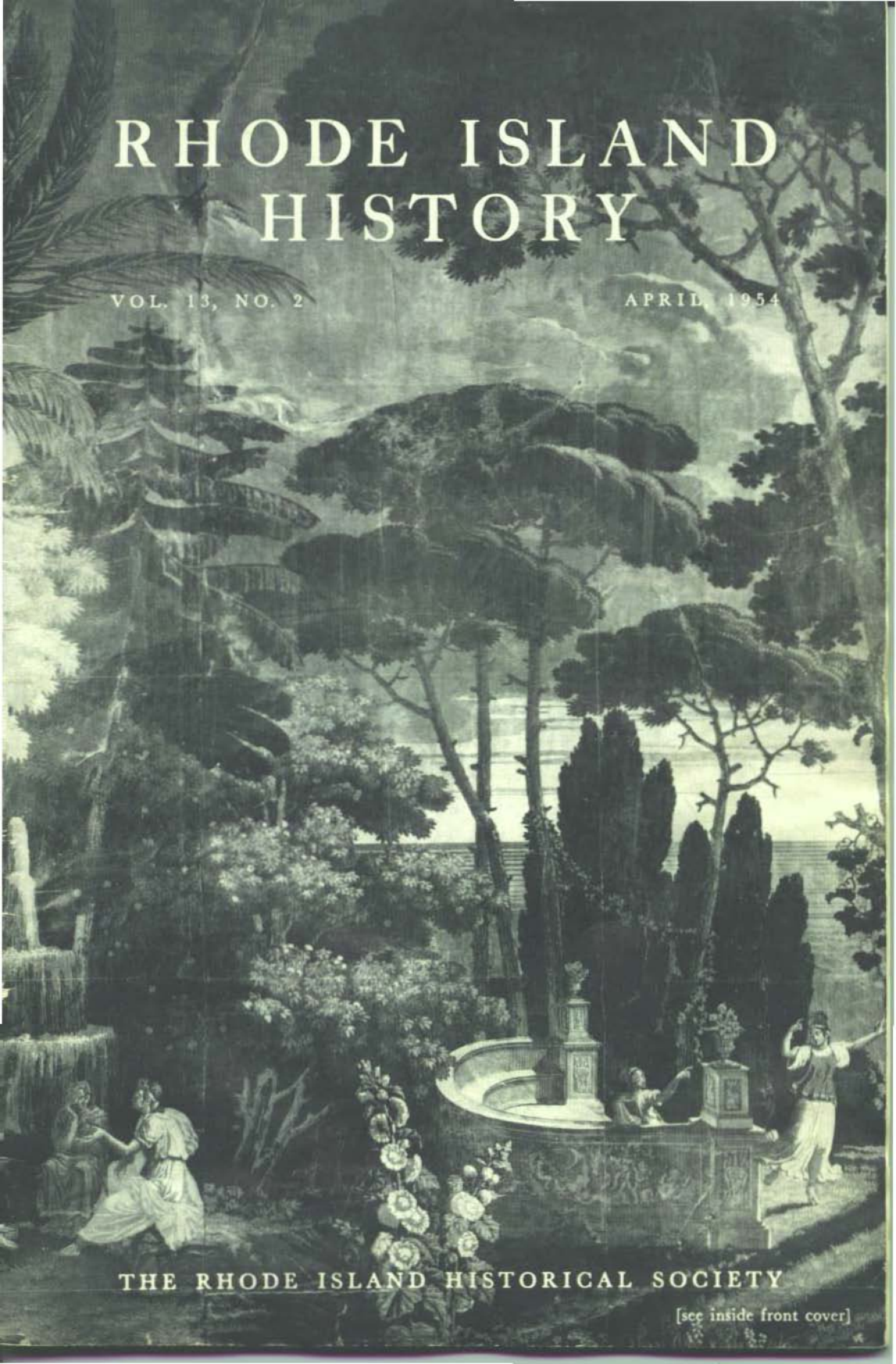


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THE RHODE ISLAND HISTORICAL SOCIETY

[see inside front cover]

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TELEMACHUS IN THE ISLAND OF CALYPSO

Photograph by R. I. School of Design

On the front cover is reproduced a section of the French scenic wallpaper in the library of Carrington House. It was printed in Paris by Joseph Dufour about 1825. The complete set consists of twenty-five strips in colors, but only a small portion is represented here. The scenes are constructed on the account of the adventures of Telemachus in his search for his father, Odysseus, as described by Fenelon.

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THE LATIN-AMERICAN TRADE OF E. CARRINGTON & CO., 1822

by EARL C. TANNER*

E. CARRINGTON & Co., founded in 1815, was for thirty years a leading merchant house in the city of Providence. The firm's place of business was an office about twenty feet square at the rear of the Carrington residence on Williams Street. Outside were gardens and a green lawn; inside, the atmosphere of journals, ledgers, ink, and quills was brightened by handsome furnishings suggestive of the firm's Oriental connections.¹

From these agreeable quarters General Edward Carrington and his associates directed the movement of vessels which sailed down Narragansett Bay and out onto sea lanes leading to ports in every quarter of the globe. To such good effect did they manage their affairs that by 1818 E. Carrington & Co. was rated the largest owner of ships and brigs in Providence.²

In those days the several branches of foreign and domestic commerce were mutually interdependent. The commodities of Europe, Asia, Latin America, Canada, and the United States were carried on Providence vessels from one market to another in mixed cargoes carefully selected with reference to the likelihood of profit. In this complex trade, the Latin-American area played a key role. The West Indies and South America provided markets for domestic, European, and Oriental goods. In return, the West Indies and the east coast of South America supplied sugar products, coffee, and animal products for North America and Europe; the West Coast of

*Mr. Tanner is Associate Research Specialist in the Rhode Island Development Council.

¹Carrington House, both residence and business office, are now owned by the Rhode Island School of Design and are preserved as a museum open to the public.

²Edward Field, ed., *State of Rhode Island and Providence Plantations at the End of the Century: A History* (Boston, 1902), II, 471.

South America supplied metals for the Oriental market.

The importance of Latin America in the early nineteenth century maritime commerce of Providence is suggested by the fact that total tonnage of vessels arriving from that area between 1800 and 1830 exceeded the *combined* tonnage of vessels arriving from Europe, Africa, the Orient, and Canada. The number of Providence houses engaging directly in the Latin-American trade each year averaged thirty. Some of them imported several large consignments annually, others only one or two small orders. Among the major houses, E. Carrington & Co. was preeminent. The firm's operations extended to every part of the area: the Caribbean, Brazil, the River Plate, Chile, Peru, and Ecuador.

Let us observe in detail a typical twelve months' period in the Latin-American trade of E. Carrington & Co. On January 1, 1822 Carrington vessels were converging on Latin America from ports in both hemispheres. Other units of the firm's fleet were bound for Providence, laden with West Indian or South American cargoes.³

SHIP NANCY

As the year opened the ship *Nancy*, Joseph R. Tillinghast master, was bound in ballast for City Point on the James River whence she was to proceed with flour to Rio de Janeiro. The *Nancy* had been built in 1802 at Providence as a brigantine of 160³³/₉₅ tons. In 1804 she had been given another mast, another deck and a burden of 191³/₉₅ tons. In December, 1821, she had set out from Providence on the voyage now under review.

The outbound cargo, as has been said, was to be flour. Since the season was advanced, General Carrington thought the James River safer from ice than Baltimore and therefore entrusted the purchase of 1,700 barrels of flour to Mr. E. A. Russel of Petersburg, Virginia. In his correspondence with Russel, General Carrington made it clear that he wanted "none but the best quality." It was preferred that half be from the city mills at Richmond and half from Petersburg. "We suppose you will be obliged to give something higher for Rich-

³The following material is taken, with minor alterations, from my *Trade between the Port of Providence and Latin America 1800 to 1830* (typed Ph.D. thesis, Harvard University, 1951), 150-180. Sources are the letterbook of E. Carrington & Co., 1821-1823, the Nightingale and Jenckes papers, the Providence Customhouse papers, and Work Projects Administration, *Ship Registers and Enrollments of Providence, Rhode Island, 1773-1939* (Providence, 1941). Quotations from manuscript material have been modernized as to capitalization. Originals may be consulted at the Rhode Island Historical Society.

mond City Mill than you would for either your city or Lynchburg flour," wrote Carrington, "but as we have never shipped any flour from James River, we dare not venture too much on that whose reputation is not more generally established." A hundred or two barrels of Lynchburg, however, were permissible. It was further directed that three-quarters of the shipment be superfine and one-quarter fine, though if the latter was not available superfine might be substituted. As to packing, "bright new barrels" were essential, "hay lined at each end." For good stowage, about one hundred half barrels were required.

General Carrington did not set an upper price limit but took care to express pessimism as to the state of the flour market, "flour has fallen here very much within a few days—it is now retailing at 6½ Dollars, but by the quality [sic] suppose not more than six Dollars can be obtained." Russel was advised to take plenty of time and make the most favorable purchase possible for "there is no circumstance within our knowledge that can possibly aid in maintaining the present price. . . ." (It will be interesting later to compare this statement with dispatches to the South American purchasers.)

Payment was to be made in any one of two or three ways. Russel might draw on E. Carrington & Co. at sixty days or, if more convenient, on Mr. George W. Talbot, New York correspondent of E. Carrington & Co. "If there should be any difficulty in drawing," wrote Carrington, "advise us and we will remit you in part from here."

Next let us review Carrington's instructions to Joseph R. Tillinghast, captain of the *Nancy*. Here we perceive a primary characteristic of commerce before the days of radio or cable. Captain Tillinghast was given directions for a number of alternative procedures to be followed according to circumstances. First he was to take the ship to City Point and apply to Mr. E. A. Russel for his cargo. The ballast discharged, he was to take on his flour, putting the Richmond barrels on top since "it would be well to have the best for sale first." Russel was to consign the flour to Mr. James Birckhead, the Carrington correspondent in Rio de Janeiro and Captain Tillinghast was to proceed from City Point to Rio and deliver the cargo as consigned. At this point specific directions gave way to contingent recommendations. "Mr. Birckhead," wrote Carrington, "is a gentleman in whom we place full confidence, and we have, therefore, left

it discretionary with him to order the *Nancy* to the River La Plata or Rio Grand, either to deliver her cargo of flour or to load another either for this country, Europe or the West Indies." General Carrington anticipated that sugar and coffee would be so high in Brazil as to be an unprofitable export either for Europe or the United States. He rather expected the decision would be the River La Plata or Rio Grande for beef or hides. If laden with hides, General Carrington expected the *Nancy* to proceed direct to Europe; if with beef, to Havana. To provide for as many of these contingencies as possible General Carrington wrote, "Our agents at Buenos Aires are Lynch, Zimmerman & Co. At Havana Miralla, Knight & Co.—Gibraltar, Hill & Blodgett. To those houses, should you visit those places, you will apply for advice and services." At Rio Grande, there being no Carrington correspondent, Captain Tillinghast would have to do his own business. An important characteristic of General Carrington's methods is illustrated in Tillinghast's instructions. "We shall make no insurance," wrote General Carrington, "either on ship or cargo, which we mention for your government in case of meeting into any accident or loss." General Carrington's holdings were so large and varied that he preferred to operate at his own risk.⁴ The instructions were closed with a reminder of "the necessity of rigid economy in every respect" and the need for writing at every opportunity "information of markets and trade generally." These orders may seem complex, but they are by no means so when compared with others of the period.

Having noted arrangements made with Mr. Russel and Captain Tillinghast, let us turn to the consignee, Mr. James Birkhead of Rio de Janeiro. By a letter of December 24, 1821, he was informed of the *Nancy's* departure for City Point and Rio. In that letter General Carrington described the American flour market in terms that contrast sharply with those used when he wrote to Mr. Russel, his supplier. "Flour costs high in this country," he wrote Mr. Birkhead, "and we hope proportionately high prices will be obtained by you;

⁴In this respect, E. Carrington & Co. was not typical. The Providence Washington Insurance Company and its competitors in other cities regularly wrote policies on vessels trading with Latin America. Typical rates were 4 per cent to the West Indies; 6 per cent in hurricane season; and higher for more distant ports or during wartime. Letterbook of the Providence Washington Insurance Company for July 8, 1815 through December 27, 1830, at the library of the Rhode Island Historical Society. See also, Robert Greenhalgh Albion and Jennie Barnes Pope, *Sea Lanes in Wartime* (New York, 1942), 70.

there is no possibility of its being any lower the coming year." He concluded his remarks on this subject with, "There is a real scarcity of flour in the country and the present prices will be maintained." He then proceeded with a detailed analysis of prices on possible return cargoes for the *Nancy*.

Such in outline were the arrangements made for the voyage of the *Nancy*. They occasioned a flurry of letters between Providence, Petersburg, New York, and Rio. Once the ship cleared City Point she was on her own and correspondence about her affairs ceased for a time. Late in the summer word came of her safe arrival in Brazil, the sale of her cargo, and of her loading beef at Rio Grande for the Cuban market. General Carrington hastened to send instructions to Havana, recommending again the house of Miralla, Knight & Co. and directing that all available funds be invested in high quality white sugar. "Sugars are extremely low in Europe and in this country," wrote General Carrington, "and unless the quality is very superior we can't obtain the cost and duties. . . ." He concluded, "Your business in Havana, we hope, will not detain you long. As soon as you land your cargo lose no time in proceeding direct to this place." After an unexpected delay in Havana, the *Nancy* reached Providence on December 19 with 590 boxes of white sugar, 34 bags of coffee, and some ox horns. The cargo was left on board, supplemented with brown sugar from General Carrington's stocks and hastily dispatched to Hill & Blodgett in Gibraltar. "The new crop will come in at Havana in February and you may expect that crop to be in Europe in March and April," wrote General Carrington to Hill & Blodgett. "We are of opinion an immediate sale will be advisable." The ox horns, it was suggested, might be forwarded to England or France as "the prices are high in those countries." While the sugars were being placed on the market, the *Nancy* was to pick up a cargo of salt at Ivica. She was then to return to Providence, stopping off at Gibraltar to receive payment in Spanish dollars for the sugars which, it was hoped, would by that time have been sold. As the year 1822 closed, the *Nancy* was Gibraltar bound on this assignment, seven days out from Providence.

SHIP WILLIAM BAKER

The ship *William Baker* was built at Warren, Rhode Island, in 1810. She was 86'7" x 24'4" x 12'2" with a burden of 244³⁶/₉₅ tons.

She had two decks, three masts, and a figurehead. January of 1822 found the *William Baker* enroute from Buenos Aires to Providence with a load of beef and tallow. Advance news of this cargo had come as a disappointment to General Carrington, who was expecting hides, but the price of hides had been high on the River Plate and Captain Aborn had been afraid to purchase. Since beef and tallow were heavy articles in Providence, General Carrington decided to try them on the Havana market. He had good Cuban connections, for Isaac Bowen, a Providence captain, was in the habit of wintering in Havana and would give personal attention to Carrington business. "It is our intention," wrote General Carrington to Isaac Bowen, "to send the shipment immediately to you with the beef and fill her up with other articles from here. We have also ready 200 boxes tallow and 100 boxes sperm candles. We shall put on board these articles together with some nails, flour, beef, and pork and fill up with hoops." This was written on April 5, nine days before the *William Baker* reached Providence.

On April 14 the ship arrived in good condition but "not to a profitable market." A quantity of horns and what few hides she had were taken off and put up for sale in Boston, Providence, and New York. The command of the *William Baker* was then transferred to Captain Charles Gorton and the ship filled up with assorted goods as promised to Isaac Bowen. "We give you an invoice of the cargo," wrote General Carrington to Captain Gorton, "from which you will make your manifest, but if Captain Bowen gets on board before you deliver the manifest and he should want to alter it you will please to be governed by his recommendations and wishes." To Isaac Bowen, General Carrington wrote, "We calculate for you to enter about one half of the cargo. . . . Should you find it necessary to make any alteration in the manifest before it gets into the Custom House offices you will do so." The return cargo was to be brown sugar—probably 1,000 boxes or more. If ship's funds were insufficient to make the purchase, Captain Bowen might draw on E. Carrington & Co. for the balance. If large shipments of brown sugars were going out and whites being neglected some of the latter might be included in the *William Baker's* cargo. "Our object is to load a cargo that will pay us the greatest profit. . . ."

The voyage was successfully completed in short time. Captain Gorton left Providence May 20 with his Buenos Aires-Providence

cargo. On August 15 he was back with 913 boxes of brown sugar, 263 boxes of white sugar, 2 barrels of molasses, 7,500 cigars, and \$1,000 worth of merchandise.

The operation having proved successful, General Carrington decided to return the *William Baker* to Havana, this time under the command of Captain Job Randall. Captain Bowen, who had been north for the summer, agreed to accompany Captain Randall and to handle the cargo at Havana. The European and American markets for sugar being dull, General Carrington hoped the *William Baker* might find employment in carrying freight to New Orleans or to Europe. To this end he wrote Messrs. Bowen, Osborne & Co. in New Orleans inquiring about the state of that market.

The *William Baker* sailed October 30 for Havana. There the cargo was disposed of and, at the year's end, a freight was laden not for New Orleans but for Europe. She was next heard from early in 1823 when, having sprung a leak, she put into Norfolk for repairs.

SHIP PANTHER

A Carrington ship destined to an active role in the Latin-American trade during the year 1822 was the *Panther*. Built at Providence in 1819, she measured 108' x 29'3" x 14'7½". She had two decks, three masts, a burden of 407²⁷/₉₅ tons and a panther figurehead. In December, 1819, she had sailed for the East Indies and on April 8, 1822, she had returned to Providence with a China cargo on which E. Carrington & Co. paid duties of \$108,642.53. Her next assignment was to be a voyage to Peru with flour and assorted merchandise, but a late dispatch from John C. Zimmerman, Carrington correspondent at Buenos Aires, confirmed by Captain Aborn of the *William Baker*, caused a change in plans. The flour market at Buenos Aires was so promising that the *Panther's* west coast goods were withheld; the ship filled with flour; and orders issued to her captain, Lloyd Bowers, to report to Mr. Zimmerman. To guard against another return cargo of beef and tallow, General Carrington wrote rather fully to Mr. Zimmerman recommending

20,000 ox horns
8,000 dozen neutria skins
200 bales sheep's wool
100 dozen sheep's skins with wool
5,000 loose horse hides

and the balance in ox, cow, and bull hides. "Tallow," he wrote, "is now quite a heavy article with us and thus ought not to be imported at this time." In the event that the flour market had deteriorated, the ship was to try Montevideo, Lima, or Rio. The same course of action was outlined in Captain Bowers' instructions with a precaution added. "Great care should be taken," wrote General Carrington, "to see that you get full weight and you ought not to quit the scales when the hides are weighing, neither trust to any of the clerks. . . ."

On April 27 the *Panther* sailed and General Carrington turned his attention to other matters. Seven months passed and then on November 21 the *Panther* reappeared with

8,064 ox hides
5,046 horse hides
18,800 horns
105 bales sheep's wool
26 bales neutria skins
1 bale calf skins
2 boxes chinchilla skins
\$1,500 in silver

The flour had sold at \$13.50. On November 27, 5,750 of the *Panther's* ox hides and fifteen bales of skins were put on board the sloops *Providence* and *Aurora* for shipment to New York and distribution through George W. Talbot, Esq. The hides sold at an advance of 2¢ per pound. General Carrington complimented Zimmerman on the handling of the *Panther's* cargo, writing, "Your shipment by her gives us good satisfaction as does the sales of her outward cargo and the transaction generally."

So pleased was General Carrington that he determined to send the *Panther* back to Buenos Aires immediately although he had already assigned the ship *Providence* to that route. Anticipating a sufficient return of hides by the *Providence*, he proposed that the *Panther* should, this time, proceed from Buenos Aires to other markets. His instructions to Captain Lloyd Bowers dated December 28, 1822, offer a particularly striking illustration of General Carrington's management of his vessels in the South American trade and of the relation of that trade to other branches of world trade. We may profitably examine the projected voyage of the *Panther* in some detail.

The cargo consigned to Captain Bowers included the following items:

3,466 barrels superfine flour
219 half barrels ditto
34 bales $\frac{3}{4}$ shirtings
6 bales $\frac{7}{8}$ ditto
44 bales 37" brown sheetings
4 bales 36" bleached sheetings
1 bale $\frac{3}{4}$ plaids
3 bales Chambrays—cotton and woolen
15 bales Russia sheetings
7 casks men's shoes
11 boxes boots and shoes

Captain Bowers was to proceed immediately to Buenos Aires and inform himself of the state of the markets there, at Rio, Montevideo, the West Coast, and the Cape of Good Hope. General Carrington had little doubt but what the domestic goods should be unladen at Buenos Aires. The shoes, he supposed, might be in particular demand on the coast of Peru. "Should there be any vessel bound to that coast," suggested the General, "they can't take a better article." The same, he asserted, was true of the Russia sheetings. As to the flour, it seemed possible that a good many vessels would already be at the River with this commodity. "Yet, if the crop which is now gathering in the southern provinces of Argentina have only been an ordinary one we think it probable prices may maintain to give us some profit." Should it develop that other markets were more favorable for the flour, Captain Bowers might proceed accordingly, but he was to assure himself that his information was correct. Sometimes commission merchants, having an interest in cargoes already in port, would disseminate false information in order to encourage late arrivals to proceed to other ports. In this way they could keep the supply low and the prices high in their own market. "We trust," wrote General Carrington, "Mr. Zimmerman is above any practice of that kind."

There was, however, a promising alternative to the Buenos Aires market. "We observe that an expedition was fitting at Lisbon in October to go against the Brazils to consist of a considerable naval and military force. Should that country become a seat of war and contest we think it not unlikely that flour will be in good demand at Rio Janeiro and other ports in the Brazils and should think it very



Photograph by R. I. School of Design

A CORNER OF EDWARD CARRINGTON'S OFFICE

likely that shipments may be made to good advantage from the River particularly in small vessels that could avoid the blockading fleets of Portugal but heavy vessels that are not acquainted with the harbors and inlets on the coast would find difficulty in getting in."

If neither Buenos Aires nor Rio promised well, then markets in other quarters were to be tried. If to the west, the *Panther* was to sell in Chile or Peru, load pig copper and proceed to Canton. If to the east, there was a remote possibility something might be done with flour at the Cape of Good Hope. "But even if their crops at

the Cape of Good Hope should be poor, there is so much grain in England, Bengal, &c. the British will probably have supplied them ere you can reach them." All in all, the most promising course of action would be to dispose of the whole cargo at Buenos Aires.

In this case, the *Panther* was to proceed from Buenos Aires direct to Batavia with all funds in Spanish dollars, gold or silver. At Batavia Captain Bowers was to determine the state of markets in the Far East through the house of Forester & Co., Mr. Forester being "a particular acquaintance of E. Carrington." Captain Bowers was especially to determine the price of East Indian coffee and the current rates of exchange on London and Amsterdam. With this data he was to compute the effective price of a full cargo of coffee to be purchased with the *Panther's* funds (which, it was hoped, would amount to \$60,000) supplemented by drafts on Thomas Dickason & Co. and Daniel Crommelin & Sons, Carrington correspondents in London and Amsterdam. Should this effective price be within specified limits, Captain Bowers was to load coffee and proceed to Amsterdam. Should the price of coffee and the rates of exchange taken together be "not within our ideas," an effort was to be made to obtain tin and other articles suitable for the Canton market. In this case it might be "advisable and convenient to call at the new English Town of Sincapore [sic] in the strait of the same name where rattans, paper, tin, dye, wood &c. adapted to the China market may sometimes be bought to good advantage." Should the *Panther* reach Canton, Captain Bowers was to apply to the house of S. Russell & Co. where further directions would be waiting.

Having reviewed Captain Bowers' orders we may pass over other correspondence about the *Panther* only recording that at the end of 1822 she was three days out of Providence bound for Buenos Aires.

SCHOONER *ESSEX*

One of the smallest Carrington vessels engaged in the Latin-American trade was the schooner *Essex*. She was built at Newbury, Massachusetts, in 1814; measured 69'10" x 21'9" x 8'2" and had a burden of 106⁴⁷/₉₅ tons. She had one deck, two masts and no figurehead. During the year 1822 she made one voyage to South America.

Since the price of flour on the east coast of South America in 1822 ranged at times up to \$18 or \$20, not only Buenos Aires and

Rio but also the lesser ports were attractive. E. Carrington & Co. therefore determined to dispatch the *Essex* to their correspondents Messrs. Bartlett & Eldredge in São Salvador. "Our opinion," wrote General Carrington, "is that your market for a small cargo will be as good as any other. . . ." The proceeds of the flour were to be invested in "salted bullocks hides of good quality and perhaps 5 or 6000 ox horns." The *Essex* sailed May 8, Job Randall captain. On October 2 she was back with 1,200 salted ox hides and a small quantity of coffee and molasses. The cargo, as usual, was offered for sale direct or through correspondents in other coast cities.

SHIP PROVIDENCE

One more voyage to the East Coast we may pass over briefly as it was not dissimilar to others already considered. In view of high flour prices J. C. Zimmerman of Buenos Aires proposed to E. Carrington & Co. a speculation in this article. An agreement was promptly reached and the ship *Providence* was assigned to carry 4,000 barrels to the River Plate. The *Providence* was one of General Carrington's new vessels. She was built at Providence in 1822; measured 99'4" x 28'3" x 14'1½". With a burden of 346 tons, she had two decks, three masts, and a figurehead. She cleared Providence about December 9, 1822, and proceeded to Baltimore where Messrs. Henry Payson & Co. were procuring the cargo. At the end of the year she was ready to sail for Buenos Aires.

[to be concluded]

WILLIAM ELLERY, SIGNER OF THE DECLARATION OF INDEPENDENCE

by SUSAN B. FRANKLIN

[concluded from January, 1954, v. 13, no. 1, p. 17]

The Stedman letters at the Rhode Island Historical Society are our best source of intimate family relations. William Ellery's daughter, Almy, had married William Stedman, later a member of Congress. The father was a welcome guest at their home and his bread and butter letter on one occasion gives a pleasant picture of the family home life. He described the fatigue and heat of the return journey, the help his son furnished in driving, the disappointment in not visiting Boston "with the girls," the visit of the Rev. Mr. Channing when

he stopped in Cambridge, and finally compliments the cook, the housekeeper, and his host on the bountiful and tempting meals served him. He writes:²³

I have not seen a pigeon, nor eaten a peach since I left your house; and my opinion of your Reib's cookery is not lessen'd by any food I have tasted since I sat with pleasure at your generous table.—I don't wonder that with such provisions and with such cookery you have acquired the character of a man given to appetite. I was obliged to be upon my guard when I was with you, the temptations from your example, and the quarter mentioned to excess in eating were so great, and besides, from the immensity of the chocolate bowl presented before me every morning I could not avoid suspecting it was intended to support what you had so indiscreetly said respecting the enormous eating of the Ellery's. . . . Some evacuation and abstinence seem to be necessary after such repletion.

Give my love to your wife and the boys. It afforded me great satisfaction to find that W. & F. had so much improved in health & knowledge. Charles is a fine boy.—When you hear of Christopher let me know it.—I wish to be informed particularly about your Wife's health. She was not well two or three days before I left Lancaster.

This indisposition I should attribute to extraordinary exertion on our account if I were not well acquainted with her disinclination to ease and rest.

We shall expect to see you in your way to Washington.

God bless all of you!

Yours Affecty. Wm. Ellery

Almy had much trouble with servants. Her father's wisdom in giving advice is shown in a letter to her in 1803.²⁴

To have to do with a violent tempered man out of doors, and a weak obstinate woman in doors, and to manage children whose tempers do not lead to peace is indeed a great trial; and patience is said to be a virtue apt to be fatigued with exercise.—But, perhaps, if your man is not morose, you may by not attending too closely to his conduct, or by not letting him know that you do, in some measure lessen the violence of his temper, or render less frequent the expressions of it.—We men do not like to be directed, or watched by women.—We are apt even when at hired service, to think ourselves, however improperly, superior to your sex. Therefore the best way to manage him would be to concern yourself as little with his business as possible, consistent with the interest of the family, and whenever he doth well to give him his full due of praise, and never to say anything to him when he is in a passion. . . . I presume that

²³ R. I. Hist. Soc., Ellery-Stedman Letters, William Ellery to William Stedman, October 12, 1809.

²⁴ *Ibid.* William Ellery to Almy (Ellery) Stedman, November 9, 1803.

your woman is the same that was with you when I was last at your house.—Vacuity of sense is supplied as Pope observes by pride and pride renders us obstinate. . . . If she should be absolutely mule-headed I would advise you to get rid of her if you can;—if not it is a just observation that the evil we cannot correct, comes to be lighter by patience. . . .

While most of the Stedman correspondence is confined to these family affairs, one letter to Mr. Stedman shows that age had softened his feeling about some political controversy, although he kept in touch with what was happening in 1809.²⁵

Newport, Feby 8th 1809

My dear Sir,

I have received your letters of the 25th ultmo. In one of them you ask me with what feelings I received the forcing act, and the instructions from the Treasury. I would premise that, excepting a little of that irritability common to old age, my feelings are not, I believe so keen as those of some other people, and that I endeavour to govern them.—

With this short preface, I will tell you that I was confident the Embargo would not be repealed, as some thought, at the opening of the Session. I knew that the Embargo could not be carried into effect, unless much stronger measures were adopted and pursued than had been deemed sufficient for the purpose. I anticipated most of the measures that Mr. Gallatin reported, and I was sure that . . . they would be passed in Congress by a large majority. I recollected the days of Stamp Act, and occurrences at the Revolution, quorum pars minima fui. The temper of the Eastern States was not unknown to me. We are a people not easily roused, but when roused active firm and persevering.—I was sure that the forcing Act would be opposed with the determined spirit of 1764 and onwards, and my only apprehensions were that the worst of wars, a civil war, might take place, in which case, the vanquished side might call in foreign aid & that aid subjugate and enslave the United States; which, united by laws productive of liberty and public happiness, might bid defiance even to Napoleon. . . . Wisdom purchased by experience is generally lasting, and happy is he whom other mens' dangers make cautious. . . . I am equipping and fitting out two smart Cutters, and to have them discharged as soon as they enter on service would be very mortifying to me & their officers, as mortifying perhaps as to those who move in more exalted spheres. . . . I regret the resignation of Col. Olney. We have always been upon good terms, and he is a faithful Officer. . . . Who is to be Secy of State? It has been said that J. Q. Adams is to [be] the man.—It too has been said that Mr. Gallatin intended to resign. I shall not resign for this very good reason. A worse man might take the Office. . . . I have written a letter, like some speeches I have read, of considerable length but alas! of little depth.—Nil

²⁵ *Ibid.*, William Ellery to William Stedman, February 8, 1809.

desperandum est de Republica. . . .

His thoughtfulness for his children's education extended to all his later years. On September 13, 1804, in a letter to Daniel E. Updike of Wickford, he thanks the Updikes for hospitality to his son, George Wanton Ellery, during the period before Washington Academy opened and cordially invites them to visit his Newport home when they come to Newport that autumn. His interest in domestic matters is shown in the postscript, which has a modern touch. He inquires about the "newly invented machine for washing cloathes, let me know what advantages may be derived from the use of it. What time and what soap is saved, and labour. Whether it answers for washing fine linen and cotton, and what the price of a well-made one is, in Wickford."²⁶

His further interest in his children and grandchildren is shown in a letter to young Francis Stedman at Worcester Academy.²⁷

Newport Apl. 14th 1815

Dear Francis,

I thank you for your letter giving me an account of the regulations of the Academy where you are a student. I think they are well calculated to promote literature, good morals, and piety, and I hope you will diligently improve the opportunity afforded to you to acquire that knowledge which will be useful to yourself and to the Society of which you may be a worthy member.—Knowledge is progressive, and not to be obtained by violence. *Gutta cavat lapidem non vi sed saepe cadendo; sic homo fit doctus non vi sed saepe legendo.*—I am happy to hear that you are pleased with your situation, and with your studies, and that your advances in learning exceed the expectation of unprejudiced judges. I wish the strength of your body was equal to that of your mind. To preserve health your exercise should be moderate, and your food light and nourishing, you should go to bed early and rise early. By going to bed early, you may rise early, and be in bed nine hours; which the late famous Dr. Rush of Philadelphia thought was a suitable time for rest, and so thinks your quackerish grandfather. Without health you cannot pursue your studies with diligence; nor enjoy any of the blessings of life.—Now is your time Francis to lay a foundation for future improvement in science, therefore let me beseech you not to let a day pass without an addition to what you have acquired. *Nulla dies sine linea.* I had the pleasure of seeing your brother when I was at Worcester. He had since he was last in Newport increased in stature, and in knowledge. I should

²⁶ Wilkins Updike, *A History of the Episcopal Church in Narragansett* . . . second ed., Boston, 1907, v. 3, p. 109.

²⁷ R. I. Hist. Soc., Ellery-Stedman Letters, William Ellery to Francis D. Stedman, April 14, 1815.

have been very glad if your vacation would have allowed you to have been at Worcester before I left it.—When, or whether I shall ever see you is uncertain. My course of life is drawing to its close, and your literary pursuit will not probably admit of your taking a journey to Newport. If it will I should rejoice to see and converse with you.

The last winter, which was uncommonly severe, by the kind attention of your father and mother I passed comfortably, and last thursday I had the pleasure of returning to my house in peace. I have lived through several wars, and I hope never again to experience another.—

Wishing you uninterrupted health, and every blessing

I am affectionately
yours

Wm Ellery

P.S. I should have presented to you by Mr. Jennison with a fine edition of Homer's Iliad; but the badness of the road where it is with other books has prevented its being bro't home.²⁸ But it will be in your possession before you will be prepared to read it.

As years increase and bodily frailties are more wearing, it is only natural that men deprived of their wonted interest and activities dwell sometimes too much on physical matters. Ellery's family letters at times refer to these difficulties. But the tone of his suggestions is not sharp with complaint, only gentle with warnings. One letter to his son-in-law, who evidently still enjoyed the feasts of his own heavily laden board and was in the midst of public entertainments and official banquets, has a pleasant sarcasm worth recording.²⁹

After enjoining abstinence on the subject of over-eating, he admits that his words are not likely to receive much attention and quotes the proverb, "The belly is said to have no ears." Ellery then suggests that a cold is often to be traced to some physical indiscretion and proceeds to picture the effect of a political banquet of those days.

At such entertainments the dinner is not served up until, by the lateness of the hour, the stomach is in an empty, craving state,—then a variety of viands, highly seasoned, are presented, and to crown all blomange, whips, Jellies &c. &c. &c., with numerous toasts finish the convivial scene, and the glorious Minority, when there is one, depart one by one, their stomachs converted into cookshops, confectionaries, and winecellars, while at the exit of each of them their individual merits are proclaimed, and a cloud of incense follows them.—How pleasing! how charming is all this!—But mark the end.—In this loaded state of

²⁸ The Robert Brattle brick house still standing on Mill Street, Newport.

²⁹ R. I. Hist. Soc., Ellery-Stedman Letters, William Ellery to William Stedman, April 15, 1809.

the stomach—in this heterogeneous farrago, if a stoppage of perspiration should take place, what may be expected?—The affliction you have suffered. . . .

Bits of sage advice crop out in almost all letters to his daughter Almy. She is troubled that her sons cannot be in the same household, but her father bids her realize that it is not always advantageous that brethren should always live together. "Temporary absence may make them love one another better."³⁰

Quaint language and literary allusions enliven the letters. There seems to have been some doubt about one granddaughter's making a marriage. Her grandfather Ellery dismisses the matter thus: "I fear my sedate granddaughter will get only a Pisgah view of matrimony."

Few of his wise, pithy sayings impressed me more than the directions for his burial, contained in his will:

No expense should be incurred for my funeral but what decency not fashion requires.

William Ellery's will on record in Newport Probate Clerk's office³¹ is of great human interest. He provides for all his children with scrupulous care, insuring to each some cherished piece of silver—a watch—"The books he used in college"—to the sons 400 or 500 dollars each, due allowance being made in one case "for his share of the plate his mother brought me," a sword to another, to William gold sleeve buttons (which he in turn gave to a Sedgwick descendant.) "my large silver tankard," etc. Ann, the unmarried daughter, receives more money, 1000 pounds, and some special bequests, such as "four of the best table spoons, six best silver tea spoons and the chair she usually sits in."

In all, ten children are mentioned and provision made for some grandchildren, but to Mehitable Redwood Ellery the bequest was "her share of her mother's wearing apparel which she took from my house without my knowledge." Accounts on record at the Newport Probate Court indicate that this daughter was strong-willed and did not add to the distinction of the family.

The especial gifts bestowed on his daughter Ann may be explained by references in a letter by chance preserved. It makes plain that the weight of the homemaking fell upon this unmarried daughter Ann or Nancy, that her temperament was not too sunny, and that the

³⁰ *Ibid.*, Enclosure to Almy (Ellery) Stedman.

³¹ See Note 13.

children of the later marriage Sukey, Philadelphia, Wanton, and Trowbridge, were not likely to be regarded by her save as a care. Someone who had helped them in home matters at the time of the father's death, wrote:

My friend Ann, has written me at every opportunity since her arrival in Boston. Her letters are full of dinners at Mrs. Gibbs's and the Channing's. Indeed her connexions are extensive. I wonder not that she has regained her usual animation. Mr. W. Alston's celebrated Painting of the Witch of Endor is what I should like to see. He has now sold it to Mr. Perkins for 700 dollars.

Susan, Philadelphia, Trowbridge and Wanton, keep house and make one family in the Mansion of their late Father. I go occasionally to see them, and it is with great satisfaction that I can say with truth that they make out nicely.³²

One of his grandchildren, George Channing, in his *Recollections of Newport* gives reminiscences of his grandfather. He also describes the last peaceful hours when he spoke of leaving the stage of life, and rejoiced that he could go without suffering. A few hours before his death, Ellery was reading from Cicero (probably from *de Officiis* about death).

It is significant that his love of the classics continued to his last hours. To his son, George Wanton Ellery, at Wickford Academy, he wrote in 1804:³³

You have got to the 9th book of Virgil. You proceed very well. But you go slowly in Greek. You ought to do so. Old Dick's maxim is 'slow and sure' and the Latin proverb *festina lente* make haste slowly. This seems a contradiction in terms, but if it be so in terms, it is not so in sense, for the way to acquire a language, or any art, or science is to begin slowly and to proceed no faster than a knowledge of what you pass through will warrant. Indeed haste makes waste of time and never achieves its object.

In another part of the letter he writes:

I wish you to vary the beginning of your letters and I do not very well like that expression 'I hope you are the same' . . .

A yet better proof of Ellery's love for the classics recently came to light in a paper found in the Newport Historical Society entitled:

DIVERSIONS OF NINETY-TWO Feb. 1820

[These diversions are his translations of familiar passages from Virgil's *Aeneid* and Horace's *Epistles* as follows:]

³² Newport Hist. Soc., Vault A, Ellery mss. collection.

³³ *Ibid.*

Virgil *Aeneid* Book I, 402-405

She spoke and turning round,
Her rosy neck, a charming lustre spread
And from the summit of her lofty head
Odour divine, her locks ambrosial shed.
Her vest the bottoms of her feet caressed
And in her steps, the Goddess shown confessed.

Virgil *Aeneid* Book 6, 847-853

Some, I believe, with nicer art and grace
Will cut with softer strokes
The yielding brass
And from the marble draw the living face;
Plead with more eloquence—describe the skies
With wands, and tell you when the stars rise.
Roman! Be these thy arts, with laws restrain
The people's rage, but let fair Freedom reign.
Impose the terms of peace,—support the crown;
Spare the subjected poor, and beat the haughty down.

Horace *Epistles* 1, 118

Let loose maturely wise the aged horse
Lest shortbreathed he should falter in the course.
By horses of less speed, should be outdone
And, laughed at, lose the honors he had won.

Horace *Epistles* I, 18-11, 69-70

Persons inquisitive avoid with care;
Nor trust a secret to an open ear
Words, once committed, blabs—will gleeful spurn
Your vain recalls, they never will return.

Or as alternate to last two lines:

Words, once let loose—though every art you try
Like birds, uneager, irrevocably fly.³⁴

As we leave this sketch of one of Newport's outstanding citizens, we close with the tribute of his grandson, William Ellery Channing, written at his death, and the obituary in the *Newport Mercury*.

My dear Aunt: We received this morning a letter from Harriet giving an account of the event which has distressed you all so much. We ought not to be surprised at it, but our wishes had deceived us into the expectation that grandfather was to be continued for years; and we feel that we have lost a blessing on which we had depended. He was indeed a blessing. Few, very few, are privileged to give so much happiness at so advanced an age—very old men are generally burdens—but so far from burdening any, he was a prop to his immediate family, and became more interesting to us who were separated from him. We have great cause to thank God for his singular goodness to him, in sparing his faculties so

³⁴ *Ibid.*

long, in continuing to him the pleasures of reading and reflection, in strengthening him to perform some of the duties of active life to the last, and especially in keeping his heart so alive, and warm and affectionate. Such an old age I have never seen before, and probably shall never see again.³⁵

The obituaries of those early days are often too fulsome and extravagant, but the following from the *Mercury* of February 19, 1820, does not in view of this study of him and his family, seem inappropriate.

DIED, In this town on Tuesday last, at 2 o'clock p.m. in the XCIII year of his age, Hon. WILLIAM ELLERY, Collector of the Customs for the District of Newport, and *One of the Signers of the Declaration of Independence*.

Appointed by WASHINGTON to the Office which he held in his native place, the extreme fidelity and correctness with which he fulfilled its various duties toward the government, carried him through the four successive administrations, to the day of his death.

He was for many years, before the adoption of the Constitution, a Member of Congress, where his firmness, his patriotism, his acquirements, and his acute and strong mind, gave him an influence and a weight of character which were due to his superior talents. His extraordinary memory made him the chronicle of the times in which he lived, and his conversation was, to the last day of his life, enlivened with appropriate anecdotes, and his mind held its place till he drew his last breath.—He has probably left notes and papers, from which may be compiled a more ample biographical notice, which ought to be given of such a Man, to the Country he has so faithfully served. His name is associated with the birth of this great nation, will increase in veneration with her age, and will endure till she also shall perish.

His remains were interred yesterday afternoon, preceded to the place of interment by the Officers of the Customs and of the Revenue Cutter Vigilant, and attended by a numerous concourse of citizens.—The Flags at the garrisons of Forts Wolcott and Adams, at the Flag-staff of Liberty Tree, and of the Shipping in the Harbor, were displayed half-mast during the day, and minute guns were fired from the Revenue Cutter Vigilant.

This article is a belated and slight contribution toward "the more ample biographical notice" suggested in the above obituary. It remains for later investigation to evaluate our debt to the Danas, Chanings, Sedgwicks, and other distinguished Ellery descendants who have contributed to the culture, scholarship, and high ideals of several generations.

³⁵ Newport Hist. Soc., Vault File.

Recently the original copper plates of the Map of Providence made by Daniel Anthony in 1823 were discovered in the City Engineer's office and were presented to the Society by Mayor Reynolds. This map, 24 by 36 inches in size, shows the location of public buildings, churches, and the homes of many prominent citizens of the period, and is illustrated with views of Providence Harbor and the buildings of Brown University.

In view of the map's historic interest, decorativeness, and the rarity of examples of the original impression, it was decided to reprint it. Originally the map was printed in two sections, which were then mounted together on cloth. It was found possible, however, to make a single offset plate from the two copper plates and thus to eliminate the dividing line which appeared in the first edition.

The map is well suited for hand coloring and framing. Copies may be bought at John Brown House for \$3.00 each. There is an additional charge of 50c for mailing.

* * *

Of interest to Rhode Island readers is *A Hessian Soldier in the American Revolution, the Diary of Stephan Popp*, translated from the original text by Reinhart J. Pope, privately printed. From July 15, 1778, to September 22, 1779, Popp was stationed at Newport, and though the diary contains little descriptive material, it gives a good day by day account of military activities, including the Battle of Rhode Island, and of the hardships of a severe winter as seen through the eyes of a German private.

Incidentally, Popp was in agreement with other foreign visitors of the period when he wrote: "The women are very beautiful and shapely, and almost like the gods in attractiveness. In beauty they have the superiority in all America."

* * *

Realizing the great value to the state of its many outstanding historic sites and buildings and the necessity for preserving and maintaining them, the Rhode Island Development Council has established an Historic Sites Committee, headed by Mr. M. Randolph Flather, president of this Society. The first meeting of the full Com-

mittee was held at the State Office Building on February 10. Leading authorities on the history and architecture from the different sections of the state attended.

It was decided that a smaller executive committee should be set up and charged with preparing an inventory showing the importance and condition of Rhode Island's historic sites. It is hoped that as a result of the committee's work a foundation supported by private donations will be formed to put its recommendations into effect.

* * *

Dr. Charles H. Pennoyer has invited the members of the Rhode Island Historical Society to attend services at the Valley Falls Universalist Church on Sunday, May 2, at 10:45 A.M. in commemoration of Rhode Island's Independence Day. The Church is at 123 Broad Street, Valley Falls.

* * *

In addition to those of the Society and of organizations which meet regularly there, the following meetings have been held in John Brown House since the beginning of September, 1953: Rhode Island Simmons Club, Sept. 17; Sons of the American Revolution, Oct. 6, Feb. 22; Fellows of the Society of American Genealogists, Oct. 10; Junior League of Providence, Oct. 22; Pottery and Porcelain Club, Oct. 28, Dec. 16; Society of Mayflower Descendants, Dec. 21; Rhode Island Manhattan Club, Dec. 29; South County Garden Club, Jan. 20, March 11; Rhode Island Society of Colonial Dames, Jan. 21, March 18; Women's Auxiliary of the Rhode Island Medical Society, Jan. 25; Providence County Garden Club, Feb. 11; Rhode Island Independence Chapter, Daughters of the American Revolution, March 19.

* * *

The Society plans an exhibition of miniatures in the steel cases in the museum. If members or friends have any which they will lend from May through October, please call the Society, DE 1-8575.

A LITTLE HOUSE WORTH PRESERVING

by JOHN HUTCHINS GADY

ONE OF the oldest surviving houses in Providence recently has come into possession of the city and, if present plans are carried out, will soon become prey of the building wreckers. It stands on Plainfield Street on a two-acre estate that was included in the King purchase of the early years of the eighteenth century.

Clement King came to Providence from Marshfield, Massachusetts, in 1687, and either he or his son, John King, purchased two hundred acres of land extending from Ochee Spring on Hartford Avenue southeasterly to Pocasset River, including Neutaconkanut Hill. The hill, even at that time, was of historic importance as it was mentioned as one of the original bounds of the colony in the Indian deed to Roger Williams. The first dwelling erected by the Kings was near Ochee Spring, where the family burial ground still survives. The second was built on the Plainfield Road either by John King or



Photograph by J. H. Gady

THE KING HOUSE
Hipped roof portion built in early eighteenth century

his son Josiah King. It is only eighteen feet square, containing a single room with a large fireplace and a flanking stairway leading to the attic, all reminiscent of the typical seventeenth century plan. The house is sturdily built and is little changed from its original status.

The nearby homestead was constructed in 1815 by William Borden King, son of Josiah. Later he erected the barn attached to the little house. The Kings sold most of the original two hundred acres, the low lying portions for highways and building lots, and the hill for the establishment by the city of Neutaconkanut Park. Abbie Allen King, William Borden King's daughter, who died in 1915, made a bequest of the remainder of the property on the east slope of the hill to the city to be developed as King Park. The homestead estate of three acres, however, was subject to the life interest of Louise E. Blankenburg. Upon her death last fall the city came into full possession of the estate.

According to Mayor Reynolds it is proposed to tear down all of the buildings. He has intimated, however, that the little house may be spared if it appears to be "of sufficient historical interest to merit the attention of any of those societies dedicated to the care and preservation of antiquities."

BLOCK ISLAND CEMETERY RECORDS

copied and arranged by

MRS. HELEN WINSLOW MANSFIELD

[continued from January, 1954, v. 13, no. 1, inside back cover]

HAZARD

Mr. Carder Hazard, who died Nov. 24, 1792, in ye 59th yr. of ae.
Alice, wife of Mr. Carder Hazard
she was a kind wife, a tender parent
and a worthy friend July 1, 1760, in 21st yr.

HENDERSON

Eva E. Henderson, 1867—1921.

HEINZ

Joannah Heinz, 1870—1925.

HOARD

Isaac G. Hoard, 1870—1948.
his wife, Cynthia L., 1863—1918.

HOOPER

Issac C. Hooper, 1857—1920.
Mary J., his wife, 1857—1942.
John W. Hooper, Feb. 14, 1822—Jan. 14, 1900.
his wife, Phebe L. Dodge, Feb. 20, 1839—Nov. 21, 1871.
his wife, Bethany B. Sprague, July 29, 1849—June 6, 1932.

John W. Hooper, Jr., son of John W. and Bethany B. Hooper, died
Sept. 17, 1877, ae. 2 yrs., 2 mos., 6 da.

William F. Hooper, Aug. 16, 1864—Oct. 10, 1932.
his wife, Elizabeth B. Conley, Sept. 2, 1864—June 18, 1922.

HUBBARD

Elizabeth, ye daughter of Thomas and Judith Hubbard, died Nov.
13, 1751, ae. 3 yrs., 8 mos., 17 da.

HULL

Adelbert A. Hull, 1880—Dec. 16, 1930.
Mabel E., his wife, 1882—1925.

Capt. Edward Hull, who departed this life, Sept. 11, 1807, in 63 yr.

George A. Hull, born Aug. 4, 1841, died Apr. 5, 1911.
Lura L. Hull, his wife, July 4, 1857—Nov. 6, 1939.

Mary Jane, wife of George A. Hull and daughter of Samuel W.
and Rosina Rose, died Feb. 17, 1871, ae. 26 yrs., 6 mos., 19 da.

George W. Hull, born Oct. 10, 1885; died Apr. 30, 1949.
Winnie P. Hull, his wife, born Aug. 31st, 1888; died Jan. 8, 1950.
Osburn A. Hull, Apr. 16, 1906—July 7, 1941.

Mr. John Hull, who died Aug. 2, 1801, in 22 yr. of his ae.
Miss Mary Hull, died July 5, 1801, in 18th yr. of her life.

Tiddemon Hull, died Apr. 13, 1848, ae. 72 yrs.
his wife, Sarah A., died May 18, 1818, ae. 44 yrs.
Lucy, wife of Tiddemon Hull, who departed 1810, ae. 38 yrs.

Mr. Weeden Hull, departed this life, Feb. 15, 1805, in 39 yrs.

William H. Hull, Mar. 18, 1846—Apr. 10, 1925.
Mary C. Mott, his wife, Jan. 24, 1844—Mar. 14, 1914.

JAIXON

Father John H. Jaixon, 1832—1902.
 Mother Sophire E., his wife, 1847—1915.

JELLY

George Jelly, born May 1, 1837—died Jan. 14, 1905.
 Eunice Littlefield, born Apr. 30, 1837, died July 10, 1900.

JOHNSON

Emma M. Johnson, Aug. 3, 1877—Oct. 27, 1930.

JONES

Frank Jones, of Holly, Penn., frozen on the wreck *Adrianna* on the coast of Block Island, Jan. 3, 1884.

JUDD

Priscilla C., wife of James Judd, died July 18, 1886, ae. 80 yrs.

KIEFER

William F. Kiefer, 1874—1945.
 his wife, Grace Rose, 1886.

LAKE

Mother Julia L. Lake, died Jan. 16, 1902, ae. 50 yrs., 9 mos., 21 da.

LAAKSO

Gusta Laakso, Rhode Island, Pvt. 1 cl. Q.M. Corps, Aug. 4, 1941.

LATHAM

Catherine, wife of Nathaniel Latham, died Jan. 12, 1892, ae. 62.

Jeremiah Latham, 1851-1920.
 Sarah A., his wife, 1848-1922.

Sally W. Latham, wife of Jesper Latham and daughter of Benjamin and Patience Rose, who died Jan. 12, 1866, in 40th yr.

LEE

Rosina R. Lee, wife of John W. Lee, daughter of Elijah and Alice Macomber, died July 28, 1867, ae. 21 yrs., 10 mos., 27 da.

LEWIS

Ray G. Lewis, June 23, 1857—Mar. 12, 1936.
 Addie E. Conley, wife of Ray G. Lewis, Mar. 28, 1864—July 14, 1918.

Arabella, daughter of Ray and Addie E. Lewis, Aug. 3, 1884—Jan. 22, 1885.

Jesse Lewis, born Mar. 4, 1782, died Oct. 19, 1867, ae. 85 yrs., 7 mos., 15 da.

Susan A. Payne, wife of Jesse Lewis, born Apr. 6, 1789, died Aug. 11, 1872.

Nellie M. Ball, wife of Jesse Lewis, May 5, 1872—Mar. 23, 1918.
 Esther Bowler, daughter of Jesse and Nellie M. Lewis, Apr. 21, 1899—Aug. 4, 1906.

John R. Lewis, Jan. 17, 1851—May 16, 1913.

William Payne Lewis, Apr. 8, 1822—Sept. 6, 1912.

Wealthy Dodge Lewis, his wife, Jan. 19, 1827—Jan. 27, 1912.

LITTLEFIELD

A. Channing Littlefield, 1867—1931.
 his wife, Gertrude P. Dawe, 1875—1919, born in Manchester, Eng.

Husband Almanza Littlefield, born Apr. 18, 1826, died Mar. 12, 1900.

wife, Joannah H. Dodge, born May 4, 1823, died Apr. 30, 1904.

Susan A. Littlefield, wife of Amazon Littlefield, Oct. 31, 1844—Aug. 14, 1890.

Cecil G., daughter of Amazon N. and Susan A. Littlefield, Oct. 1, 1876—Mar. 17, 1893.

Charles H., son of Amazon N. and Susan A. Littlefield, died Apr. 26, 1865, ae. 1 yr., 7 mos., 17 da.

Anthony Littlefield, died July 13, 1878, in his 87th year.

Mercy, wife of Anthony Littlefield, born June 24, 1795, died Feb. 19, 1885.

Anthony Littlefield, born May 16, 1824, died Mar. 29, 1912.

Susan L., wife of Anthony Littlefield, Oct. 25, 1825—May 30, 1897.

Children of Anthony and Susan Littlefield.

Anthony W. Littlefield, died Mar. 31, 1863, ae. 5 yrs., 10 mos., 8 da.

Leland Littlefield, born and died Oct. 2, 1852.

Sybil R. Littlefield, Mar. 2, 1847, ae. 2 mos., 5 da.

Asa Littlefield, died St. Thomas, July 17, 1845, in 22 yr.

Benjamin Littlefield, born Aug. 1820, died Aug. 1896.

LITTLEFIELD

- Sarah Lavenia, wife of Benjamin Littlefield, born Mar. 9, 1832, died Dec. 27, 1889.
 Dorcas, wife of Benjamin Littlefield, died Feb. 28, 1865, ac. 39 yr., 5 mos.
 Hannah R., wife of Benjamin Littlefield and daughter of Walter and Sarah Rathbone, died Aug. 18, 1851, ac. 22 yrs., 3 mos.
 Caleb Littlefield, died Dec. 9, 1769, in 77th yr.
 Mercy, wife of Caleb Littlefield, died Apr. 3, A.D. 1761 in 66th yr.
 Caleb Littlefield, Exq., died Aug. 12, 1809 in 77th yr.
 Charles Littlefield, 1857—1920, Father.
 Anna J., wife of Charles Littlefield, 1866—Mother.
 Sarah E., wife of Charles Littlefield and daughter of Thomas T. and Alvira M. Mitchell, Aug. 25, 1864—May 7, 1886.
 Charles E. Littlefield, son of Elam P. and Charity D. Littlefield, Sept. 1844—Apr. 1870.
 Charles Eldridge, son of Charles E. and Almedia D. Littlefield, Nov. 1869—Oct. 1931.
 Chester A. Littlefield, July 12, 1882.
 Hattie Hayes, wife of Chester A. Littlefield, May 21, 1886.
 Edward P. Littlefield, June 5, 1830—Oct. 6, 1905.
 Rosina Littlefield, May 21, 1838—Sept. 5, 1920.
 Mary, wife of Edward S. Littlefield, died May 15, 1882, ac. 85 yrs., 4 mos., 10 da.
 Edward James Littlefield, 1872—1938.
 Edward P. Littlefield, 1872—1938.
 Elam P. Littlefield, born June 26, 1813; died Apr. 1, 1856.
 Charity N., wife of Elam P. Littlefield, born July 7, 1813, died Aug. 22, 1888.
 Charles H., son of Elam P. and Charity N. Littlefield, died May 17, 1844; ac. 8 yrs., 4 mos., 13 da.
 Elam P. Littlefield, 1858—1924.
 Minnie A., his wife, 1861—1941.
 Percival N., their son, 1896—1916.
 Elias Littlefield; born June 2, 1813, died Mar. 12, 1887.
 Nancy G., wife of Elias Littlefield; born Jan. 11, 1813, died June 22, 1894.
 Nancy, died 1862, ac. 1 yr.

- Sands, died 1847, ac. 7 yrs.
 Robert J., died 1872, ac. 7 yrs.
 children of Elias and Nancy Littlefield.
 Elias Littlefield, Aug. 8, 1870—Sept. 6, 1937.
 Anna R., wife of Elias Littlefield, May 6, 1864, in 76th yr.
 Eldredge P. Littlefield; born July 19, 1821, died Oct. 12, 1852.
 Lucinda R., widow of Eldredge P. Littlefield; born Dec. 28, 1817, died Apr. 19, 1902.
 George R. Littlefield, 1828—1864.
 Charles H. Hall, 1839—1916.
 Cemanthy L. Dodge, 1838—1897.
 Capt. Holsey C. Littlefield, July 1, 1821—June 15, 1907.
 Lydia L., July 24, 1825—Dec. 28, 1892.
 Mary R., daughter of Capt. Holsey C. and Lydia Littlefield, died Nov. 28, 1865, ac. 19 yrs., 11 mos., 29 da.
 Emma J., daughter of Capt. Holsey C. and Lydia Littlefield; died Nov. 8, 1861, ac. 6 yrs., 2 mos., 8 da.
 Holsey C. Littlefield, Jr., May 19, 1844—Oct. 30, 1915.
 Henry C. Littlefield, 1874—1951.
 Lillie Littlefield, 1878—1937.
 Merwin Osmond, infant son of Henry C. and Lillie E. Littlefield.
 Infant daughter of Henry C. and Lillie E. Littlefield, died Sept. 25, 1899.
 Henry K. Littlefield, 1869—1952.
 Junietta Card, his wife, 1873.
 Son of Irving R. and Rintha Littlefield, died Sept. 23, 1883, ac. 9 mos.
 Jeremiah M. Littlefield; born May 24, 1823, died June 30, 1902.
 Abby A. Littlefield, his wife; born July 14, 1832, died Aug. 8, 1909.
 Sands Niles, son of Jeremiah M. and Abby A. Littlefield, died in Dighton, Mass., Aug. 7, 1869, ac. 16 yrs., 1 mo., 23 da.
 Ann Melissa, daughter of Jeremiah M. and Abby A. Littlefield.
 Cealam A., daughter of Jeremiah M. and Abby A. Littlefield, died May 7, 1856, ac. 7 mos., 17 da.
 Jerry M. Littlefield, 1867—1933.
 his wife, Nellie E., 1871—1919.
 John Littlefield, died June 19, 1799 in 79 yr.
 John Littlefield, Esq., died June 13, 1795, ac. 79 yrs., 3 mos., 13 da.

LITTLEFIELD

Phebe, ye youngest daughter of Simon Ray, Esq. and wife of John Littlefield; born Sept. A.D. 1733, died Apr. A.D. 1761 in 30 yr.

John M. Littlefield, Nov. 17, 1821—Dec. 23, 1905.
his wife, Betsy Devoll, Nov. 24, 1830—Feb. 15, 1897.

John Eugene Littlefield, son of John Mott and Betsy Devoll Littlefield, Apr. 5, 1858—Feb. 25, 1927.

his wife, Adella Willis Littlefield, Mar. 8, 1868—Apr. 8, 1936.

Mary Ann, daughter of John G. and Corridon Paine Sheffield, Jan. 5, 1851—July 26, 1902; married Archibald Milliken, Jan. 24, 1875—married John Eugene Littlefield, Dec. 7, 1884.

(In Milliken yard)

John E. Littlefield, 1876.
his wife, Hattie W., 1884—1937.

John E. Littlefield, Jr.; 1902, died Dec. 2, 1903, ac. 6 wks.

Omar M., 1904.
his wife, Helen M., 1913.

John P. Allen, 1851—1930. (on John E. Littlefield stone)
Lavina M., his wife, 1859—1939.

John Littlefield, Esq., departed this life Oct. 30, 1830, in 81st yr.

Joshua S. Littlefield, died Aug. 19, 1871, in 79th yr.
Elizabeth, wife of Joshua S. Littlefield, Nov. 16, 1847, in 52nd yr.

Joshua A. Littlefield, 1851—1928.
Ianthy R., his wife, 1863—1920.

Eben A., son of Joshua A. and Ianthy R. Littlefield; born Jan. 23, 1882, died Aug. 24, 1884.

Lorenzo Littlefield, Apr. 19, 1877.

Lorenzo Littlefield, born Apr. 19, 1834, died Mar. 3, 1911, ac. 77 yrs.

Lyman Littlefield, May 1, 1824—Feb. 13, 1906.
Ruth Ann Mott, his wife, Aug. 14, 1832—Oct. 14, 1858.
Marium Mott, his wife, Oct. 28, 1846—Aug. 7, 1900.

Lyman Lewis, son of Lyman and Ruth A. Mott Littlefield, 1858—1863.

Our babies, Infants of Lyman and Marium Littlefield, 1858—1863.
Wayland Ubsdell, son of Lyman and Marium Littlefield, Jan. 1, 1800—Mar. 10, 1886.

Marlborough P. Littlefield, died Apr. 17, 1868, ac. 68 yrs., 8 mos., 7 da.

Eliza Littlefield, wife of Marlborough Littlefield, May 5, 1807—Apr. 10, 1888.

Nathaniel Littlefield, died March 25, 1821, in 20th yr.

Nicholas Littlefield, who died June 2, 1848, ac. 65 yrs.

Maria Littlefield, wife of Nicholas Littlefield, died Aug. 5, 1854, ac. 65 yrs.

Nichols Littlefield, born Jan. 17, 1817, died Oct. 12, 1898.

Georgianna A., wife of Nichols Littlefield, Aug. 16, 1818—Sept. 10, 1897.

Jane, born May 15, 1845—died Aug. 2, 1845.

Joannah, born May 15, 1845—died Aug. 10, 1845.

Georgia, born May 15, 1845—died Aug. 25, 1845.

children of Nicholas and Georgianna A. Littlefield.

Oswell W. Littlefield, 1860—1927.

his wife, Harriet A. Ball, 1870.

Ida F. Bran, only daughter of Ray T. and Charity E. Littlefield, Sept. 27, 1803, ac. 8 yrs., 7 mos., 23 da.

Ray S. Littlefield, Nov. 27, 1846—Feb. 16, 1914.

Sophronia L. Littlefield, his wife, Aug. 29, 1848—May 3, 1905.

Channing W., son of Ray S. and Sophronia L. Littlefield, Nov. 16, 1869—Feb. 7, 1870.

Silas N. Littlefield, died Feb. 1, 1868, ac. 74 yrs., 11 mos., 17 da.

Abby L., wife of Silas N. Littlefield, died July 20, 1888, ac. 87 yrs., 6 da.

Silas N. Littlefield, died Feb. 19, 1888, ac. 61 yrs., 4 mos., 20 da.

Reuanna E. Littlefield, daughter of Silas N. and Patience Littlefield, born Mar. 28, 1858, died Aug. 2, 1928.

Silas N. Littlefield, Jan. 28, 1862—Feb. 16, 1910.

Bathsheba B. Littlefield, his wife, Sept. 29, 1867.

Olive L., daughter of Silas N. and Bathsheba B. Littlefield, Nov. 15, 1892—May 6, 1892.

Hilda W., daughter of Silas and Bathsheba Littlefield, Nov. 20, 1895—July 12, 1904.

Thelma May, daughter of S. N. and B. B. Littlefield, Aug. 6, 1897—Sept. 26, 1899.

Sylvester Littlefield, 1886—1942.

Capt. Samuel Littlefield; born May 24, 1819, died Apr. 1, 1905.

Sally G., wife of Capt. Samuel Littlefield, died Sept. 6, 1892, ac. 72 yrs., 11 mos., 14 da.

LITTLEFIELD

Infant daughter of Samuel and Sally Littlefield, born and died Feb. 5, 1862.

John R., son of Samuel and Sally G. Littlefield, died Oct. 14, 1887, ae. 41 yrs., 2 mos.

Capt. Samuel R. Littlefield, 1847—1923.

Marion W., his wife, 1849—Jan. 20, 1932.

Alba F., son of Samuel R. and Irma B. Littlefield, died July 22, 1906, ae. 5 wks.

Annie G., daughter of Samuel R. and Irma B. Littlefield, died Aug. 18, 1917, ae. 13 yrs., 8 mos., 8 da.

Simon D. Littlefield, Dec. 7, 1888, in 57th yr. of his ae.

Simon Ray Littlefield, Esq., departed this life Mar. 31, 1780, in 29th yr.

Thomas D. Littlefield, who died Aug. 30, 1829, ae. 75 yrs.

Mrs. Susanna Littlefield, wife of Mr. Thomas D. Littlefield, who died Jan. 20, 1820, in 76th yr.

Capt. Walter R. Littlefield, May 8, 1849—Mar. 15, 1917.

Hannah Ann Mitchell, his wife, July 11, 1852—Mar. 20, 1905.

Iola A., daughter of Walter R. and Hannah A. Littlefield, May 18, 1896—Feb. 2, 1904.

William Littlefield, born Feb. 14, 1812—May 16, 1890.

Martha M., wife of William Littlefield, born Mar. 31, 1817, died Sept. 21, 1881.

Jeremiah, son of William and Martha M. Littlefield, died Oct. 7, 1886, ae. 26 yrs., 1 mo., 4 da.

William Littlefield, Jr., 1843—1921.

his wife, Harriet Louise Willis, 1854—1918.

their daughter, Rose Idelle Littlefield Sheffield, her

husband, Homer Augustus Sheffield, 1862—1933.

William Green Littlefield, born Dec. 30, 1819, died May 27, 1885.

Emily Abby, his wife, born Apr. 30, 1827, died Dec. 7, 1901.

Nathaniel Green Littlefield, son of William and Elizabeth Littlefield, died Aug. 20, 1797, ae. 7 yrs., 9 mos.

Whitman W. Littlefield, Aug. 17, 1841—Feb. 15, 1914.

Mary M. Dodge, his wife, Apr. 6, 1840—Nov. 13, 1927.

Whitman, B. Littlefield, 1859—1939.

his wife, Ida C. Sprague, 1862—1931.

Ida C., daughter of Whitman B. and Ida C. Littlefield; born Jan. 20, 1886, died Nov. 15, 1887.

Francina E., daughter of Whitman B. and Ida C. Littlefield; born Dec. 3, 1884, died Mar. 15, 1894.

William C. Littlefield, 1848—1927.

Bathsheba C. Dodge, his wife, 1853—1931.

Infant son of William C. and Bathsheba C. Littlefield, died Aug. 18, 1881.

Myrtis B., 1891.

William H. Dodge, 1874—1924, his wife,

Octie M. Littlefield, 1883—1940.

Ethiel W., son of William, Jr. and Annie R. Littlefield, died Aug. 13, 1872, ae. 5 mos., 8 da.

LOCK

Ann, ye wife of Nathaniel Lock, who died May 11, 1755.

Dorothy, y daughter of Nathaniel and Ann Lock, died Nov. 3, 1849.

William Lock, drown Aug. 18, 1899, in his 56 yr.

An English Sailor, erected by his friend.

MACOMBER

Elijah Macomber, Jr., born Plymouth, Mass., Sept. 17, 1829, died New Shoreham, Nov. 3, 1878.

Alice Maria, wife of Elijah Macomber, Jr. and daughter of Samuel W. and Rosina Rose, who died Sept. 18, 1854, in 30th yr.

Madeline E., daughter of Horatio and Sarah J. Milliken and wife of Clarence C. Markham, May 2, 1875—June 8, 1899.

MALOOF

Peter Maloof, 1886—1939.

McCARDELL

Philip McCardell, 1833—1917.

McLINLOCK

Andrew C. McLinlock, 1868—1942.

Lilly Ashton, his wife, 1873.

Gordon A., 1910—1941.

MAITLAND

Charlotte D. Maitland, 1870—1945.

MILLER

Jean Graham Miller, 1922—1939.

[to be continued]

RHODE ISLAND HISTORICAL SOCIETY

NEW MEMBERS

November 27, 1953 — February 28, 1954

- | | |
|--|--|
| Mr. H. Cushman Anthony | Miss Mary G. Munson |
| Miss Jeannette D. Black | Mrs. Edwin E. Nelson
Pawtucket, R. I. |
| Miss Barbara Bridgford
Riverside 15, R. I. | Mr. Philip G. Nordell
R.D. 1, Ambler, Pa. |
| Miss Kathryn M. Carley | Mrs. Walter Perry, Jr.
Barrington, R. I. |
| Mr. George H. Cicma | Miss Margaret R. Rodewig |
| Miss Dorothy Downs | Dr. Lee G. Sannella |
| Mrs. Arthur J. Feltham | Mrs. Lee G. Sannella
Edgewood 5, R. I. |
| Mrs. John R. Frazier | Mr. Robert Vose Simpson
Valley Falls, R. I. |
| Miss Margaret A. Fuller | Mr. F. Snowden Skinner |
| Mr. W. Ronald Gill | Mrs. Harold D. Stone |
| Miss Anne W. Handley | Miss Olive Enslin-Tinder
Duxbury, Mass. |
| Mr. George Locke Howe
Fulton, Maryland | Mr. Lewis D. Tyler |
| Mr. John L. Hulteng
Gaspee Plateau 5, R. I. | Mrs. Lewis D. Tyler
Edgewood 5, R. I. |
| Miss E. Anna Johnson | Mr. Anthony E. Williams
Pawtucket, R. I. |
| Mr. John Courtland Knowles | Miss Marion Wood |
| Mrs. John Courtland Knowles | |
| Mr. Francis Madeira | |
| Mr. Joseph A. Mackey
Cranston 10, R. I. | |

LECTURES

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| April 14, 1954, Wednesday | STATED MEETING | 8:15 p.m. |
| The Jews in Rhode Island | | |
| WILLIAM G. BRAUDE, Rabbi of Temple Beth El | | |
| May 12, 1954, Wednesday | | 8:15 p.m. |
| The Beginnings of Printing in Rhode Island | | |
| BRADFORD F. SWAN, Member of the staff of <i>The Providence Journal</i> | | |

EXHIBITION

May - October
Miniature Paintings