. To make her legally French, a French captain and crew was necessary and although very high wages were offered to secure them they were not to be had; but enough officers and sailors for such craft could always be engaged in Liverpool.\* By 1862 the South began to feel severely the pinch of hard times and losses caused by the war; this contrasted glaringly with the flaunting extravagance of men engaged in blockade running when they took their ease and indulged in the material delights of Richmond and other large cities, resulting in much severe criticism in the press and otherwise. It was also felt that although the business helped feed and arm the armies, it took what little specie there was left out of the country, and so contributed to depreciate the Confederate currency.

Colonel Freemantle of the British army, a Southern sympathizer, in his "Three Months in the Southern States," wrote that the traffic was looked upon in Charleston as a regular gambling speculation and that many fair-minded persons feeling that it was demoralizing to the country thought it should be stopped. The profits arising from blockade running were enormous; the Anglo-Confederate Trading Co., organized especially for the busi-

\* History of the United States, by James Ford Rhodes, Vol. V, pp. 397-398.



ness, paid in 1864 two dividends of \$1,000 and \$1,500, respectively, in Confederate notes; the shares were of the par value of \$100 each in the same currency. During the same year the Palmetto Importing and Exporting Co. of South Carolina paid a dividend of \$2,000 in currency.\*

As the war progressed the feeling in the Confederacy against the blockade runners became stronger and was reflected by an act passed by Congress at Richmond, February 6, 1864, prohibiting the importation of luxuries. Another act was passed on the same day, stopping the exportation of cotton, tobacco, naval stores, sugar, molasses and rice, "except under such uniform regulations as shall be made by the President of the Confederate States."†

Under an executive order, also, the government, acting on the same general plan as the Allies did during the World War, exacted from every blockade runner the use of one half the vessel's freight capacity outward and inward, paying in coin five pence sterling per pound freight on cotton and tobacco outward, and £25 per ton on the inward cargo payable in cotton at ten pence per pound. The government further required that at least one half of the net proceeds of the owner's part of the cargo should either be invested in goods to be shipped to the Confederacy or else paid in coin to its proper agent. Owners were to be reimbursed with cotton at ten pence per pound delivered to him at the shipping port in the Confederacy. Naturally these laws did not please the owners of blockade-running craft and for a short time there was a falling off in the traffic, but soon under the pressure of hard necessity these regulations, like many others in force in the South, were but very slightly enforced; in remote parts of the Confederacy not at all, so that the "trade" soon picked up.

The whole subject of blockade running was one filled with serious possibilities for the Confederate administration. Great pressure was brought to bear upon President Davis to rescind the objectionable executive order. The

\* Charleston Mercury, November 16th, 1864.

† Official Records of the Civil War, Vol. III, Series 4, p. 78.

latter's views upon the question were brought out in a letter from Mr. Davis to Mr. Herschel V. Johnson, a prominent Georgia politician:\*

“ . . . While I am unwilling even to seem disobliging to those who have a common purpose with the Confederate Government, I am compelled by its present necessities to use full authority vested in me by Congress in this matter. . . . As soon as Congress had empowered the executive to control this trade, so as to use our staples with the greatest efficiency and secure our government against the monopoly and exactions of blockade runners, these latter attempted to interpose the State authorities between themselves and the General Government, and thus evade the regulations. . . .

“Many persons, not aware of the objects for which it was to be used, sanctioned with their approval the bill which authorized States to charter ships, etc., which I was compelled to veto, as it would have rendered unattainable the objects of previous legislation by enabling owners to place every ship in the trade under such control as to deprive the Confederate Government of their use and of the best means of obtaining the sinews of war. An amendment was passed during the last hours of the session, authorizing the exemption from the regulations of vessels already chartered by States.

“I could not approve this. . . . I was informed that arrangements had been made for such charters to such an extent that would have deprived the Confederate Government of the benefits it had just begun to realize from the policy of the law in regard to foreign commerce. The ships owned by the various Sovereign States are exempted from the regulation, and the State authorities are not prevented from chartering one-half of every vessel, one-half only being claimed for the service of the General Government. . . . To allow them to absorb the entire tonnage of vessels under charters made with them by parties seeking to evade the law, would probably produce embarrassing results, which in the present urgent necessities of our country I cannot consent to encounter.

\* Official Records of the Civil War, Series IV, Vol. 3, pp. 552-53.

"I believe that a full consideration of the question, and of the stringent wants of the Confederate Government, charged as it is with the armament and equipment of large armies, and the solution of the financial difficulties which do not embarrass the States, will satisfy you as to the propriety of my present action. . . ."

It was well known that a large proportion of the provisions for the Confederate army which passed through the ever-tightening cordon of the Union fleet were bought from Northern merchants, the latter knowing full well the ultimate destination of their goods. Augustus Buell (afterwards a distinguished civil engineer), author of "The Cannoneer; Recollections of Service in the Army of the Potomac,"\* was detached as confidential clerk at headquarters during the winter of 1863-64 and copied a secret report of the Confederate secretary of war to their Congress, which had been abstracted or bought by a Union spy from the Richmond printing office where the work was done. This showed the supplies available for the Southern army in the spring of 1863, giving estimates of the meat, flour, cornmeal, etc., then in the Confederacy, together with an estimate based on previous averages as to the extent to which it was safe to depend on the blockade runners for additional supplies. Among other things, this circular referred to barreled beef and pork shipped from *New York, Boston* and other Northern ports, on board English vessels, ostensibly for Liverpool, but actually taken to Bermuda and Nassau, and thence reshipped in blockade runners for Wilmington, Mobile and other points in the South.

There was one amusing clause in the report complaining that some of the meat, particularly, the beef, was damaged, and suggesting that the barrels "bore marks of previous condemnation by the inspecting officers of the Federal navy." It was recommended that the Confederacy ought to have inspectors at Northern ports (New York, Boston and Philadelphia) whence this meat was shipped, as it appeared that the inspectors they did have at Bermuda and Nassau seemed to be inefficient!

\* Pages 134-35.

(To be continued)



# THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

(Continued from Volume LX, page 192.)

Emeline J. Newton of Worcester represents that Lucy A. Burnett died 5 December, 1896, leaving no husband and Emeline J. Newton, Marshall S. Burnett, Austin C. Burnett and Francis E. Burnett, brothers and sisters, she petitions for administration, being a sister, and the only person interested who resides in the Commonwealth is Austin C. Burnett. 19 January, 1897. Worcester Probate Records, 2nd Series, No. 20839.

336. WARREN [WEBSTER] BURNETT, born 18 July, 1800, married before 1837, Nancy Edwards of Boston, whose parents are unknown.

He was a provision dealer living in Boston or Dedham and died, a widower, in the latter town 6 May, 1872, aged 72:3:17, "son of Warren and Emeline," sic. It is not known when his wife died.

Children, born in Boston.

527. EDWIN L., born about 1837; died 1 Oct., 1871, at West Roxbury, Mass.

528. WARREN WEBSTER, born about 1846; died 1870, at Melrose, Mass.

It is possible there were other children.

337. DOROTHY (DOLLY) BURNETT, born 26 March, 1802, married 11 June, 1827, at Oxford, Eurotas (name changed to Frederick S.), born 3 August, 1794, at Whately, Mass., son of Moses and Abigail (Crafts) Graves of Whately.

They lived in Worcester and he died there 9 September, 1847, and she died there 17 October, 1855.

Children, born in Worcester—GRAVES:

WALTER DWIGHT, born 26 May, 1828; married Orville I. Bridges of Warren.

CAROLINE E., born 14 Mar., 1831, died 22 Feb., 1849.

MARY B., born Apr., 1834; died 13 Dec., 1866.



338. CALVIN A. BURNETT, born 29 Jan., 1804, married 29 June, 1830, at Hardwick, Mass., Harriet, born about 1805, at Hardwick, daughter of Simeon and Priscilla Knowles of that town. They lived in Leicester, Mass., where he died 8 May, 1858, aged 54:3:0, (State Vital Records), and she died 20 April, 1865, aged 60. Harriet Burnap (sic) widow, administratrix of Calvin A. Burnap, late of Leicester, prays that administration be granted. 25 June, 1858. Worcester Probate Records, No. 9185.

Edward Knowles of Leicester is an applicant for administration on the estate of Harriet K. Burnatt late of Leicester, and represents that she died 20 April 1865, leaving only next of kin, Calvin of age 6 June 1865, the petitioner being a brother of said deceased. Ibid, No. 9190.

Lyman D. Thurston of Leicester, represents that Calvin A. Burnett died 8 May 1858, (sic) leaving a widow and Calvin Burnett of Leicester a son, since deceased, the petitioner being the only person interested, and prays for administration. 18 September 1894. Ibid, 2nd. Series, No. 17261.

Children, born in Leicester.

529. CALVIN A., born 19 Nov., 1834; died 17 Oct., 1843, ae. 6 mos., at Leicester.
530. ADELINE, born 3 Nov., 1836; died 20 Sept., 1837, ae. 11 mos., at Leicester.
531. LUTHER P., born 1843; died 1843.
532. CALVIN A., born 1844; died 20 Nov., 1892, unmarried.

L. D. Thurston represents that Calvin Burnett of Leicester, died 20 November 1892, leaving no widow, Albert B. Whipple of Worcester, Mrs. Susan A. Conant of Leicester, Charles A. Bartlett of Worcester, Mrs. Emeline Newton of Worcester, Austin Burnett of Dudley, M. K. Whipple of Warren, Mrs. Sarah A. Richardson of Leicester, Mrs. Maria M. Brown of Tracy, Minn., all cousins. 28 November 1892.

The will of Calvin A. Burnap:—to Mrs. Maria M. Brown, wife of Rev. S. O. Brown of Tracy, Lyon Co., Wis. (sic), to Mrs. Susan A., wife of A. S. Conant of Leicester,

to Emeline, wife of Harvey H. Newton of Worcester, residue to Lyman D. Thurston of Leicester, he executor. 28 July 1887.

Witnesses:—Parkman T. Denny  
J. Clarence Watson  
G. C. Denny

Also an earlier will which has in addition Hattie M. Browne and Mary A. Browne, children of Maria M. Browne, Mrs. Mary S. Trask of Leicester, Charles B. Browne Jr., son of Charles B. Browne, Mrs. Mary W., wife of P. M. Freeman of Leicester. 13 November 1876.

The relationships of the above persons are as follows:—In the will of Luther Burnett's second wife, (No. 334) Hannah G. Whipple is the sister of that wife and mother of Rebecca B. Whipple; T. Edward, Emerson C., George S., and Joshua J. Whipple are nephews and neices of Rebecca (Brimmer) Burnett. Albert B. and M. K. Whipple are cousins of Calvin A. Burnett (No. 338). Susan A. Conant in the will of Calvin A. Burnett is a cousin, as is also Emeline Newton, likewise Maria M. Browne and Hattie M. and Charles B. Browne are children of Maria M. Browne. Sarah A. Richardson is the wife probably of Dr. William T. Richardson of Leicester and a cousin of Rebecca (Brimmer) Burnett; William P. Richardson is a nephew of Rebecca (Brimmer) Burnett. The other relationships are not so clear.

340. MARY BURNETT, born 21 November 1807, married 14 April 1831, at Worcester, Jonas, born 10 April 1805, son of Jonas and Thankful (Fay) Bartlett of Northborough. They lived at Worcester where she died 21 January 1858, and he died 28 August 1877.

Children:—BARTLETT.

CHARLES AUGUSTUS, born 28 July, 1838; married 8 Sept., 1864, Ella Maria Holmes in Baltimore.

ALBERT FRANKLIN, born 4 Sept., 1833.

341. EMELINE BURNETT, born 22 December 1809, died 3 March 1885, at Worcester, unmarried.

Charles C. Burnett of Springfield, represents that

Emeline Burnett of Worcester died 3 March 1885, leaving Charles C. Burnett of Springfield, a brother, (erased Charles A. Bartlett, nephew, Lucy A. Burnette neice) only brother and he prays for administration. 7 March 1885. The only parties interested are Elizabeth Flagg, Lucy A. Burnette, Emeline J. Burnette, Walter D. Graves, Dolly C. Wilson and Charles A. Bartlett. Worcester Probate Records, 2nd. Series, No. 4143.

342. CHARLES CHANDLER BURNETT, born 16 October 1814, married 10 May 1842, probably at Springfield, Mass., Maria M., born 13 May 1814, at Springfield, daughter of Abner Cooley of Springfield.

He was a classical scholar and lived in Suffield, Conn., Middleborough and Worcester, Mass., and in Springfield in 1885. The dates of their deaths have not been found.

Children:—born in Suffield, Worcester and Middleborough.

533. CHARLES J., born 14 Feb., 1843, Suffield.

534. WILLIAM E., born 1847, Suffield probably, died 1847.

535. NELLA M., born 5 May, 1850, Worcester.

536. MARTHA E., born about 1856, Middleborough.

537. MARY E., born 26 July, 1859, Middleborough.

538. JOHN C., born 12 Jan., 1862, Middleborough; died 9 Dec., 1864, Springfield.

343. MEHITABLE BURNAP, born 8 October 1781, married 12 November 1808, at Sutton, Mass., Mark, born 11 March 1781, at Sutton, son of Mark and Priscilla (Baker) Batchelder.

He was a farmer and lived at Sutton and Grafton, where he died 4 December 1847, and his wife died 5 June 1865. His will, which was proved in Worcester 13 December 1847, mentions his wife and children.

Children:—born in Sutton, BATCHELDER.

ALMIRA WYMAN, born 9 Aug., 1809; married 27 Nov., 1834, Lewis Kimball Bacon of Brookfield. She died 29 Jan., 1887.

LUCINDA, born 24 Nov., 1810; married 12 Nov., 1834, Libbeus Fay of Portland, Ore., and of Westborough, Mass. She died 21 Dec., 1885.

LUCY, born 8 June, 1812; married 21 Sept., 1837, Deacon Austin Chase of Paris, Me.

CYRUS, born 29 Dec., 1813; married 18 Apr., 1856, Harriet A. Smith, and lived in Illinois.

SALMON, born 20 Sept., 1815; died 17 Sept., 1839, unmarried.

MEHETABLE WAITE, born 24 July, 1817; married 3 May, 1843, George Tucker. She died 15 May, 1868, s. p.

HOBACE, born 8 July, 1819; married 6 Oct., 1846, Sophronia W. Hall.

MARY BURNAP, born 17 Sept., 1821; married 23 Feb., 1843, Alexander Edwards of Paris, Me.

MARK JUDSON, born 29 Aug., 1825; married 18 Apr., 1850, Sarah Hall King and secondly Lucy Batchellor Day.

344. OLIVE (POLLY) BURNAP, born 6 November 1783, married 7 December 1805, Webster Cole of Alstead, N. H. They lived in Alstead for a time, but before 1808 removed to Fitchburg and by 1812 were in Leominster and in 1814 in Millbury, while finally in 1817 they had returned to Sutton where they had been married. These facts are learned from the births of their children, as he does not appear in the Cole Genealogy, nor have his parents' names and the dates of his birth and death been found. His wife's death is not recorded in Sutton.

Children:—COLE.

MARY BURNAP, born 31 Aug., 1806, at Alstead; married probably 26 June, 1828, Charles Monroe, at Millbury, Mass.

ALBERT, born 27 May, 1808, at Fitchburg; married (intention) 19 Mar., 1835, at Millbury, Sophia Barnes.

LAURA, born 19 Nov., 1810, at Fitchburg; married (intention) 25 Jan., 1833, Charles Tyler.

LEONARD, born 19 Sept., 1812, at Leominster; married (intention) 17 Aug., 1836, at Millbury, Mary Harris of Lunenburg, Mass.

NANCY TOWNE, born 5 Dec., 1814, Millbury; married 22 May, 1838, at Millbury, Lucius Barnes of Hardwick, Mass.

WILLIAM EDDY, born 27 May, 1817, at Sutton; married 24 Nov., 1842, at Sutton, Susan Henry of Fitchburg.

345. TIMOTHY F. BURNAP, born 10 June 1786, married 14 April 1815, at Sutton, Dolly, born 12 May 1787,



at Sutton, daughter of Daniel and Lucretia (Ward) Harbach of that place.

He lived in Sutton and represented the town in the Legislature. He carried on a farm and died in Sutton 17 April 1858, aged 71:10:7, while his wife died there 28 June 1874, aged 87:1:15.

Dolly H. Burnap of Sutton represented that Timothy Burnap of Sutton died 17 April 1858 and that the petitioner was the widow of the deceased who left no child and she prays that administration be granted. 26 April 1858.

In an account Elijah Burnap (No. 353) is mentioned, also James, Bethiah, John, Lewis, Elijah and Abijah Burnap, (brothers and sisters).

Appeal of J. W. Fletcher, guardian of Polly Cole, (No. 344) the only party interested. 19 January 1870.

Worcester Probate Records, No. 9176.

No children are recorded.

346. JOHN BURNAP, born 30 June 1788, married 21 May 1821, at Millbury, Abigail, who seems to be the one born about 1794, at Worcester, daughter of Ezekiel and Hepzibah (Child) Smith of that place.

She died 17 March 1859, aged 64:5:17, at Sutton, where they lived, and he died there 1 or 2 February 1864, aged 75:7:3, having been Selectman and Representative of the town for three years.

John S. Burnap of Sutton represents that John Burnap of Sutton died 1 February 1864, leaving as heirs John S. Burnap a son, Mary F. Burnap a daughter, and Eliza Jane Hall a daughter, wife of Otis Hall of Sutton, and prays that administration be granted. 11 February 1864. Worcester Probate Records, No. 9160.

Children:—born in Sutton.

539. JOHN SMITH, born 3 or 8 June, 1824; died 9 August, 1895, at Jefferson (Holden), Mass.

540. ELIZA JANE, born 3 May, 1827; died 3 Dec., 1905, at Sutton probably.

541. MARY FIDELIA, born 27 Aug., 1830; died 30 Aug., 1915, at Sutton probably.

347. BETHIAH BURNAP, born 18 May 1790, lived in Sutton, where she died unmarried 28 May 1864.

Horace Batchellor of Grafton represents that she, being single, of Sutton, died 28 May 1864, intestate, next of kin James Burnap of Sutton, Cyrus Burnap of Pine Plains, N. Y., Mehitable Batchelor of Grafton, Polly Cole of Millbury, brothers and sisters, also Elijah Burnap of Sutton, brother, and children of Abijah Burnap of Paxton and of John Burnap of Sutton, deceased brothers. The petitioner is a nephew and prays that administration be granted. 7 June 1862.

The inventory contains a note of James Burnap and one of Elijah Burnap. Final account was rendered 6 June 1865, heirs:—Cyrus Burnap of Pine Plains, N. Y., James Burnap of Sutton, Elijah Burnap of Sutton, Polly Cole (J. W. Fletcher guardian, of Leominster), Horace Batchellor of Farmersville (Grafton) administrator of Mehitable Burnap, John S. Burnap of Sutton, Mrs. E. J. Hall, Mrs. M. F. Stockwell, Willard Burnap of Forest City, Iowa, and Mrs. Celinda Clow of Newbury, Iowa.

Worcester Probate Records, No. 9145.

348. CYRUS BURNAP, born 27 January 1792, was employed in the Harris Scythe Works in 1812, leaving there the year he was married and settling on the farm where Burnap Jordan later lived.

He married in November 1820 at Pine Plains, Dutchess County, N. Y., Eunice, born 12 May 1791, daughter of John Harris and Mary (Gamble) Butler of that place in 1820, but originally of Derby, Conn.

She died 21 Oct. 1821, and he married again Elizabeth Benner, whose parents and date of birth are not known. She died 1 September 1872, and he died in Pine Plains, where he had been living, 4 March 1876, aged 84.

Child:—by first wife.

542. MARY, born 7 Oct., 1821; died 25 May, 1842.

349. ABIJAH BURNAP, born 23 April 1794, married 23 April 1826, in Millbury, Caroline D., who may have been born 16 March 1809, at Hopkinton, whose mother's

name was Dolly, but of whom nothing definite can be found. At all events she did not live long for he married within a few years Rachel Howe, who must also have died soon, as on 19 October 1841, at Barre, Mass., he married for the third time, Aurelia, born 28 June 1803, at Barre, daughter of Benjamin W. and Anna (Washburn) Childs.

At the time of his last marriage he was living in Paxton, Mass., where he died 22 February 1844. His wife died in New Braintree, Mass., 3 or 8 March 1868.

Aurelia C. Burnap, widow of Abijah Burnap, late of Paxton deceased, represents that he died lately seized of real estate and she prays for her Dower. 6 April 1844. Samuel D. Harrington, guardian of the children of Abijah Burnap, consents the same date. (In an account 28 March 1844, Timothy Burnap is mentioned, probably No. 345).

Worcester Probate Records, No. 9140.

Samuel D. Harrington, guardian of Caroline G. Burnap, minor daughter of Abijah Burnap, late of Paxton. 6 November 1860.

Account of the same, guardian of Amy D. Burnap, minor daughter of Abijah Burnap.

Schedule referred to in account of Samuel D. Harrington, guardian of Amy, Caroline G., Celinda W., William A., and Julia C. Burnap, minor children of Abijah Burnap late of Paxton, Celinda W. and William A. under 14. 4 December 1843. Abijah Burnap of Paxton prays for a guardian, Amy (called Ama in several papers) over 14, 28 March 1844, the others under 14, William is called Willard in 1845, and the estate is subject to the dower rights of Aurelia C., February 1845. Final account is rendered 3 February 1851.

Ibid, No. 9141.

The will of Aurelia C. Burnap of New Braintree, widow. To sister Ann C. Ayers of "N. A." (?), to sister Mercy Childs, to sister Nancy Childs, to sister Phebe Childs and her daughter Mary, to sister Olive A. Childs, and to my niece Fanny M. Vassell, to my brother William

A. Childs the money in the bank at Ware and he executor.  
3 February 1868.

Witnesses:—William A. Childs.

Olive A. Childs.

B. Hanson Childs.

Petition for probate, she having died 3 March 1868 leaving only brothers and sisters, Franklin E. Childs, Marysville, Ohio, Tyler Childs, Springfield, Mass., Ann C. Ayres, Gainsville, Alexander W. Childs, Holyoke, Mass., William A. Childs, New Braintree, Mass. Ann Childs being the wife of Charles Ayres. 13 October 1868.

Ibid, No. 9144.

Children:—by first wife.

543. AMY DAVENPORT, died about 1850, at Paxton.

544. CAROLINE GODDARD, died before 1868.

By second wife:

545. CELINDA WARREN, born before 1841; died about 1868, probably in Nevada, Minn.

546. WILLARD ABIJAH, born perhaps in Tuftonborough, N. H., living 1915 in Iowa, Minn.

By third wife:

547. JULIA CHILDS, born 15 Aug., 1842; died 29 Nov., 1845, ae. 3:4:- at Paxton.

351. JAMES BURNAP, born 26 April 1797, married 24 May 1831, at Millbury, Ruth, born 17 January 1802, at Croyden, Mass., daughter of David and Naomi (Goldthwaite) Powers of that place or Northbridge.

He was a farmer and lived at Sutton, where he died 10 May 1869, aged 72:1:0, and she died 7 August 1888, at Millbury, aged 86:6:21.

The will of James Burnap of Sutton. To wife Ruth Powers Burnap and after her decease to the First Church of Sutton. 4 May 1869.

Witnesses:—Alonzo C. Stickney

Waters Putnam

Marcus F. Hill

Administration granted to Daniel Bugbee of Sutton, heirs, the widow Ruth Powers Burnap and heirs Cyrus



Burnap of Pine Plains, N. Y., Elijah Burnap of Sutton, Polly Cole of Millbury, brothers and sisters; William Burnap of Chicago, nephew, John S. Burnap of Sutton, nephew; Jane Hall of Sutton, niece; Cyrus Batcheller of Illinois, nephew; Horrace Batcheller of Grafton, nephew; Almira Bacon of Brookfield, niece; Mary Edwards of Maine, niece; Lucinda Fay of Westboro, niece; Cylinda Clow of Nevada, Minnesota. 15 May 1869.

Worcester Probate Records, No. 9158.

Henry E. Newell represents that Ruth P. Burnap died 1 August 1888, at Millbury and that next of kin are:—Hannah Bond of Millbury, niece; Sarah Lundblad of Worcester, niece; Mary Chaffee, Elijah Curtis, Martha Eaton, Sarah Curtis, Elijah Bond, Mary E. Davidson, William G. Davidson, Mabel M. Davidson and David A. Powers, all nephews and nieces and all of Millbury, and E. S. Powers of Brockton, nephew. 18 September 1888.

The will of Ruth P. Burnap of Millbury. To Hannah Bond and others as above mentioned. 5 March 1888.

Witnesses:—Herbert B. Newell

Lucy J. Newell

Lillie P. Smith.

Ibid:—2nd. Series, No. 8467.

328. LEWIS (called M. Lewis in Conant Genealogy) BURNAP, born 15 July, 1799, married 23 July 1840, at Sutton, Matilda, born 22 July, 1801 (1807 in Conant Genealogy), at Dudley, Mass., daughter of Rufus and Dolly (White) Conant of Charlton.

They lived at Sutton, where he died 7 April, 1860, and his wife died 5 December, 1875, aged 68:4:13, at Charlton. He was a farmer, and had no children.

Matilda Burnap of Sutton represents that Lewis Burnap of Sutton died 7 April, 1860, and that she is the widow of the deceased, who left no children, and prays that George W. Rice of Sutton be appointed administrator. 18 April, 1860. In an account Bethiah and Dolly Burnap are mentioned. Worcester Probate Records, No. 9163.

Joseph H. Hathaway of Charlton represents that Ma-

tilda Burnap of Charlton died 5 November, 1875, leaving no husband and next of kin Dolly King, Asa Conant and Rufus Conant, brothers; sister Abiel Foskett of Burlorville, R. I., William Foskett of Millbury, Daniel Conant and Leander Conant of Groton, N. Y., Mary L. Tarbell of Ithaca, N. Y., John W. Smith of Providence, R. I., Benjamin W. Smith of Hopkinton, R. I., and James Smith of New York, nephews and nieces. She left a will and he prays for probate. 4 January, 1876.

The will of Matilda Burnap of Charlton, 1 November, 1875. To Alice King, daughter of William H. King, to brother Asa Conant, to George Flint of Charlton, to brother Rufus Conant and the heirs of deceased sister Martha Smith and of deceased sister Clarissa Foskett and to Daniel H. Conant, Rufus L. Conant and Mary L. Tarbell, children of deceased brother Hosea Conant, to Dolly King and the residue to Adelia M. Flint, wife of George Flint. Joseph H. Hathaway, executor.

Witnesses:—Luther W. Amidon

Bradley Fitts

Martha (sic) Burnap, her mark

353. ELIJAH BURNAP, born 26 July, 1801, married 21 May, 1834, at Sutton, Dency, born 21 December, 1798, at Millbury, daughter of Lemuel and Roxia (Russell) Waite of West Brook, Mass.

He lived at Sutton and Millbury and his wife died at the former 17 March, 1871, aged 70:2:24, while he died 29 January (27 February in State Record) 1886 at Sutton.

Andrew B. Garfield of Millbury represents that Dency Burnap last dwelt at Sutton and died 17 March, 1871, leaving a husband, Elijah Burnap and only next of kin Eliza A. Garfield of Millbury, child, to whom petitioner is related and he prays for administration. 23 June, 1871. Worcester Probate Records, No. 9150.

Moses D. Garfield of Millbury represents that Elijah Burnap of Millbury died 29 January, 1886, leaving no widow and but one daughter Eliza A. Garfield, the peti-

tioner being the husband of said Eliza A. 4 March, 1886.

Ibid:—2nd Series, No. 5375.

Andrew B. Garfield of Milbury represents that Lucy M. Burnap of Sutton died 9 June, 1871, leaving no husband and only next of kin Elijah Burnap of Sutton, father and prays administration. 23 June, 1871.

Ibid:—No. 9164.

Children:—born in Sutton.

548. LUCY MARIAH, born 10 Mar., 1835; died 9 June, 1871, unmarried.

549. ELIZA ANN, born 29 Aug., 1836, died after 1886.

550. MARY ELIZABETH, born 26 Jan., 1839; died 6 Feb., 1849, ae. 10:11, at Sutton.

356. LAVINIA BURNAP, born 8 March, 1788, at Sutton or Ward, married 26 July, 1807, at Oxford, John, born 30 July, 1783, at Oxford, son of John and Anna (Davis) Pratt, who was a major of militia.

He lived in Oxford until about 1810, when he removed to Montpelier, Vt., and in 1877 she was in Grinnell, Iowa.

He died 3 April, 1820, at Montpelier and the time of her death is unknown.

Children:—PRATT.

MARY ANN, born 13 Dec., 1807, Oxford; married 9 Sept., 1828, Schuyler S. S. Gates of Rutland, Vt.

NANCY MIRANDA, born 24 Oct., 1809; married June, 1837, Rev. Sampson Miner and later Rev. Harvey F. Leavitt. She died 20 Feb., 1873, at Middlebury, Vt.

JOHN B., born 5 Mar., 1812, Montpelier; died 20 Aug., 1815.

CATHERINE D., born 14 May, 1814, North Montpelier; married 1 Mar., 1836, Bowman B. Martin.

JOHN AUGUSTINE, born 10 Aug., 1818, Montpelier; married Jan., 1842, Arminda Martin, sister of Bowman B. Martin. He died 1 Mar., 1852.

358. SABRINA BURNAP, born 1 August, 1795, married before 1824, Daniel P. Haynes, a tavern keeper at Leicester.

Children, born at Leicester—HAYNES:

A SON, born 23 Jan., 1824.

LUCIAN B., born 18 May, 1828; died 4 Oct., 1829, ae. 1:4:0.

358a. CYRENA BURNAP, born 9 June, 1798, married 19 Dec., 1820, at Calais, Vt., Horace, born 29 April, 1797, son of Stephen and Demaris (Goodwin) Pitkin of East Hartford, Conn., and Marshfield, Vt.

Nothing further has been found concerning them.

362. ERASMUS LILLEY BURNAP, born 17 December, 1813, married 17 December 1834, at Calais, Susan Rebecca Hawes, whose parents and date of birth and death have not been found. She evidently died before 1867, as 17 April, 1867, he married Elsie Angelina, born about 1842, daughter of Philip and Nancy (Wheeler) Shortt. It is not known when she died, but he died 29 June, 1890, aged 76:6:12, at Calais.

Children:—

- 551. WYMAN REED, born 2 Jan., 1836; died 20 Sept., 1864, Winchester, Va.
- 552. MARY HENSHAW, born 22 Apr., 1837; died 23 Nov., 1903, Marshfield, Vt.
- 553. CHARLES HAWES, born 2 Dec., 1839, Cabot, Vt.
- 554. ISABEL FRANCES, born about 1841, Calais; died 26 Aug., 1901, Calais.
- 555. RUTH TUCKER, born 15 Aug., 1845; died 25 Nov., 1879, East Calais.
- 556. HARVEY ELLSWORTH, born 16 Aug., 1847, Cabot.
- 557. EUNICE ANNIE, born 24 July, 1852, Calais; died 14 Aug., 1905, Marshfield.

363. EBENEZER TUCKER BURNAP, born 2 July, 1818, married February, 1866, Samantha, born 8 April, 1828, at Marshfield, daughter of Vial Allen and Lydia (Edgerton) Bliss. She died 9 October, 1899, aged 71:6:1, at Cabot and he died there 30 November, 1900, aged 82:5:2.

Child, born in Cabot, Vt.

- 558. MARY DORCAS, born 18 July, 1872.

364. LUTHER BURNAP, born 28 March, 1784, married 6 January, 1806, Mary, born 6 January, 1786, daughter of Asahel and Hannah (Wilder) Osgood of Barre, Mass. He lived in Windham, Athens and Townshend, Vt., and



she died 31 January, 1848, aged 32, according to the Vermont records, but obviously an error, as it should be 62. The date is elsewhere given as 22 January, 1854, probably another mistake. He died 6 November, 1860, according to the State Records at Townshend, aged 76, but elsewhere at Thetford, aged 73, the former being apparently correct.

Children:—

559. LUKE, born 25 Nov., 1806, Windham, Vt.; died 7 Dec., 1873, Grafton, Vt.
560. MARY, born 8 Oct., 1808; died 3 May, 1856.
561. BELINDA, born 29 Dec., 1810.
562. LUCY GLEASON, born 8 July, 1813, Windham; died 29 Dec., 1883, Townshend, Vt.
563. MARY ANN, born 14 Dec., 1815; died 31 Jan., 1848.
564. SARAH LOUISE, born 21 Mar., 1818; died 14 Mar., 1864.
565. JOHN THOMAS, born 19 Apr., 1820, Townshend (perhaps Athens); died 8 Nov., 1899, Townshend.
566. MARTIN LUTHER, born 16 Mar., 1822, Athens; died 8 Jan., 1862, Townshend.
567. LAURILLA, born 1 or 18 July, 1824, Townshend; died 28 October, 1897, Townshend. Her full name was probably Laurilla Wilkinson.
568. EMILY CELINA, born 31 Oct., 1826; died 5 Aug., 1901.

366. DORIA BURNAP, born 28 March, 1788, married 13 September, 1810, Amariah, born about 1776, son of Colonel Amariah and Mary (Johnson) Taft.

They lived in Townshend, Vt., and had one son and four daughters, but a part of these have not been found.

Children, order uncertain, born in Townshend—TAFT.

GEORGE W., died 1897, Townshend.

MARTHA (probably), married John L. Fullerton.

MARY ADELINE, born about 1811; married . . . Wilkinson. She died 26 Oct., 1894, ae. 83:2:4, Townshend.

367. ABIJAH BURNAP, born 7 October, 1791, probably married 17 June, 1815, Lucy Gleason of Franklin County, Mass.

He lived in Windham, Vt., but probably died at Rowe, Mass. 14 May, 1869.

## Children, born in Windham, Vt.:

569. JOHN ALONZO, born 1 Mar., 1815.

570. JASON, born 18 May, 1818.

There is some doubt as to this family, for in the Massachusetts State Records an Abijah Burnap born in Brookfield, Mass., had a wife named Jemima, who died 1 November, 1870, aged 85:7:17, therefore born about 1785, at Rowe, in which town he was a miller, and there seems to have been another child, viz.

571. SABRINA, born about 1819; died 9 May, 1841, Rowe, Mass., whether of the first or second wife is not clear, nor is it certain that both are marriages of the same man.

368. HARVEY BURNAP, born 6 April, 1794, married 7 January, 1823, Mary (Polly), born 7 January, 1800, at Royalton, Vt., daughter of Timothy and Tamezin (Wait) Bliss, Jr., whose two aunts married respectively John Burnap, No. 233 and Asa Wyman Burnap, No. 235.

He was living at Townshend, Vt., at the time of his marriage and later was in Windham, Vt., but died in Seattle, Wash., at an unknown date. His wife died in Townshend 20 July, 1882, aged 82:6:13.

## Children, born in Windham:

572. ADELINE ARDELIA, born 1 Aug., 1824; died 9 May, 1903.

573. FLORELLA CAROLINE, born 9 Nov., 1826; died 28 Dec., 1916, ae. 90, at Windham, unmarried.

574. MARTHA ANN, born 14 Feb., 1829; died 22 July, 1840, ae. 11:5:8.

575. ELIZA MORIAH, born 26 Sept., 1837; died 8 Aug., 1910.

369. SARAH BURNAP, born 20 July, 1796, married 23 September, 1832, at Windham, Vt., Warren, born 15 July, 1791, at Putney, Vt., son of Captain Roswell Parker.

He lived in Putney, was for twelve years in Lyndon and Rockingham, Vt., where he carried on a clothing business, after which he returned to Putney and manufactured hay-rakes.

He died 14 January, 1882, at Putney, in his 91st year,

but no record of his children or of his wife's death has been found.

370. BETSEY BURNAP, born 5 November, 1783, married 12 January, 1801, Luther, born 19 October, 1776, at Sutton, son of Nathaniel and Elizabeth (Marsh) Whitmore. She died 5 April, 1812 (or in another record 1802) at Sutton, but neither his death nor any children are recorded.

371. NANOY T. BURNAP, born 17 April, 1786, married 27 December, 1818, at Millbury, Gabriel Farman (Furman), born 3 August, 1784, at Grafton, son of Jonathan and Mary (Marcy) (Rawson) Wheeler of that place and widower of Hannah Chaffin of Holden.

He lived in Grafton, but neither his death nor that of his wife is to be found.

Children, born in Grafton—WHEELER:

AMELIA ADALINE, born 3 Mar., 1822.

EDMOND FURMAN, born 11 Nov., 1824; married 18 May, 1847 (at the age of 22), Mary E. Barker.

ELHANAN B., born 4 Apr., 1826.

372. ABIJAH LEONARD BURNAP, born 10 November, 1795, married 31 March, 1829, Sally, born about 1796, at Groton, Mass., daughter of Josiah and Sally (Blood) Hobert.

He lived in Millbury, where he died 21 February, 1840, aged 47 or 49 according to the State Records, both which ages are obviously incorrect. She died 31 March, 1863, aged 67:3:27, at Millbury.

Sally Burnap of Millbury prays for the guardianship of Mary W. and Jerome J. Burnap, minors, children of Abijah L. Burnap of Millbury, under 14, 23 October, 1840; Silas Chase and Lewis Burnap (No. 352), sureties.

Worcester Probate Records, No. 9167.

Children, born in Millbury:

576. JEROME JACKSON, born 2 Jan., 1830.

577. MARY WYMAN, born 4 Dec., 1830.

578. SARAH ELIZABETH, born 6 Nov., 1834.

(To be continued.)

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THE ELIAS HASKET DERBY MANSION IN  
SALEM.

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BY FISKE KIMBALL.

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It was in 1795 that Elias Hasket Derby took the first steps toward erecting the great house which, among all the fine dwellings owned by him or others of the name, is still known universally as the "Derby Mansion." Although an earlier "great house" begun in 1780 still stood unfinished, and the house on Washington Street then occupied by the merchant and his family had been handsomely remodelled in 1790, a still more elaborate one was projected. Bentley, writing close to the event, states that the idea was one of Mrs. Derby, Elizabeth Crowninshield. "It was at her instigation," he notes April 19, 1799, "the Elegant Mansion was built where Colonel Browne's stood." (II, 300.) Mr. Derby himself seems to confirm the view by a letter written to his London agents in December, 1798, in which he says: "Mrs. Derby wants something to complete her house; she will write you. It is a business I know nothing of. I have given her an order for £120; you will do as she may direct with it."\*

The general plans, designs of interiors, and detail drawings of the building are identified as Samuel McIntire's by his handwriting or signature, and there is no doubt that he was the architect of the building as executed. The design adopted had an interesting preliminary development, however, and proves to owe very much

\* Freeman Hunt, "Lives of American Merchants" (1858), Vol. 2, p. 84.

to one whose name has never been connected with it hitherto—Charles Bulfinch.

Among the drawings for the house are four (Figs. 1-4) which are alike in showing a technique very different from anything of McIntire's before this time. Three of these have legends in a single handwriting which is also not McIntire's, but that of some other person. Who this designer was, whose drawings have heretofore been published as McIntire's own, is revealed directly by a note written in Mrs. Derby's hand on the back of the plan: "Mr. Bulfinsh's." To test the full validity of this ascription it is only necessary to compare the handwriting of the legends with that of the drawings by Bulfinch given by his granddaughter to the Massachusetts Institute of Technology. Every mannerism of Bulfinch's hand—the failure to loop the small *h*, the peculiar *g* and *t*, the *D* and *K*, and a hundred other idiosyncrasies, above all the unmistakably individual writing of the abbreviation *ft*, with *f* and *t* crossed by a single rapid stroke—proclaims identity of authorship. At the same time one of the inscriptions of the plan, "Mr. Derby's Library," shows that Bulfinch prepared the drawings especially for the building under discussion and that they are not merely some drawings of his for another house which might have been loaned to the Derby's for reference. The general elevation checks with the plan in its widths, its heights again check with those of the detailed elevation and thus, in spite of certain variations natural in preliminary drawings, the designs form a coherent set.

The derivation of this design of Bulfinch's itself, and its relation to his other work, now becomes of interest. The façade, so different from Colonial work in its Palladian ordonnance, is based indirectly on the famous design of Lord Burlington for General Wade's house in London (Fig. 5). This had already been reproduced in the Provost's house in Dublin, of which Bulfinch himself owned a print, in Malton's views of Dublin, a part just issued in February, 1794 (Fig. 6.) Like these, Bulfinch's elevation shows an order of pilasters framing bays with rusticated arches and square-headed windows, a



wider bay with a Palladian window in the center, and a high basement with rusticated piers. For the Doric order, however, Bulfinch substituted the Corinthian, with a corresponding change in the decorative detail, which includes the delicate garlands, the rosettes and reedings in the Adam manner, of which he was the first protagonist in New England. Omission of the rustication was evidently preferred. A striking modification, and one which can scarcely be regarded as successful in relation to the unity of the design, is the addition of pairs of small Ionic columns in the ground story to frame the entrance and carry a light balcony. The elliptical central arch is metamorphosed into a doorway with fan light and side lights, a feature here introduced for the first time in New England. Balancing out-buildings, connected with the main house by colonnades, suggest those of Chesterfield House in London, even more than those of the Dublin model.

The perspective drawing, of which the present whereabouts is unknown to the writer, is accessible through photographs taken a generation ago. Long before this it had been reproduced in a poor woodcut in Felt's "Annals of Salem" (2nd ed., 1845), and has ever since been erroneously supposed to represent the house as it was actually built. It is of special importance as one of the very first examples of this method of representing a proposed building to be attempted in the United States. Latrobe, who had a thorough mastery of the science, did not reach this country until 1796, and his earliest architectural perspective here is from 1799. Jefferson, although eager to master the subject, did not attempt one until about 1820, and then with little success. The only known perspectives here which are earlier are the two submitted by the English schoolmaster Andrew M. Carshore, of Claverack, New York, in the competition for the Capitol and the President's house in 1793. Bulfinch gave much study to the subject, as his manuscript treatise on it in the architectural library at the Massachusetts Institute of Technology evidences, and in 1795, as long afterwards, he was the only man in New England capable of making a drawing such as the one in hand. The method used in



the drawing is one of those which Bulfinch discusses in his treatise, namely, "Kirby's method" of employing parallel perspective with the vanishing point so far to one side as to show a side façade, though not without distortion. This method, which permitted the main façade to be drawn as if in elevation, was naturally a popular one with the self-taught American masters, being used by Jefferson likewise for his single experiment.

The design of the building as shown in the perspective differs in certain particulars from that in the elevation, partly perhaps as a result of revelations made in the course of perspective study. In the elevation there are no windows above those of the main story, and an upper story, if one was there intended, could have been lighted only from the ends, as in the London and Dublin prototypes. In the perspective the range of upper windows which appears on the end of the building is carried around on the front between the pilasters, making the order embrace two stories—a concession to practical utility which Lord Burlington would not make. A cupola, monumental in character, but likewise of practical value in Salem, was added over the center of the building.

The plan presented several features novel in Salem and first introduced into New England by Bulfinch—a stair with circular turns placed to one side of the hall and distinct from it, a groin vault of plaster at the intersection of passage and hall, a vista through a glass door into the garden, and others. Noteworthy and new in the town was the freedom by which the arrangement was adapted to the location and exposure, the house facing north on the principal street, but having the chief living rooms placed *en suite* along the south and thus having a garden front rather than a rear. Wing-like projections gave the "Sitting room" an outlook to the street.

These wing-like projections had already been used, presumably by Bulfinch, in the house of Hon. Thomas Russell in Charlestown, of which there is a plan among the Derby drawings with a legend by Mrs. Derby: "Mr. Rusells." (Fig. 7.) This house, burned in 1835, was

unfinished at the death of the owner in April, 1796,\* and, with the Joseph Barrell house, represented the very latest fashion. The front parlors had grouped windows; the stairs, placed centrally, wound up around a well with wide semicircular turns. The Barrell house, also in Charlestown, built in 1792, had been the first of all in which Bulfinch had embodied the new style compounded of elements observed abroad. It had not only a double stair with semicircular turns, but an elliptical drawing-room, in form and position like the typical French salon of Louis XV, projecting broadwise in the center of the garden front (Fig. 8). Above it, toward the garden, was a curved projecting portico of tall columns (Fig. 9).

Bulfinch's design seems to have been but one of those secured by the Derbys in preparation for their ambitious project. There is another set of drawings which has reference to it (Figs. 10-13). One of them bears on the back the note: "Plans sent out for Elias H. Derby's house," and, in Mrs. Derby's writing: "Haskets new york loer rume"; while another has the legend: "Curnall Smith's House Philadelfe." They show a house with a projecting octagonal drawing-room toward the garden, alcove bedrooms, and elaborate service quarters in the basement which suggests that the designer was familiar with domestic arrangements in England. The only prominent Philadelphian Smith who might have built such a house was Jonathan Bayard Smith, who had indeed been Lieutenant Colonel of the Philadelphia Associators and served in the Brandywine Campaign, but, as he had been Justice of the Court of Common Pleas since 1778, he would probably have been called Judge Smith. *The* Colonel Smith in 1795 would have been William Stephens Smith of New York, who was an aide of Washington, and had married Abigail Adams. His house, finished in 1799, as evidenced by brick figures in the gable-end, and still standing at Sixty-first Street and East River, has a recessed loggia with two columns, and thus bears a general

\* J. F. Hunnewell, "A Century of Town Life; a History of Charlestown, Massachusetts," 1888. J. B. Wyman, "Genealogies and Estates of Charlestown" (1879), Vol. 2, p. 834.

resemblance to the design preserved, which may well have been a study for it.

The authorship of the drawings for it presents an unsolved riddle. The handwriting and technique are obviously neither McIntire's nor Bulfinch's. Attempts to identify them with those of any other known architect of the time have been uniformly unsuccessful. The treatment of the walls in plan with shadow lines is found in the work of Latrobe and McComb, and sometimes in the work of Thornton, but in other respects, such as the indication of windows and chimneys, the technique differs notably from that of any contemporary. The handwriting has certain superficial resemblances to that of Latrobe, but the similarity is not borne out in detailed comparison. The writing is not McComb's. Numerous other confrontations give even less positive results. We are forced to conclude, then, that this design, so competent in composition and technique, was the work of a man of whom we have no other knowledge. That it was possible for a man of finished architectural training to live in America at that time without leaving recognized monuments of his skill is well shown by a letter of William Tatham to Thornton, recommending a young man in his employ for the position of architect in Washington City, May 10, 1795:

" . . . permit me to mention to you a young Gentleman who is with me here that professes to be perfectly master of his Business as an Architect, being bred to that employment under the celebrated Mr. Robert Adam in England— He has a wife and one child, & i really wish to find better employments for him than my private pursuits afford which are short of his merit. I have several of his plans and drawings which can be sent for your inspection if need full, and he may come over if so advised."\*

Evidently none of the designs so far proposed wholly satisfied the Derbys, who wished to incorporate in their house also the outstanding features of the Barrell and

\* Office of Public Buildings and Grounds, War Department, *Letters received by the Commissioners of the Federal City*, No. 576 (Vol. 6).



Russell houses. This was McIntire's opportunity. Bulfinch's drawings had come to him as a revelation, both in style and technique, but he proved capable of rising to the occasion. It is clear that he had set himself resolutely to master the new gospel which Bulfinch had brought from abroad. He had taken a plan of the Russell house (Fig. 7), he had sketched details of the oval room of the Barrell house (Fig. 14). Even a trifle before the Derby house, probably, he had adopted the scheme of this room for the Lyman house in Waltham, and had adapted Bulfinch's curved portico at a small scale for the doorway of the Nathan Read (Prescott) house in Salem.

His first study for the Derby mansion, it seems, had been an attempt to use the design which Bulfinch had made for the Derbys as the basis of a remodelling of Colonel Browne's house, which stood on the new site. This house had been built by Hon. Samuel Browne, the greatest Salem merchant of his day, who died in 1731, and had been confiscated from his grandson, the loyalist Colonel William Browne. In 1784 it had been conveyed by the town to Elias Hasket Derby, and some work had been done there, as is attested by a receipt, October 25, 1785, from Angier McIntire, the brother of Samuel, for forty-five pounds "in part for finishing the Browns' house (so Called)." In 1793 it stood untenanted.\* A study which Mrs. Derby marked "Mackentiers Plan for repairing mi browne olde House" (Fig. 15) drawn on a kind of paper which McIntire was using in the '90's,†, shows the introduction of Bulfinch's stairway with semicircular turns, the old Colonial stairway at the rear of the hall being cut off and relegated to secondary uses. There are out-buildings to the rear including a stable and a connecting shed with elliptic arches. The sacrifice of the garden front, and the absence of a suite along it, evidently

\* "Some Account of the Houses and Other Buildings in Salem," by Benjamin Pickman, 1793. Essex Institute Historical Collections, Vol. 6 (1864), p. 94.

† It is identical with that of a receipt dated Jan. 11, 1792, the ordinary period of use being about three years.



proved fatal, and the idea of remodelling the Browne house was abandoned.

McIntire's next study (Fig. 16) on the same kind of paper, had been a closer approximation to Bulfinch's design. All the leading features of the plan reappear, as well as the balancing outbuildings with connecting colonnades, and the details of windows in the principal story, but the façade of the house, more in the traditional academic manner, has a central pedimented pavilion with arches. Lines inexpertly drawn suggest enlargements of the plan, including especially lateral extensions of the garden suite, with an elliptical bow at the end of the drawing room. It is clear that the Derbys were unsatisfied with this design, as with Bulfinch's own, and insisted on surpassing both the Barrells and the Russells by a combination of all the novel and preferred features.

This must have been the moment at which the plan of the house crystallized in the form displayed in all subsequent drawings: with long garden suite including an elliptical room in the middle of this front, and approach through a central stair hall with open well and circular turns. It first appears in two drawings of unknown authorship (Figs. 17 and 18), the latter with Mrs. Derby's note on the back "our House Plan." Although the sheets bearing the earlier of these drawings, unfinished and with uncertain dimensioning, was used by McIntire for drawing, on the back, his final third floor plan, and although the paper is of a kind frequently used by him at this period, the handwriting and technique are not his, any more than they are Bulfinch's or those of any other known designer or builder of the time. There is an elevation (Fig. 19) by the same hand, revealed by the identity of dimensions and ink, and especially by similar use of cross-hatching in the darks. It takes one practical step beyond Bulfinch's elevation in giving the third story a window in the center, a semicircular lunette such as Bulfinch had seen in the Bingham house in Philadelphia and had already used in Boston. There are a number of omissions and simplifications.

There follow two studies by McIntire for the elevation,

on the same general scheme. One of these (Fig. 20) shows by a date on the back, July 21, 1795, that the design was still being modified after work had begun. The principal change in these studies was the breaking of the main entablature to give the windows of the upper story greater height from the floor (Fig. 21). On the back of the drawing which shows this, apparently the final study, the insatiable Mrs. Derby still wrote: "is not large a-nuf." But it was too late to increase it, and, as we shall see, the executed building was of these dimensions.

The large working plans by McIntire (Figs. 22-24) follow the final plan studies of unknown authorship with little variation. A few details are elaborated, such as the screens of columns in the second story halls. The south-east parlor is made symmetrical by a curve balancing the wall toward the oval room. Side-lights are added to the garden door.

The interiors of the house are entirely of McIntire's design. Three of his drawings are preserved, for the North West Room (Fig. 25) and the Oval Room (Figs. 26-27). They are much influenced by the "Vol. of Architecture by Paine," which appears in McIntire's inventory.\* Of the numerous works published by William and James Pain, this would seem to have been their "Practical House Carpenter," of which the fourth edition appeared in 1792. The doors of the North West Room, with their Corinthian half-pilasters, appear in Plate 42 (Fig. 28). The ceiling of the Oval Room is composed from Plates 92 and 93 (Figs. 29-30), the band of laurel in Plate 92 being closely followed. The details of mouldings are modified and combined from Plates 53 and 89; those of cornices from Plates 31 and 57-60. Certain features seem to come rather from another work of the Pain's which he may have seen. "The British Palladio" (1786 is the earliest edition I know), where Plate XVI (Fig. 31) shows a mantelpiece with garlanded columns; and Plate XXX a door with full pilasters as in the Oval Room. The method of laying down the four sides of a room around its plan, not found in these works of Pain,

\* Essex Probate Records, 380:367.

was familiar to McIntire in Ware's "Complete Body of Architecture," which he owned.

Bulfinch's suggestion for a pair of balancing outbuildings was retained by McIntire in substance (Fig. 32), although he abandoned the pediment for a flat roof with urns.

For the garden the Derbys also sought suggestions from near and far (Figs. 33 and 34). The most competent of these was evidently made by someone who had never seen the land, for it has a legend conditional "if there is any Prospect that is agreeable." Evidently it was axiomatic that there should be an informal treatment, according to the ideals of the English school of landscape gardening, then just getting a foothold in America.\* An exponent of this school, George Isham Parkyns, was in America in the years 1795 to 1800,† and it is possible that the plan sent from a distance is his work. This would not be unexampled, for Jefferson, writing in 1806 to William Hamilton of Philadelphia about the design of the grounds of Monticello, says "I had once hoped to get Parkyns to go and give me some outlines, but I was disappointed." We shall see that none of the designs here reproduced were carried out.

The beginning of operations and the impression made on contemporaries are both recorded by Bentley, May 9, 1795: "The taking down of the large house of Col. Brown by Mr. Derby is a strange event in this Town, it being the first sacrifice of a decent building ever made in the Town to Convenience, or pleasure . . ." (II, 141).

The progress of the work, as well as the part of various builders and craftsmen in it, is best seen in the accounts and vouchers of Elias Hasket Derby himself.

An estimate, in McIntire's handwriting, but subscribed

\* Cf. Fiske Kimball: "The Beginnings of Landscape Gardening in America," in *Landscape Architecture*, Vol. 7 (1917), p. 181-87.

† Bayley and Goodspeed in Addenda to William Dunlap: "Arts of Design" (1918 ed.), Vol. 3, p. 322; Scharff and Westcott: "History of Philadelphia," Vol. 2 (1884), p. 1057; P. Lee Phillips: "The Beginnings of Washington," 1917, pp. 69-70.

by Daniel Bancroft: "The above Estimate made by D. Bancroft for the above work" is as follows:

Framing the House @	£85"	0"	0
Raising Do. & finding Drink (but no Entertainment)	23	"	
Boarding the Building & laying one under floor Shingling	32"	10"	
Ionic Cornice round the House	20"	"	
38 Window frames with Entablatures put up	36"	"	
23 Do. without Do.	57"	"	
2 Venitian Windows with Sashes fixed	21"	10"	
Front and Back Frontispieces with Doors one End Do.	20"	"	
Corner Boards, water tables, &c.	19"	10"	
Cellar Doors	10"	"	
Facia all Round ye House top ye lower Storie	7"	10"	
Dado the Front	1"	10"	
Clapboarding all but the Front	7"	"	
Balustrades all round ye House	22"	10"	
Great Pilasters in Front	30"	10"	
Balcony over the Front Door	74"	10"	
Oval on ye Back side with Col... ?	33"	"	
100 Gallons Rum @ 6/ per Gal	6"	"	
	85"	"	
	30"	"	
	<hr/>		
	£622"	0"	0

Bancroft's bill was adjusted March 23, 1798. From this it appears that he and his men did all the carpenter and wood work except the carving and ornamental detail, which, as we shall see, was done by McIntire. Some of the principal significant items are:

1795 July 1 Framing and Finishing the outside of his House in Essex Street as per agreement	£621"	10"	0
Extra dado the two front ends of the House	27"	0"	0
Extra work on the portico	24"	0"	0
Do. on the west porch	3"	0"	0
Do. on the front Venitian window	2"	0"	0
Sept. 26 to shoring cellar for the masons ..	1"	10"	0
Decem. 22 to 3½ days... on the circular window, back side, upper story	1"	11"	



1796 April 12	to cutting 4 columns in Room of boring to work from the 1st of May to the 5th of November 150 Days myself @ 12/	90"	0"	0
	to 123 days of Ben Bancroft 6/	26"	18"	0
	to 130 Days of William 3/6	22"	15"	0
1797 April 18	to finishing the front entry and staircase	270"	0"	0
May 27	to ½ Day on columns over Bow Room	4"		9
June 17	to finishing the N.E. Lower Room and Chamber as per agreement 450 D.	135"	0"	6
August 5	to ¾ Day of Daniel on Lantern	0"	6"	0
Sept. 9	to 2½ Crumby planing floors	1"	4"	0
	Total to November 25, 1797	£1467"	8	11

McIntire's bill for carving, paid June 18, 1796, includes the following:

Work for the outside of the New House, out Buildings, Fences, &s., Viz.

Carving 4 Small capitals & 4 Roses for front Door at 30/	1"	10"
50 Roses for the window Caps @ 2/ each	5"	"
6 large Ionic Capitals with leaves for ye Pilasters in front @ 63/	18"	18"
6 large Roses for front Entablature @ 7/6	2"	5"
Beads for the same Entablature 18/	"	18"
56 feet large O. G. for Do. @ /9d pr. ft.	2"	2"
22 trusses for windows @ 18	"	18"
8 Ionic Capitals for front Portico 72 Dollars	21"	12"
4 Do. for the west Porch 24 Dollars	7"	4"
4 Ionic Capitals for window over front Portico 19 Dolls	5"	14"
4 Do. over Bow Room @ 16 Dollars	4"	16"
4 Ionic Capitals for the large Columns over the Oval Room	21"	12"
4 Ionic Capitals with leaves for the Back Frontes- piece	6"	12"
4 dropping festoons for Do. @ 12/ each	2"	8"
4 Roses & 3 draperies for Do. 5 Dollars	1"	10"
2 Capitals for East Porch 14 Dollars	4"	4"
to Large draperie over Front windows 9 Dollars	2"	14"

to Carving large Vase for top of the Cupola @ 6 Dollars	1" 16"
to Scrowling &c 8 Brackets for the Roof of the Cupola 4 Dolls.	1" 4"
Carving wreath incircling the Roof of Do. 12 Dolls.	3" 12"
16 Capitals (false Corinthian) for the Cupola 66 Dollars	19" 16"
to carving 9 vases for the low Building @ 6/8 each	3" "
Do. 4 Do. for the Garden fence @ 12/ each	2" 8"
4 Ionic capitals for the front of the outbuildings 12 Dollars	3" 12"
6 Capitals for front Fence @ 10/ each	4" "
To Carving 6 Vases for front Fence @ 14/ each	4" 4"
Do. 4 Smaller @ 8/ each	1" 12"
to Patria's for small Piers of front fence @ 6/ each	1" 12"
to Patria's for small Piers of front fence @ 6/ each	1" 4"
to making a pattern to Cast some roses from	" 7" 6"
	<hr/>
	£156" 12" 6

Work within side the New House &c.

Viz. 170 Trusses for the Cornice in the Dining Room at 2/ each	17" "
149 feet Beads @ /4d. per foot. & 4 Composite Capatills at 40 Dolla.	14" 19" 8

- - - - -

In the North West Room 230 feet Beads @ /4d. per foot	3" 18" 8
Carving 2 Columns & Capitals for Chimney piece 20 Dolls.	6" "
festoons for 3 Doors 7 Dollars	2" 2"

- - - - -

In the North East Room & Chamber 180 Corinthian Medallions @ 2/	18" "
4 Capitals for the Door and Chimnie piece @ 3 Dolls each	3" 12"
26 feet Ribbon Bead @ /6d. pr ft	" 13"
40 Draperies for Frize under ye Cornice in ye Chamber	9" "
3 Roses & Beads for Doors Caps @ 10/	10"
Carving the Miters of ye Cornice @ 9/	9"
Carving 88 feet Ovolo @ 1/6 pr ft	6" 12"

In the North West Chamber 85 feet Ovolo @ /9d. pr. ft.	3" 3" 9
82 feet Small O. G. @ /5d.	1" 14" 2
85 feet Beads @ /d. pr. ft.	1" 8" 4
- - - - -	
In the South East Chamber 84 feet O. G. for Cornice @ 1/6	6" 6"
8 Half Capitals for the Door Cases @ 9/ each	3" 12"
198 feet Beads @ /4d.	3" 6"
- - - - -	
80 ft. Beads in the South West Chamber at /4d. to some Carving on a Chimney piece in S.E. upper Chamber	1" 6" 8 " 10"
90 feet Beads for Oval Room @ /4d.	1" 10"
- - - - -	
In the Great Entrie, Stair Case, &c 80 feet Beads @ /4d.	1" 6" 8
Carving Brackets for front Staires	3" 15"
40 feet Roping for Do. 13/6	" 13" 6
296 Corinthian Medillions @ 2/ each	29" 12"
to Cabling for Door Cases 4 Dolls.	1" 4"
4 Capitals with leaves for Pilasters @ 5 Dollars each	6" "
4 Corner Do. @ 15/ each	3" "
2 Capitals with Leaves for Columns @ 39/ each	3" 18"
8 Trusses for Doors & tablet over front Door	3" 18"
28 Roses for the Sofitt in the Chamber Entrie @ 1/ each	1" 8"
20 Corinthian Capitals (one with the other) @ 13 Dolls. each	78" "
	<hr/>
	£238" 8" 5

The owners had but few months to inhabit and enjoy the house, for Mrs. Derby's death on April 19, 1799, was closely followed by that of her husband, September 8. He left his estate to his children in seven equal shares., the mansion house not being allotted to any single one. Contrary to the usual impression, however, it was not left vacant, but was occupied by the eldest son, Elias Hasket Derby, Jr., for ten years. May 8, 1811, Bentley writes "Elias H. Derby has sold the Contents of his

Green House. The Athenæum contemplates to purchase his Library and he has removed to Ten Hills, Temple farm, Charlestown. It is expected the superb mansion will be for sale & be converted into an Hotel or Boarding House" (IV, 26-27). No purchaser appeared for the whole, however, and the family conveyed a portion of the site to the town to be used as a public market forever. Bentley records the destruction of the house on November 20, 1815. "I took my last view of the mansion of the late eminent merchant E. H. Derby, situated easterly from the Old Meeting House in Essex Street & going back with its gardens to Front Street. It was the best finished, most elegant, & best constructed House I ever saw. It was entirely of wood with an excellent façade in the Ionic order, with a noble flight of marble steps to the top of the basement story. Its stucco work had nothing like it in the rotondo on the south side & the buildings and gardens were in exquisite taste. It had fallen to the oldest son who had left it. The heirs could not agree to occupy it & the convenience of the spot for other buildings brought a sentence of destruction on it & before the world it was destroyed from its foundations. I saw the front demolished and left in ruins." (IV, 362.)

The materials were advertised for sale in the *Salem Gazette*, December 9, 1815:

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 a half do Columns—Ionic Capitals—12 Pilasters with Capitals—40 half and quarter doric, ionic and fancy Capitals—5 Glass Doors—About 60 round and square top brass sheve Window Frames with sashes, Glass 12 by 18 inches—4 Iron frame handsomely ornamented Fan Lights—14 sets Window and Door Blinds—6 large sliding Windows 12 by 18 inch glass—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, containing 4 columns with Capitals handsomely ornamented and connected—30 Mortice Locks of an excellent kind—Brass and Common Hinges—3000 lb. sheet and window Weights of Lead—500 lb. Sheet Copper—11 set Stone Jambs—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, 3½ ft. high—Front Steps with end pieces—Posts and Chains—7 Iron Backs—1000 lb. old Iron—15,000 Nails—Lightning Rod, 100 ft.—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.

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.

But a single drawing is known showing the house as it was executed (Fig. 35), by Robert Gilmor, a gentleman of Baltimore who came to Salem August 17, 1797, and wrote: "The principal merchant here, Mr. Derby, has just built a most superb house, more like a palace than the dwelling of an American merchant."\*

A charming description of the house and grounds in the time of the younger Derby is given by Eliza Southgate:

"Mr. Hasket Derby asked if we should like to walk over to his house and see the garden; we readily consented, as I had heard much of the house. The evening was calm and delightful, the moon shone in its greatest splendor. We entered the house and the door opened into a spacious entry; on each side were large white marble images. We passed on by doors on each side opening into the drawing-room, dining-room, parlor, &c.,

\* "Memorandums Made in a Tour to the Eastern States." Reprinted from a manuscript in the Boston Public Library, in its *Bulletins*, Vol. 11 (1892-1893), p. 85.

and at the further part of the entry a door opened into a large, magnificent oval room, and another door opposite the one we entered was thrown open and gave us a full view of the garden below. . . . The large marble vases, the images, the mirrors to correspond with the windows, gave it it so uniform and finished appearance that . . . everything appeared like enchantment.

. . . We descended into the garden, which is laid out with exquisite taste, and airy irregularity seems to characterize the whole. At the foot of the garden there was a summer house and a row of tall poplar trees which hid everything beyond from the sight, and formed a kind of walk. I arrived there and to my astonishment found thro' the opening of the trees there was a beautiful terrace, the whole width of the garden; 'twas twenty feet from the street and gravelled on the top with a white balustrade round; 'twas almost level and the poplar trees so close that we could only occasionally catch a glimpse of the house. The moon shone full upon it, and I really think this side is the most beautiful, though 'tis the back one. A large dome swells quite to the chamber windows and is railed round on top and forms a delightful walk; the magnificent pillars which support it fill the mind with pleasure.

We returned into the house and . . . entered the drawing-room, which is superb, furnished with blue and wood color.\*

From all these evidences we are now in a position to conclude how far the drawings were followed in execution, and just what the house and grounds were like. From Gilmor's drawing and from the bills we see that on the garden front was a great segmental portico over the oval room, like that of the Barrell house. The swell of its roof, "railed on top," misled Eliza Southgate into calling it a dome, and she noted the "magnificent pillars." These figure in McIntire's bill as "the large columns over the Oval Room"; their Ionic capitals, costing eighteen dollars each, were the most expensive in the house.

On the entrance front, the final study (Fig. 21) was closely followed in most respects, as we see by the items in McIntire's bill: "6 large Roses for Front Entabla-

\* Letter of July 6, 1802, in *Scribner's Magazine*, Vol. 2 (1887), pp. 78-80.

ture," "6 Large Ionic Capitals with leaves," "4 Ionic capitals for window over front Portico," and "Large Draperie over Front windows." In spite of Mrs. Derby's annotation "is not large a-nuf" on this elevation, the figure of fifty-six feet of ogee for the main cornice would seem to establish that the length had not been increased. In several features the richer forms of Bulfinch's design were adopted. Both Bancroft's and McIntire's bills indicate the addition of a front portico, on the general lines of Bulfinch's frontispiece, but projecting more and having eight Ionic Capitals—four of these doubtless pilaster capitals. In the front door with its four small capitals, and in the cupola, with its sixteen capitals (half of them for pilasters) Bulfinch's suggestions were also followed. Wherever there was an alternative Mrs. Derby chose the richer.

Beside the mansion house were the two outbuildings, of which the dimensions are given in the advertisement of materials. The western one with its ell evidently extended back into the jog which appears on the west boundary of the plot. Beneath the terrace along the water front was a range of shops, of which Bentley wrote in 1806: "These Shops are contrived to be an ornament to the Garden, having their tops almost level with it but inclined to the Garden." (III, 246).

The cost of the house is reputed to have been eighty thousand dollars, but it is very doubtful if all the expenses, in money of that period, rose to anything like this sum. Bancroft's and McIntire's bills together amount to but a little over sixty-two hundred dollars. It appears that all materials were furnished by the owner, yet even with the value of the land and of Colonel Browne's demolished house, the furnishings, the outbuildings, and the gardens, the whole cost must have remained far below the figure mentioned. In the inventory of Elias Hasket Derby's estate, dated March 4, 1805,\* the "Mansion house and Land with the Buldings, Stores, Wharf and

\* Essex Probate Records, 372:332.



flatts" (distinct from the long Derby Wharf) are valued at \$28,000.

Several pieces of woodwork still exist which are said to have come from the Derby mansion. Chief of these is a chimneypiece now in the house of Miss Alice R. Downing at 11 Linden Street in South Salem (Figure 36). According to family tradition it was acquired with other woodwork by her grandfather Arad Pomeroy and was until 1894 in a house at the corner of Salem and Dow Streets. The rest of this was destroyed with that house in the great fire of 1914. At the time of the first removal the center ornament was damaged and was replaced by a basket said to have been carved by Joseph True, McIntire's successor as the leading carver of Salem. The tradition of the origin of the mantel is supported by the spiral garlands of the columns, as well as the almost overlaid richness of the ornament.

The Essex Institute has a section of cornice (Figure 37), the gift of John Robinson, secured about 1875 from Henry A. Brown, who stated that it had come from the Derby mansion. It had been incorporated in a building on Sewall Street of which he had charge. It may well have formed part of the cornice of the North East Chamber, for which McIntire carved "40 Draperies for Frize under y<sup>e</sup> Cornice."

The legend has been frequently repeated that the gateposts and much of the woodwork of the Derby mansion were used in adorning the Samuel Cook (Oliver) house at 142 Federal Street. It does not seem that this belief has any documentary basis. Samuel Cook acquired the land November 14, 1803, and is believed to have built the house the following year. Ingenious and unsatisfactory theories have been necessary to explain how materials could have been used that were not available until 1815. The gateposts, it is true, resemble those shown in Bulfinch's perspective study for the Derby mansion, as do the window caps of the principal story. These resemblances, which seem to have been responsible for the legend, are due more probably to McIntire's imitating

\* Essex Probate Records, 172:275.



these features in the initial design of the Cook house. Such gateposts occur in a drawing by McIntire for a fence, the length of which, sixty-odd feet, accords with the Cook frontage and not the Derby lot. The bills quoted indicate that the fence actually executed at the Derby mansion, having "8 Capitals," was unlike these designs or the Cook fence. The doorways and chimney-pieces of the Cook house do not correspond at all closely with those shown in McIntire's drawings for the Derby mansion, and represent the somewhat changed character of his work about 1805.

As we come to reconstruct the building through the drawings, documents, and extant remains, we acquire an æsthetic impression of its individual character. Among the many fine houses in the style which Bulfinch created, the house as it left McIntire's hands was marked by an unequalled opulence of feature and of ornament. The façade, less uniformly groomed than Bulfinch's initial design, had in spite of its refined proportions and detail, a touch of the unsophistication which so often gives its charm to the work of the early American builders. As one traversed the interior from front to rear, one enjoyed perhaps the finest sequence of spatial effects to be found in an American house. Outside and in, there was on every hand a profusion of beautiful detail, much of it from the hand of our most gifted decorative carver. When we take into consideration also the harmony of the outbuildings and gardens, the rich and concordant furnishings, we may well doubt if there existed in the early Republic a finer example of the American house.

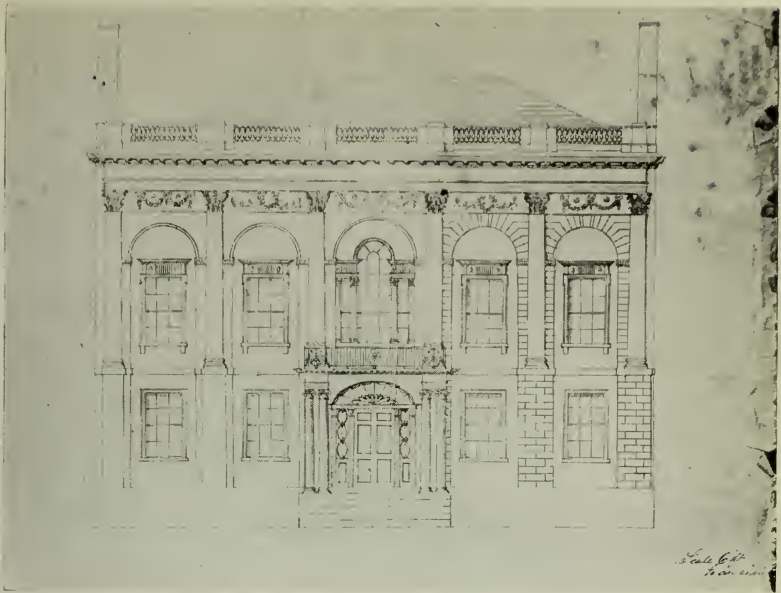


Figure 1. PRELIMINARY STUDY FOR THE ELEVATION OF THE DERBY MANSION.

By Charles Bulfinch.

From the original drawing in the possession of the Essex Institute.

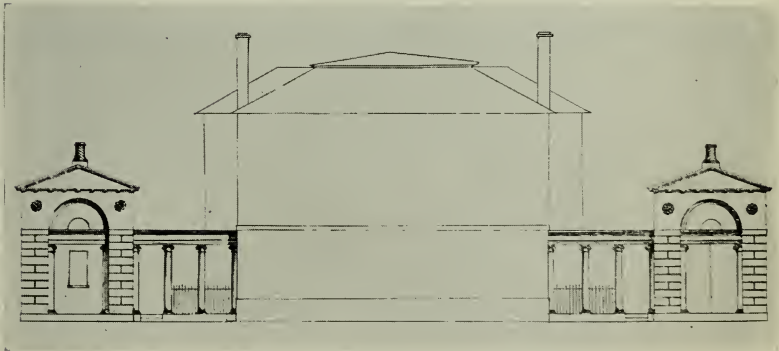
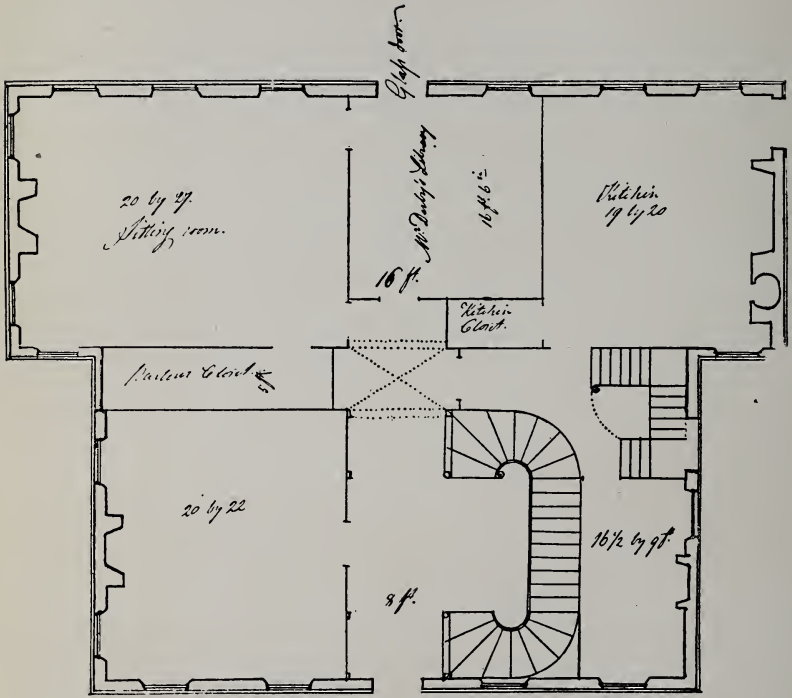


Figure 2. PRELIMINARY STUDY FOR THE DERBY MANSION, SHOWING THE OUTBUILDINGS.

By Charles Bulfinch.

From the original drawing in the possession of the Essex Institute.



*Scale 8 feet to an inch*

Figure 3. PRELIMINARY STUDY FOR THE PLAN OF THE DERBY MANSION.

By Charles Bulfinch.

From the original drawing in the possession of the Essex Institute.

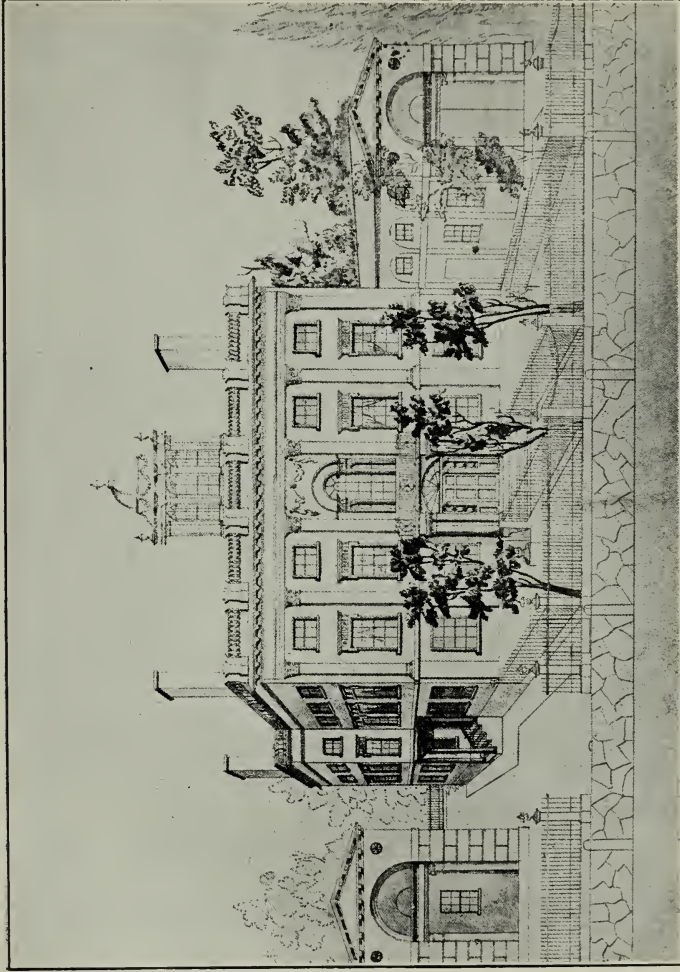


Figure 4. PRELIMINARY STUDY FOR THE DERBY MANSION IN PERSPECTIVE.

By Charles Bulfinch.

From the original drawing.





Figure 5. GENERAL WADE'S HOUSE IN LONDON, 1723.  
 From the engraving in the Vitruvius Britannicus, 1725.

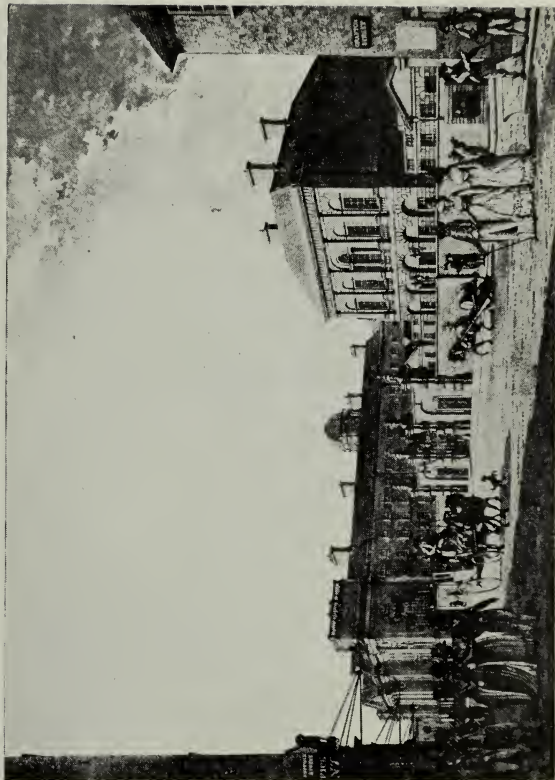


Figure 6. THE PROVOST'S HOUSE IN DUBLIN.

From the print by James Malton, 1794, in the Bulfinch Collection,  
Massachusetts Institute of Technology.

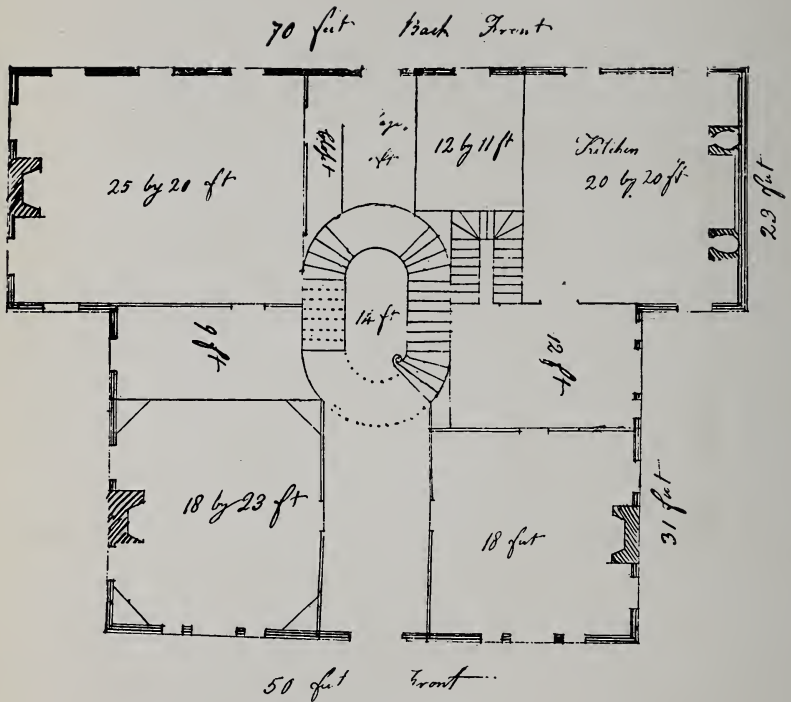
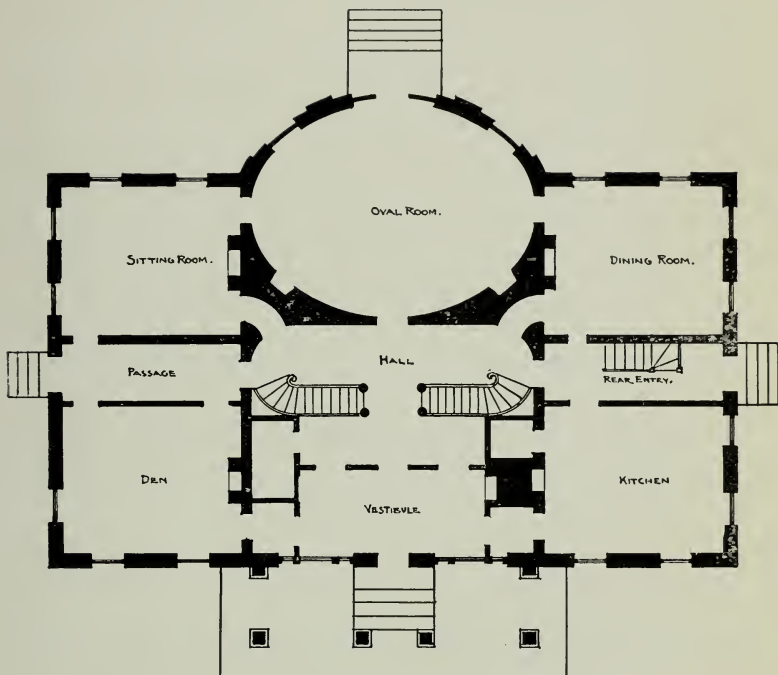


Figure 7. McINTIRE'S SKETCH PLAN OF THE THOMAS RUSSELL HOUSE, CHARLESTOWN, MASSACHUSETTS.

Charles Bulfinch, Architect.



SEAT OF JOSEPH BARRELL ESQ.  
SOMERVILLE MASS.

FIRST FLOOR PLAN  
SCALE 3/8" = 1'-0"

Figure 8. PLAN OF THE BARRELL HOUSE, CHARLESTOWN,  
MASSACHUSETTS.

Charles Bulfinch, Architect, 1792.  
From a drawing by Ogden Codman.



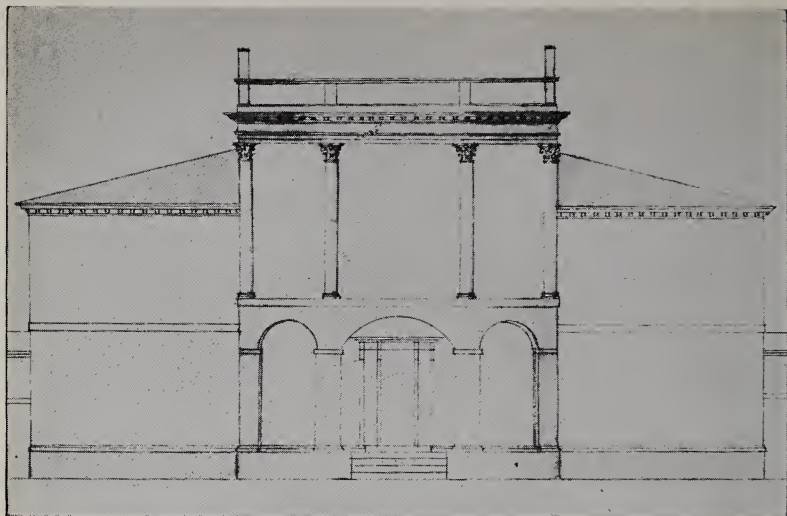


Figure 9. ELEVATION OF THE BARRELL HOUSE, CHARLESTOWN.

By Charles Bulfinch, 1792.

From the original drawing in the possession of the Massachusetts Institute of Technology.



Figure 10. ELEVATION OF "COLONEL SMITH'S HOUSE."

From the original drawing in the possession of the Essex Institute.

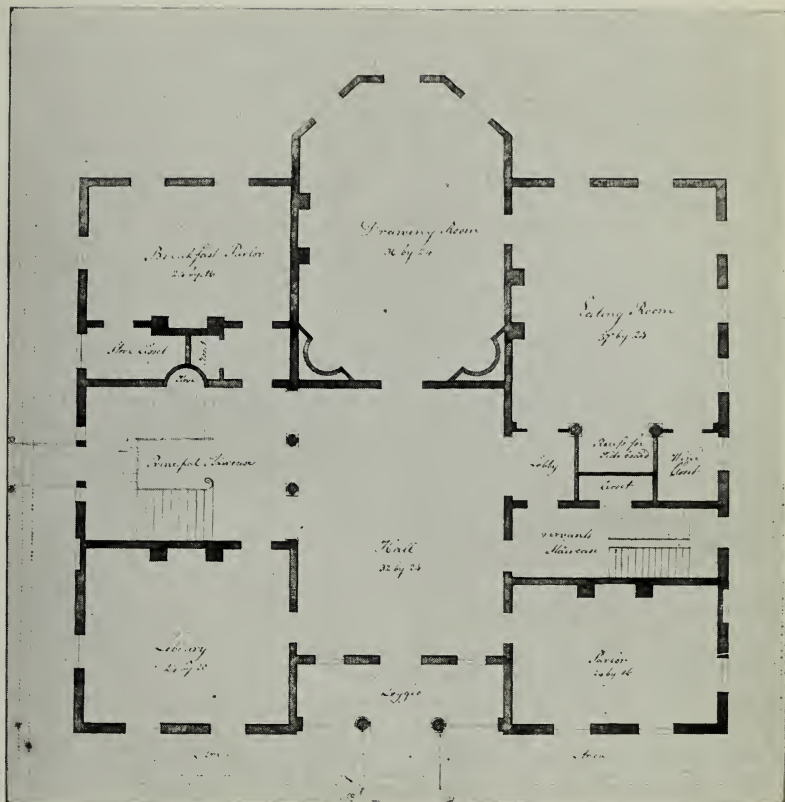


Figure 11. PLAN OF "COLONEL SMITH'S HOUSE," FIRST FLOOR.

From the original drawing in the possession of the Essex Institute.

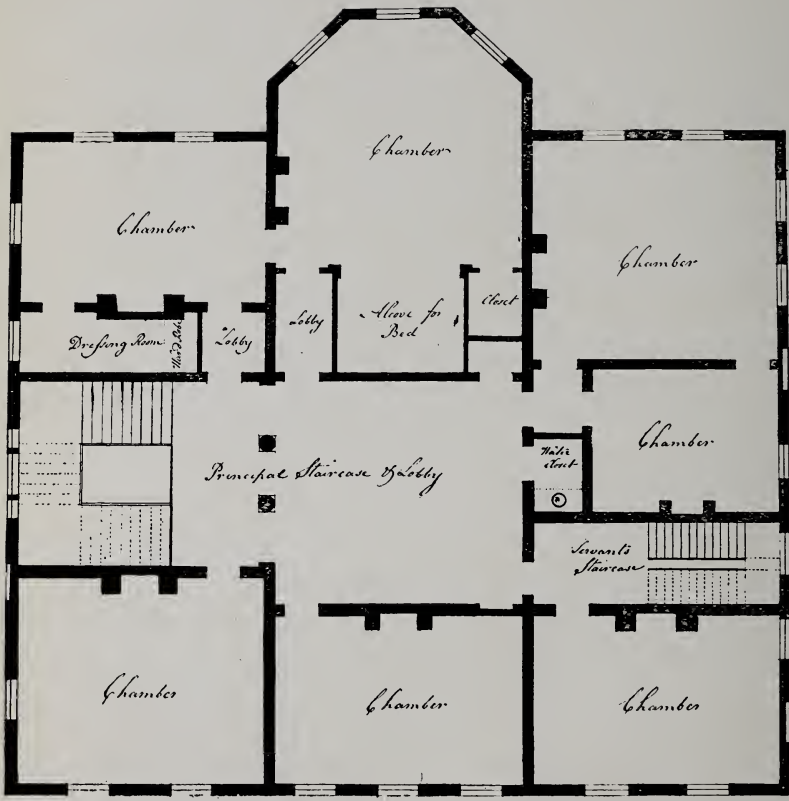


Figure 12. PLAN OF "COLONEL SMITH'S HOUSE," SECOND FLOOR.  
 From the original drawing in the possession of the Essex Institute.

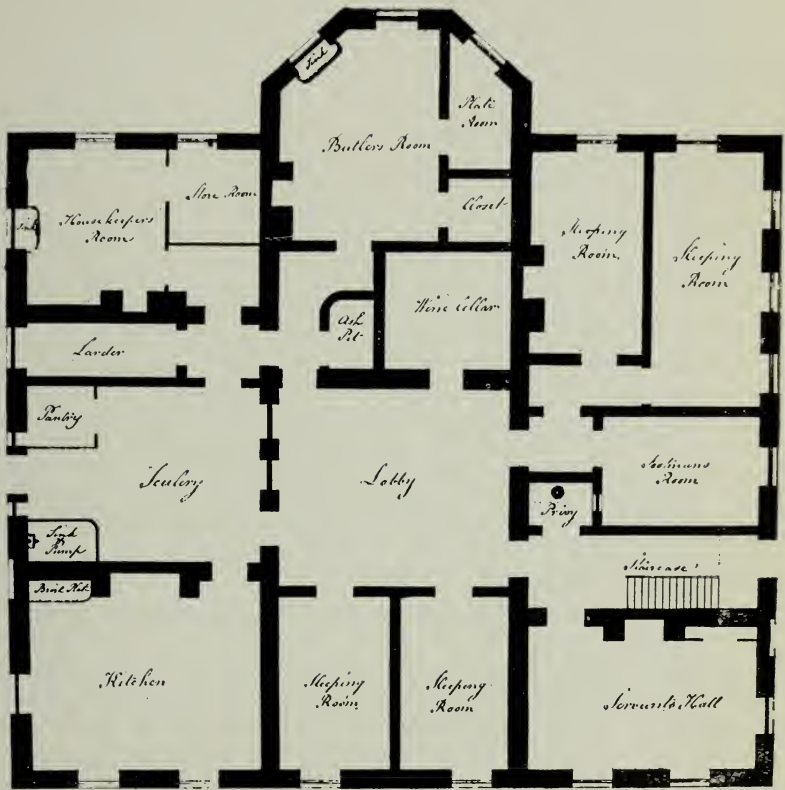


Figure 13. PLAN OF "COLONEL SMITH'S HOUSE," BASEMENT.  
 From the original drawing in the possession of the Essex Institute.



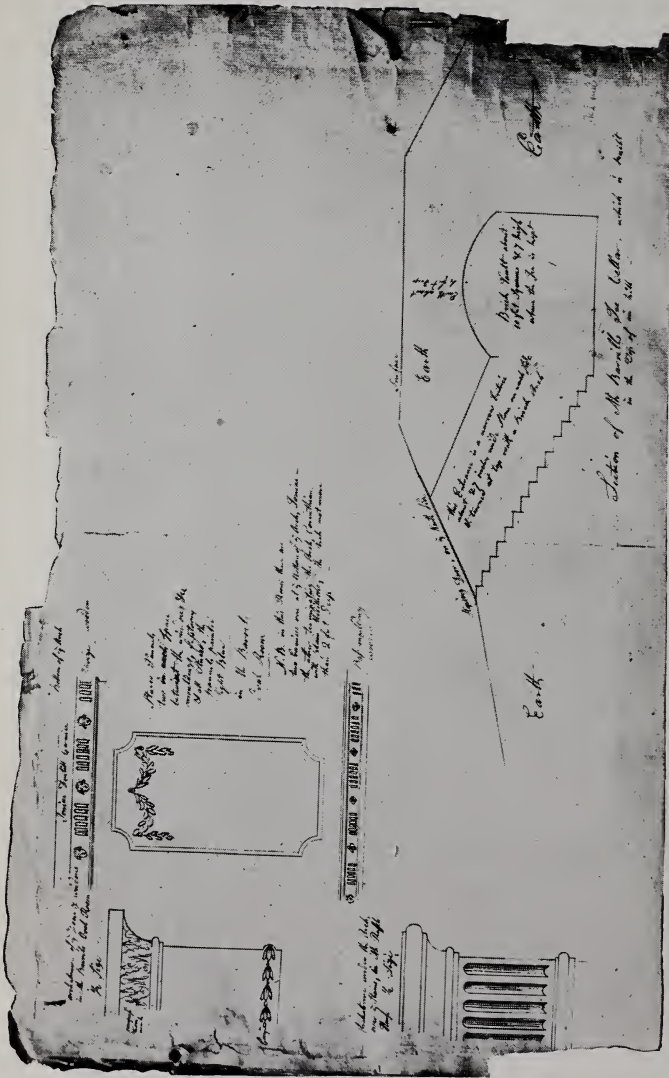


Figure 14. McINTIRE'S SKETCHES FROM DETAILS OF THE BARRELL HOUSE.  
 From the original drawing in the possession of the Essex Institute.

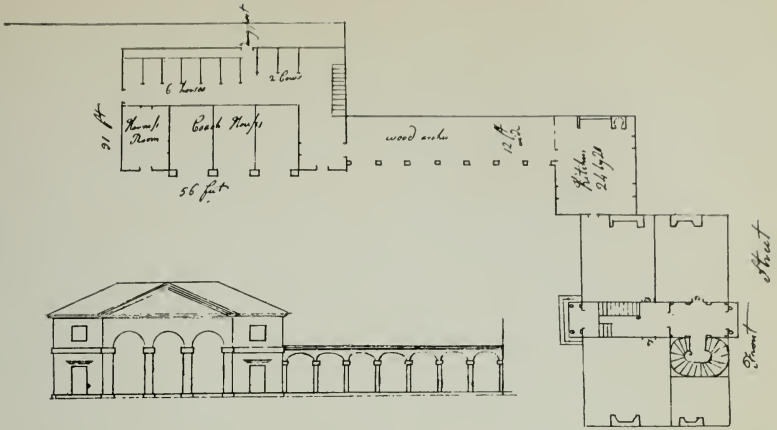


Figure 15. STUDY FOR REMODELLING THE BROWNE HOUSE.  
FOR ELIAS HASKET DERBY.

By Samuel McIntire.



*one 20th of an inch  
to a foot*

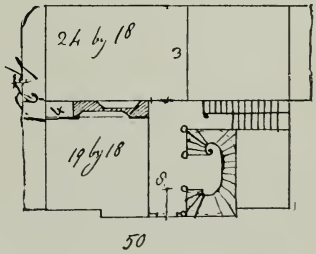


Figure 16. McINTIRE'S FIRST STUDY FOR THE DERBY MANSION.

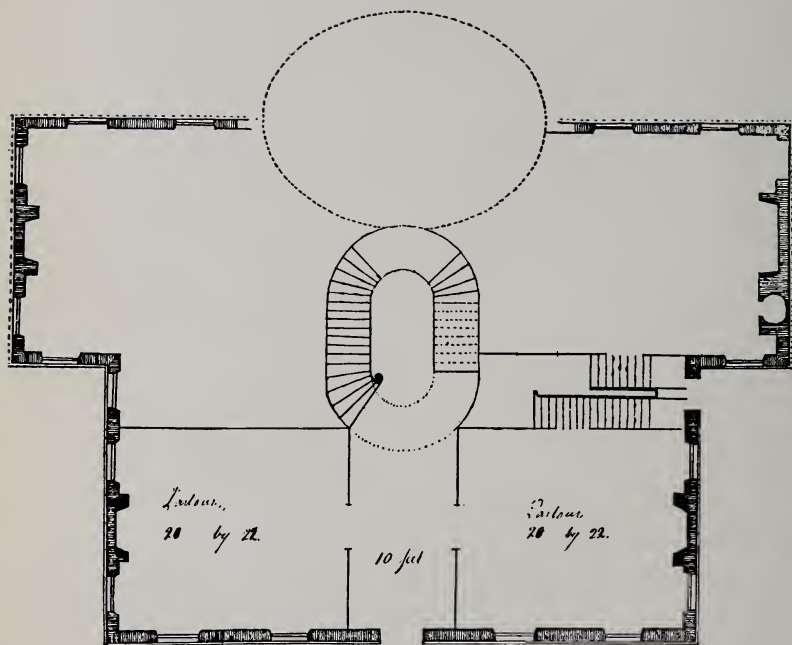


Figure 17. FINAL STUDY FOR THE DERBY HOUSE PLAN.

Authorship unknown.

From the original drawing in the possession of the Essex Institute.





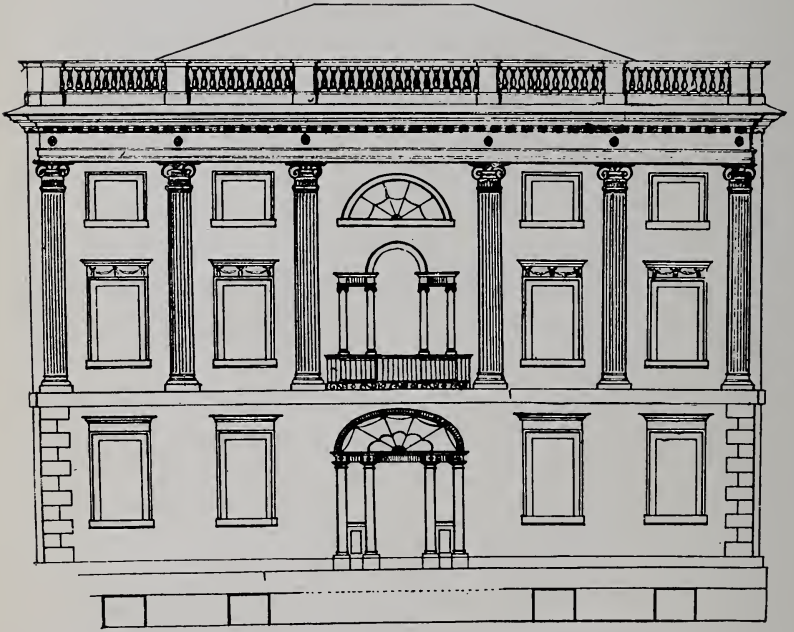


Figure 19. STUDY FOR THE ELEVATION OF THE DERBY HOUSE.

Authorship unknown.

From the original drawing in the possession of the Essex Institute.



*Front 56 feet 4 inches*

Figure 20. STUDY FOR THE ELEVATION OF THE DERBY HOUSE.

By Samuel McIntire.

From the original drawing in the possession of the Essex Institute.

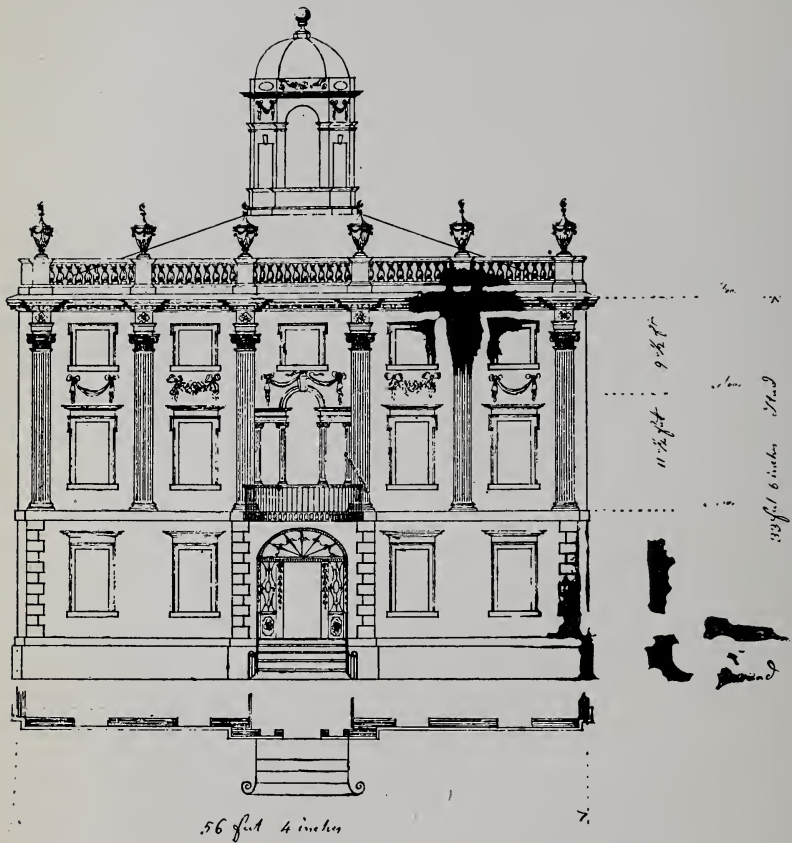


Figure 21. STUDY FOR THE ELEVATION OF THE DERBY HOUSE.

By Samuel McIntire.

From the original drawing in the possession of the Essex Institute.







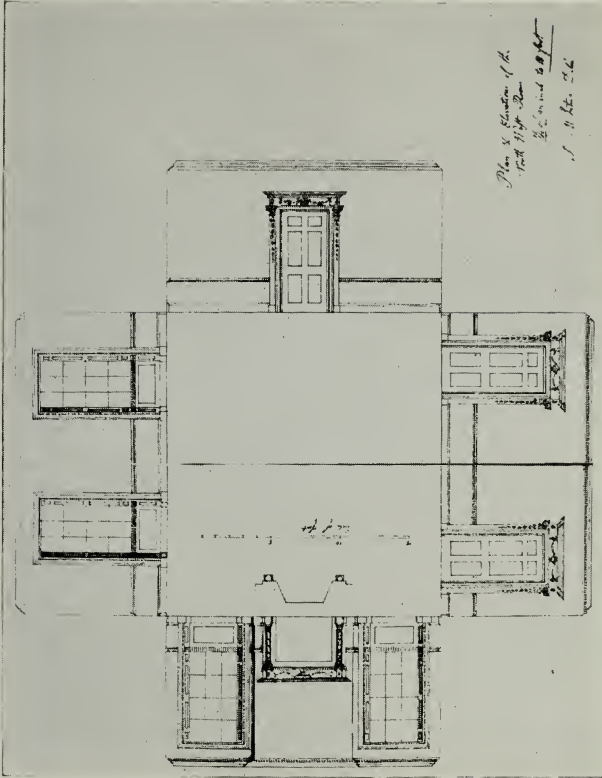


Figure 25. DESIGN FOR THE NORTHWEST ROOM.

By Samuel McIntire.

From the original drawing in the possession of the Essex Institute.

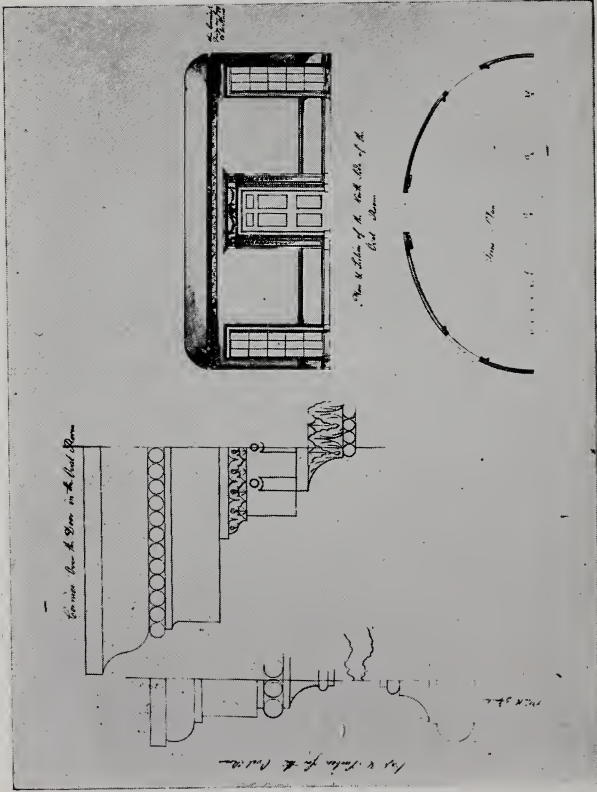


Figure 26. DESIGN FOR THE OVAL ROOM.

By Samuel McIntire.

From the original drawing in the possession of the Essex Institute.

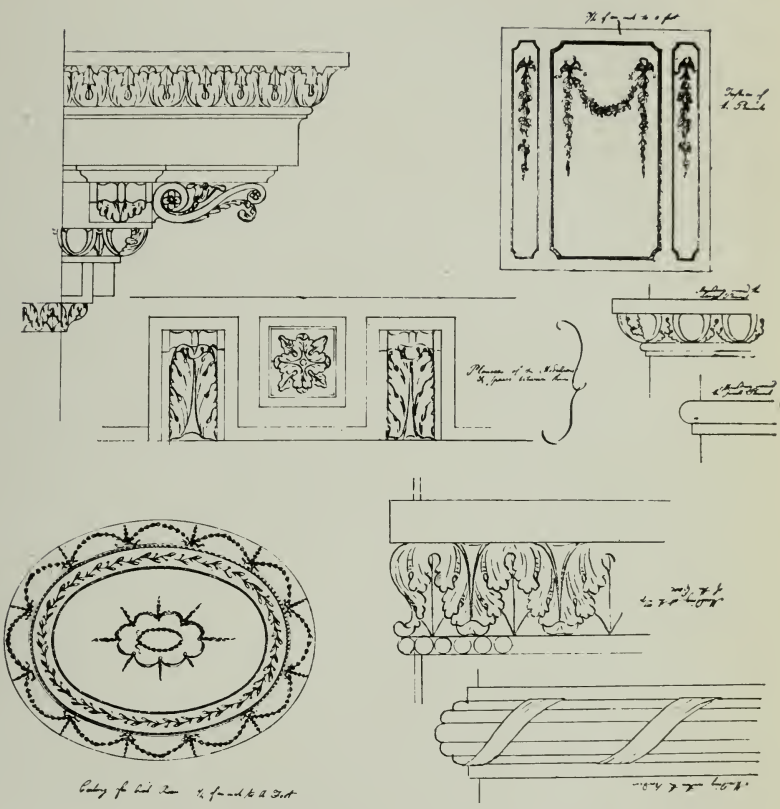


Figure 27. DETAILS OF THE OVAL ROOM.

By Samuel McIntire.

From the original drawing in the possession of the Essex Institute.



Inside Door and Linteling.  
 Cap at large for pilaster Plate. 43

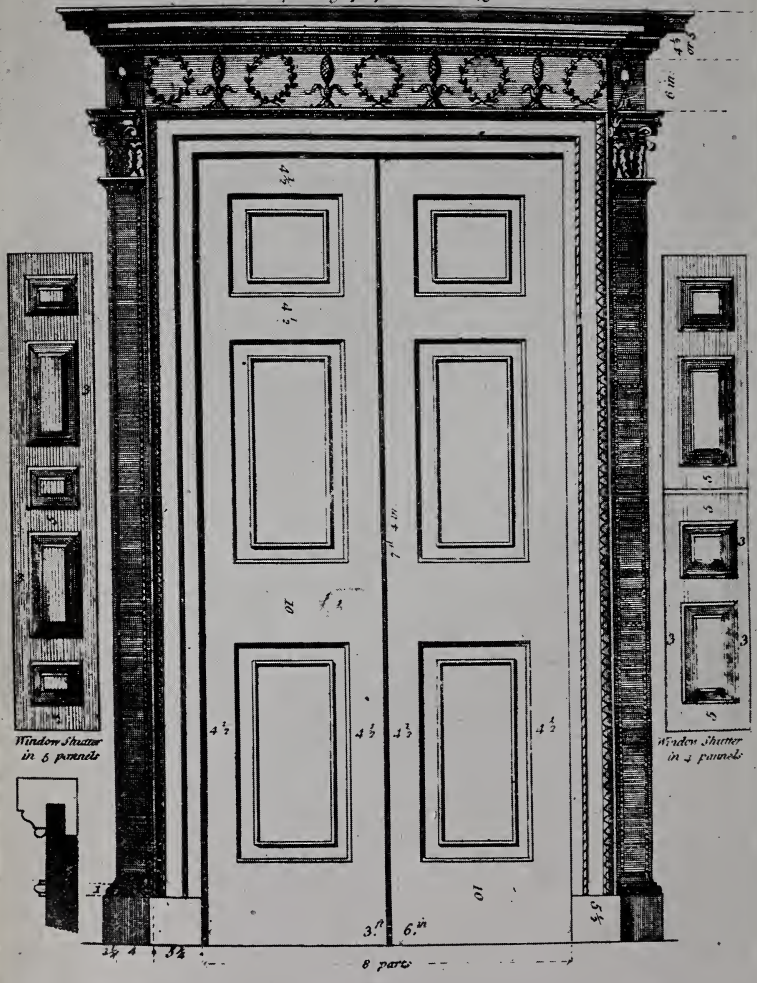


Figure 28. DOORWAY, FROM PAIN'S "PRACTICAL HOUSE CARPENTER."

*One Fourth of a Ceiling*

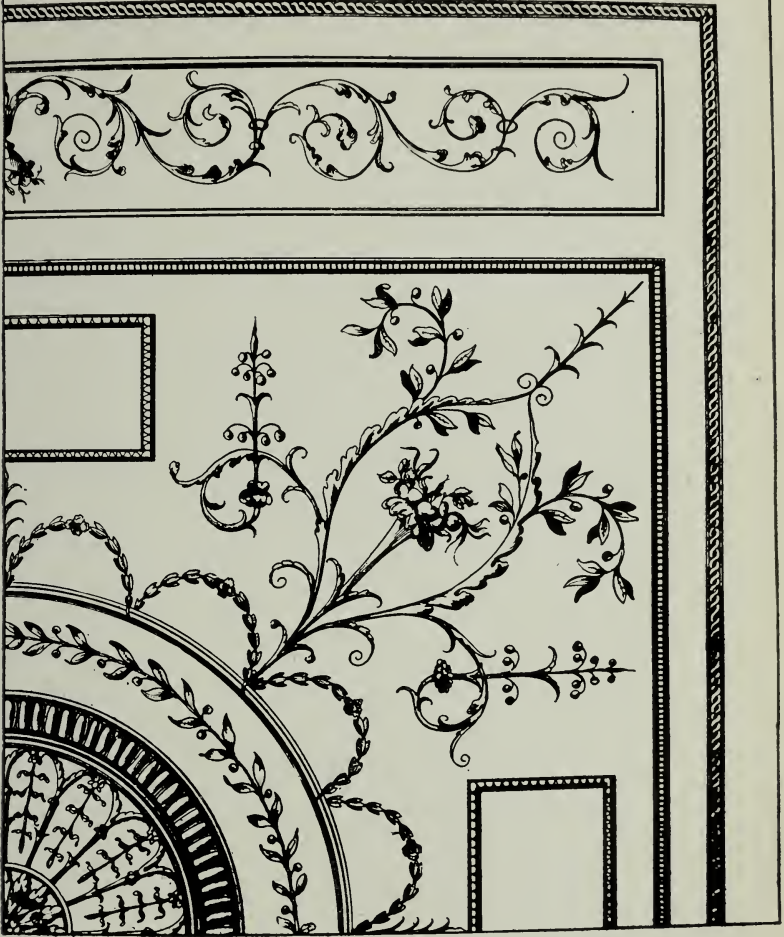


Figure 29. CEILING, FROM PAIN'S "PRACTICAL HOUSE CARPENTER."

*One fourth of a Ceiling*



Figure 30. CEILING, FROM PAIN'S "PRACTICAL HOUSE CARPENTER."

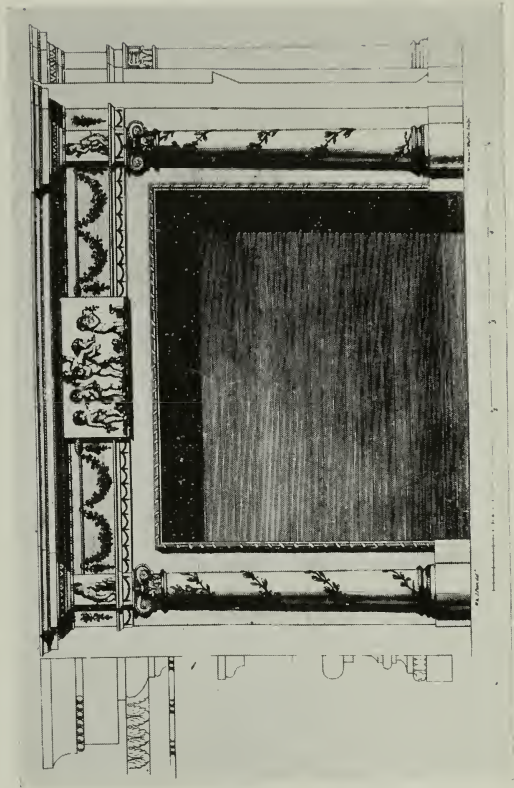


Figure 31. MANTELPIECE FROM PAIN'S "PALLADIO."



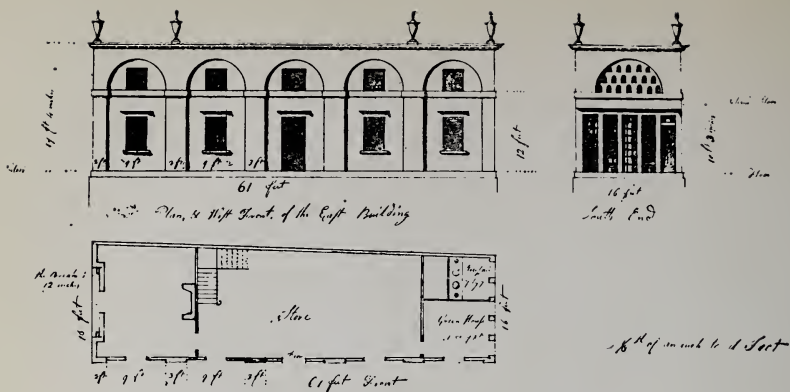


Figure 32. DESIGN FOR THE EASTERN OUTBUILDING.

By Samuel McIntire.

From the original drawing in the possession of the Essex Institute.

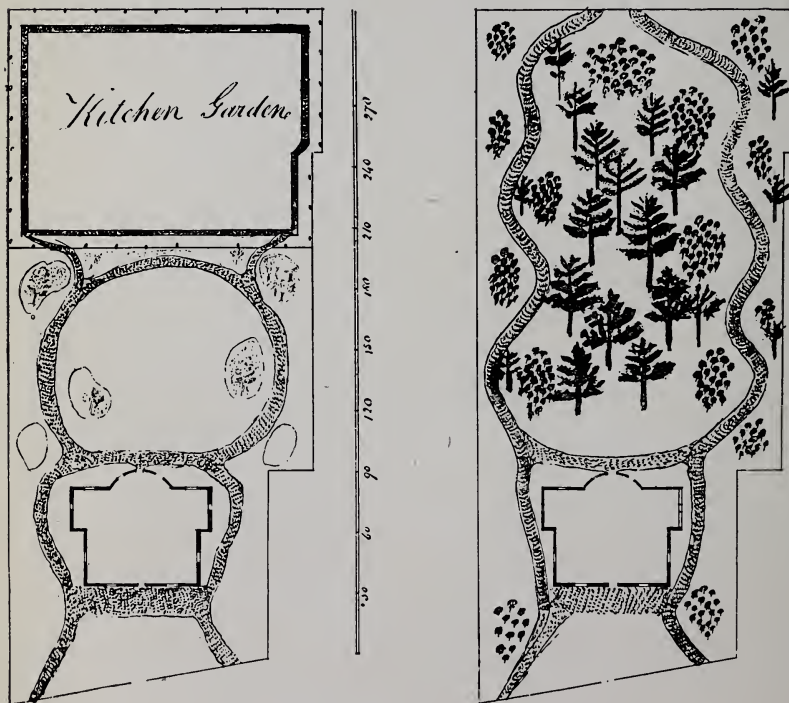


Figure 33. SUGGESTED DESIGNS FOR THE DERBY GARDEN.

From drawings in the possession of the Essex Institute.



Figure 34. SUGGESTED DESIGN FOR THE DERBY GARDEN.  
 From the original drawing in the possession of the Essex Institute.

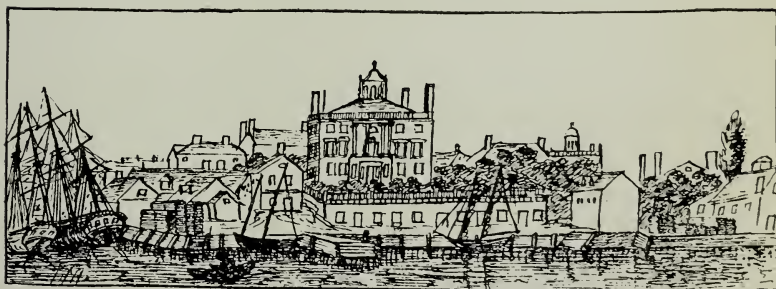


Figure 35. VIEW OF MR. DERBY'S HOME AT SALEM.  
 By Robert Gilmore.  
 From the original drawing in the Boston Public Library.

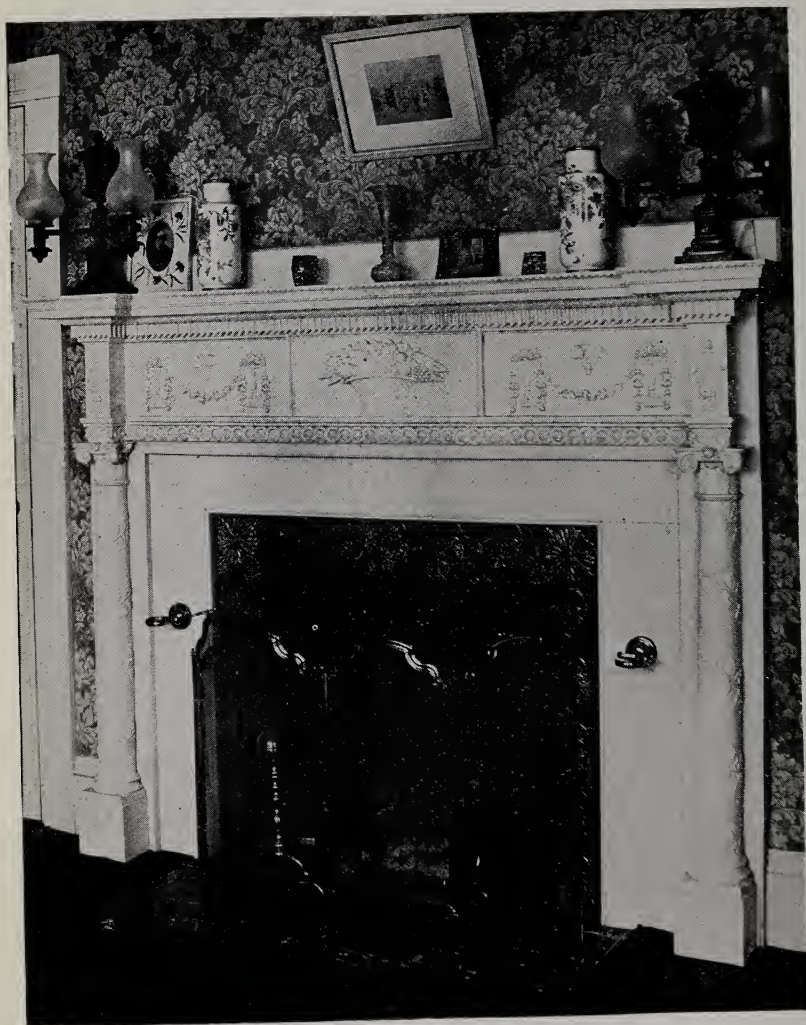


Fig. 36. MANTEL FROM THE DERBY MANSION.  
Now at 11 Linden Street, South Salem.  
The Center Basket is a later carving by Joseph True.



Figure 37. CORNICE FROM THE NORTHEAST CHAMBER OF THE  
DERBY MANSION.

Preserved at the Essex Institute.





## THE ORNES OF MARBLEHEAD.

BY THOMAS AMORY LEE.

(Continued from Volume LX, Page 228.)

Children of Joshua and Susanna Orne, born in Marblehead:

ELIZABETH RUSSELL, bp. Sept. 18, 1768, d. Jan. 1, 1837, m. Nov. 1, 1789, Joshua Prentiss, Jr., Esq., b. Sept. 14, 1766, d. "on board his vessel in Harbour of New York, from St. Thomas," July, 1827, s. of Joshua and Grace (Brimblecom). Chn: (1) Azor Orne, b. June 23, 1802, d. Sept. 22, 1803; (2) Azor Orne, b. Dec. 29, 1804; (3) Elizabeth, b. June 23, 1799; (4) John Elbridge,\* b. Nov. 30, 1792, m. and had issue; (5) Susanna Orne, b. Feb. 20, 1796; (6) Thomas Hickling, b. Jan. 29, 1811; (7) William, b. March 23, 1807.

ANNIS, bp. Jan. 29, 1770, named after her aunt, Annis Lee, unm. 1799.

JOSHUA, bp. Dec. 1, 1771, d. June 2, 1772.

SUSANNAH, bp. April 4, 1773, probably d. unm. before 1799.

SABAH, bp. Nov. 12, 1774, d. Dec. 26, 1812, of a fever, m. Oct. 5, 1800, Capt. John Bubier Prentiss, b. March 14, 1770, d. "at Point Petre Guadalupe, master of the ship Orris of New York," April 9, 1817, s. of Joshua and Grace (Brimblecom). Chn. (1) John Bubier, bp. March 6, 1803; (2) Joshua Orne, bp. Aug. 4, 1811; (3) Timothy Dickinson, bp. Aug. 4, 1811; (4) Elizabeth, bp. May 7, 1809; (5) Sally Maria, bp. May 10, 1801; (6) Susanna Trevett, bp. Sept. 22, 1805.

10. WILLIAM ORNE, son of William and Jemimah (Cardar) Orne, was baptized in Marblehead, Aug. 16, 1741; probably married, April 27, 1761, Rebekah Cain,

\* John Elbridge Prentiss, Lieutenant U. S. Navy, d. July 5, 1840, at New York, m. April 3, 1823, Mrs. Eleanor (Horton) Prentiss, widow of Capt. Joshua Prentiss 3rd, who d. "at the Havanna, master of the ship of New York," June 27, 1817, at 27y., s. of Capt. Joshua Prentiss 2nd. Among their chn. were John Elbridge, Jr., b. May 16, 1826, d. Dec. 31, 1843, at 17y 6m., of a hemorrhage, "Midshipman U. S. Ship Columbia."

baptized May 4, 1740, daughter of John and Rebekah (Trefry).

Children, born in Marblehead:

REBECCA, bp. Aug. 2, 1761, perhaps m. Nov. 10, 1782, John Reed Malcolm.

SARAH, bp. July 20, 1766, d. bef. 1775.

WILLIAM, bp. Nov. 1, 1767, d. bef. 1769.

WILLIAM, bp. Sept. 10, 1769.

15. JOHN, bp. Aug. 23, 1772, perhaps m. Mary Peace, 1793.

SARAH, bp. Jan. 8, 1775.

William Orne may possibly have married (2) Mary

Child:

MARY, bp. May 17, 1778, m. prob. Aug. 8, 1798, Aaron Oakes Hitchens, bp. Nov. 6, 1774, s. of Amos and Martha (Oakes).

11. JONATHAN ORNE, son of John and Abigail (Conant) Orne, was baptized March 17, 1744-45, and died March 29, 1803. He married, first, Oct. 20, 1768, Priscilla Holdgate, of Topsfield, and married second, Oct. 4, 1777, Mary Collins. He was a cordwainer, and his shoemaker's shop and half of a dwelling house are included in his inventory. Mary Orne probably died Feb. 13, 1818, without issue, and her will mentions her brother Pickering Collins of Salem and son-in-law John Orne of Marblehead.

Children born in Marblehead by his first wife:

16. JONATHAN, bp. Sept. 3, 1769, d. Feb. 9, 1804.

17. JOHN, bp. Oct. 3, 1773.

12. JOHN ORNE, son of John and Abigail (Conant) Orne, was baptized Nov. 14, 1756, and probably died in Salem. It was probably he who married, April 2, 1780, Sarah Ashley of Salem. In 1810 he is referred to as John Orne of Salem in his sister's will. There were no children born in Marblehead.

13. COL. JOSHUA ORNE, Esq., son of Hon. Col. Azor Orne, Esq., and his wife Mary (Coleman) Orne, was born in Marblehead, Nov. 18, 1757, and died in Bor-

deaux, France, Dec. 25, 1805, having fallen while coming down the steps of the American consulate. He married, Aug. 14, 1783, Lucretia Bourne, born July 13, 1758, died Dec. 2, 1818, the daughter of Hon. Col. William Bourne, Esq., of Marblehead and his wife Sarah (Legallais) Bourne. Col. Bourne died 1770, leaving an estate of £4,886. His daughter Charlotte married Dr. John Bernard Swett, and her sister Frances married Oliver Peabody, Esq. Col. Orne was a student at Harvard in 1775, and then left to join the Continental Army. April 24, 1775, he was commissioned Ensign of Capt. Joel Smith's Co., Glover's Marblehead Regt., and shortly thereafter Lieut. of Capt. John Stone's Co. of the same Regt. He was 1st Lieut. in Capt. Stoner's Co. (14th Contl. Regt.) in 1776. On the march to Trenton he was benumbed by cold, fell, was covered with snow and was fast freezing when discovered. In Jan., 1777, he was Captain in Col. Wm. Raymond Lee's Regt. and remained in that Regt. after the consolidation of 1779.

Col. Orne was a Deputy to the General Court in 1790 and 1797, being the fourth generation in direct line of his family to represent Marblehead in the Legislature. He was an accomplished gentleman. In his estate\* were 4 "elegant" pictures, 9 others, silver plate, silver watch, gold ring, 11 pairs of white silk stockings, many books of which 41 were French, etc.

Children born in Marblehead:

OLIVER R., "killed by lightning on bord the Ship Camillus of Boston," March 19, 1821.

LUCRETIA, bp. Nov. 27, 1791, m. ——— Lamson.

AZOR, eldest s. Colonel Joshua, "killed at Margaretta in a Duel," rec. Ap. 19, 1820.

GEORGE H, killed "in the Chesapeak Frigate," Dec. 12, 1813.

CHARLOTTE F., m. Vose.

JOSHUA, b. 1785, d. unm. Oct. 15, 1847. He was called Captain and Esq. or Gentleman. He was Selectman 1840, 1844.

WILLIAM BOURNE, d. after 1847; called Captain and Gentle-

\* Essex Probate Files, No. 20,083.



man, of Brooklyn, N. Y. During the War of 1812 he was returning from Naples to Boston on board his command "Betsey," when he was captured, Aug. 10, 1812, by Capt. Dacres, and witnessed the historic battle between the Guerriere and the Constitution, on Aug. 19. His account of the conflict was published in Rood's History. He m. Aug. 31, 1826, Marcia B. Humphrey.

14. AZOR ORNE, Jr., son of Hon. Col. Azor and Mary (Coleman) Orne, was born in Marblehead, March 2, 1761, and died there April 17, 1795. He married, Dec. 29, 1785, Sally Gerry, who died Nov. 11, 1846. She was the daughter of John and Elizabeth (Quincy) Wendell Gerry, and the niece of Vice-Pres. Elbridge Gerry. Azor Orne, Jr., was a student at Harvard in 1782. He was a merchant of Marblehead.

Children born in Marblehead:

18. JOHN GERRY, bp. Dec. 11, 1786, d. Feb. 24, 1838.  
AZOR, bp. Feb. 10, 1788, d. 1853. He was educated at Phillips Andover Academy (1798), and served in the U. S. Army during the War of 1812. On March 2, 1812, he was commissioned 2d Lieut. in Lt. Col. Ripley's 21st Regt. and rose to the rank of Major, U. S. A. and Assistant Inspector General.
19. HENRY, bp. Dec. 13, 1789, d. Jan. 1, 1853.  
SARAH WENDELL, bp. May 12, 1793, m. 1818, Major Loring Austin. Ch. (1) Loring Henry, who m. Mary Jane Goodwin, and had (a) Lilian Ivers, (b) Loring Le Baron, (c) Isabelle T.

15. JOHN ORNE, son of William and Jemimah (Carder) Orne, was baptized in Marblehead Aug. 23, 1772, and died there Sept., 1850. He married first, Sept. 18, 1793, Mary Pearce, who died June 30, 1868, aged 60 years; and second, Oct. 18, 1835, Mrs. Sarah B. Stevens, who survived him. He was a shoe manufacturer, was selectman of the town 1833, 1834, 1845.

Children born in Marblehead, by his first wife:

- HANNAH PICKERING, b. Feb. 2, 1794, m. May 25, 1841,  
William Standley of Beverly.
20. JOHN, bp. Aug. 21, 1796.
21. ROBERT, bp. March 24, 1799.

22. WILLIAM W., b. Nov. 11, 1801.  
 SARAH HOLGATE, b. Feb. 26, 1804, m. Feb. 8, 1831, Wm. Goodwin 4th. Chn. (1) Wm. H., (2) Benjamin F., (3) John O., (4) Azor O., (5) Sarah S., m. ——— Potten (?)
23. ADONIRAM C., bp. Feb. 26, 1809.  
 AZOR, bp. Oct. 6, 1811, d. Feb. 16, 1873, leaving no widow or issue. He was a cordwainer.
24. BENJAMIN S., b. 1819.  
 MARY ELIZABETH MEHITABEL, bp. Ap. 27, 1817, m. Oct. 3, 1837, Charles Edwards, moved to St. Louis, Mo., and probably had (1) John, (2) William, (3) Mary E., m. ——— Montague of St. Joseph, Mo., (4) Charles H. of Cheyenne, "Rocky Mountains."

16. JONATHAN ORNE, JR., son of Jonathan and Priscilla (Holdgate) Orne, was born in Marblehead, baptized there Sept. 3, 1769, and died there Feb. 9, 1804. He was called Jonathan Orne, Esq., in the records. He married, July 12, 1795, Anna Harris. He was a cordwainer and left a mansion house, half of a shoemaker's shop, china and silver.

Children, born in Marblehead:

25. JONATHAN, bp. Oct. 16, 1796, d. Sept. 25, 1833.  
 ANNA, bp. Sept. 15, 1799, prob d. bef. 1805.  
 ELIZABETH BALL, bp. July 19, 1801, prob. m. Jan. 31, 1822, John S. Roades.  
 JOHN, "s. Jonathan, deceased, and Anna sick," bp. Feb. 28, 1804, prob. d. bef. 1805.

17. JOHN ORNE, son of Jonathan and Priscilla (Holdgate) Orne, was baptized in Marblehead, Oct. 3, 1773. Probably it was he who married, Sept. 24, 1797, Sally Green.

Children, born in Marblehead:

- SALLY, bp. May 17, 1798, d. bef. 1813.  
 WILLIAM, bp. May 19, 1799, d. bef. 1809.  
 JOHN, bp. Oct. 11, 1801, prob. d. Dec. 12, 1823.  
 SALLY, bp. Nov. 6, 1803.  
 HANNAH MALCOLM, bp. Jan. 19, 1806.  
 NANCY, bp. March 8, 1807.  
 WILLIAM, bp. Oct. 11, 1809, lost at sea with Skipper Wm. Cole, 1830.

REBECCA KANE, bp. Nov. 1, 1812.

SAMUEL, bp. ——— 27, 1816.

18. JOHN GERRY ORNE, son of Azor Orne, Jr., and Sally (Gerry) Orne, was baptized in Marblehead, Dec. 11, 1786, and died Feb. 24, 1838. He married Ann Stone, daughter of Moses Stone, the last Master of Mount Auburn (Cambridge). She was born in 1794 and died Feb. 29, 1872. She was a woman of great learning and culture and read Hebrew, Greek, Latin, Italian, Spanish, French, Old Saxon and Sanscrit languages, as well as Runic and other characters. She was a great-great-great-granddaughter of Deacon Simon Stone of Watertown, 1635, who was a freeman 1636, selectman, and first owner of Mt. Auburn, and a descendant of the Jacksons of Boston and Newton.

John Gerry Orne was a merchant of Marblehead and Cambridge, where he died. He was educated at Phillips Andover Academy (1798), and served in the War of 1812, in which he was taken prisoner and released on parole at Halifax.

Children:

CAROLINE FRANCES, b. in Cambridge, Sept. 5, 1818, d. in 1905. She was educated at Ebenezer Bailey's High School for Young Ladies in Boston, 1832-36, and was an author of some note, and the first Librarian (for 17 y.) of Cambridge. She contributed many articles to periodicals from 1840-1880 and was the author of *Sweet Auburn* and *Mount Auburn*, 1876, and other poems and books. Her residence was 107 Auburn St., Cambridge.

FRANCIS HENRY.

MARIA ELIZA, m. Feb. 13, 1838, John P. Whiton and had (1) John Wilson, (2) Charles Henry.

SARAH GERRY, m. Nov. 6, 1846, Charles A. Page and had (1) John Wilson, (2) Anna Stone, (3) Caroline F. Orne, (4) ———

CHARLES ASAPH.

JOEL STONE, m. Rachel A. Brown, and had (1) Maria Frances, (2) Charles P., (3) Jane Stone, who m. Charles S. Brooks, and had (a) Rachel, (b) George Herbert.

19. HON. HENRY ORNE, son of Azor Orne, Jr. and Sally (Gerry) Orne, was baptized in Marblehead Dec. 13, 1789, and died in Orneville, Maine, Jan. 1, 1853. He married, first, Frances Boyd Little, a niece of the famous Gen. A. P. Boyd of British Indian fame. She inherited Gen. Boyd's 23,040 acre estate in Maine. He married second, Sempronia Little. He was educated at Phillips Andover Academy, 1802, and Dartmouth College, and was a man of unusual polish and culture. He was admitted to the Boston bar, Dec., 1816, was an Associate Justice of the Boston Police Court, 1822, published an oration of 23 pages, July 4, 1820, at Boston, at the request of Republican citizens, edited, with Nathaniel Greene, the American Statesman, at Boston, 1821, was Secretary to the Commission (1815-16) under the Treaty of Ghent to settle the boundary between Canada and U. S. After his marriage he moved to the township in Maine which had belonged to Gen. Boyd, and which was renamed Orneville in his honor. There he lived in great splendor on his almost baronial manor, dispensing the most lavish hospitality in an elegant way. His magnificent mansion, with its deer park, stables for an almost unlimited number of horses, elegant appointments and vast domain, etc., would compare favorably today, perhaps, with any country place in the U. S.

Children:

WILLIAM HENRY, d. 1842, graduated A. B. at Harvard in 1841.

FRANKLIN BOYD.

20. JOHN ORNE, JR., son of John and Mary (Pearce) Orne, was born in Marblehead, baptized there Aug. 21, 1796; probably married, first, Jan. 30, 1820, Abigail P. Power, who died of consumption March 25, 1825, aged 25; and married, second, April 25, 1826, Margaret Grant. Child, born in Marblehead, by his second wife:

MARY ELIZABETH, bp. Sept. 2, 1827, m. May 19, 1842, Richard Frost 3rd.

Children, born in Marblehead, by his first wife:

———, d. 1823.

———, d. 1824.



21. ROBERT ORNE, son of John and Mary (Pearce) Orne, was born in Marblehead and baptized there March 24, 1799, and died there after 1871. He married, first, Nov. 8, 1818, Martha H. Russell, who died Sept. 26, 1843, aged 42 years; married, second, June 9, 1844, Ednah P. Hawkes, born in 1798, and died Oct. 21, 1871, daughter of Benjamin and Abigail Hawkes of Salem. He was more or less prominent in Marblehead activities and represented the town in the General Court in 1832, 1838. He was a cordwainer by trade.

Children, born in Marblehead, by his first wife:

——, bp. May 23, 1824, d. Aug. 2, 1825.

JONATHAN HICKMAN, b. April 3, 1825, one of the most prominent citizens of the town. He was a selectman, 1861-64, 1868, gave the town address of welcome to three Marblehead companies, Aug. 1, 1861, on their return from Boston (the 1st 3 cos. in the State to reach Boston on the call of the Gov.). He and others in 1865 obtained the charter for a railroad from Marblehead to Boston, under which the Eastern R. R. Co. built the road now in use. July 25, 1876, he made an address when the corner-stone of Abbott Hall was laid; July 3, 1882, he made an address at the town meeting on the murder of Pres. Garfield; he was chairman of the town meeting to greet Pres. Arthur on his visit, Sept. 8, 1882; Aug. 8, 1885, he made an address at the town meeting on the death of Ex-Pres. Grant; Oct. 22, 1885, he presided at the banquet of the Marblehead Light Infantry celebrating its 76th anniversary; Aug. 13, 1888, he read resolutions on the death of Gen. Sheridan and was chairman of the Relief Committee after the Great Fire of 1888. He wrote the history of Marblehead in the Tracy History of Essex Co., Mass. His picture is in Road's Marblehead.

MARTHA H., b. May 20, 1827.

ROBERT D. O., b. April 1, 1829.

——, d. Dec. 24, 1831, ae. 4 m.

——, d. Feb. 18, 1834, ae. 15 m.

MARY P., b. Dec. 10, 1834.

MARGARET G., b. March 7, 1837.

EDNA, b. at Salem, Sept. 26, 1843.





MRS. MARY<sup>1</sup> (LEE) ORNE

From a portrait by Copley in possession of Mrs. Mary F. Boles  
of Marblehead

22. WILLIAM WHITWELL ORNE, son of John and Mary (Pearce) Orne, was born in Marblehead, Nov. 11, 1801. He married, March 18, 1824, Mary Stevenson.

Children, born in Marblehead:

WILLIAM WHITWELL, b. March 18, 1824.

MARY ELLEN, b. Feb. 2, 1826.

SALLY ANN, b. Dec. 9, 1827.

CAROLINE ELIZABETH, b. June 28, 1830.

JOHN STEVENSON, b. April 1, 1832.

DAVID STEVENSON, b. Aug. 13, 1834, d. June 24, 1848.

23. ADONIRAM COLLINS, son of John and Mary (Pearce) Orne, was born in Marblehead, and baptized there Feb. 26, 1809.

He married, March 3, 1837, Abigail B. Hawkes. He was a prominent citizen of Marblehead, and his picture is printed in Road's Marblehead. In 1835, after great efforts, he caused an extension of Pleasant Street to be laid out, which effected a great improvement. April 20, 1861, he was moderator of the town meeting to provide for families of the soldiers. He was, after thirty years of agitation, appointed chairman of a committee of five to make a reservoir of Red's Pond, and to lay water pipes from it to the town with suitable hydrants, thus greatly improving the town's water supply. In 1873 he was a resident of Vineland, N. J.

Child, born in Marblehead:

MARY ABIGAIL, b. Sept. 16, 1842.

24. BENJAMIN STEVENS ORNE, son of John and Mary (Pearce) Orne, was born in Marblehead in 1819, and was living there in 1873. He married, May 2, 1844, Sarah S. Johnson, aged 20 years, the daughter of William W. and Mehitable Johnson. He was a cord-wainer by trade.

Children, born in Marblehead:

BENJAMIN STEVENS, b. June 6, 1845.

JOHN HENRY, b. Jan. 24, 1846.



25. JONATHAN ORNE, JR., son of Jonathan Orne, Jr., and Anna (Harris) Orne, was born in Marblehead, baptized there, Oct. 16, 1796, and died there Sept. 25, 1833. He married, Dec. 28, 1828, Hannah Fisher, who survived him. He was a cordwainer by trade.

Children, born in Marblehead:

———, b. 1827, d. 1828.

ELIZABETH ANN, b. 1 ———, 1829, m. Dec. 26, 1848, James Leary, b. 1823, mariner, s. of John and Ann Leary.

———, b. 1830, d. bef. 1833.

## OLD NORFOLK COUNTY RECORDS.

(Continued from Volume LX, page 232.)

Edward Goue and Hannah his wife of Hampton, for fowerteen pounds convey to Joseph Dow of Hampton, weaver, about eleven acres and thirty-six rods of upland in Salisbury (in Hall's farm, so-called), being part of first lot in number in sd. farm. Which lot was granted to Mr. Woster and by him conveyed to Moses Woster and by Moses Woster sold to Edward Goue. This land being bounded by a small lot of Cobham's and land of Edward Goue, being remainder of sd. lot granted to Mr. Woster as above said, July 6, 1678. Wit: Tho. Philbrock, Mary Johnson. Ack. by Edward and Hannah Goue at Hampton Court, Oct. 8, 1678. Attest. Tho. Bradbury, recd.

Isaac Buswell of Salisbury for good considerations and love and good will which I have for my daughter, Susannah Buswell of Salisbury and her three children, the daughters of my son Isaac Buswell, late of Salisbury, deceased; engage myself to pay all honest and just debts of my son, Isaac Buswell, deceased, which may be charged to my daughter Susannah. Secondly, I give to my daughter, Susannah Buswell, twenty pounds to be paid in corne or neat cattle, towards the maintenance of herself and the youngest child, ten pounds to be paid at Michaelmas, next, five pound at the last of March, 1680, and the other five the last of March, 1681. Thirdly, I, the said Isaac Buswell, engage to take care of the two oldest daughters of my daughter, Susannah Buswell, until they are 16 years of age. Lastly, I give to my three grandchildren, Susannah, Sarah and Mercy Buswell, daughters of my son, Isaac Buswell, deceased, thirty pounds to be equally divided among them when they shall come to age of 16 years. If any die before then, the other two to divide the thirty pounds equally, or if but one live to the age of 16 years she is to have the full thirty pounds. The said Isaac Buswell stands bound for the true performance of aforesaid premises, having free consent of his daughter Susannah Buswell to dispose of the two eldest children,

and place them where he shall think meet, so that they be well used and taught to read ye English tongue. July 15, 1679. Wit: Sam<sup>l</sup> [his f mark] ffeloes, Joseph Dow. Ack. by Isaac [his f mark] Buswell, July 15, 1679, before Sam<sup>l</sup> Dalton, commissioner.

Whereas, Susannah Thurston, widow, living at Croyden, in ye county of Surrey, England, has by a letter of attorney impowered Sam<sup>l</sup> Dalton commissioner to seize the goods of Giles ffuller, her brother, late of Hampton, dec., for her support in her indigent condition, she being next heir to the estate, therefore, finding upon search of county recordes that most of sd. ffullers land is sold by Thos. Thurston, jun., by virtue of a letter of attorney made by his father, now dec., excepting 2 shares of cow common, about 52 acres of North division and 100 acres at ye new plantation, but upon due search June 27, 1679, said Dalton finds no sale made of these, then said Dalton requires Henry Dow, Marshall of Norfolk, to seize said property, that of the North division being on ye great playne above temple meadow between lots of Thos. Chase and Widow Tuck, lot No. 7, and the land at the nue plantation lot, No. 47. Dated, June 30, 1679. Return made by Henry Dow, July 1, 1679, by attachment of property as above designated.

Execution dated Apr. 22, 1678, against ye estate of Capt. Walter Barefoot to satisfy judgement of 203 li, 2 s., (and 2 s., costs) granted Christopher Palmer at Salisbury Court, Mch. 9, '78, signed by Tho. Bradbury rec. and served by Henry Dow, Marshall of Norfolk.

Return was made Aug. 23, 1678, by Henry Dow, who had applied at Barefoot's usual abode, but no satisfaction. He therefore attached Barefoot's right in 300 acres land and timber, bought by sd Barefoot of William, Samuel and Charles Hilton, bounded by the river Puscassick, next fall to Hilton's mill, the meadow butting on Lampeel river mouth. The above said land was apprized at 80 li., by Henry Robie, chosen by Christopher Palmer and John Wedgewood chosen by Henry Dow in behalf of sd. Barefoot, as the latter could not be found. This satisfies part


of the execution, leaving 125 li. still unfulfilled. Possession is given said Palmer by turf and twig.

Mortgage Deed. Christopher Palmer of Hampton, in consideration of what is due Phillip Grele of Salisbury from my brother Charls Hilton, for which sd Hilton is now in prison in Norfolk, and to satisfy that execution with marshall's fees added, conveyed to Phillip Grele three acres meadow or marshland near Lampoole river's mouth in Pascattaqua river, beginning up Lampoole river creek, commonly so called. Said land being sometime of Mr. Edward Hilton, deceased, and then sold by William Hilton, Sam<sup>l</sup> and Charls Hilton with some other land to Captain Walter Barefoot of Portsm<sup>o</sup>, from whom it was taken by execution and delivered unto said Palmer by the Marshall of Norfolk. But if sd. Palmer shall pay Philip Greele 7000 ft. of marchantable at some convenient place in Exiter before April next this deed shall be voyd. July 21, 1679. Wit: Tho. Marston, Henry Dow. Ack. by Christopher Palmer, July 21, 1679, before Sam<sup>l</sup> Dalton, commissioner.

John Sanborn of Hampton, yeoman, administrator of estate of Robert Tuck, of Hampton, deceased, setts out to John Tuck of Hampton, grandson of said Robert Tuck, one share cow comon, as by division made of ye comons at Hampton, lately in possession of said Robert Tuck. Said right of one share being the third part of one hundred acres at the nue plantation and all the right of one share in the north division, about 26 acres, as it is laid out towards Pascattaqua, Feb. 25, 1673. Wit: Sam<sup>l</sup> Dalton, jun., Hannah Dalton. Ack. by Ensigne John Sanborn, 26:12:1673, before Sam<sup>l</sup> Dalton, commissioner.

John Philbrick of Portsmouth, living in Greenland, for money and cattle, conveys to his uncle, Tho. Philbrick of Hampton, about fifty acres upland and fresh meadow in Hampton, which said John purchased of John Garland, being one quarter part of land granted to Mr. Seaborne Cotton of Hampton, for a farm as by town record to sd Seaborne and by deed of sale by John Garland will appear. Said land being called hog pen playne, bounded



by William fuller, provided that upon division of said farm, said Garland's heirs are to make choice of their part. Dec. 18, 1678. Wit: Joseph Dow, Mary Jonson. Ack. by John [his  mark] Philbrick, 20:10:1678, before Sam<sup>l</sup> Dalton, commissioner.

Edward Goue, husbandman, and Hannah, his wife, both of Hampton, conveys to Tho. Philbrick, sen. of Hampton about twenty-six acres of land in Salisbury, in a place commonly called Hall's farm, which land said Goue bought of Jn<sup>o</sup> Illsley of Salisbury, having been granted by town of Salisbury to Rodger Easman and Robert fitts, and being lotts seven and eight on town records. Bounded by Anthony Stanian and french; also by Hampton line. Dec. 16, 1678. Wit: Joseph Dow and John Palmer. Ack. by Edward Goue and Hannah, his wife. (No date of ack.)

Seaborn Cotton of Hampton, clerk, for £80 conveys to Leift. Georg Brown of Haverhill a lot in Haverhill lately in possession of James Davis, sen. of Haverhill and sold to said Cotton by Mr. Tho. Woodbridg of Nubery. Said lot bounded by land of said Brown, Mr. Jno. Ward, and Merrimack River, widow lilford, now in hands of Peter Bruer. Dec. 18, 1678. Wit: Dorothy Cotton. Ack. by Seaborn Cotton and Prudence, his wife, 18:10:1678, before Sam<sup>l</sup> Dalton, commissioner.

Mortgage deed. Thomas Duston of Haverhill having bought of Thomas Davis of same place, about eighteen acres land in Haverhill, bounded by ye saw mill river and land of Robert ford and Onesiphorus Nash, mortgages said land to said Davis for £80. Four pounds to be paid annually May 1, by 20s. in wheat, rye or Indian marchantable at currant price and three pounds in neat cattle, bulls only excepted. First payment to be made, May 1, 1678. Dated —, 1677. Wit: Samuell Gilde, Matthias Button. Ack. by Thomas Duston, July 6, 1678, before Nath<sup>l</sup> Saltonstall, commissioner.

Edward Callcord of Hampton, in consideration of great care, love and respect which my brother, Robert Page, deacon of ye church of Hampton, hath manifested to me, my wife, and children in securing my housing

and lands in Hampton and making several disbursements for my wife and children in my absence and now resigning sd. housing and land in Hampton to me, and my family. Without any further consideration but payment of twenty pounds which my deare brother Deacon Page gives for love to six of my children, viz. to my daughters Sarah Hobbs and Mary fifeild, four pounds each, (to be paid in one year after decease of sd Page) and three pounds each to my four children at home, viz., Mehetable, Samuell, Shuah and Deborah, to be paid as they shall come of age, after decease of said Page. Said Colcord, therefore, binds over his six acres fresh meadow, lying in ye west meadow adjoining to John Marian. June 24, 1673. Wit: Sam<sup>ll</sup> Dalton, Jno. Samborn. Ack. by Edward Colcord, Junè 24, 1673, before Sam<sup>ll</sup> Dalton, commissioner.

Portsmouth, Oct. 2, 1679. Nathaniell ffeyer declares himself satisfied for a mortgage formerly held by him upon ye home lott of Tho. Davis in Haverhill for a debt of about £50, made by Joseph Davis and owned by Tho. Davis, father of sd Joseph. Part of sum due was payed to himself and ye remainder paid him by Jonathan Thing, now deceased. Ack. by Mr. Nathanell ffeyer, Great Ysland, Oct. 3, 1672, before Elias Stileman, commissioner.

Ensign James Pecker of Haverhill, for £20, conveys to Edward Ting, esqr. of Boston, his dwelling house and land with the oarchyard homlott and about nine acres land in Haverhill adjoining, bounded by ye highway, ye sawmill river and land of John Haseltine. Aug. 8, 1679. Wit: James Pecker, Sam<sup>ll</sup> Marbell. Ack. by Ensign James Pecker, Aug. 9, 1679, and by Mary Pecker, Oct. 1, 1679, before Nath: Saltonstall, assistant.

Robert Downer of Salisbury, house carpenter, and Sarah, his wife, for £20, convey to Joseph ffrench, sen., of same town, tayler, about five acres, one hundred and twenty-four rods sweepage lott of salt marsh, in a place commonly called ye beach near Hampton river's mouth, lot fifty-eight as numbered on Salisbury town records; which lot was originally of William Partridg, some time

of Salisbury, deceased. Sd lot lying between lots of William Buswell and sd Joseph French, one end upon ye beach and the other upon the river coming from Hampton. May 13, 1679. Wit: Tho: Bradbury, John Severans, sen. Ack. by Robert [his R mark] Downer, Sarah, his wife, surrendering her dower rights, at Salisbury Court, 11:9:1679, attest, Tho: Bradbury, rec.

Robert Downer of Salisbury, house carpenter, for £14, 5s., conveys to William Buswell, of same place, weaver, about three acres of land being my higgledde piggledee lott of salt marsh in Salisbury, in ye first division, bounded by little river, ye marshes of Henry Brown and John Gill and by land of sd Buswell, being originally ye lot of Willi: Partridg of Salisbury, deceased. May 30, 1679. Wit: Tho: Bradbury, Jno. Severans, sen. Ack. by Robert [his R mark] Downer, Sarah, his wife consenting thereto, Nov. 11, 1679, at Salisbury Court, attest, Tho: Bradbury, rec.

Benjamin Shaw of Hampton conveys to Isaac Cole of same town, millwright, a share of ye great ox comon in Hampton by the sea, Mayne river and John Brown's river so called. Said share being a division made by town of Hampton, both upland and marsh, the share of marsh being numbered fifty-eight, 20, 12, 1666. Wit: Hanna Dalton, Sam<sup>l</sup> Dalton. Ack. 1, 10, 1668, before Sam<sup>l</sup> Dalton, commissioner.

Christopher Palmer of Hampton, yeoman, for fower score and five pounds, conveys to Isaac Cole of same town, carpenter, a dwelling house, barne, out housing and a lot containing about five acres, in Hampton, bounded by lot of Abraham Pirkins, the meeting house Green and the planting lott of Anthony Taylor, said land and buildings being lately in possession of Jno. Cass. Said Palmer also conveys to Isaac Cole one share of cow comon as divided by town of Hampton. May 17, 1666. Wit: Henry Roby, John Samborne. Ack. by Christopher Palmer, May 17, 1666, before Samue<sup>l</sup> Dalton, commissioner.

*(To be continued.)*







SHIP "MINDORO"

Charles H. Allen, Jr., Master

Silsbee, Pickman & Allen, Owners

From painting owned by George H. Allen: showing the ship leaving Boston,  
July 17, 1866, for Batavia and Hong Kong

## SALEM VESSELS AND THEIR VOYAGES.

BY GEORGE GRANVILLE PUTNAM.

*(Continued from Volume LX, page 208.)*

“The casks in which a part of our water was contained had been used in bringing coffee from the Cape of Good Hope, and although burned out, and, as was supposed, purified, yet the water put in them was most disgusting. The waters from the cascade on the Java shore were of course duly appreciated. We remained in this beautiful bay several days. There were at the time no inhabitants on this part of Java. I went on shore every day, and in one of my excursions climbed the precipice over which the cascade flowed, to examine its source, and from what we learned on reaching Batavia, we were led to believe that we had run great hazard, as more than one instance had occurred of persons visiting the same spot having been destroyed by tigers, who were slaking their thirst in this beautiful stream. Bats of great size were seen crossing the narrow strait which divided Mew Island from Java, and returning towards the close of the day to their roosts on the Java side. Tigers and anacondas abound at Batavia.

“I remember the fright I had in crossing a creek, the bottom of which was hard, about knee deep, and but a few yards wide. My crossing alarmed half a dozen or more young crocodiles or alligators, which were further up the stream than I was crossing, and they came down upon us with a celerity which was inconceivable. None of them touched either my servant or myself, and I have no doubt they were quite as much alarmed as we were.

“No boats of any kind came into the bay while we lay there. Prince’s Island was in sight; but the inhabitants, who had a bad name, were otherwise engaged, and we met nothing to alarm us. The pirates from Sumatra and the Eastern Islands made frequent attacks on vessels in those days, even so far to the west as the Straits of Sunda,

though their depredations were more confined to Banca Straits and the more eastern archipelago.”

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#### ANOTHER SHIP ASTREA.

Mr. Derby had a second ship *Astrea* built for his East India trade, and it became quite as noted as the first of the name. The vessel was built in Bradford in 1795, and registered 391 tons. Under command of Henry Prince, with Nathaniel Bowditch, the eminent mathematician, supercargo, this *Astrea* was the first American vessel to visit Manila, arriving at that port in 1796. A journal of this voyage, kept by Dr. Bowditch, is a model, and is in the possession of the Essex Institute. The *Astrea* sailed from Salem, March 27, 1796, for Lisbon, thence to Manila, where she arrived October 3, 1796. On February 18, 1797, the ship sprung a leak and from that date until May 22, 1797, when she arrived at Salem, two men were obliged to be kept constantly at the pumps.

From 1797 to 1858, the date of the last arrival at this port from Manila, in July, 1858, of the barque *Dragon*, Captain Thomas C. Dunn, with a cargo of hemp, consigned to Benjamin A. West, there were 82 entries at Salem from Manila. The period from 1829 to 1839 shows the largest number of arrivals, 30 of the 82 entries being made in that time.

## THE SHIP MINDORO.

The last of Salem's square-riggers, and one which was perhaps best known to Salemites of today, for she lay at Derby wharf from 1893 to 1897, awaiting a purchaser, before she was sold to New York parties, was the ship *Mindoro*. She was built in East Boston in 1864, and was launched from the yard of John & Justin E. Taylor, her builders. She registered 970 tons and was an enormous carrier, having on board 2,000 tons of sugar on one voyage; on another, 1,350 tons of sugar and 1,450 tons of coal; and 7,227 bales of hemp on a third. She was 168 feet long, 39 feet beam, and 28 feet depth of hold. Her owners were Silsbees, Pickman & George H. Allen.

When she was built, the high price and scarcity of hard pine lumber led her builders to construct her of oak, and so thoroughly well built was she that she was entitled to a special classification, being rated A-1 with a star, which is the highest rate that can be given a ship. She was rebuilt in 1884 and the original oak was replaced by hard pine, and at the same time she was put in first class condition, so that she was as trim and new as when launched in 1864.

The ship's quarters were comfortable. Aft, under the poop deck, which extended some distance beyond the mizzenmast, were the captain's quarters, an extra stateroom and a saloon, with the quarters of the first and second mates forward of these, all open from the poop deck. The steward's pantry, store room and dining room were also under this deck. On the main deck, between the mainmast and the foremast, was a good-sized house, containing cook's room, galley, large store room, carpenter's shop, and forward of these the crew's quarters.

## CAPT. CHARLES H. ALLEN, JR.

Captain Charles H. Allen, Jr., was the first master of the *Mindoro*, and was born in Salem, March 26, 1830, the son of the late William E. and Sarah H. (Wright) Allen. His father was a shipmaster, who died at Gambia, on the coast of Africa, in 1838. The son graduated from the old Phillips School, and when only 15 years



of age he shipped on the famous old ship *St. Paul*, on a voyage to Manila and back to Salem. The ship was commanded by his uncle, the late Captain Charles H. Allen, and the boy made three round voyages in her. In 1848 he made a voyage in the ship *John Q. Adams*, to Canton and return. In 1849 he was second mate of the ship *Harriot Erving*, to Valparaiso. There he joined the ship *General Harrison* as mate, and proceeded to San Francisco. He remained in California until the fall of 1851, spending a part of the time in mines. He was there during the exciting times of the mining days, and was a member of the famous vigilance committee, which by its prompt work cleared the city of San Francisco of the murderers and thugs that infested it, and again made life safe. One of his companions at this time was Fred Townsend Ward, later the famous Chinese mandarin. General Ward was then the mate of the ship *Russell Glover*, living aboard the vessel most of the time.

In 1851, Mr. Allen joined as mate the big ship *Susquehanna*, in San Francisco, and went in her to Shanghai and New York, arriving home in the spring of 1852. Next, he sailed as mate of the barque *Pilot*, Capt. Thomas C. Dunn, making a voyage to the Feejee Islands. He remained at the Islands a long time, having a most remarkable series of adventures. While there, a war broke out among the natives, and the bodies of the slain were eaten by the victors. He was urged to dine with the natives, but declined, having no taste for human flesh. From the Feejees he went to Manila. On the passage home to Salem the vessel sprung a leak, and was condemned at Batavia.

At Batavia he joined as mate the ship *Torrent*, Captain Copp, of Salem, and was in the ship two voyages between London, China and Australia. In 1865 he came home from London as mate of the ship *Sparkling Waves*. On this trip he took off the crew, while in charge of a boat, of a Norwegian vessel on the southern end of the Grand Banks, and bound to Boston. In June, 1865, he joined as mate the new ship *Sumatra*, of Salem, Capt. Josiah

Dudley, and made three voyages to Manila, Australia and San Francisco.

He arrived home in January, 1861, and in June of the same year was made master of the ship *Sooloo*, of Salem, and went to San Francisco, Mazatlan and Bremen, and returned to New York. In November, 1862, he took charge of the ship *Derby*, to San Francisco, and sailed between San Francisco and Hong Kong until 1864, carrying passengers and freight.

In December, 1864, he became master of the new ship *Mindoro*, and made three voyages, as before stated. In 1870 he took charge of the new ship *Formosa*, making three round voyages in her between Boston and Manila. In 1876 he returned to the *Sooloo*, and remained in her until he retired in 1884, all of her voyages being to Manila, Australia and Japan and home.

April 10, 1856, he married Miss Margaret McKenzie, of Salem, but she died some years ago. He was the father of Charles F. Allen, of the City Trust Company, Boston, and Miss Mary F. Allen and Miss Lillian H. Allen, all of Salem. Captain Allen joined the Salem Marine Society Nov. 5, 1879.

#### CAPT. BENJAMIN OLIVER REYNOLDS.

Captain Reynolds, the second commander, was born in Dover, N. H., in December, 1836, and began a seafaring life as a boy on the ship *Shirley*, of Salem, in 1854. The ship was owned by Silsbees, Pickman & George H. Allen, and was bound to Australia, under the command of Capt. Nicholas T. Snell, of Salem. He continued in her several voyages and was promoted to second and chief mate. He next sailed in the ship *Malay*, owned by the same firm, Capt. Samuel Hutchinson Jr., to San Francisco, as mate. He came home in the ship *Ocean Pearl*. He joined the new ship *Mindoro* in 1864, as mate, and was made master of her in 1869. In 1873 the firm made him master of their ship *Formosa*. He made several voyages in her, but lost her in 1880. On one voyage in her he sailed from Boston, Feb. 14, 1877, and made the passage to Melbourne, Australia, in the quick time

of 79 days. He came home and took charge of the ship *Humboldt*, owned by DeGroot & Peck, but on the homeward passage was so unfortunate as to lose her on Lincoln Island, one of the Paracel group. His mate was W. Frank Powars, who later commanded the ships *Mindoro* and *Sooloo*. The officers and crew passed through many thrilling experiences. The story of the wreck was written home by Captain Powars, and the writer of this series had the great pleasure of obtaining it for publication in the old "Salem Register." Mr. Powars came home to New York as mate of the ship *Samar*, Capt. Oswald Miller, of Salem.

The "Salem Register" published the story in full, and it occupied two columns in each of its issues of Dec. 22 and Dec. 26, 1881. It created a widespread interest. Hon. Charles W. Palfray, the senior editor, wrote: "The letter was written by Mr. Powars to his sister, Mrs. Edward Collins of Salem, in the freedom of family intercourse and with all the frankness of a sailor, and was not designed for publication, but is too vivid a picture of the perils encountered by those who 'go down to the sea in ships,' and too intensely interesting in itself as a true story of remarkable adventure, to be withheld from his friends and the public. If 'the age of chivalry is gone,' this narrative proves that the age of romantic and perilous events and wonderful escapes is not. The narrative is as full of fascination as the fictitious adventures of Robinson Crusoe, and is marked by as wonderful providences as any detailed in Cotton Mather's 'Magnalia.' As a tale of the sea it would furnish material for a volume worthy of the genius of a Cooper or a Marryatt."

The letter was highly prized by the friends of Captain Powars, all of whom will be glad to see it published in permanent form in "The Historical Collections" of the Institute. Henry C. Gauss, of Washington, D. C., a former Salem journalist, and a brother-in-law of Captain Powars, has caused to be typewritten the full story, which he has presented to friends. In introducing the letter, Mr. Gauss says:



“Captain William Frank Powars, of Salem, Mass., who wrote the following account of the wreck of the ship *Humboldt* as a letter to his friends in Salem, was the last of a race of Salem boys, now become traditional, who entered the maritime profession as ship boys and rose to command.

“He was a man of most engaging and estimable personality, and in narrative was always picturesque and intensely interesting. The following unstudied picture of a shipwreck suffers in no degree by comparison with that classic of American sea-writing, ‘Two Years Before the Mast,’ and, indeed, supplements that narrative, which contains no description of a wreck.”

“Temperance Hall,

“Hong Kong, China.

“November 3, 1881.

“I am once again in Hong Kong, but this time under very sad circumstances, in consequence of the loss of the good ship *Humboldt* on Lincoln Island Reefs, one of the Paracles group, in the China Sea, on the night of Oct. 22, during a typhoon.

“The *Humboldt* left Woo Sung, at the mouth of the Shanghai River, on the forenoon of Oct. 18, and that night was out clear of all islands, so we could shape a course down the China coast. That night and Wednesday the 19th passed off with very fine weather, but on the morning of the 20th the weather shut in thick and the wind gradually increased. We ran through Formosa Channel that day, and at eleven o’clock that night were clear of all danger there.

“From that time we shaped a course for Macclesfield Bank to the eastward of the Paracles Islands. Friday noon, weather thick and blowing heavily, with a very high sea, no observation, ship making a run from 11 to 13 miles per hour. Saturday noon the weather was worse every way than on Friday, the ship under lower fore and main topsails making from 10 to 11 miles per hour; at 4 p. m., barometer very low, the vessel was hove to; in coming to the wind lost lower foretopsail, the men

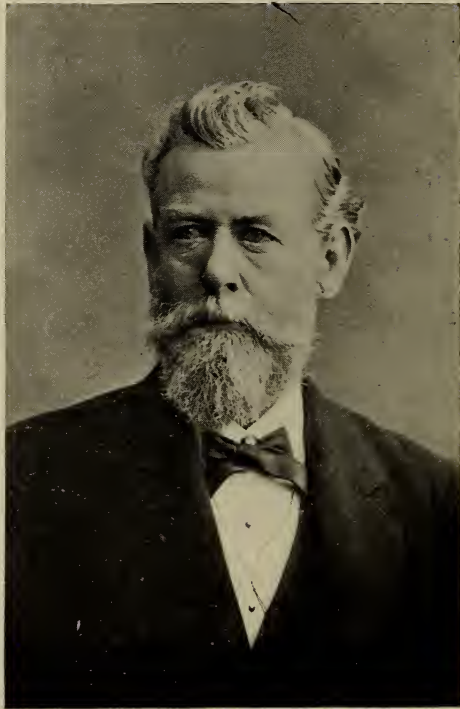


getting frightened and leaving the braces, and one slat of the sail took it clear away; lay to under lower main topsail until 7.30 p. m., and as the wind had gone down considerably at that time, kept away on the course again, in the meantime having bent another lower foretopsail.

"It was my watch below when the ship was kept off. I went on deck at 8 o'clock, and Capt. Reynolds went below to try and get some sleep, telling me to watch the barometer and not make any more sail unless the glass went up. He left me, and I went about hauling braces taut and other ropes that were slatting about. Had just finished and was going along the main deck to have a look at the lookout man, when I heard a roar like distant thunder. I turned to run to the cabin to tell the captain the wind was coming from the southwest, and at the same time sung out to the man at the wheel to put the helm "hard-a-starboard." Before I got to the cabin door the man on the lookout shouted "Breakers ahead!" and at the same time a heavy sea broke over the stern. I jumped on the booby hatch and from there to the top of the after-house, and sang out "All hands on deck." When the ship went down on the next sea, the rudder was un-ung and the mainstay carried away at the masthead.

"We all gathered in the mizzen rigging, up out of the water, and when the vessel struck the bottom it was as much as we could do to keep from being shaken off. It could not have been more than five minutes before we were over the reef and into deep water, but it seemed as many hours. As good fortune had it, the ship kept stern on to the sea, for had she laid broadside to it she would have been turned end over end. As soon as we found she did not strike the bottom when she went down in the sea, ordered the carpenter to sound the pumps, and found she was making water fast. Some of the men were placed at the pumps and some were ordered to put bread and water in the two quarter boats which we always carried there, and which could have been ready to lower in two minutes. But no boat of the four in the ship could have lived in that sea, though it looked at the time as if that was our only hope.





CAPTAIN CHARLES H. ALLEN, JR.

“As soon as we were clear of the breakers, the wind died out altogether. We then went to work and got a hawser up to use as a drag astern to keep the ship stern to the sea, but it was not used, as almost as soon as the wind stopped blowing from the northeast, it sprang up from the southwest. Braced yards around on the starboard tack, head to southeast, ship still under lower maintopsail and foretopmast staysail, and every minute the wind increasing in violence; got tackles on the tiller in rudder head and hauled the rudder so that it would keep the ship head to the wind. At midnight the wind was blowing with typhoon force, and the men were hard at work at the pumps. I went up in the mizzen-top to keep a lookout, for we were afraid we would be driven back on the reef. Before going up, sounded, but got no bottom. The leak was gaining on the pumps, and we thought our only hope was to keep her afloat until daylight, if possible, and then, could we do no better, try it with the boats.

“About half-past one the weather looked lighter to leeward and we knew that meant breakers. I did not shout, but pushed myself down the weather mizzen rigging as fast as possible, the ship being nearly on her beam-ends. Found the captain standing by the mizzenmast on top of the house. I asked him to come up in the rigging and take a look. He followed after me, but did not go far before he was satisfied there were breakers under our lee. He told me to run forward and let go both anchors, and I should judge by the sound there were about ten fathoms of water under us when the anchors touched bottom. About 45 fathoms of chain ran out before the ship came to the wind, and before she did so, we felt her touch the rocks. We tried to stop her from taking chain, but it was impossible, as it would jump the wild cat with that strain on it, and so, of course, the ship went into the breakers.

“As soon as I found that I was of no use forward, I went aft, when the captain ordered me to cut away the masts. The ship had then begun to pound heavily on the bottom. We got axes to work on the rigging and



soon had the main and mizzen masts over the side; started on the fore rigging, but they had the backstays cut before I had the lower rigging, and the foretopmast carried away in the sheave hole, the topgallant mast with all attached went over the side all right, but the upper foretopsail yard came right down. The carpenter was cutting with me, and I told him we would better leave before we were crushed. We went aft as best we could and sought the top of the after-house with the rest of the crew.

"I stopped there a minute and then crawled aft, down the after-way into the cabin; I had to crawl along the cabin floor, as it was impossible to hold on to anything and walk; I took my watch off the hook and put it in my pants' pocket and crawled back on deck again. Here I found the crew in a bunch, trying to shelter themselves from the wind and rain and salt water as much as possible. I stopped there until I was nearly frozen, and the ship had swung broadside on to the reef and had commenced to break up. We went into the cabin to try and keep ourselves as comfortable as possible what little time we had to stay there. We had not been there long before I think the ship broke in two in the middle, for above the roar of the wind and sea I heard a crash, and the partitions commenced to fall down. All made a rush up the afterway, and got on the starboard quarter. As fast as we could we put a turn of rope around our bodies and held on there for a while.

"The beams that propped us up gradually broke away, so that we were lowering all the time, and the sea was having a better crack at us. At last we were so low that almost every sea washed some of us down over the bottom of the ship, and we would crawl up between the seas only to be washed back again by the next one. Some of the men's clothes were washed or torn clean off them, and their bodies were terribly cut up by the broken copper on the ship's bottom. There were eighteen men of us on the outside. The Chinese cook and steward stopped in the cabin and were drowned when the sea washed that away.

"We had hung outside so long that we were getting

nearly exhausted, when a sea broke and washed some of us off, myself being among the number, and carried us away from the wreck so that we could not get back. As soon as I rose to the surface and caught my breath, I started to swim with the sea, and had not taken more than a couple of strokes when my feet struck something like a rock, and I soon found that I was where I could touch bottom. I stood up and found the water only up to my waist, but before I had time to look around me, another sea struck me and I went end over end with it, and felt myself strike bottom twice. When I reached the surface again, I stood up, and seeing a piece of the wreck near me, I went and got on it. Shortly, two men came along, clinging to a spar, and I called to them to come to me, and they did so. I told them there was land ahead and we were drifting to it, and that we were inside of the breakers and were all right. We sat there a few minutes, when one of the men said that he did not believe we were drifting, and he jumped overboard and found we were tightly jammed in the rocks. All then took to the water and started for the land. The men having no shoes on, the coral cut them terribly at every step. I had the good fortune to have on a pair of slippers that did not get washed off. We were soon on the beach, where we found others of the crew.

“We found that thirteen of the ship’s company had made their way to land. Some were naked, others had on only a shirt, and some only pants. I had on a suit of underflannels that saved me from a great many bruises, but the legs of my pants were torn in shreds. I thought of my watch, and found, by putting it to my ear, that it was still going, having been under water for two hours. I could not see the time, but I judged it to be about four o’clock when we got ashore. The men soon began to complain of the cold, and tried to keep warm by running about, but soon gave that up as they were so terribly cut about the feet with the copper on the ship’s bottom and the coral on the reef they could hardly move.

“Our cargo being mostly of straw goods it got ashore long before we did, and the tide having fallen consider-

ably, it was up out of the water. We took a number of bales and piled them and used them for a shelter. I told the men to make themselves as comfortable as possible, and I would keep watch in case any of the rest came ashore, to lend them assistance. They all turned in in a bunch, and I covered them over with straw mats and such things as I could find to answer the purpose.

“As soon as they were quiet, I sat down near them on a bale of goods, to think it over and to wait until daylight to see what that would bring to view; but it seemed to me as though it would never come. The wind and rain were so heavy I could not look to windward, and the night was pitch dark. I judged that what was left of the ship would be dead to windward of where I was, but of course I could not tell how I got ashore. I sat there, thinking that the captain, second mate, cook, steward and three sailors were drowned, as there were twenty of us all told aboard the ship and but thirteen were then ashore. I did not know what kind of an island we were on, nor whether there was anything to be had there to eat or drink.

“Daylight at last came, and I could see about a third of a mile distant what looked like rocks, but a little later I made it out to be pieces of the ship. I called the men up. As soon as we could see, one of them called out, “There are others coming ashore.” I looked in the direction he pointed and saw four heads moving in the water. I thought at first they were seals, and was about to say so when one stood up, and I saw there were four more saved. Those of us who could, ran down along the beach abreast of where they were coming in. I, having shoes on and being all right about the feet, went out on the reef to assist them ashore. The first two were getting along all right, so I passed them by, but the third was a man 50 years old, who, as soon as he saw me, gave up and called to me to save him, and fell down in the water. I soon got him on his feet and helped him ashore, and then turned back after the other, who was some distance out and coming towards the shore very slowly. It proved to be my captain, but if I had not been looking



for him I should never have taken him for Captain Reynolds. He was as white as a ghost and his face was terribly cut up. When I reached him I found that he had no pants on, and that his legs and hands were cut up worse than his face. When we got out of the water, some of the men brought coverings for him and then helped him up to where we had piled the bales.

"As soon as he could speak, he told me that at the time I was washed off, fourteen went with me, as there were only four of them left after the sea had passed away. He supposed we were all drowned. The sea that washed us off, washed him where he found better shelter than we had been having, and he managed to get the other three to come to him, and there they held on until day light, when they found they could get ashore. The second mate, Walter Clinton, was next to me on the wreck and was washed off with me, but he never got ashore and I never saw him after that sea struck us.

"When we had made the captain as comfortable as we could, I started with one man to see what there was on the island in the shape of water. I tried to get into the bushes with which the island was covered, but they were so thick it was hard work to force our way along. We gave it up and came back to the beach and started around the island on the outskirts of the bushes. Wherever I saw a thin place I would go into the bushes as far as I could, but we made a tour of the island without finding any water, excepting one place where it was dripping through the rocks very slowly. I had on a "sou'wester," and I put that under, and in about an hour we had caught enough to give us both a drink. Before I got back to camp, my right hand became disabled, and I found, upon looking, that something like a spike from a deck plank had been driven into it between the thumb and forefinger and had made a very bad wound. Upon our arrival in camp I had to tell them we had found no water. While we were gone, however, one of the men had found a small beaker that had belonged in one of the boats, and it contained two gallons; but that would not last long with seventeen men.



"I called the island about six miles in circumference, and it was covered with bushes as high as my head. A little way from the beach these bushes were covered with "boobies" (a booby is a bird about the size of a crow and web-footed), so tame you could knock them down with a cane.

"During our absence the men had made a little clearing in the bushes and had made a tent from a sail. They had opened one of the straw-braid bales and taken the braid to strew on the sand to lie on, which was nice. We found the captain sound asleep, under a nice Chinese puff, and learned that one of the men had found half a dozen goatskins, each one large enough to cover a man all up. He gave one to me and I lay down beside the captain and was soon asleep. I was pretty tired, not having closed my eyes since half past seven the morning before, and in the meantime I had gone through considerable. I awoke about six o'clock, feeling very hungry and so sore about the chest I could hardly breathe. We had about two dozen tins of preserved meats, which we had picked up amongst us that day. We thought it best not to open more than four cans, and so we got only a few mouthfuls apiece, and with some whiskey that came ashore without breaking the bottles, we made a supper. Whilst eating supper, one of the men said that he had found water that afternoon. I asked him how much, and he said as much as we could use in a year. That was good news to us, and then we knew we were on Lincoln's Island, as that was the only island of that group with water on it. Previous to our wreck we had not had an observation for two days, owing to the very thick weather, and we had been driven 100 miles off our course by the current. As soon as our supper was finished, we did not talk much but went to sleep. It was a gloomy night, for when you awoke all you could hear was the roar of the breakers, which was not a very pleasant sound to us.

"All got up at daylight, feeling very stiff and sore. I found my arm terribly swollen from the ends of my fingers to my elbow. I tried to tie it up and held it in

a sling, as it was useless; then we started out on the reef, as it was low water, to have a look at the pieces of the ship. She had broken in two in the middle, and had broken short off just abaft the topgallant forecastle, and the bow was lying over on the port side, with the starboard cathead sticking way up in the air. The starboard side, where we had been washed off, and the side of the ship to amidships lay jammed outside of the bow, with the anchor chain binding as taut as a bar right across the starboard quarter where we all were at first, and the anchors off in deep water. Just outside of the bow lay the port side from amidships aft, and about 100 feet farther up the reef lay the largest half of the ship's bottom. The whole of the stern lay about a quarter of a mile away, and the beach was covered with cargo, broken spars, deck beams, etc., for over two miles. It was a sad sight for all of us, as we had lost everything excepting what we stood in. I had the good fortune to find a small frying-pan, two hatchets, a razor, a pair of scissors, and a shovel. Amongst the cargo I found the steward's naked body, and, taking it ashore, we buried it in the sand above high-water mark. When I last saw him alive, he had on a lot of clothes and a bundle strapped on his back. The bodies of the second mate and the cook were never recovered.

“Only six or eight of us had been able to get out on the reef that morning, the remainder being too lame to go. Nearly all were fortunate enough to pick up one or more tins of preserved meats, but the contents were sour, as most of the tins had holes in them. We had to eat them for breakfast, however, as we wanted to save the good tins to carry with us on the raft which we thought of building as soon as the weather would permit and the sea had gone down so that we could launch it. We intended to build a raft large enough to carry four or five men, and Captain Reynolds was to put to sea on it, and I was to stay and take charge of the men on the island. If the captain never came back, I was to know that he had been lost. We were out of the way of all ships, all

sailing vessels giving these islands and reefs a wide berth.

“Breakfast finished, some half a dozen men started to find the water that the man had told about. After walking half a mile, he found the mark he had left there the day before. We went into the bushes and soon had the pleasure of seeing a lake about 200 feet long, 30 feet wide, and 3 feet deep in the middle. Each of us had a large vase, and filling these with water we had a nice wash. The sun came out and soon began to dry our clothes, and we commenced to feel better right away. We did not stop there long, for the men in camp, unable to come with us, needed water to drink. I was very hungry and faint, as all that I had eaten since Saturday I could have disposed of at one meal. On reaching camp I went to sleep.

“The sunshine made the men feel better. They tied their feet in straw hats and old rags, and traveled along the beach to see what they could pick up that would be of service, and they managed to find some articles of clothing, all more or less torn, though it came in handily for something; also three barrels of pork and beef, minus the pickle, three barrels of flour, two hams not worth much, and two five-gallon oil cans. That afternoon I started out to see what I could find. I picked up an onion and as that was not worth carrying back to camp, I ate it. I got back at dark, just in season for supper; had for my share a few clams, and, after a drink of water, I went to sleep.

“Next morning (Tuesday) we were all feeling pretty weak, but I thought it best to move our camp nearer to the fresh water. As one of the men had found an old deserted camp about a mile away, with a nice well of fresh water quite handy to it, we decided to go there. All took a little of something, and we started along the beach. I was three hours getting there, and was not the last to arrive. The travelling was so hard we were obliged to stop and rest very often, owing to our weak condition. I rested a short time and then started off down the beach again, as I was not of much use at the







CAPT. BENJAMIN OLIVER REYNOLDS

camp, owing to my helpless arm. At four o'clock that afternoon I had wandered about two miles and I was getting exhausted. I went into the bushes and lay down with the intention of stopping there all night, but as the sun went down and it got cooler, I began to feel stronger. Thinking if I stayed away all night they would be worried about me, I started back again, and was once more just in time for supper. Captain Reynolds sat in the middle of the crowd, giving a slice of raw salt beef to each one. I took my slice, chewed it awhile, but could not swallow it, and this, with a good drink of water, comprised my meal. I then went to sleep and slept soundly all night.

"All turned out Wednesday morning at daylight and went down to the beach to haul some sails up above high-water mark, in case we should need them for our raft. As I went along I found a tin of corn, but as the tin had a hole in it, the contents were sour. We could not afford to lose it, so we opened it and had a couple of mouthfuls apiece. After securing the sails, we started for the reef to see what else of value we might obtain. We wanted to find a magnifying glass to start a fire with. I had tried my watch crystal the day before, but that was of no use. We knew that if we got a fire we should be all right for a long time, as there were plenty of birds and shell fish to be had without any trouble. One of the men with me found a kind of slow match. I told him to take it to camp and he did so. Another found the binnacle lamp with the "bull's eye" still in it, and between the two I thought we might start a fire.

"I intended that morning to remain away from camp all day and I had been roaming around the reefs ever since. About ten o'clock I started to go ashore, as the tide was coming in. I was halfway there when I found three cans of condensed milk, also a tin of corn that was burst open, but the corn was sour. I carried it ashore all the same, and when I reached the island I saw the carpenter sitting on a bale of goods; he having a knife we soon opened the corn and one of the tins of milk, and by mixing both together we had quite a nice meal.

As he was going back to camp, I told him to take the milk and what was left of the corn, as he might find someone who had not eaten a morsel that morning. I also told him to tell the captain not to worry about me if I did not get back that day or night.

“He left me, and finding a good place for a nap I was soon asleep and slept for two hours. When I awoke, someone spoke to me. I looked up and saw it was one of the men. He told me that a number of men were coming up the beach towards us. I looked, saw there were eight or ten of them, and lay down again. He soon told me he believed one of them was smoking a pipe, and that brought me to my feet in an instant. Upon seeing me they all shouted, “We have got a fire in the camp.” That was joyful news, for without it we could not have held out many days longer. They had accomplished it by using the “bull’s eye” of the binnacle as a burning-glass and with the aid of the slow-match.

“They had come down after some flour, of which we had three whole barrels and a half rolled up out of reach of the water. Each of us took some out of the half barrel in whatever we could find to carry it in, and started for camp. On the way we came to one of the barrels of pork, knocked it on the head and found that there was no pickle in it and that the pork was spoiling. Every man secured a piece of that and carried it to camp and stuck it up on sticks to dry in the sun, and during the day we did the same with all that we could find.

“Two men volunteered to do the cooking. By knocking off the ends of the oil cans and boiling the oil out, we had two splendid kettles—we couldn’t have better—one for tea and the other for soup. The ship had 650 chests of tea, which had washed ashore, and after drying it we had a very good article. We soon had a dozen boobies killed, cleaned and on boiling. While these were cooking, by mixing some flour and water together we had a flapjack apiece. About two o’clock that afternoon, everything being all ready, I sat down to one of the best meals I ever ate in my life.

“After dinner the men made pipes of bamboo, the

bones of the birds' wings being used for stems. Two bales of tobacco having come ashore from the ship, each one of us soon had a pipe. Everything around us began to have a cheerful look, and we concluded to continue on two meals a day. About four or five o'clock we killed another lot of birds and prepared them for supper, and with some flour and water made dumplings to boil with them. At seven o'clock we sat down to a splendid supper, using nice china bowls and dishes that belonged to the cargo.

"We stood guard over the fire at night, dividing the watch up into two hours apiece. The first night I had no watch, but I sat down by the fire until midnight. It was so pleasant and cheerful I hardly dared to go to sleep for fear I would wake up and find it all a dream. We had found a lamp and three cases of kerosene, and this enabled us to have a light in the tent all night. My watch hung up by the lamp, so we could see the time. Only one drop of water had found its way between the cases, and I had wiped that out before it reached the works.

"Next morning (Thursday) we started off down the beach to haul the top of the forward house up out of the water. We desired to use it for our contemplated raft. On the way I stopped to look at something and thus fell to the rear. Suddenly I heard the men shouting and, on looking up, saw all the men running for an object that was moving on the beach. I thought at first it was a pig, but it proved to be a large turtle, the largest I ever saw. The men soon captured the creature, turned her over on her back, left her, and secured our raft. That finished, we got a couple of poles and slings, and four men carried the turtle to camp. She had come up in the night to make a nest in the sand and lay her eggs, and in going back was unable to find any opening in the cargo, and that led to her capture. She had 148 eggs in her, all as large as pigeon's eggs, and we divided those equally amongst us. That forenoon we had a stew for breakfast, made from shell-fish, of which there was a great plenty out on the reefs, some weighing from fifteen



to twenty pounds each. They had a very sweet taste, but as we were beginning to get dainty we concluded not to cook any more of them for a while, but would commence on our turtle. For supper that night we had regular turtle soup, with dumplings and onions in it, and a little salt beef to flavor it. It was just splendid.

“I have forgotten what happened Friday. I suppose we worked getting up what we could find. I do know that we had our two regular meals of turtle soup and some good smokes. We had washed our wounds in kerosene oil and they were improving rapidly. Saturday morning we all started to bring our flour about a mile and a half to camp. We took two barrels, and, by relieving one another, arrived in camp about ten o'clock, just in time for breakfast. I forgot to say that just as soon as we were settled in our camp, we put up a flagstaff, and that we had kept flags flying to attract the attention of any vessel that might heave in sight. On Friday two men took the glass and slow match and went around on the other side of the island and started a fire there and hoisted flags, one man stopping at the second fire all day and two at night, to keep it burning and maintain a lookout. Saturday afternoon we got everything done to make us comfortable, so as to keep the Sabbath like all Christians. There were two nice libraries aboard the ship, and one had come ashore without any damage. We found it and put it up in camp.

“Sunday morning was very beautiful and I could not help thinking of the contrast between it and the week before. After breakfast, as I was lying down in the tent, Captain Reynolds came in and asked me if I would not like to take a walk down to the ship. I told him, yes, and we started. After looking at the pieces we sat down and had quite a chat by ourselves. Arrived back in camp about two o'clock.

“I had been around during the day with nothing on but a suit of underclothes, but at night I wore a pair of Nankin pants, a woolen shirt, and my little blue coat. Nearly all of us had found a shift of some kind during the week. In coming back to camp that day, I saw an

article in the sand that looked like my best overcoat. I dug it out, but it was all in rags. I told Captain Reynolds that that represented \$25 of my wardrobe. I did not see more than half a dozen pieces of clothes belonging to me. The larger part of our cargo consisted of straw hats in the rough state, going to the United States to be pressed into shape and made into nice hats. The beach for over a mile, and the bushes from the beach to a point twenty or thirty feet back, were covered with them. They blew there the night we went ashore. Hats were plentiful with us; we could have a new one by stopping to pick it up, and they answered for shoes, being soft and pliable.

“After getting back from the wreck, I took a Bible and lay down to read. After reading a few chapters, I sat up and looked out to sea, wondering how or when we would ever get away from there. What worried me most was that it would be a long time before we were missed, for when the time arrived for you to learn of the ship passing Anjier (Java) and you did not hear, you would suppose that we had passed in the night and did not stop, as a great many ships do. The Captain told me when we left Shanghai, that he should not stop unless there was a very fine chance, as it is a bad place to anchor this time of year.

“After a while I lay down again to wait for supper time to come, and was thinking how much I would like to be just where I was a year ago, at home in Salem, when all at once the men outside the tent commenced to shout and run around. I sat up, wondering what was the matter, when one of the men came running in, shouting, “We’re saved. There’s a steamer coming toward the island.” I looked out to sea and, sure enough, there was a steamer quite close in, with flags flying. I went outside of the tent and found the men wild with excitement. I told them to keep cool, as they saw us from the steamer and were in there to take us off, and that, as supper was ready, all would better eat a little something to give us strength. The reef ran off shoal for a long distance, and I knew the boat could not approach

very near the beach and that we would be obliged to swim to it. Most of the men were too excited to eat, but some sat down and made a slight meal, while the others kept running around and waving flags and whatever they could get hold of.

“As soon as we saw the steamer, one man started to tell the lookout at the other camp. When the steamer approached as near as she dared to come, we saw them lower a boat and pull for the beach. One of the men took a flag on a pole and went out on the reef to find the best place for the boat to approach, but they were not to come very near, the reef being so full of humps and hollows. Finding they could come no nearer, he dropped the flag, swam to the boat, and was soon taken in, and others followed him. Captain Reynolds and I said we would not leave the beach until the rest were safe in the boat, so we waited for those two to come from the other camp. We thought they would never come. Every minute seemed an hour. At last I became uneasy, as the tide was rising and the breakers were getting worse every minute, and I started to run for the men. I had not gone far before I thought how foolish I was to tire myself out running when I knew they would make all possible haste and I needed all my strength to get off to the boat, not being a good swimmer at the best of times.

“I walked back again and saw the captain out on the reef in the water. He called to me to come before the breakers were too bad, saying we would wait in the boat for the others. He went on, and I soon had the pleasure of seeing them haul him in and then I started. I threw away my sling, as I knew I should be obliged to use my arm in swimming. When I reached the edge of the breakers, I said to myself, “I shall never be able to swim to that boat.” But I knew I must try. I passed the first line of breakers all right but was knocked down twice while going through the second. I got through without any damage and was soon in deep water, swimming away for the boat like a good fellow, with my jacket made fast to my waist. I was soon alongside and



was taken in. In a few minutes we saw the men hurrying to the beach and they were soon on the reef. One of them pushed boldly out through the breakers and was knocked down once or twice. The other tried it twice and was knocked down and washed back. This frightened him so that he started for the shore, waving his hand as much as to say, "I had rather remain on the island than to try to get out there." We shouted for him to come on. After a few minutes he tried again and came through all right and we pulled him into the boat. As that completed the whole lot of us, seventeen in number, we pulled away for the steamer. There were twenty-three, all told, in the boat, and she showed a high side out of water. It was a life-boat, and a large one, too.

"We were soon alongside the steamer and taken on deck. She proved to be the *Gordon Castle*, Captain Waring, bound to Hong Kong. We were a hard-looking set of men, with our feet tied up in straw hats and with scanty clothing on. The first thing I said to the captain was, "I am glad there are no ladies aboard." As soon as the captain of the steamer could leave the bridge, he came down to us, and ordered his steward to give each of us a glass of liquor, to provide a blanket for each of the crew, to have their clothing taken off and dried in the engine-room, and give them nice quarters down between decks. He took Captain Reynolds and myself into the cabin and gave us a state-room and a change of clothing. We soon shifted our wet clothes for dry ones, and the steward and a passenger washed my lame hand and did it up in nice clean bandages and showed us every act of kindness possible. The steward told me it was the greatest wonder in the world that such a wound as mine had not given me the lockjaw. At the supper table Captain Waring told us he was quite provoked at noon that day to find his ship fifty miles to the westward of where he had supposed her to be, right in the midst of those shoals and reefs, but, having good observations, he concluded to run through. He had traded in China all his days, but had never been caught in there before. He was glad now, as things had turned out. About three



o'clock that afternoon he had sent his second mate aloft to the foretop to keep a lookout for Lincoln Island. The officer at once saw what appeared to be a junk, but he soon made it out to be a piece of wreck, and then, seeing our flags, he told the captain he had sighted a wreck and that flags were flying on Lincoln Island. The captain went aloft to see for himself, and then ordered the steamer to be headed for the island. She must have been in sight that afternoon as I sat looking off, but as she was in the sunlight from me, I did not see her. I did not turn in that night, as I told the steward my berth was too good for me, and accordingly I slept on the settee.

"On Monday forenoon the steward went among the men and dressed their wounds, and during the day Captain Reynolds, with my assistance, made out a report from the time we left Shanghai up to the time we were taken aboard the steamer. This had to be done from memory, as the log book and all the ship's papers were lost.

"Tuesday morning at eight o'clock we came to anchor in Hong Kong harbor, and as soon as the Consul's office was open, we went ashore and reported to him. He provided a place for the men; Captain Reynolds went aboard the American ship *Twilight* to stay, and I came to Temperance Hall. During the day I got a new suit of clothes and went to the Dispensary and had my hand dressed, and that night I was a different looking fellow every way.

"So ends a true account of the loss of the good ship *Humboldt* and the sufferings of her crew. I thank God for saving us and that it was no worse."

(*To be continued*)

## THE BURNAP-BURNETT GENEALOGY.

BY HENRY WYCKOFF BELKNAP.

(Continued from *Volume LX*, page 272.)

373. LUCY BURNAP, born 17 April, 1791, married 12 August, 1820 (19 August, 1821, in Windham, Vt., Records), Joseph, born 19 September, 1791, son of Joseph and Bethiah (Palmer) Wood.

She established the first Sunday School in Windham in 1816 and her brother Asa was chosen its superintendent and she wrote the history of the town for the Vermont Historical Magazine. Her husband served in the War of 1812 and she was a life member of the Vermont Bible Society.

He died 1 December, 1873, in South Reading, Vt., and she died 23 March, 1888, at Townshend, aged 96:11:6.

### Children—WOOD:

EMMA, born about 1822; married 27 Aug., 1850, David P. Smith and lived in Pensacola, Fla. She died 18 October, 1853, ae. 31.

CATHERINE, born 1826; married 1862, Charles Hawkins, and lived in Chester, Vt. She died 5 May, 1888.

NORMAN WILLIAMS, born 27 Jan., 1830; married 24 October, 1854, Maria Hannah Griffith; died 25 July, 1901.

374. JOHN LANGDON BURNAP, born 28 December, 1792, graduated from Middlebury Academy in 1819, was at Andover for three years and later took the agency to collect funds for foreign missions. He went to the South and lost his health, dying 16 January, 1876, aged 83 and unmarried.

375. UZZIAH C. BURNAP, born 11 July, 1794, graduated at Middlebury Academy in 1821, studied theology and was ordained pastor of the Congregational Church at Chester, where he remained during 1824-37 and then removed to the Appleton Church at Lowell, where he officiated from 1837-52.

He married 29 March, 1824, Mary Towner of Charlotte, Vt., who died October, 1831, and he married 26 May, 1832, Druzilla, born about 1801 probably and who was, it would appear, the daughter of Eliezer and Eunice (Smith) Gould of Rockingham, Vt.

He lived in Chester, Vt., and Lowell, Mass., and died there 12 August, 1854, aged 60, but his wife's death has not been found.

Druzilla G. Burnap of Lowell, administratrix of the estate of Uzziiah C. Burnap of Lowell, clerk, intestate.

Groton Probate Registry, 7 November, 1854.

Mdx. Probate Records, vol. 361, p. 169.

Children, born in Chester, by first wife:

579. MARY T., born 23 Apr., 1825.

580. JAMES T., born 30 July, 1829; died 1 July, 1877, Dunstable, Mass.

The marriage of an Eleanor E. Burnap, by Rev. Uzziiah C. Burnap of Chester, Vt., on 22 November, 1842, at Lowell, to John B. Harlow, both of Lowell, appears in the State Records and it may be that she was a daughter by his first wife.

Born, in Chester, by second wife.

581. UZZIAH CICERO, born 17 June, 1834; died 8 December, 1900, ae. 67:8:0, Brooklyn, N. Y.

582. OTIS G.

376. ASA BURNAP, born 22 February, 1796, married 6 March, 1833, Ellen Elizabeth, the date of whose birth has not been found, daughter of Captain Chandler and Lucy (Kenney) Carter of Newfane, Vt. She died in July, 1844, at Newport, Vt., and he married in 1845 Mary M., born about 1821, at Grafton, Vt., daughter of Solomon and Clementina Hazen.

He lived at Newfane and Somerset, Vt., Hinsdale, N. H., and at Stratton, Vt., and was a Deacon in the church.

His second wife died at Somerset 3 November, 1874, aged 53:2:21 and he died at Stratton 26 April, 1878.

Child, born at Newfane, by first wife:

583. LUCY CANDACE, born 24 Feb. 1834, died 29 May, 1902, probably at Brattleboro, Vt.

Child or children, by second wife:

584. ASA, born about 1846, Hinsdale, N. H., died 26 Apl., 1893, at Somerset, ae. 47:1:0.

585. ACSAH, born according to records 6 Apl. 1864, at Somerset.

381. SOPHIA BURNAP, born 4 June, 1803; married 14 September, 1829, at Windham, Vt., David Elliot, son of Amos and Hannah (Elliot) Emery. They lived in New York for thirteen years and removed to York, Wis., where he died 10 June, 1854, and she married, date unknown, James, born 4 March, 1804, at Windham, son of Captain James and Sarah (Chase) Stearns and widower of her sister Acsah. He died 13 July, 1890.

Children, by first husband—EMERY.

ELVIRA ANN, born 30 Sep. 1830, died 14 Jul. 1831.

MARY ANN, born 8 Mar. 1832, married 30 Oct. 1851, Abner Petty of Waterloo, Wis.

LEVI, born 18 May, 1834.

JULIA, born 7 Aug. 1836, married 25 Jan. 1855, Jeremiah Baldwin. She died 13 Mar. 1857, at Columbus, Wis.

EMMA SOPHIA, born 11 Nov. 1837, died 29 Sept. 1839.

EMILY CORNELIA, born 4 Oct. 1842, Lake Mills, Wis., married 16 Jan. 1861, William Harrison Cole of Beaver Dam, Wis.

382. ACSAH BURNAP, born 5 March, 1805; married 24 February, 1831, James, born 4 March, 1804, at Windham, Vt., son of Captain James and Sarah (Chase) Stearns of that place.

They lived at Windham and she died 13 April, 1872, and he married as abovesaid her sister Sophia. He died 13 July, 1890.

Children—STEARNS:

LAURA ANN, born 16 June, 1832, married 13 Mar. 1851, Theodore Cyrus Rand. She died 8 Feb. 1907, ae. 74:7:2, at Townshend, Vt.

DAVID CLARK, born 28 Dec. 1835, married 28 Sep. 1863, Sarah J. Fay and 1 Jun. 1869, Ellen Frances Lee.



EMMA STEARNS, born 12 Sep. 1838, married 9 Dec. 1867,

Thomas W. Merritt of Windham. She died 28 Aug. 1887.

ACSAH E., born 18 Jun. 1844, died 20 Jul. 1847.

HENRY A., born 20 Nov. 1847, married 8 May 1876, Anne Dartt.

383. ANNA HALE BURNAP, born 29 October, 1807; married 17 March, 1830, Capt. Nathaniel, born 1 March, 1800, at Windham, Vt., son of Benjamin and Lucinda (Cobb) Pierce.

He was a deacon in the church and ran a farm and lived in West Townshend until advanced in age, but was in Suffield, Conn., when he was 84 years old.

Children—PIERCE:

LUCIA A., born 4 Jan. 1831, married 5 May 1858, Jeremiah Baldwin and lived in Northfield, Minn.

MARIA LAURETTE, born 19 Nov. 1833, married 24 Aug. 1860, Jonas C. Kendall, and lived in Dunstable, Mass.

CHARLES NATHAN, born 19 Jun. 1835, died 27 Jun. 1869, Springfield, Mass.

ALBERT ROMANZO, born 16 or 19 Feb. 1837, married 17 Jan. 1875, Eliza S. Phelps and lived in Suffield, Conn.

JAMES EDWARD, born 12 Aug. 1839, married Frances Hall. He died 1871.

JULIA, born 10 Jun. 1841, married 28 Oct. 1877, Gardner S. Washburn and lived in Plainview, Minn. She died 1 Apr. 1918 in Oskosh, Wis.

MARY ELLA, born 9 Mar. 1843, married Mar. 1885, Willis H. Taft and lived in Jamaica, Vt. She died 19 Apl. 1888.

GEORGE ROYAL, adopted son.

All were dead in 1918 except a brother in Suffield, Conn.

384. GAIUS CONANT BURNAP, born 7 July, 1809; married 21 December, 1841, Jane, born 9 January, 1815, Coxsackie or Brooklyn, N. Y., daughter of Theron and Eliza (Reed) Skeel.

He lived in Brooklyn until 1852 and was a member of the firm of Elliot, Burnap & Babcock, after that in Pittsfield, Mass., being a founder of the firm of Campbell, Hall & Co., paper dealers, from which he retired and Mr. Hall took his place. He introduced gray cart-

ridge paper in place of white for Government use. By 1870 he was in Poughkeepsie, N. Y., and was prominent in church and school affairs both there and in Pittsfield. He finally went South, it is said to assist a brother in banking, although it does not appear which of his brothers it was and settled in Marietta, Ga., where he died 11 September, 1896, while his wife died there 25 April, 1891.

His father-in-law owned a transportation line on the Hudson River before the days of steamboats.

Children, born in Brooklyn and Pittsfield:

586. GEORGE SKEEL, born 17 Aug. 1845., died 12 May, 1891, Marietta.
587. JOHN HOWARD, born 7 May, 1848, died 19 Sep. 1852.
588. LUCY, born 15 Mar. 1851, died 11 or 12 Sep. 1852, ae. 1:7:28, Pittsfield.
589. ALICE, born 17 Aug. 1853, Pittsfield, died 4 Nov. 1854, ae. 1:2:18, Pittsfield.
590. ANNIE SKEEL, born 27 Mar. 1853, baptized at St. Paul's Church, Manchester, England, daughter of Frederick and Isabella (Hearn) Hurst of that city and adopted 25 December, 1854, in Brooklyn. She was probably baptized as Annie Esther Hurst. She was living in Marietta in 1915, and to her are due many items concerning the family.

384a. FANNY BURNAP, born 12 March, 1800; married 1 September, 1824, Zenas Frost, whose parents are unknown. They lived at Brattleboro, Vt., but the dates of their deaths have not been found.

Children—FROST:

- R. EMILY, born in Brattleboro, married 24 Apl. 1872, Chandler Parsons Barney.
- JAMES BURNAP, born 8 Feb. 1835, Brattleboro, married 29 March, 1857, Lucy Candace Burnap, No. 583. She died 29 May, 1902

385. BLISS BURNAP, born 16 January, 1802; married 4 November, 1824, Hannah, born 18 September, 1799, at Newfane, Vt., daughter of Marshall and Lydia (Newton) Newton, Jr.

He was a Presbyterian and Congregational minister and lived at Bangor, N. Y., after about 1830, Parishville, N. Y., in 1844, at Massena, N. Y., for several years, returning to Parishville in 1862, and later removing to Moira, Franklin County, N. Y. It would also seem likely that he was for a time in Malone, N. Y., after his marriage, as a child was born there.

His wife died 15 April, 1869, in Parishville and he himself died 8 August, 1876, in Moira.

Children:

591. HANNAH LOUISE, born 7 Aug. 1826, Malone, died probably in Winthrop, N. Y.  
 592. BLISS NEWTON, born 19 Mar. 1836, Bangor, died 4 Sep. 1882, Stockholm, N. Y.

387. MIRANDA BURNAP, born 21 September, 1806, married at an unknown date, but before 1820, Calvin, born 15 March, 1795, son of Phineas and Hannah (Houghton) Lyman.

They lived in Winchester, N. H., and Brattleboro, Vt., and the date of her death has not been found, but he married 9 September, 1841, Sophronia White, born 15 March, 1795; died 6 March, 1869.

Children—LYMAN:

- SOPHRONIA W., born 9 Apl. 1820, married 9 Sep. 1841, Israel Lyman and lived at Northfield, Mass.  
 LOUISA C., born 6 Mar. 1823, married 10 Sep. 1846, Elijah S. G. Lyman and also lived in Northfield. She died 26 Feb. 1867.  
 CALVIN, born 30 Apl. 1830, died 25 Jul. 1831.  
 MARY, born 7 Apl. 1833.

388. CALVIN F. BURNAP, born about 1813; married 28 April, 1845, at West Boylston, Mass., Harriet, born 22 January, 1816, at Princeton, Mass., daughter of Aaron and Elizabeth (Betsey) (Bliss) Ball of Worcester and Princeton.

He was a shoemaker and at the time of his marriage was in Oxford, but he also lived in Worcester and his children were born in Fitchburg, while he died apparently in Sutton.

## Children, born in Fitchburg:

593. MARY ELIZABETH, born 28 May, 1850.

594. ELSON AUBREY, born 11 Mar. 1854.

389. ORRIL BURNAP, born 7 October, 1792; married 26 February, 1812, at Waltham, Mass., Asa, probably born 5 December, 1788, at Sudbury, Mass.; if so, the son of John and Persis (How) Goodnow, Jr.

He was a farmer and lived at Deering, N. H., where she died 22 May, 1850, and he, being demented, committed suicide 16 March, 1852.

## Children, GOODNOW:

ASA, born 10 Dec. 1815, married Nov. 1857, Elizabeth Eaton of Antrim, N. H.

PERSIS, married 22 Apl. 1841, Daniel W. Carpenter of Deering; next at an unknown date, Dr. Josiah R. Parrington of Epping, N. H., and finally, 21 Feb. 1861, Samuel Wilson of New Boston, N. H.

DEXTER, died young.

ORRIL, died young.

FIDELIA, born 4 Jan. 1833, married 31 May, 1859, George W. Colby of Hopkinton, N. H. She died 28 Nov. 1872, West Deering.

390. ARUNAH BURNAP, born 10 October, 1794; married 14 February, 1816, Betsey, born 27 August, 1787, daughter of Ebenezer and Elizabeth (Dorchester) Burr of Grantham (Cornish), N. H., the Burrs being from Haddam, Conn.

He was a member of the Legislature in 1860-1, was a shoemaker, insurance agent, farmer, Deacon and Clerk of the Baptist Church.

He lived at Cornish Flats, N. H., and his wife died 14 July, 1865, he marrying again 8 June, 1870, Lucy, born 22 April, 1813, daughter of Jeremiah and Hannah (Woodbury) Mathews of Concord, N. H., and widow of a Coburn.

He died 29 February, 1877, at Cornish Flats and she died at Cornish, 4 June, 1893, aged 80:1:13. They had no children.



Children, born at Cornish Flats, by first wife:

595. ALMINA MANDANA, born 23 Mar. 1818, died 18 Apl. 1856,  
ae. 38, Newport, N. H.  
596. MARY ELIZABETH, born 25 Dec. 1831, died 26 Jul. 1833.

391. JEDEDIAH BURNAP, born 15 April, 1798; married 27 or 29 December, 1832, at Cornish, Frances, born 20 March, 1789, daughter of Francis and Phoebe (Hobbs) Cobb of Cornish and thrice a widower, having married 7 February, 1814, Elizabeth W. Lucy of Cornish; 26 September, 1815, Johanna Coburn, and 7 March, 1821, Betsey Burr, widow of a Bugbee.

He lived at Cornish, N. H., where his wife Frances died 12 April, 1856, aged 66, and he died there 28 February, 1862.

Children, born in Cornish:

597. ORREN W., born 5 Dec. 1833, died 10 Mar. 1835.  
598. MINERVA P., born 22 Apl. 1836, lived at West Lebanon, unmarried.

392. DAVID BURNAP, born 5 April, 1801; married 12 January, 1820, Almeda (Almedia, Amelia), daughter of Sanborn and Betsey (Smith) Davis of Springfield, Vt., and evidently widow of a Wellman or Williams, but not given in either the Wellman or Davis genealogies, nor found in the History of Springfield, Vt.

He was a carpenter and lived in Norwich, Vt., and Plainfield, N. H., where he died 16 June, 1871. She died after 1876.

Children, born in Norwich (first four) and Plainfield:

599. ELIJAH W., born 23 Feb. 1821, died 22 Jul. 1907, Plainfield,  
ae. 86:4:29.  
600. LAURA JANE, born 6 Mar. 1823.  
601. SARAH ANN, born 5 Feb. 1825, died 10 Feb. 1825, ae 5 days.  
602. ORVILLE W., born 3 Aug. 1826, died 23 Jul. 1907, Lebanon,  
N. H., ae. 80:11:13.  
603. SIDNEY L., born 6 Sep. 1828, died 1 Mar. 1857, West Lebanon.  
604. ALVARES E., born 24 Apl. 1831.  
605. MARY E., born 11 May, 1838.

606. GEORGE L., born 10 Jul. 1843, died 1 Feb. 1873, Plainfield, ae. 28.
607. ELLA M., born 4 May, 1845.

395. ETHAN BURNAP, born 15 May, 1790, served in the War of 1812 as a captain. He married 7 November, 1816, probably at Norwich, Vt., Elizabeth, born 20 February, 1794, at Norwich, daughter of one of the Waterman family, who were among the first settlers there and prominent in town affairs.

He was a merchant in Norwich from about 1817 to 1829, first at Union Village and later at Norwich Plain. (History of Norwich, Vt.) He was living in Hartford, Vt., in 1830 and afterward lived in Lowell, where he was a painter.

Ethan Burnap of Lowell to Thomas Hopkinson of Lowell appears among Middlesex County Deeds, vol. 367, p. 363, and Joseph Burnap of Wilmington, also deeds land to the same man upon the same date. It is supposed that this may have been No. 258, of whom we find no records. These are dated 18 October, 1837.

His wife died 13 July, 1867, and he died 23 February, 1872, aged 81, at Lowell.

#### Children:

608. ELEANOR ELIZABETH, born 3 Nov. 1817, Norwich, died 1 Nov. 1874, Brooklyn.
609. SYLPHIA (Sylpha, Sophia) AMANDA, born 12 Aug. 1819.
610. MARY JANE, born 20 Jan. 1822, Norwich.
611. SARAH ANN, born 7 Feb. 1824, Norwich.
612. FREDERICK AUGUSTUS, born 26 Dec. 1825, Norwich, died about 1906.
613. WILLIAM HENRY, born 26 Dec. 1825, Norwich.
614. ALMIRA, born 16 Feb. 1828, Norwich, died 7 Jun. 1848, Lowell.
615. LUCY RUSS, born 10 Jul. 1832, Hartford, living 1876.
616. EDWARD PAYTON, born 24 Nov. 1834, Hartford, died 14 Nov. 1836, Lowell.
617. CHARLES EDWARD, born 3 Oct. 1837, Lowell, died 13 Dec. 1860.

396. CALVIN BURNAP, born 15 August, 1791; married 21 November, 1821, Friendly Evans, born about 1801, whose parents are not found.

He was living in Winchester, N. H., in 1807, served in the War of 1812 in the 3rd Regiment of Detached Militia, enlisted in 1813 in the 31st U. S. Infantry, was an Ensign in 1814, and becoming a Lieutenant in a few days served until the end of the war.

He was postmaster in 1831, was removed from the office in 1841, was re-appointed 29 August, 1842, and resigned in 1849. He was a Justice of the Peace in 1836, Justice of the Peace and Quorum in 1841 and Justice through the State in 1861.

His trade was that of harness and shoemaker and he was prominent in all town affairs.

His wife died in Winchester 17 June, 1871, aged 70 and he died there 28 September 1878, aged 87.

Children, born in Winchester:

- 618. JOHN W., born 22 Feb. 1831, died 27 Feb. 1887, ae. 56:0:5, at Brattleboro.
- 619. MARY F., born 18 Nov. 1835, died about 1869.
- 620. JAMES T., born 12 Jun. 1839, was living in Winchester in 1909.

399. LUTHER BURNAP, born 5 December, 1800; married 14 January, 1821, at Norwich, Vt., Susan Houston, whose parents and birth date are not known.

He served as Captain's waiter for his brother Ethan in the War of 1812 and lived in Norwich and Thetford, Vt.

His death occurred in 1874, but that of his wife has not been found.

Children, order uncertain:

- 621. JOHN, lived in California.
- 622. CALVIN, also lived in California.
- 623. CAROLINE, married Royal Hill and lived in Chicago.
- 624. MARY, married Joseph Morrison and lived in St. Johnsbury.
- 625. HARRIETT, married Amos Gould of Piermont, N. H., and lived in Cambridge, Ill.

402. LYMAN THOMAS BURNAP, of whom no records have been found, lived in Norwich, Conn., and married Sarah Ann Preston.

Child, born in Norwich, Conn.:

626. EDWIN LINCOLN, born 11 Apl. 1861, was living in 1916.

404. ——— BURNAP, whose name does not appear in the records, is indicated by a reference to Milton Burnap and his daughter Martha in the will of Daniel Burnap. Milton appears in the Coventry, Conn., records as the son of Irene Burnap, but nothing can be found to indicate her husband's name.

Child, born in Coventry:

627. MILTON, born 25 Aug. 1794.

406. MARY DELIA BURNAP, born 22 October, 1827; married 9 October, 1862, Elliot P. Skinner and was living in her father's house in Andover, Conn., in 1905. They had no children.

Mr. Skinner was administrator of the estate of Albert N. Burnap of Andover 14 January, 1875, but it has not been discovered whom he was. Possibly he may have been a brother of Mrs. Skinner.

407. CHARLOTTE ELIZABETH (BURNAP), born 9 August, 1830; married 4 March, 1857, Thomas Colton Parmele, born 28 October, 1825, Bolton, Conn., son of Rev. Lavius and Abigail (Bradley) Hyde.

He graduated from Williams College in 1847 and from the Theological Seminary at East Windsor Hill, Conn., and removed to Andover, Kan., but returned to Andover, Conn., in 1859.

He died 26 October, 1900, at Andover, but the date of her death has not been found.

Children, HYDE:

ERSKINE D. B., born 9 Jan. 1861, married 11 Sep. 1884,  
Nellie A. Rose of Andover.

EMILY HOLLISTER, born 20 Jul. 1862, died 1 Dec. 1887.

MARY ELIZABETH, born 1 Jul. 1868.



407a. ELI (Ela) A. BURNAP, born 26 December, 1784; married, at an unknown date, Mary Ensworth of whom nothing has been found.

He is mentioned in the inventory of his uncle Daniel's estate and was a member of the First Presbyterian Church of Rochester, N. Y., in 1825, but also lived in Hartford, Conn., where his daughter was born.

Child, born in Hartford:

628. SOPHRONIA, born 8 Jul. 1813, died 20 Jul. 1880, Chicago.

408. PHIDELIA BURNAP, born 3 March, 1787; married 18 June, 1810, Nathaniel, born 31 December, 1785, at East Hartford, Conn., son of Nathaniel and Eunice (Kingsbury) Olmsted.

He was a well-known clock-maker, having served an apprenticeship to Daniel Burnap, No. 245, and made tall clocks for twenty years in East Windsor and Farmington, after which he removed to New Haven to be near his brother-in-law, Professor Denison Olmsted.

His wife died 17 May, 1860, at New Haven, and he died there 13 February, 1870.

Children—OLMSTED:

HARRIETT T., born 29 Mar. 1815, married 18 Oct. 1842, Rev. Frederic T. Perkins of Yale College. She died 9 Sep. 1859, at Tilton, N. H.

GEORGE, born 2 May, 1817, married 4 Nov. 1845, Mary North. He died 16 Jan. 1886, at Rochester, N. Y.

CORNELIA, born 6 or 16 Jun. 1819, died 8 Jul. 1862, unmarried.

ELIZA, born 10 May, 1821, married 2 Oct. 1860, as his second wife, Rev. Frederic T. Perkins, widower of her sister Harriet. She died 22 Apl. 1881.

HENRY, born 7 Apl. 1823, married 7 Apl. 1852, Catherine M. Hyde and lived at North Canaan, Conn. He died after 1886.

MARY PHIDELIA, born 3 Dec. 1829 or 1830, died 17 Jan. 1885.

411. JAMES F. BURNETT, born 19 December, 1819; married before 1843. His wife's name was Cynthia F. (surname unknown), born in Pownall, Me. She died

14 May, 1846, aged 22, and he must have married very soon after a second wife whose name was Jane M. (surname also unknown), who was born in Friendship, Me., according to one record, in Boston from another.

He was a cab-driver and lived in Charlestown and Everett, Mass., where he died about 1892 and his wife died about 1898.

Jane M. Burnett, administratrix of the estate of James F. Burnett of Everett, Mass., widow, William H. Burnett, of Boston, and John Y. Burnett, of Somerville, sureties. 18 October, 1892.

Mdx. Probate Records, vol. 524, p. 639.

The will of Jane M. Burnett of Somerville. To the person with whom I shall board, residue to the children except to son Charles T. Burnett, he having had more than his share, daughter Estella E. Pearce, wife of Walter A. Pearce, executrix. 4 January, 1893, proved 1 November, 1898.

Witnesses—Edwin G. Shedd,  
Grace W. Stowell,  
Abraham B. Shedd.

Ibid:—vol. 596, p. 501.

Children, born in Charlestown or Boston, by first wife:

629. JAMES 3rd, born 8 Oct. 1843.  
630. JAMES A., born about 1844, died 3 Feb. 1846, ae. 2, Charlestown.  
631. JAMES AUGUSTUS, born 24 Apl. 1846, died 13 Sep. 1846, ae. 4:15.  
632. THOMAS FRANCIS, born 24 Apl. 1846, died 7 May, 1846, ae. 13 days.

By second wife:

633. JAMES F., born 4 Jul. 1847.  
634. WILLIAM HENRY, born 9 Sep. 1849, died young probably.  
635. WILLIAM HENRY, born 17 Sep. 1851.  
636. JOHN YOUNG, born 12 Sep. 1854.  
637. CHARLES T., born 1 Apl. 1857.  
638. ANDREW J., born 8 Jul. 1859, Boston.  
639. SYLVANUS, born 15 Feb. 1862, died 16 Feb. 1862, ae. 1 day, Charlestown.  
640. ESTELLA EASTMAN, born 20 Jan. 1863.  
641. NELLY WILSON, born 19 Jan. 1867.

413. THOMAS F. BURNETT, born 7 December, 1826, was married as the reference to his two daughters in his father's will indicates, but no record has been found.

Children:

642. MARY ELIZABETH.

643. LUCY MARIA.

414. JOHN FOSTER BURNETT, born 26 September, 1805; married, before 1841, Emeline, whose surname is variously given as Berry, Burry and Boston. He died 17 July, 1843, in Cambridge, Mass., but nothing further is found.

Child:

644. CHARLOTTE E., born about 1841.

415. JACOB BURNAP (BURNETT), born 5 September, 1807; married, 30 December, 1834, Nancy Follett of Windham, Conn. She died before 1861 and he married 31 December, 1861, Eliza, born about 1802, widow of Rev. Allen Clark.

He lived at Windham, Conn., and died after 1863, while his wife died 29 October, 1871, aged 69. No children have been found.

416. SIMON BURNAP (BURNETT), born 14 September, 1809; married before 1848. His wife's name was Mary A., the surname has not been found; she died in December, 1849, in Boston. The Massachusetts State record says he was born in N. Y.

He was a provision dealer and trader in Boston, and probably lived in Chelsea.

Child, born in Boston:

645. FREDERICK A., born Oct. 1848, died 14 Sep. 1850, ae. 1:11:8, Chelsea

Simon Burnett of Boston, trader, administrator of the estate of Mary A. Burnett, late wife who died December, 1849. Royal Keith and Stillman D. Keith of Boston, sureties. 19 March, 1859.

Suffolk Probate Records, vol. 225, p. 271.

He married again 20 April, 1852, Lucia M., born about 1820, at Bridgewater, Mass., daughter of Benjamin Keith (?Kirth) of Boston or Rhinebeck, N. Y., according to the record of his death.

He died 24 September, 1888, aged 79, at Boston, and she died 17 July, 1901.

Arthur F. and Anna F. Burnett of Boston represent that Lucia M. Burnett, widow, dwelt at 66 Clendon Street, and died 17 July, 1901, they being the only heirs. The executors presented the will, dated 11 April, 1895, 24 September, 1901, which made bequests to son Arthur F. and daughter Anna F. Burnett.

Witnesses—Nathan C. Cary,  
Charlotte E. Cary,  
Mary T. Murphy.

Proved 10 October, 1901.

Suffolk Probate Records, vol. 798, pp.1 and 361.

Children, born in Boston:

646. MARY KEITH, born 10 Aug. 1856, died 1 Oct. 1857, *æ.* 1:1:20, Boston.

647. ARTHUR FOSTER, born 5 Oct. 1859.

648. ANNA FOBES, born 10 Sep. 1866.

417. JAMES BURNAP (BURNETT), born 23 April, 1812; married, 18 October, 1835, Harriet D., born 28 December, 1816, daughter of Ralph and Eunice (Dorance) Webb of Scotland, Conn.

He was a blacksmith and lived in Scotland, but the dates of death of himself and his wife have not been found.

Children:

649. WILLIAM HENRY, born 10 Jun. 1839.

650. ELIZA JANE, born 31 Aug. 1846.

418. CHARLES WELLINGTON BURNAP (BURNETT), born 20 October, 1814; married, before 1851, Adeline, born about 1814, at Wellesley, Mass., daughter of Abel and Hadasal (Hadassah) Stevens of Holden (the mother was of Needham, Mass.).

He died before 1880, as his wife died, a widow, 9 December, 1880, aged 66:7:0, at Newton, Mass.



Administration was granted 8 February, 1881, to Charles W. Burnett, Adeline Burnett of Newton, with Wellington Burnett and Frank E. Hunter of Newton as sureties.

Suffolk Probate Records, vol. 382, p. 141.

NOTE.—As he is said to have had but one son, Thomas, it is difficult to reconcile this document with this statement. If his wife died a widow she cannot have been the Adeline who was a surety, even if the date of her death is correctly given, but it may be the adopted daughter who so acted. It would seem that the administrator was a son of the same name as his father and that Wellington was another son. In the absence of any data only the two known children are given below.

#### Children:

651. THOMAS, born about 1852, Wellesley, died 2 May, 1889, ae. 37:3:0, at Wellesley, and was buried at Newton Lower Falls, Mass.
652. MARY ADDIE (adopted daughter), born 24 Feb. 1852, Boston.

419. ELIZABETH BURNAP (BURNETT), born 28 November, 1816, married at an unknown date, George R. Ray (also given as Ring and Ringe).

They lived at Canterbury, Conn., and had two children, whose names are not known.

420. HAMILTON BURNAP (BURNETT), born 19 May, 1822; married, at an unknown date, a wife whose name is not stated and again 19 May, 1881, at Worcester, he being then of Norwich, Conn., and his wife of Worcester, Mary, born about 1825, at Salem, N. Y., daughter of Jason and Elizabeth Mellen and widow of a Burgess.

He was a pattern-maker and lived at Norwich, but later removed to Minnesota. No children have been discovered.

421. PHEBE BURNAP (BURNETT), born 26 July, 1824; married at an unknown date a Hull.

She died 1 September, 1849, having had one child whose name is not given in the Weaver MSS. from which most of these Windham records are taken.

*(To be continued)*





REAR ADMIRAL S. F. DU PONT, U. S. N.  
Commander of the South Atlantic Blockading Squadron, 1862-3  
From a photograph in the collection of F. B. C. Bradley.

# BLOCKADE RUNNING DURING THE CIVIL WAR

## AND THE EFFECT OF LAND AND WATER TRANSPORTATION ON THE CONFEDERACY.

BY FRANCIS B. C. BRADLEE.

*(Continued from Volume LX, page 256)*

Historians of the war, particularly Southerners, have always laid stress on the sacrifices made for the Confederate cause by everyone, and especially the women. Careful investigation from authentic sources: "A Diary from Dixie," by Mrs. Chesnut; "A Rebel War Clerk's Diary," by J. B. Jones, would seem to indicate a lesser degree of privation among those with wealth and influence. In fact, class feeling prevailed much as today. Mrs. Chesnut was the wife of James Chesnut, Jr., a very prominent South Carolinian, United States Senator from that State previous to the war, the friend and aid-de-camp of Jefferson Davis. The author of "The Rebel War Clerk's Diary," J. B. Jones, was a former newspaper editor, and during the war chief clerk of the Confederate War Department, and his book is considered most reliable by all writers.

On March 24th, 1862, Mrs. Chesnut, then living at Columbia, South Carolina (they resided at various places during the struggle), makes the following entry in her Diary: ". . . a delicious supper was on the table ready for us. But Doctor Gibbes began anew the fighting. He helped me to some pâté—'Not foie gras,' said Madame Togne, 'pâté perdreaux.' . . . Columbia, April 2d, 1862. ". . . Today, the ladies in their landaus were bitterly attacked by the morning paper for lolling back in their silks and satins, with tall footmen in livery, driving up and down the streets, while the poor soldiers' wives were on the sidewalks. It is the old story of the rich and poor! My little barouche is not here, nor has James Chesnut



any of his horses here, but then I drive every day with Mrs. McCord and Mrs. Preston, either of whose turnouts fills the bill. The Governor's (Francis W. Pickens) carriage, horses, servants, etc., are splendid—just what they should be. Why not?"

Columbia, May 24th, 1862, ". . . Here in Columbia, family dinners are the specialty. . . . They have everything of the best—silver, glass, china, table linen, and damask, etc. And then the planters live 'within themselves,' as they call it. From the plantations come mutton, beef, poultry, cream, butter, eggs, fruits, and vegetables. It is easy to live here, with a cook who has been sent for training to the best eating-house in Charleston. . . ." Richmond, September 7th, 1863, ". . . Mrs. Ould and Mrs. Davis (wife of Jefferson Davis) came home with me. Lawrence (negro servant) had a basket of delicious cherries. 'If there were only some ice,' said I. Respectfully Lawrence answered, and also firmly: 'Give me money and you shall have ice.' He had heard of an ice house over the river, though its fame was suppressed by certain Sybarites, as they wanted it all. In a wonderfully short time we had mint juleps and sherry-cobblers. . . ." At this period of the war ice was so scarce in the South that it was *supposed* to be reserved solely for the wounded and sick in the hospitals. As a fitting comment to the then difficulty of procuring fruit in Richmond, no better explanation can be made than a few quotations from a letter written by General Robert E. Lee to his daughter.\* The general's wife had been for years a helpless invalid:

"Camp, Petersburg, July 5, 1864.

"My Precious Life: I received this morning, by your brother, your note . . . I sent out immediately to try and find some lemons, but could only procure two . . . there are none to be purchased. I found one in my valise, dried up, which I also send, as it may be of some value. I also put up some early apples, which you can roast for your mother, and one pear. This is all the

\* Memoirs of Gen. Robert E. Lee, by Gen. A. L. Long, p. 389.

fruit I can get. You must go to market every morning and see if you cannot get some fresh fruit for her. . . . Think sometimes of your devoted father,

“R. E. Lee.”

While on the subject of General Lee it is interesting to recall a slight incident of his career prior to the war which is not mentioned by any of his biographers, and but incidentally by his son, R. E. Lee, Jr., in his “Recollections of General Lee.” It is of course well known that General, or Colonel Lee, his rank at that time, was sent with a company of marines by the authorities at Washington City, to capture John Brown at the time of his celebrated raid on Harpers Ferry, Virginia, in October, 1859. But few persons seem to realize, however, that when Brown was hung on December 2d following, the Government, evidently fearing a rescue or trouble of some kind, again sent Colonel Lee to Harpers Ferry and Charlestown (where Brown was hung), with four companies of artillery. This, although a large part of Virginia’s militia was and had been for some time on duty in the vicinity. In a letter to his wife, dated “Harpers Ferry, Dec. 1, 1859,”\* General Lee says: “I arrived here, dearest Mary, yesterday about noon, with four companies from Fort Munroe, and was busy all the evening and night getting accommodations for the men, etc., and posting sentinels and piquets to insure timely notice of the approach of the enemy. . . .” Which only goes to show how seriously John Brown’s raid was regarded by the country, particularly, of course, the South.

Returning to Mrs. Chesnut’s Diary: Christmas Day, 1863.—“Yesterday dined with the Prestons (prominent and rich South Carolinians). . . . We had for dinner oyster soup, besides roast mutton, ham, boned turkey, wild duck, partridge, plum pudding, sauterne, burgundy, sherry and Madeira. There is life in the old land yet!”

At this period of the war, a staff officer of the Confederate army, Lieutenant McHenry Howard of Balti-

\* Recollections of General Lee, by Robt. E. Lee, p. 22.

more,\* a particularly reliable and accurate observer, partook of the following daily food, hardly to be compared with that enjoyed by Mrs. Chesnut. "For illustration, our meals at Brigade (Gen. Geo. H. Steuart's) headquarters in this winter of 1863-64, were usually as follows: Breakfast consisted of a plate of 'corn dodgers' (corn meal cooked with water) and mashed potatoes, the latter not issued I believe but bought at a distance. I think we had coffee also, that is to say some substitute for it, but my recollection is that there was not often a little sugar. For dinner, towards sunset, we had corn bread again and a soup made of water thickened with corn meal and mashed potatoes and cooked with a small piece of meat, which last, if salt, was taken out when the soup was done and kept to be cooked over again in the mashed potatoes for next morning's breakfast. And I suppose there was the coffee substitute again. A dog could not have lived with the mess on what was left; there was, in fact, nothing left. Officers drew one ration each, the same as the men, were prohibited from purchasing from the commissary, there were no sutlers, and as nothing could be had in the thinly settled neighborhood for love or money, we could only occasionally buy a few articles, such as apple butter, sorghum molasses, half a dozen eggs, etc., when our wagons went over to the Valley or other remote regions for supplies. But our mess at headquarters was one of Marylanders and perhaps others fared somewhat better. The men were not, therefore, to my observation, in good physical condition. Vaccination was often followed by serious consequences and this came, I think, from a low condition of the system more than from the use of impure matter.

"By the way, it was curious how commonly men returning from furlough reported that they had spent the first part of their leave sick at home—they were never taken sick on coming back from home to open air life in the field. The men were often tried, too, by receiving letters or messages telling of dire distresses and appre-

\* Recollections of a Maryland Confederate Soldier, 1861-65, by McHenry Howard, pp. 252-53.



hensions of worse in their families at home. These letters were constantly coming up to brigade headquarters appended to urgent applications for furloughs. They were, after proper investigation, usually, or often, forwarded approved by General Steuart, who thought they should be liberally given in such cases, both from humanity and policy."

If the Confederate armies in the field were half starved, the civilians at home were in fully as bad a plight, as is shown by the following entries in the famous "Diary" of J. B. Jones, chief clerk of the War Department in Richmond, a man who was in a situation to know the "wheels within wheels": April 3rd, 1864. ". . . Custis (eldest son of Mr. Jones) and I received yesterday \$500 in the new Treasury notes, but we had to pay \$16 for two pounds of bacon. So no diminution of prices is yet experienced. *It is now a famine*, although I believe we are starving in the midst of plenty, if it were only equally distributed. But the government will not, it seems, require the railroads to bring provisions to the exclusion of freight for the speculators. Certain non-combating officers of the government have abundance brought them by the Southern Express Co., and the merchants have abundance of goods brought hither by the same company for the purposes of speculation. . . ."

June 3rd, 1864: ". . . The Southern Express Company has bribed the quartermasters, and is at its work again, using fine horses and stout details that should be in the army. Its wagon was at the department today with a box of bacon for Judge Campbell (Confederate Assistant Secretary of War)." September 12th, 1864: ". . . Over 100,000 landed proprietors, and most of the slave owners, are now out of the ranks, and soon, I fear, we shall have an army that will not fight, having nothing to fight for. And this is the result of the pernicious policy of partiality and exclusiveness, disintegrating society in such a crisis, and recognizing distinction of ranks—the *higher* class staying at home and making money, the *lower* class thrust into the trenches. And then the infa-



mous schedule, to make the fortunes of the farmers of certain counties."

January 9th, 1865: ". . . Flour is \$700 a barrel to-day; meal \$80 per bushel; coal and wood, \$100 per load. Does the government (alone to blame) mean to allow the rich speculators, the quartermasters, etc., to starve honest men into the Union?"

January 28th, 1865: ". . . Gen. Lee has sent a letter from Gen. Imboden, exposing the wretched management of the Piedmont Railroad, and showing that salt and corn in 'immense quantity' have been daily left piled in mud and water, and exposed to rain, etc., while the army has been starving. Complaints and representations of this state of things have been made repeatedly."

Some apology is due for liberal quotations but the author seeks to prove, largely by the testimony of Southern writers, that on the Confederate side of our Civil War the old adage of: "A Rich Man's War and a Poor Man's Fight" was never more truly illustrated. It is likewise a fact that many wealthy and influential men fought in the ranks, but not to the extent generally supposed. While the war was fought over the question of State's Rights, it is hardly to be denied that the desire to retain slavery was a dominant motive in the Southern demand for self-government. Early in 1861, no less a person than Alexander H. Stephens, Vice President of the Confederacy, although considered a lukewarm secessionist, proclaimed in a speech at Savannah that "the cornerstone of the Southern Confederacy rests upon the institution of negro slavery." Modern Southern writers lay stress on the fact that only a very small percentage of their soldiery owned slaves (which would appear to lend additional proof that many slaveowners managed to keep out of the fight), and hold that the poor whites had no interest whatever in the institution. At the time of the war, the poor whites in the Southern states were, however, hardly in a position to make their political views effective. Many of them, too, were so ignorant that they did not know what they were fighting about.

We find that on January 8th, 1864, Mrs. Chesnut and her husband went to "The Semmes charade party" (in Richmond) and that "it was a perfect success." The play was charming. . . . The female part of the congregation, strictly segregated from the male, were placed all together in rows. They formed a gay parterre, edged by the men in their black coats and gray uniforms. . . . Senator Hill, of Georgia, took me in to supper, where were ices, chicken, salad, oysters and champagne. . . ."

February 9th, 1864, ". . . We went to the Webb ball, and such a pleasant time we had . . . and I took Mr. Clay's arm and went in to supper, leaving the P. M. G. to the girls. Venison and everything nice."

February 12th, 1864, "John Chesnut had a basket of champagne carried to my house, oysters, partridges, and other good things, for a supper after the reception (in Richmond). . . ."

In order not to repeat wearisome details, it may be said that with few exceptions Mrs. Chesnut enjoyed good fare in Richmond, Columbia and Lincolnton, N. C., until her interesting "Diary" closes in August, 1865.

That people of means in the extreme South also could live well is shown by the Reminiscences of Lieutenant McHenry Howard of Baltimore, who visited Georgia and South Carolina in December, 1864: "A day or two afterwards, Lieutenant Albert White, whom I had known in Fort Delaware and who was, I think, one of the exchanged prisoners, took me to his father's country place. This was on the railroad which ran northwesterly from Charleston and I suppose eighteen or twenty miles from it.

"I knew that his father was a wealthy man, having made, and at that time still making, a great deal of money in the blockade running business, but I was astonished at the lavish display on the dinner table on our arrival in the evening—not only a variety of eatables but an extensive array of china and glass, with several wine glasses at each plate for the liquors, sherry, Madeira, brandy, Scotch whiskey, etc. I had seen nothing ap-

proaching it since before the war and did not know that such style was kept up at any house in the South.”\*

Among the best known, if not the most celebrated, blockade runner was the steamer “R. E. Lee,” commanded by Captain John Wilkinson of the Confederate Navy, a former United States naval officer. She had been formerly known as the British side-wheeler “Giraffe” and was a Clyde built iron vessel plying between Glasgow and Belfast, considered very fast for those days, her speed being about 13½ knots. Captain Wilkinson, representing the Confederate Government, bought the vessel for £32,000 sterling, her owner, Mr. Alexander Collie of Glasgow (who subsequently himself made immense ventures, and became well known in connection with blockade running), stipulating, however, that the steamer should not be sold, during the war, to private parties without his consent.

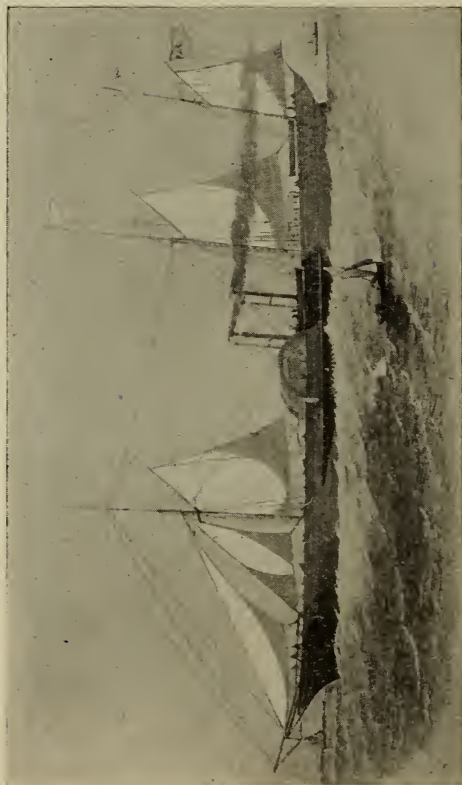
In thirty days from Captain Wilkinson’s arrival in England, the “R. E. Lee” was laden and ready to sail. Besides carrying the usual valuable cargo of military stores, ammunition, etc., she had on board a large quantity of lithographic material for the Treasury Department, and twenty-six lithographers who had been secured to print paper money for the Confederate Government.

The “R. E. Lee” called at Madeira and Nassau, leaving the latter port to run the blockade on December 26th, 1862. She had on board a Charleston pilot as well as one for Wilmington, for Captain Wilkinson had not determined, on sailing, which port to attempt; but having made the land near Charleston bar during thick weather on the night of the 28th the pilot for the latter port was afraid to venture further. Circumstances favoring Wilmington, the new blockade runner approached the western bar on the night of December 29th. The weather had been so clear and the sea so smooth that communication was had with the Confederate pickets at several points along the coast; and no sail was visible even from aloft until late in the afternoon, when a United States

\* Recollections of a Maryland Confederate Soldier, by McHenry Howard, p. 345.







BLOCKADE RUNNER 'R. E. LEE', ORIGINALLY IRISH CROSS CHANNEL STEAMER 'STAG'

From collection of F. B. C. Bradlee.

cruiser was sighted to the north and east. As she was coasting along the land and approaching the "R. E. Lee," the latter's speed was increased and her bow turned away from her. A little while before sunset the strange steamer wore round and the blockade runner immediately followed her example, gradually lessening the distance between the two. Shortly after dark the latter passed inside of her at anchor off New River Inlet.

About ten o'clock the same evening the first ship of the blockading fleet was passed about five miles outside the bar; and four or five others appeared in quick succession as the "R. E. Lee" was cutting rapidly through the water. She was going full speed when, to Captain Wilkinson's horror, his vessel suddenly brought up "all standing," hard and fast aground, with a shock that threw nearly everyone on board off his feet. The nearest blockader was fearfully close and all seemed lost. The Confederate steamer had struck upon "the Lump," a small sandy knoll two or three miles outside the bar with deep water on both sides of it.

That knoll was the "rock ahead" during the whole war, of the blockade runners, for it was impossible in the obscurity of night to judge accurately of the distance to the coast, as there were no landmarks or bearings which would enable incoming vessels to steer clear of it. Many a ton of valuable freight was launched overboard there; as was indeed the case with all the approaches to Wilmington.

As soon as it was seen that the "R. E. Lee" was ashore the order was given to lower her two quarter boats; in one of them was packed the Scotch lithographers who were safely landed; and a kedge was lowered into the other with orders to the officer in charge to pull off shore and drop the kedge. The risk, though imminent, was much reduced after the panic-stricken passengers had got fairly away from the ship; and the spirits of the officers and crew rose to meet the emergency. The glimmer of a light, or an incautiously loud order might bring a broadside from a cruiser's battery crashing through the blockade runner's bulwarks. But her energetic com-

mander did not despair. To execute his order to drop the kedge, it was necessary to directly approach one of the United States ships, and so near to her did they let it go, that the officer in the boat was afraid to call out that it had been dropped; and muffled the oars as he returned to make his report. Fortunately the tide was rising and after twenty or thirty minutes of trying suspense, the order was given "to set taut on the hawser," and everyone on the "R. E. Lee" heaved a big sigh of relief as her stern slowly and steadily turned seaward. In fact, she swung round upon her stem as upon a pivot.

As soon as the hawser "trended" right astern, the engineer was ordered to "back hard," and in a very few revolutions of the wheels the ship slid rapidly off into deep water. The hawser was instantly cut and Captain Wilkinson headed his steamer for the bar channel; she passed safely over the bar; and steaming up the river, anchored off Smithville (near Wilmington) a little before midnight of the 29th of December, 1862. The Scotch lithographers found abundant employment in Richmond, as the Confederate "paper mills" were running busily during the whole war turning out Treasury notes; but the style of their work was not altogether faultless, for it is said that the counterfeit notes made at the North, and extensively circulated through the South, could be easily detected by the superior execution of the engraving upon them!

Captain Wilkinson in his most interesting "Narrative"\* says that the most dangerous time for the blockade runners was not so much near the coast, as it would be natural to think, but upon the open sea; many of the small United States cruisers having great speed. As soon as one of them discovered a blockade runner during the daylight she would attract other cruisers in the vicinity by sending up a dense column of smoke, visible for many miles in clear weather. A "cordon" of fast steamers stationed ten or fifteen miles apart *inside the Gulf*

\* The story of the "R. E. Lee" is derived from "The Narrative of a Blockade Runner," by Captain John Wilkinson, C. S. N., N. Y. 1877, a book long out of print and exceedingly hard to obtain.

*Stream*, and in the course from Nassau and Bermuda to Wilmington and Charleston, would, in Captain Wilkinson's opinion, have been more effectual in stopping blockade running than the whole United States Navy concentrated off those parts; and he wondered "why such a plan did not occur to good Mr. Welles (Secretary of the Navy in President Lincoln's administration); but it was not our place to suggest it. I have no doubt, however, that the fraternity to which I then belonged would have unanimously voted thanks and a service of plate to the Hon. Secretary of the United States Navy for this oversight."

The "Lee" continued making a great number of trips between Wilmington and Nassau, with almost the regularity of a mail packet. She acquired a great reputation for good luck but undoubtedly this was largely due to the care and skill of her commander. Naturally she had many narrow escapes and one of her closest shaves was in August, 1863, while on her way to Nassau, having on board, as usual, several passengers. She had passed safely through the blockading fleet off the New Inlet Bar, receiving no damage from the few shots fired at her, and gained an offing of thirty miles from the coast by daylight.

By that time the "Lee's" supply of English coal had become exhausted, and she was obliged to begin upon North Carolina coal of a very inferior quality, and which smoked terribly. Very soon afterwards the vigilant look-out at the mast-head called out "sail ho!" and in reply to the "where away" from the deck, sang out "Right astern, sir, and in chase." The morning was very clear. Captain Wilkinson immediately climbed to the mast-head where he could just discern the royal (upper sail in a square rigged vessel) of the chaser; but before he left there, in a half an hour, her top-gallant sail showed above the horizon. It was evident the pursuer would be alongside the "R. E. Lee" by mid-day at the rate she was then going. The first measures taken were to throw overboard the latter's deck load of cotton and make more steam.

This proved to be more easily said than done, for the



chief engineer reported that it was impossible to make steam with the wretched coal filled with slate and dirt. A moderate breeze from the north and east had been blowing ever since daylight and every stitch of canvas on board the United States cruiser in the "Lee's" wake was drawing. It was clear that the chaser's advantages could only be neutralized either by bringing the blockade runner head to the wind, or, edging away to bring the wind aft. Captain Wilkinson chose the latter course, and in two or three hours had the satisfaction of seeing his pursuer clew up and furl his sails. But the latter was still gaining.

A happy inspiration now occurred to the hunted skipper when his case seemed almost hopeless. Sending for his chief engineer he said to him: "Let us try cotton, saturated with spirits of turpentine." There were on board, as a part of the cargo, thirty or forty barrels of turpentine. The result exceeded Wilkinson's fondest hopes, for very soon the engineer, an excitable little Frenchman from Charleston, made his appearance, his eyes sparkling with triumph, and reported a full head of steam. By this means the "Lee's" speed was increased from  $9\frac{1}{2}$  to  $13\frac{1}{4}$  knots, and she began to hold her own, but the cruiser was fearfully near and Captain Wilkinson said: "He began to have visions of another residence in Fort Warren."

There continued to be a very slight change in the relative positions of the two vessels until six o'clock in the afternoon, when the chief engineer again made his appearance, this time with a very ominous expression of countenance. He came to report that the burnt cotton had choked the flues, and that steam was running down.

"Only keep her going until dark," Wilkinson replied, "and we will give our pursuer the slip yet." A heavy bank was lying along the horizon to the south and east; and it seemed a possible means of escape. At sunset the chaser was about four miles astern and still gaining. The commander of the blockade runner now called two of his most reliable officers, and stationed one on each paddle box, with glasses, directing them to let him know the





BOSTON - ST. JOHN, N. B., STEAMER "ADMIRAL DU PONT", FORMERLY BLOCKADE  
RUNNER "DAWN", ORIGINALLY BUILT IN 1847 FOR THE IRISH CROSS CHANNEL SERVICE

From lithograph in collection of F. B. C. Bradlee.

instant they lost sight of the cruiser in the growing darkness. At the same time he ordered the chief engineer to make as black a smoke as possible, and to be in readiness to cut off the smoke, by closing the dampers instantly, when ordered.

Soon both the officers on the paddle boxes called out at the same moment, "we have lost sight of her," while a dense volume of smoke was streaming out far in the "Lee's" wake. "Close the dampers," Captain Wilkinson called out through the speaking tube, and at the same time altered his course eight points, at a right angle to the previous one. So sure was he that this performance would throw the Federal ship off the scent (as it did) that Wilkinson, tired out by the day's anxiety, soon retired to his stateroom and lay down. It had been a narrow escape, and at one time during the chase, when capture seemed inevitable, a large amount of gold shipped abroad by the Confederate Government was ordered on deck ready to be thrown overboard except the contents of one keg, which was to be distributed among the passengers and crew.

In October, 1863, Captain Wilkinson was ordered on other duty, as will be seen further on, and the "R. E. Lee" was placed in charge of another commander and was thereafter captured on her first trip. She was bound to Wilmington and had made the land the night before under quite favorable circumstances, but neither the new captain, nor the pilot, being willing to assume the responsibility of running in at night, the "Lee" put to sea again, and by further mismanagement fell an easy prey next morning to one of the United States cruisers. While under the charge of Captain Wilkinson she had run the blockade twenty-one times, and had carried to Nassau between six and seven thousand bales of cotton, worth at that time about \$2,000,000 in gold, and had carried into the Confederacy equally valuable cargoes.

During the Civil War, a large number of Confederate prisoners, principally officers, were confined on Johnson's island, situated in the harbor of Sandusky, on Lake Erie, and easily accessible from Canada. Several attempts



were made by the Confederate Government to liberate these captives, and in September, 1863, Captain Wilkinson gave up the command of the "R. E. Lee," was summoned to Richmond by telegraph and placed in charge of an expedition to rescue the Johnson's island captives. Wilkinson himself was opposed to the plan, for he was explicitly instructed not to violate British neutrality and he deemed this impossible, but as he said: "Having been selected to command the expedition, I resolved to disregard all personal consequences, and leave the responsibility to be borne by the Confederate Government." A party of twenty-six officers of different grades was detailed for the service. The "Lee," laden with a cargo of cotton, was to carry them to Halifax, N. S.; the cotton to be consigned to a firm there, who were to purchase with a part of the proceeds, blankets, shoes, etc., for the army; the balance to be retained for the benefit of the prisoners if released.

At Halifax the expedition was carried out as planned and it even reached Montreal and Toronto, where it had been arranged that its individual members were to take passage disguised as western immigrants, on one of the American lake steamers at a little port on the Welland Canal. Once clear of the canal, they were to rise upon the crew, and make their way to Sandusky. The U. S. S. "Michigan" (the only man-of-war on the Great Lakes) was anchored close to the main channel of the harbor, and it was believed she could be carried by surprise.

Suddenly a proclamation was issued by the Governor General of Canada, which fell among the Confederates like a thunderbolt. It was announced in this proclamation, that it had come to the knowledge of the Canadian authorities, probably through the United States Secret Service, that a hostile expedition was about to embark from Canada, and the infliction of divers pains and penalties was threatened against all concerned in the violation of the neutrality laws. As the game was up, Captain Wilkinson and his party returned to Halifax and Bermuda. There the latter was placed in command of a new blockade runner just arrived from England, the "Whis-

per." Built especially for speed and light draft (she measured a little over 200 feet in length), her frame was very slight but she proved a fair sea boat and made several successful trips. Just as the "Whisper" was ready to sail from Bermuda, a visitor asked to see Captain Wilkinson. His purpose was to ship a small lot of medicines by her. The steamer was already heavily laden but as the South was in dire need of drugs her commander consented to take the shipment. Some idea of the profits arising from blockade running may be formed when it is stated that the freight on the box, which was easily carried in a stateroom, amounted to £500 sterling!

On this trip six blockade runners, including the "Whisper," sailed for Wilmington within twenty-four hours of each other. All these steamers found themselves obliged to steam against a strong, cold northwest gale the whole way across. These northwesterners often brought disaster upon the blockade runners; for blowing over the tepid water of the Gulf Stream, clouds of vapor would rise like steam, and be condensed by the cold wind into a fog so dense as to obscure every object. At such times, the skill and perseverance of the navigator would be taxed to the utmost. A glimpse of the sun, moon, or north star, caught through the sextant wet with spray, and brought down to a most uncertain horizon, would furnish the only means of guidance, where an error of a few miles in the calculation would probably prove fatal. As it was, out of the six steamers which sailed from Bermuda, the "Whisper" alone succeeded in getting in. Most of them were run ashore, and their cargoes partially saved; but some fell, intact, into the hands of the vigilant cruisers.

Owing to the constantly increasing vigilance of the blockading fleet, and the accession to the United States Navy of fast cruisers, many blockade runners had been captured during 1863-64. Their pilots were, of course, never exchanged but held as prisoners of war; and the demand for those available for service, increasing in proportion to their diminished number, there was much competition between the rival blockade running compa-

nies, to the great detriment of the public service. One or two agents of these companies were opposed to any project for increasing the facilities of entrance to, or exit from, Wilmington. The profits were, of course, proportionate to the risks, and these heartless worshippers of Mammon, having secured the services of the best captains and pilots, would have rejoiced to see every blockade runner but their own, captured. They protested vehemently, but unavailingly, against interference with their pilots.

It was, however, considered necessary by the Confederate Navy Department to establish an office of "Orders and Detail" at Wilmington, whence should proceed all orders and assignments in relation to pilots and signal officers. In a short time, the benefit of these arrangements was very perceptible. The blockade runners were never delayed for want of a pilot, and the casualties were much diminished.

The staid old town of Wilmington was completely demoralized during the Civil War. Here resorted the speculators from all parts of the South, to attend the weekly auctions of imported cargoes; and the city was infested with rogues and desperadoes, who made a livelihood by robbery and murder. It became unsafe to venture into the suburbs at night, and even in daylight, there were frequent conflicts in the public streets, between the crews of steamers in port and the soldiers stationed in the town, in which knives and revolvers would be freely used; and not unfrequently a dead body would rise to the surface of the water near one of the wharves with marks of violence upon it.

Apparently the civil authorities were powerless to prevent crime. The agents and employees of the different blockade running companies lived in magnificent style, paying a king's ransom (in Confederate money) for their household expenses, and nearly monopolizing the supplies in the country market.

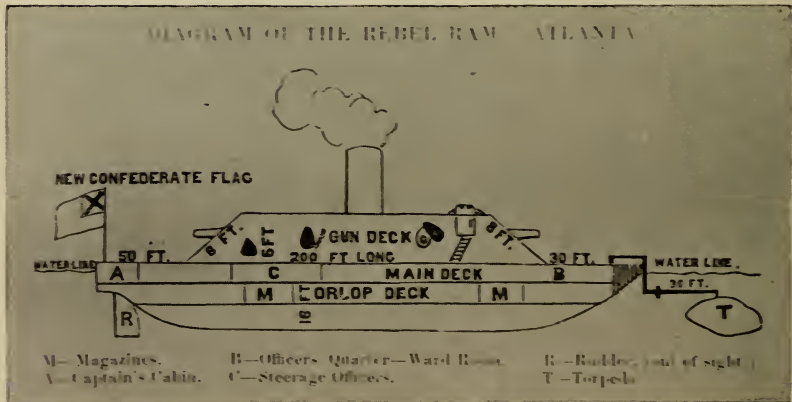
Towards the end of the war, indeed, fresh provisions were almost beyond the reach of everyone. A quarter of lamb, late in 1864, sold for \$100, a pound of tea for \$500. Confederate money which in September, 1861, was nearly







CONFEDERATE STEAM SLOOP "FLORIDA," COMMANDER J. N. MAFFITT, CAPTURING THE SHIP "JACOB BELL" OF NEW YORK IN 1863.  
From a lithograph in collection of F. B. C. Bradlee.



PLAN OF CONFEDERATE IRONCLAD RAM "ATLANTA", FORMERLY THE BLOCKADE RUNNER "FINGAL"  
From collection of E. M. Eldredge, Brooklyn, N. Y.

equal to specie in value, had declined in September, 1862, to 225; in the same month, in 1863, to 400, and before September, 1864, to 2000!\*

Yet during 1863 Mr. Memminger, Confederate Secretary of the Treasury, was shipping gold to Europe from Wilmington, \$20,000 by each steamer, to Bermuda and Nassau,† thinking to arrest the depreciation of the paper currency. This measure was severely criticized in the press, for it was felt that cotton was quite as good security as gold, and that there were thousands of millions worth of that in the South which Mr. Memminger might have bought for Confederate notes, but would not.

As the Confederate cause became more desperate, discontent and demoralization increased among those at home, for in October, 1864, the ubiquitous Jones recorded that: "The generals in the field are sending back the poor, sickly recruits ordered out by the Medical Board; the able-bodied rich men escape by bribery and corruption: and the *hearty officers*—acting adjutant generals, quartermasters, and commissaries—ride their sleek horses through the city (Richmond) every afternoon. This, while the cause is perishing for want of men and horses!"

In the same month and year, Mr. Jones, who had excellent means of information, being Chief Clerk of the War Department, tells us that "Beverly Tucker (one of the Confederate agents in Canada) had made a contract with — and Co., of *New York*, to deliver bacon for cotton, pound for pound. It was made by authority of the Secretary of War, certified to by Hon. C. C. Clay and J. Thompson (accredited agents of the Confederacy), both in Canada."

Yet in spite of the many vessels captured, blockade running was, after all, one of the principal sources of supply for General Lee's army, for an official return sent to Congress by President Davis, showed that between October, 1864, and January, 1865, there had been imported through the blockade 500,000 pairs of shoes, 8,000,000

\* Financial History of the Confederate States, by Professor John Christopher Schwab.

† A Rebel War Clerk's Diary, by J. B. Jones, Vol II, p. 11.

pounds of bacon, 2,000,000 pounds of saltpeter, 50 cannon, etc. Early in the war, in 1862, the Confederate Government attempted to make the people give up cotton and tobacco culture, in order to raise food, but it met with little success. During the World War President Wilson practically suspended the Constitution and wielded despotic power over the entire energies of the American nation, but sixty years ago our people were not the tame "breed" of today, accustomed to being driven about like sheep. As Professor Eckenrode, in his "Life of Jefferson Davis," so truly says: "They were individualists who opposed extensions of governmental jurisdiction even in the throes of a struggle for independence." Would that more individualists existed in the present generation!

Returning once more to the exploits of the blockade runners, in September, 1864, Captain Wilkinson was ordered to the command of the Confederate cruiser "Chickamauga," formerly the blockade runner "Edith" and one of the first twin screw steamers ever built. She was among those vessels before alluded to, as partly owned by the Confederate Government, and was taken possession of by the authorities with scant regard for the rights of the other owners, who had no alternative but to accept inadequate compensation for their share of the ship. Her battery consisted of a twelve pounder rifled gun forward, a sixty-four pounder amidships, and a thirty-two pounder rifle aft, all on pivots.

In his interesting "Narrative," Captain Wilkinson says of the "Chickamauga": "That she was more substantially constructed than most of the blockade runners, and was very swift, but altogether unfit for a cruiser, as she could only keep the sea while her supply of coal lasted. She was schooner rigged, with very short masts, and her sails were chiefly serviceable to steady her in a sea way." The "Chickamauga" slipped out of Wilmington on October 29th and proceeded on a commerce-destroying expedition along the Northern coast which was only partially successful. Indeed, in Captain Wilkinson's opinion, these cruises to injure the enemy's mer-

chant vessels really resulted in harm to the Confederacy, for they drew attention to the port of Wilmington, so vitally important to the blockade running trade, and probably precipitated the attack upon and fall of Fort Fisher which commanded the latter port.

Captain Wilkinson's last command was the blockade runner "Chameleon," which had previously made one short cruise along the coast as the Confederate cruiser "Tallahassee." The "Chameleon" was a twin screw steamer, in fact almost identical in build with the "Chickamauga." This time Wilkinson was instructed to proceed with all dispatch to Bermuda and return as quickly as possible with a cargo of provisions for General Lee's starving army. The "Chameleon" arrived at St. George's on December 30th, 1864, and after some trouble with the British authorities who were then inclined to enforce the neutrality laws with great strictness, was allowed to take in a cargo of provisions but no munitions of war. After a very rough return voyage, Captain Wilkinson was "feeling" his way to the New Inlet Bar, off Wilmington, on a dark and rainy night (January 21st, 1865) when as the "Chameleon" was almost under the guns of Fort Fisher and her signals remained unanswered, it was discovered that the fort had fallen and was in the hands of the United States troops. Two cruisers were also seen steaming with all speed to intercept the blockade runner. Nothing saved the "Chameleon" but her twin screws, which enabled her to turn as upon a pivot in the narrow channel between the bar and the "rip." As her coal supply was almost exhausted she was obliged to return to Nassau. Finding that Charleston was still in Confederate hands and as the cargo of provisions was urgently needed, Captain Wilkinson tried to run the "Chameleon" into that port after a very narrow escape from capture by the U. S. S. "Vanderbilt," but the blockading fleet had been so reinforced that he gave up the attempt as impossible, and he says in his "Narrative": "As we turned away from the land, our hearts sank within us, while the conviction forced itself upon us that the cause for which so much blood had been shed, so



many miseries bravely endured, and so many sacrifices cheerfully made, was about to perish at last!" The blockade runners "Owl," "Carolina," "Dream," "Stag," "Charlotte," and "Chicora," all sailed for Charleston a few hours after the "Chameleon," but only the "Chicora" succeeded in getting in, the last blockade runner to do so before the city was evacuated by the Confederate forces on February 17th, 1865. The "Stag" and the "Charlotte" were captured and the others managed to return to Nassau.

In that place the multitude of speculators realized that "the bottom had fallen out," and all of them were in the depths of despair. Some of them had risen from the desperately hazardous game with large gains, but the majority had staked their all and lost it; and even the fortunate ones had contracted a thirst for rash adventures, which eventually led to the pecuniary and social ruin of them. Even the negro stevedores and laborers bewailed the Confederacy's misfortunes, for they knew that the glory of Nassau had departed forever. Captain Wilkinson took the "Chameleon" back to Liverpool and turned her over together with what remained of the public funds in his charge, to Captain Bulloch, without appropriating any of the spoils of the perishing ship of state. With his opportunities he could have accumulated a large fortune during the war, but being a gentleman of the purest integrity he returned to his family "dead broke," with a clear conscience.

As showing the suffering reached by the Confederate soldiers in the last year of the war, L. E. Chittenden's (Register of the United States Treasury\*) account of his visit to the battlefield just outside Washington City, when the capital city was threatened by General Early's army in July, 1864, is most enlightening: "I had not forgotten the sharp shooter 'winged' by the target rifle. There, behind the log, he lay, on his back . . . with a peaceful expression on his rugged face. . . . His

\*Recollections of President Lincoln and His Administration, by L. E. Chittenden, p. 420.





**BLOCKADE RUNNER "MEMPHIS" (1862)**

From original painting in collection of F. B. C. Bradlee.

rifle and cartridge box were of English make, and the only things about him which did not indicate extreme destitution.

"His feet, wrapped in rags, had coarse shoes upon them, so worn and full of holes that they were only held together by means of pieces of thick twine. Ragged trousers, a jacket, and a shirt of what used to be called 'tow cloth,' a straw hat, which had lost a large portion of both crown and rim, completed his attire. His hair was a mat of dust and grime; his face and body were thickly coated with dust and dirt, which gave him the color of red Virginia clay.

"A haversack hung from his shoulder. Its contents were a jack knife, a plug of twisted tobacco, a tin cup, and about two quarts of coarsely cracked corn, with, perhaps, an ounce of salt, tied in a rag. My notes, made the next day, say that this corn had been ground upon the cob, making the provender which the Western farmer feeds his cattle. This was a complete inventory of the belongings of one Confederate soldier. . . . He was evidently from the poorest class of Southern whites."

Captain Wilkinson was summoned to Richmond to receive instructions prior to making his last trip on the "Chameleon" early in 1865. As his train passed in the rear of General Lee's lines (near Petersburg) it was detained for an hour or so in sight of where scare-crow cattle were being slaughtered for the use of the troops. Several soldiers who were on the cars seized portions of the offal, kindled a fire, charred the scraps upon the points of their ramrods, and devoured the unclean food with the avidity of famished tigers!\*

Among the earlier blockade runners was the well known iron screw steamer "Bahama" (often confused with the "Bermuda," previously mentioned); she acted as tender to the Confederate cruiser "Alabama," sailing from Liverpool on August 13th, 1862, with the latter's battery on board, also Captain Semmes and his officers. The two ships met as agreed in the harbor of Porto

\* Narrative of a Blockade Runner, by Captain J. Wilkinson, C. S. N., p. 226.



Praya, one of the Azores, belonging to Portugal. The "Alabama," by the way, was navigated out from England in charge of Captain Mathew J. Butcher, who was at that time rated as chief officer in the Cunard service but had secured leave of absence.

Previously the "Bahama" had successfully run the blockade with valuable cargoes several times commanded by Captain E. L. Tessier of Charleston. She is described as follows by a dispatch from the U. S. Minister at Brussels, dated March 28th, 1862\*: "I have the honor to enclose herewith some information touching the steamer 'Bahama' . . . as being engaged at Hamburg taking in a large and valuable cargo of cannons and small arms for the rebels. . . . I also enclose a sketch of the vessel. She is a new screw steamer of about 1000 tons measurement, painted black, . . . yellow houses and boats . . . ; upper half of her chimney red, lower half black, . . . three masts, two of them square rigged. . . . Up to the 24th sixty-four brass cannon had been put aboard of her, 6 and 12 pounders. I am fearful that her name will be changed. . . . At present she draws 16 feet of water, and when she is fully loaded she will draw 18 or 19 feet." On October 27th, 1862, a most important capture off the South Carolina coast was made by the United States blockading fleet then commanded by Rear Admiral S. F. Du Pont. This was the British iron paddle steamer "Anglia," which had formerly been engaged in the British-Irish cross-channel trade; she was a large, fast, modern vessel and was carrying a most valuable cargo of munitions of war.

Her capture and that of the "Scotia," a steamer similar to the "Anglia," came at a time when there had been much criticism at the North of the apparent laxity in enforcing the blockade; the press affirming that the blockade runners kept up a service between Charleston, Wilmington and a British port (Nassau) with the certainty and promptness of a regular line of packets. It had been the intention of the masters of the "Scotia" and "Anglia"

\* Official Naval Records of the Civil War, Series I, Vol. 7, p. 242.

to enter Charleston, but on finding the port more closely watched than it had been during the summer, and no favorable opportunity for running the gauntlet presenting itself, they had endeavored to reach safety along the shallow coast, had become embayed and unable to reach deep water when cut off, and thus had fallen easy victims to the blockaders.

The "Scotia" was run on the beach of Bull's Island, October 24th, by her captain, who left her in an open boat, together with a man and a woman passenger and succeeded in landing on a bleak and uninhabited shore. After his departure the crew broached the ship's liquors and when the boarders from the U. S. S. "Restless" reached her they were found helpless. The "Scotia" lay on the beach all night, but was gotten off next day with little damage. Three days later the "Anglia" was run up a creek four miles and there abandoned by her pilot, who, with her passengers, escaped in a boat by an inner channel to Charleston. The blockade was a source of constant worry to President Lincoln's administration, for unless it were well maintained it might give England or France a reason for declaring it was not effective within the usual acceptance of the term, and therefore should be disregarded by neutral vessels.

Every effort was made by the United States Government to tighten the blockade and its fleet was greatly increased, but the blockade runners also increased in numbers and daring, and were meeting with great success in spite of everything that could be done to stop their traffic. In the summer of 1862 a large fleet of new and fast steamers, built especially for the business, was fitted out and loaded in England to run the blockade. Some idea of the enormous growth of this "trade" may be gained by the following extract from reports of the United States Consuls at Marseilles and Liverpool\* in May, 1862. ". . . The English barque 'Anne Wilson,' which clears this day for Trieste, with a cargo of steel and iron armor plate for gunboats . . . I believe this barque is bound

\* Official Naval Records of the Civil War, Series I, Vol. 7, pp. 463-64.

for some port in the Southern States . . . and not unimportant is the fact that a portion of her men are the crew of a vessel which ran the blockade at Charleston some months ago. . . . The 'Eliza Bonsall,' which arrived at this port (Liverpool) with cotton from Nassau, consigned to Fraser, Trenholm and Co. (financial agents in Europe of the Confederate Government), was entered yesterday to load for Nassau by her consignee . . . She is commanded by J. Stalker; is a large ship of 1259 tons burden. She will be loaded for the Confederate Government.

" 'Stanley,' iron screw steamer of Aberdeen, 376 tons, . . . has been purchased by persons here actively engaged in sending aid and munitions of war to the people at the South in rebellion against our Government. The 'Despatch' has also been purchased by the same parties . . . built of iron, two funnels . . . three masted schooner rig. The 'Lilla,' formerly the 'Mary Wright,' . . ., cleared yesterday for Nassau. . . . Her cargo is valuable and intended for the Confederate Government. . . . Steamer 'Memphis' sailed 11th inst. (May, 1862, from Liverpool). She has 45 tons of powder, 23 cwt. cartridges, 12,000 pairs of woolen blankets, 20 C. lead shot, upward of 4 tons of steel bars, etc."

On August 4th, 1862, the "Memphis" was captured and considered a most valuable prize. She had slipped in to Charleston and loading cotton, left port on August 3rd, in charge of Captain Walker of the Royal Navy, a distinguished officer. He managed to elude the blockaders immediately off the harbor, but when some 40 miles from Cape Romain the "Memphis" fell in with the U. S. S. "Magnolia" which gave chase.

The pursuit lasted an hour and a half, when the "Magnolia" succeeded in throwing a shell between the blockade runner's masts. Captain Walker at once hoisted British colors, but kept on at full speed until a shell burst directly over the quarter deck; he then gave orders to stop. Acting Lieutenant William Budd U. S. N., commanding the "Magnolia," boarded the prize.

*(To be continued)*

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