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THE LION AT ROCKY POINT (1920)

Courtesy of Mrs. David Mott

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RHODE ISLAND HISTORY

VOL. VII APRIL 1948 NO. 2

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Old Rocky Point

by HORACE G. BELCHER*

For nearly a century Rocky Point was the most popular shore resort on Narragansett Bay for a day's outing with an excellent shore dinner and a diversity of amusements amid scenes of beauty. Its popularity was wide spread, for it drew excursions from all parts of New England. Trains, often of ten or a dozen cars, discharged their passengers in the old railroad yard along Canal Street below the Union Depot on Exchange Place. From here the excursionists walked to the steamboat wharf on Dyer Street, where they embarked on boats of the American Steamboat Company, later the Continental Line; or its successor, the Providence, Fall River & Newport Steamboat Company, for the pleasant sail down the Bay to their destination in Warwick—a mass of rocks, hills, caves, and greensward with roads winding past a score of amusement attractions.

The tide of excursions reached its flood between the 1870's and the end of the century. It began to ebb in the first decade of the present century, an era that saw the beginning of the gradual disappearance of the great fleet of excursion steamboats running to the shore resorts which once lined both sides of upper Narragansett Bay. Rocky Point's golden era had ended long before the hurricane of September 21, 1938, leveled the buildings of the resort in a few hours.

* Mr. Belcher is a well-known newspaper man in Providence.

An attempt under another management to rebuild them failed and for nearly a decade the old resort, one of the first established on the beautiful Bay, was closed. Under new owners it is proposed to restore Rocky Point, opening a new era, with automobiles and motor busses replacing the boat ride as its principal means of access.

Throughout its nine decades of activity, Rocky Point saw a long succession of resorts open and close on the shores of the Upper Bay, until when the hurricane came, but one other remained. Smith's Palace, advertised before 1843; Mount Hope, advertised in 1847, but dated earlier; Horn Spring; Vue de l' Eau; Nayatt Point; Warwick Neck; Portsmouth Grove; Mark Rock; Silver Spring; Golden Spring; Ocean Cottage, later Boyden Heights; Field's Point; Cherry Grove, later Camp White; Oakland Beach; Cedar Grove; Walnut Grove; Vanity Fair; Bullock's Point, later Crescent Park—all were popular; some, for long periods. All served shore dinners, ever a noted feature at Rocky Point. Only Rocky Point and Crescent Park now remain amusement resorts.

Among these resorts, Rocky Point was unique, for while it began and ended its first era as a shore resort, it was for two decades a fashionable summer resort as well, popular with guests from New York, Philadelphia, and the West. The Rocky Point Hotel, a three-story structure with three hundred rooms, was built in the 1860's and burned, together with the dining hall, the boathouse, and other buildings, on March 16, 1883. Its commanding location on a hill overlooking the steamboat wharf gave it a superb view up and down the bay. Excursionists were not welcomed on the hotel grounds, which had its own stable and boathouse.

The hotel is described by J. R. Cole in *History of Washington and Kent Counties*: "A conspicuous object as one nears the massive rocks which line the shore of the Point, is the Rocky Point Hotel, an imposing structure, three stories in height, very commodious, with a splendid prospect from its windows and of sufficient capacity to accommodate 300 boarders. It is a first class house in construction and appointments."

During the late 1870's and the early 1880's the hotel was managed by Louis H. Humphrey, manager of the old City Hotel and first manager of the Hotel Narragansett in Providence. The Rocky Point Hotel was noted for good food, which was supplied from the Rocky Point farm at the north end of the grounds. The baseball park later occupied a part of the farm. During the 1870's and later, George White was boss farmer. The hotel livery stables on the entrance road were popular with guests who wanted to spend an afternoon driving in the pleasant country of Warwick. Driving, boating, sea bathing, fishing, and enjoying the view from the main piazza were the diversions of hotel guests in those days at Rocky Point as at Narragansett Pier and elsewhere along Rhode Island shores. The old hotel register, beginning in June, 1878, till September, 1882, is now in the Rhode Island Historical Society's collections.

Rocky Point had its beginning as a shore resort about 1847 when Captain William Winslow landed his passengers there on a Sunday School outing. He was master and part owner of the *Argo*, a small steamboat brought here from New Jersey and owned by Capt. B. B. Barton, N. Drown, and Capt. Winslow. It was "a stubby craft, lacking the size, speed and elegance of some of the other excursion steamers." The *Argo* first ran between Providence and Warren, but under Winslow later went into the excursion business for the summer season.

Excursions down the Bay were even then not new, for the *Firefly*, built in 1812 for Hudson River service and the first steamboat to round Point Judith, carried the "Cherry Excursion" on July 26, 1817, from Providence to Steep Brook at Fall River. Later, on one of its regular Providence-Newport runs, it carried a Springfield, Massachusetts, excursion to Rhode Island's first capital city. By 1848 daily steamboat connections between the Providence & Worcester Railroad and Smith's Palace were being advertised.

Capt. Winslow secured permission from Jasper Lyons, whose wife with her sister owned the place, to land his

Sunday School excursion at the Point. The excursionists were ferried ashore in small boats from the *Argo*, landing on the rocky shore about where the steamboat wharf was later built. As there were 520 persons in this first party, putting them ashore and then bringing them out to the *Argo* at the end of the day must have been a lengthy task. But they were enthusiastic over the place, and a week later Winslow took the Sunday School of the First Congregational Church of Providence to the Point for an outing. In July, 1838, they had gone to Mount Hope.

In somewhat similar fashion excursionists already were being landed from another boat, the *John R. Vinton*, at Smith's Palace, probably the first resort established on the Bay. This resort was located in what is now Edgewood, near the Cranston-Providence line, at what later was called Kirwin's Beach. Smith's Palace was advertised as early as 1843. Here passengers were transferred from steamboat to a shallow draft schooner. The *John R. Vinton* also advertised Rocky Point excursions before 1850. Rocky Point passengers were landed in small boats until Capt. Winslow built a wharf there.

Realizing its possibilities as a shore resort in connection with his boat, the *Argo*, Capt. Winslow lost little time in buying Rocky Point. It had long been held by the Stafford family and was then owned by the two Stafford daughters, Mrs. Phebe Lyons, whose husband had permitted its use by the first excursion, and Mrs. Mary Holden, wife of Thomas Holden. Winslow bought one-half of the 89-acre tract from Mrs. Holden in 1847 for \$1200 and a little later secured the other half from Mrs. Lyons for about the same price.

He installed flying horses and swings, built a clam dinner hall, and made other improvements, including the building of a wharf. He called it "Winslow's Rocky Point" and developed it so successfully that by 1851 it was the most popular shore resort on the bay. He continued to add attractions and to improve it from his yearly profits.

At first, Rocky Point landings were confined to the *Argo*, which ran twice a day from Providence, with a fare of



THE WHARF AT ROCKY POINT (1906)
Note the famous lion at the end of the wharf.

Rhode Island Historical Society Collections

Gift of Mr. Walter E. Hallam

twenty-five cents. But soon other boats began to land passengers there. In 1852 when the *Canonicus*, built in 1849 for the Fall River Iron Works, wished to land excursionists from Fall River and elsewhere, Capt. Winslow charged them a landing fee of twenty-five cents, the same as the fare rate on the *Argo* from Providence; *Argo* passengers had free admission to the Point.

This was the beginning of a practice which allied the interests of resort owners with those of certain boats or steamboat lines. It later led to active and sometimes demonstrative rivalry between boats for the privilege of landing at wharves tied up by agreement to other transportation interests. Rocky Point continued to be owned by steamboat interests from the time of Winslow to that of Col. Harrington in 1910, and even later there was a close understanding between the resort and the steamboat company.

"Mother" Winslow took charge of the clamhouse and the resort while her husband was bringing in excursionists on the *Argo*. Business grew while Rocky Point's popularity increased and spread outside Rhode Island. Through the years it remained as it had begun, a clean resort, as popular with church organizations as with all others. For many seasons no excursions were run on Sundays and until about the last two decades of the century, Rocky Point closed with the departure of the last boat at six in the afternoon on Saturdays and remained closed on Sundays.

Another resort with different standards was opened just below Rocky Point, on the shore of Warwick Neck, by J. A. Littlefield, who called it Horn Spring and brought Smith Shaw, a noted bakemaster, to make the clambakes. Horn Spring had a large dance hall, a roulette wheel, and other gambling devices as well as liquor, evils banned from Rocky Point. Littlefield first tried to have his patrons landed at the Rocky Point wharf, from whence it was an easy, short walk to Horn Spring. When this was denied, he built a wharf of his own and chartered the steamer *Baroso* to run direct to Horn Spring. The *Josephine Clifton* also landed there, and the *Canonicus* ran there regularly.

Capt. Winslow found that many excursionists took the Horn Spring boat and then walked up the beach to get to Rocky Point. He figured that unless they took the *Argo*, his own boat, or a boat with whose owners he had a landing arrangement, they owed him a quarter as his landing fee. He therefore built a high board fence across the beach to keep them out; he did not care for the Horn Spring class of patrons.

Rocky Point was described in glowing terms by Joseph Banvard in *A Guide to Providence River and Narragansett Bay from Providence to Newport*, published in 1858 at Providence by Coggeshall & Stewart, stationers and booksellers at 17 Westminster Street. This was perhaps the first of a number of popular booklets describing the Bay and its shore resorts, for sale to excursionists on the Bay steamboats.

"It is one of the most beautiful and romantic spots on the bay. It is now owned by Mr. Winslow, who seems to have spared no pains to make it as attractive as possible. Its numerous trees, its uneven ground, its wild and massive rocks, piled up in most grotesque confusion, forming caves and subterranean passages of singular character, its solitary walks, its bowling alleys, swings, fandangoes, flying horses and chariots, with its amphitheatre, convenient sandy shore for bathing, and its extensive open shaded saloons furnished with the various non-intoxicating refreshments, serve to render this a most desirable summer resort."

The Spanish fandango resembled the later Ferris wheel, first seen in Rhode Island at Rocky Point. The flying horses are readily identified as the merry-go-round or carousel. In one form or another, both have remained prime attractions. A writer recalling the Point as it was in the 1880's mentions both, as well as a Camera Obscura and a tame bear that drank sarsaparilla.

Another of the numerous guides to Bay resorts describes Rocky Point as "a place of romantic dales and hills and lawns and groves and rocks and caves," "the lovely Eden of our bay," and "a terrestrial elysium." At a later date the American Steamboat Company said on its advertising cards that Rocky Point had "natural scenery unsurpassed in New

England." As the steamboat company then owned the place, it may have been somewhat prejudiced, but unquestionably Rocky Point was a beautiful spot in its earlier days, when it was more heavily wooded.

Captain Winslow owned and managed Rocky Point for eighteen years, a period of sustained development and increasing popularity, whose only interruption was a brief closing in 1857. Rock Cottage, a large dormitory for the park employees, was added, as well as other improvements. Rock Cottage yet stands on the crest of a hill overlooking the site of the old dining halls.

The Forest Circle, later called the Forest Casino, a rustic theatre, said to have been the first at any Atlantic shore resort, opened in the 1860's with a minstrel show, then and for many years afterward, the most popular form of American stage entertainment. The Circle continued to present negro minstrels for a number of years. The opening attraction was Duprez and Greene's Minstrels, organized in Providence by Charles H. Duprez and J. A. Greene.

Duprez was a French-Canadian from New Brunswick, who came to Providence by way of Woonsocket. Greene was a local theatrical man, who later had J. A. Greene's Mocking Bird Minstrels, a not too successful troupe. Duprez began his amusement career running the Spanish fandango at the Point and went on to become one of the most successful minstrel managers in America. After forty years in minstrelsy he ended as he had begun, running a boat merry-go-round at Crescent Park.

Duprez and Greene's Minstrels went on the road at the end of each Rocky Point season and developed into Duprez and Benedict's New Orleans Minstrels, for twenty years one of the most popular minstrel troupes. Lew Benedict, for fifteen years his partner and one of the best known of end men, was a native of Pawtucket.

Another early attraction at the Forest Circle was a troupe of female minstrels, the first seen in New England. This company was organized in Providence by Noah D. Payne. He called it The Forrest Amazons, his stage name being Frank Forrest. The Amazons carried a few men, of course,

for women are not yet singing bass, but except for the interlocutor, the entire minstrel circle was composed of women. Payne toured New England with them after Rocky Point closed its season. He later published the Providence *Morning Herald* and in his last years had a printing office on Eddy Street.

"Big Dick" Melville, who as a boy in 1858 ran away from his home in Providence to join a tent circus minstrel show, spent his summers in the early 1870's running the Forest Circle with a stock female minstrel company before and after his last engagement in 1877 with Buckley's Sereaders. Jerry Cohan and his wife, Nellie Costigan of Fox Point, played summer engagements regularly at the Forest Circle, with their Irish specialties, "The Dublin Dancing Master," "Paddy Miles the Irish Boy," and "The Dancing Professor." Later The Four Cohans: Jerry, Nellie, George M. with his fiddle, and his sister Josephine, a graceful dancer, were seen there.

In the 1860's Byron Sprague, son of the first Governor William Sprague (1838-1840) and cousin of Amasa and Gov. William Sprague (1860-1863) with whom he had been associated in the A. & W. Sprague Mfg. Company, bought Rocky Point from Capt. Winslow for \$60,000. Sprague had retired from the great manufacturing firm in 1862. He started improvements at once and during his ownership spent lavishly on the place.

In 1865 he built a large, square, three-story dwelling for a summer residence on a water front hill overlooking the shore drive and the resort and beside the hotel. A broad piazza surrounded the lower story, and a large, square cupola surmounted the centre of the roof, affording a wide view in every direction. The house faced the Bay in the direction of Newport and was built with the lavish disregard of expense characteristic of the Spragues. The doors were of solid mahogany, and the appointments and furnishings were in keeping.

This was known as the Mansion House and in later years was occupied by the general manager of the steamboat line then owning the Point. When Col. Harrington man-

aged Rocky Point, he had his office and living quarters on the second floor, the first floor being a restaurant and cafe. After Sprague's time, the large refreshment garden, opened on the grounds in the rear, was popular; it had a capacity of about 1000. The house burned in 1919 in the second of the Rocky Point fires.

Byron Sprague also built the tall observatory tower so long a landmark of the Rocky Point sky line. During a comparatively brief ownership he is said to have spent \$300,000 on Rocky Point. The observatory, set on the crest of a height overlooking the Bay, had a total height of two hundred fifty feet above sea level. It afforded a magnificent view for many miles in every direction, including one of Newport. Each of its eight sides had a window on every floor.

A winding stairway with broad landings on each of the ten floors led to the top, which was often filled with spectators on clear days. Age and decay finally forced its removal as a safety measure.

A long period of ownership by steamboat interests began in 1869, when the American Steamboat Company bought the resort. They were then operating *Bay Queen* (1865-1904), *What Cheer* (1867-1916), and *City of Newport* (1867-1915). *What Cheer* ran to Mark Rock, Cedar Grove, Ocean Cottage, and Field's Point; but the others served Rocky Point, the *City of Newport* continuing on to her home port.

During its ownership between 1869 and 1876 or 1878—authorities differ—when title was transferred to the new organization, the Continental Steamboat Company, a reorganization of the American, spent another \$200,000 in improving and promoting the Point. "King" Hiram D. Maxfield, who had made it noted for its shore dinners, moved in 1869 up and across the Bay to the new Silver Spring on the east shore just below Squantum, but Rocky Point continued to uphold its reputation for clambakes, served in a big dining hall, which was featured by a large fountain in the centre.

Bullock's Point, which later as Crescent Park was to

become Rocky Point's only rival, was developed in 1870; so was Cherry Grove, near by. Two years later, in 1872, Oakland Beach was opened in opposition. Here shallow water made steamboat landing difficult, and even the coming of the Warwick & Oakland Beach Railroad in 1877 did not save it as a shore resort. The railroad had a Rocky Point station, but passengers disembarking there had a long walk to get to the resort. When the line was electrified in 1900, a loop was extended into the grounds, and the open bloomer cars brought thousands of passengers, landing them near the baseball park.

Rocky Point in the 1870's had the hotel; the observatory; a "mammoth dining hall;" cement walks; flying horses; bowling alleys; shooting galleries; a well filled monkey cage; Katie, the bear that drank sarsaparilla from the bottle; an inclined railroad; "passages under rocks of a thousand tons weight," and "mounds filled with cartloads of clam shells enclosed with picket fences."

In 1875 the American Steamboat Company put the *Crystal Wave*, a fast and popular boat, on the Rocky Point and Newport run. They already had added *Day Star* (1873-1923) to their fleet, but business was so good, especially to their own resort, that they needed the *Crystal Wave* for her speed. Rocky Point remained the most popular resort on the bay and the first interest of the steamboat line. Passengers who held tickets for other resorts frequently found themselves carried to Rocky Point because nearly all of the Continental boat passengers were headed for that spot.

In "Letters to the Editor," published in the Providence *Sunday Tribune* in 1907 and 1908, Frank X. Scheuren and Albert W. Davis of Providence, who as youths worked there during summer seasons, described Rocky Point as it was under management of Louis H. Humphreys in the late 1870's. Said Scheuren:

Business at Rocky Point began on the coming in of the first boat between 8 and 9 o'clock in the morning, closing at 6 o'clock in the evening. At this hour all amusements were closed, after which came a general cleaning up of all amusement places. Even the streets were swept by the

waiters . . . With brooms on their shoulders . . . the waiters would march up in front of the Buffum Mansion, then right about face, they began to sweep the street down as far as the stable. Generally all was quiet at 10 o'clock.

Those were the days when we did have excursions. Every day in the week old Rocky Point would be crowded with visitors. You can imagine the number of people coming there when we had such boats as the *Crystal Wave*, *Richard Borden*, *Canonicus*, *Bradford Durfee*. I must not forget the good old *Day Star*, then a new boat.

Sunday Rocky Point was a holiday, closed all day, nothing going on except at the hotel. No liquor was allowed to be sold on the grounds. You could not get a drink of liquor unless you brought it with you, unless you dined at the hotel, and then you ran the chance of going to the lockup if you were caught on weak knees.

The summer seasons at Rocky Point did not begin in those days until the first week in July and closed on the first week in September. [Those dates marked the closing and opening of Providence schools.—H.G.B.] All the noted excursions and fraternal organizations went to Rocky Point. Crowds upon crowds of people could be seen daily from all parts of New England. The crowds at times would be so great that Mr. Humphreys often had to telegraph to Providence to send an extra boat after 6 o'clock to take those home who happened to be left, for the last boat left Rocky Point at 6 p. m.

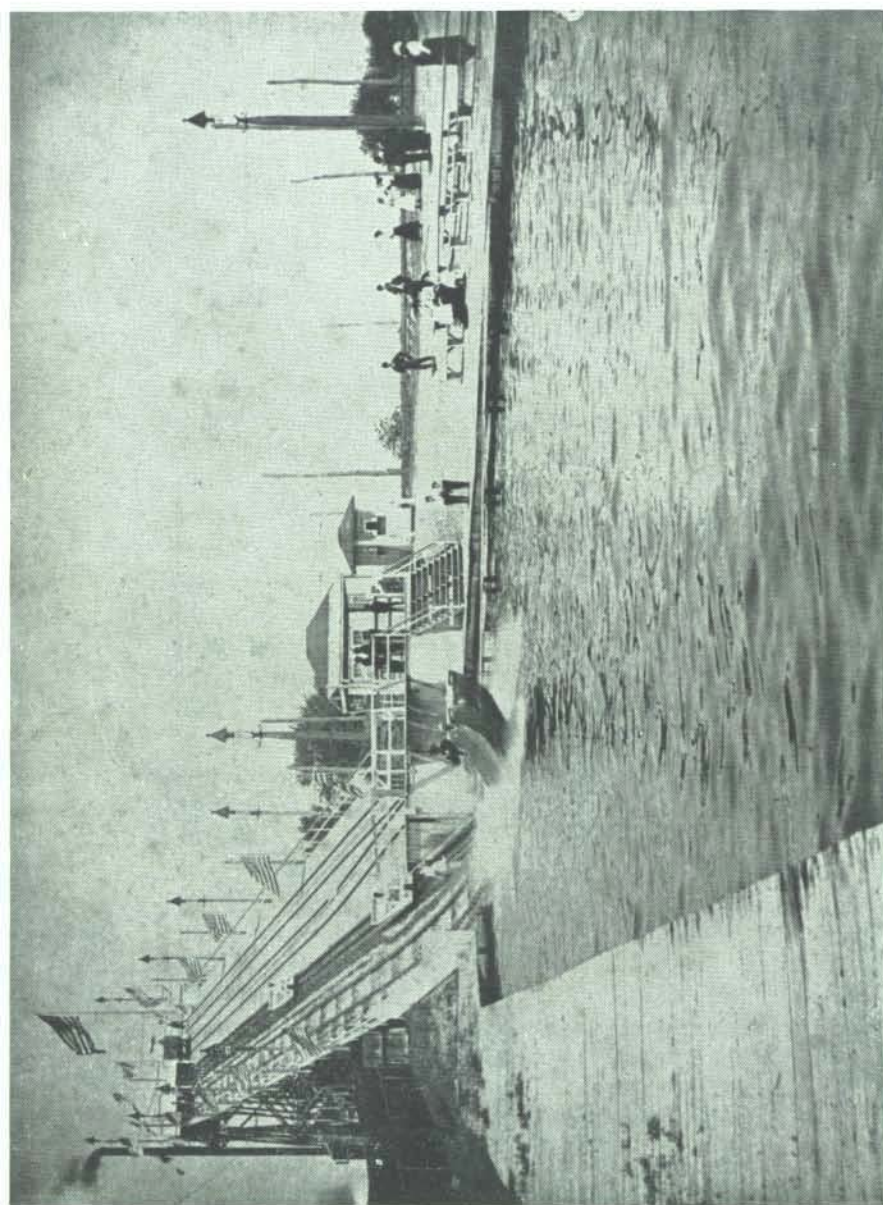
All the soft drinks and the ice cream were manufactured on the grounds. The cream and milk for the manufacture of ice cream was supplied by Mr. Ben Gorton of Providence. It was the real stuff, too. As I had the handling of it, I know what it was. Ice cream was frozen by hand in those days, 3½ gallons at a time. Strawberry, vanilla and lemon were the only kinds made for the public. The fancy ice creams were only orders for the hotel. They were seldom made. Our biggest and most profitable days were the Scotchman's and Alfredian's days.

Older Providence residents will remember the posters seen in store windows to advertise Scotch Day at Rocky Point. They were headed "Dinna Ye Hear It!" and had a large picture of a Scotch lassie in tartan kilts, shown dancing among crossed claymores on the ground. Scotch Day continued late in the Rocky Point era. The annual outing of the Ancient Order of Hibernians was another big event for many seasons. Their posters were of green paper.

But excursions were not the only big days. On the night of July 4, 1872, the *River Belle*, built for the Rocky Point run as a counter attraction to the newly opened Oakland Beach, is said to have carried more than 3000 passengers on her last trip from Rocky Point to Providence.

THE TOBOGGAN AT ROCKY POINT
Built 1878; operated by Edward Tatno.

Courtesy of Mrs. Joseph Tatno



A fire started in the hotel on the morning of Saturday, March 16, 1883, and soon got beyond control, even with the Little Giant, a fire engine kept in the hotel basement and operated by the few employees then on hand. Mrs. E. G. Gray, wife of the Rocky Point manager, sent a call to the Continental Line office in Providence for help. Although the line had at least seven steamboats, not one was then at her Providence berth. So A. Livingston Mason, the general manager, chartered the rival *Canonicus* to send Providence firemen and apparatus to Rocky Point.

When the firemen, under Chief George A. Steere, tried to put Engine 10 from the Burnside street station on board, they were prevented by the boat's hog frame. Engine and firemen had to wait arrival of the line's *City of Newport*, then on her way up the bay. The *Newport* made a fast run, but reached the Point too late to save the big hotel, the clam dinner hall, the boat house, and several other buildings. The other buildings were rebuilt, but the hotel was not replaced. With its passing Rocky Point lost its dual identity as a popular resort for summer guests and for excursionists.

The steamboat war, lasting six years, which followed the organization of the Shore Transportation Company by Capt. George B. Hull in 1884, frequently made Rocky Point wharf a scene of turmoil. Most of the clashes between boats of the opposing lines were for landings at the nearer shore places, but the steamboat owners of Rocky Point fitted its wharf with heavy timbers, tipped with iron spikes and ran these timbers out when any opposition boat tried to land passengers there. The timbers were run out one day when an opposition boat was seen approaching the wharf. But instead of stopping or veering off, the boat passed the wharf at full speed and so closely that it struck the beams, sheering them off short.

The Continental owners then built a high fence of wooden pickets at the end of the wharf. The big double gates in this fence were opened only for Continental Line passengers. But an opposition boat rammed the wharf and demolished the fence, which was soon replaced in another location. A picture of the wharf in 1893 shows the barrier

located a short distance inside the shed that covered half or more of the water end of the wharf.

This picture also shows the cast-iron lion which stood fastened to a rocky ledge where the wharf reached the shore. A child is seated on the lion's back, as many thousands of other children rode it until vandals smashed its head after the 1938 hurricane. The belief held by some that there were two of these lions, one on either side of the head of the wharf, rises from the fact that the lion originally was on the right as one came up the wharf from the boat, being removed to the opposite side when the big addition to the older dining hall was built.

Another older fixture not so well remembered, was the steamboat ticket office near the head of the wharf. It was round, like the pilot-house of an early steamboat—which is what it had been. For this is said to have come from the old *King Philip*, which ran between Fall River and Providence. The *King Philip* was built in New York in 1832 for the Fall River Iron Works. It ran on the Bay until about 1852 and was then sold to New York owners. It later was on the Boston-Nahant run, and it ended as a towboat in New York harbor, where it was wrecked in a squall. With a 120-foot length, the *King Philip's* beam was only 19 feet 8 inches.

The *King Philip* is said by Edwin A. Patt of Barrington, Executive Secretary of the Steamship Historical Society of America, to have had the first steam whistle used on any boat. It was made by her engineer, Stephen D. Collins, in 1841 or 1842. Collins copied it from the whistle used on one of the early locomotives of the Boston & Providence Railroad. Previous to this, steamboats had signalled with the safety valve, the escaping steam sounding over a long distance.

Col. Randall A. Harrington took control of Rocky Point in 1888 and managed it until his death on October 13, 1918. He and his first wife early worked for Simon Henry Greene in the Clyde Bleachery & Print Works. Through Mrs. Harrington's initiative, Mr. Greene sublet floor space in his works for the Harringtons to hemstitch the bandan-

nas (handkerchiefs) printed there, and made arrangements between them and his New York converter. The Harringtons thus became employers in their own right and their operations being profitable, they were able to obtain capital for Harrington's subsequent enterprises, culminating in Rocky Point.

Col. Harrington leased the Point in 1888 from the Continental Line and twenty-two years later, on November 10, 1910, he bought it from the Providence, Fall River & Newport Steamboat Company, successors to the Continental. The purchase price was \$250,000, Harrington being credited with \$25,000 for the big dance hall and other buildings he had erected as lessee. He added more new buildings and many amusements and made the place perhaps the best known shore resort in New England.

Col. Harrington advertised Rocky Point all over New England and drew great crowds on Saturdays and Sundays. The dinner hall often used one hundred or more bushels of clams in a day. For a number of years these clams were supplied by John H. Northup of Apponaug. Charles E. Lyon, who had been in charge of the bakes at Field's Point, was brought to Rocky Point in the first decade of the century and a new addition to the dining hall increased its capacity to 2500.

In a 36-page booklet of illustrations of Rocky Point issued about 1912, a partial list of attractions there included a Thompson scenic railway with over two miles of track; a new, larger Ferris wheel; Merry-go-rounds of the latest type; a new Roller Coaster "circling among the tree tops;" the Frolic; Carousels; Aerial Swings, Swinging Boats; the Mystic Bower; a large Midway; a vaudeville; and a motion picture theatre.

There was a large band stand on the Midway, where band concerts were given, featured at one time by a novel presentation of the famous "Anvil Chorus" with the boom of cannon replacing the clang of the anvil. Many of the larger excursions which came from points as far distant as Maine, brought their own brass bands with them. Another Midway attraction was a "New Carousel," just com-

pleted, which had "four rows of jumping horses" and an \$8,000 organ, "largest and finest in America, which reproduces the effect of a 60-piece band." For a number of seasons the Providence Grays, representing in the International or Eastern Leagues the city which won the first world championship while in the National League, played Sunday home games in the baseball park, which seated one thousand people in bleachers or in a covered grandstand.

Col. Harrington extended his amusement enterprises beyond Rocky Point and at one time controlled Crescent Park on the Bay and had the refreshment concessions at Roger Williams Park in Providence and the park in Attleboro. About the first decade of the century he brought the floating theatre "Columbia" to Providence from New York, moored it at the lower end of Crawford street bridge and for several seasons ran it as a vaudeville house.

After his death in 1918, his widow, Mrs. Amelia V. Harrington, and his son, Randall A. Harrington, Jr., leased Rocky Point to Paul and Alfred Castiglioni of Providence. About 1923 this partnership was terminated and Paul Castiglioni organized the Rocky Point Amusement Company, which operated the resort until the September hurricane of 1938 flattened most of the buildings, just as the season was ending.

Early in the Castiglioni administration Rocky Point had its second major fire. The old Sprague mansion, long known as the Mansion House, burned in 1919 soon after the close of the season; it was a total loss, there being no insurance. On its site was erected a cafe building for offices and a restaurant serving a varied menu.

Following the hurricane with its wholesale destruction, Rocky Point was returned to its owners, the Harringtons. It was leased in 1939 to Thomas F. Wilson of Providence and others, whose organization started a great dining hall to seat 3500 people and also restored the mechanical equipment of the big, covered swimming pool. Difficulties arose, and they retired without completing the restoration of the resort. Real estate promoters, attracted by the beauty of the place, showed interest in its possibilities as a site for

country homes, until they found the rock formation was so widespread that blasting would be necessary for many cellars. Oil interests tried to get it as a site for oil tanks, but Mrs. Harrington declined thus to mar the beauty of that section of Warwick.

The Harringtons reopened Rocky Point with restricted activities in the seasons of 1940 and 1941, but these were its last until this year. The Point had been proposed as a State Park, but a bill to this effect died in the General Assembly. After fifty-seven years of Harrington control by lease or ownership, Rocky Point passed from the Harringtons to the Studley Land Company in 1945. Two years later it was sold to its present owners, Rocky Point, Inc., headed by Frederick Hilton, a veteran amusement park operator of Woodside, Long Island, with Joseph Trillo of Providence as treasurer, who have announced plans to restore Rocky Point to its former position as a leading Rhode Island attraction.

The author acknowledges his indebtedness to Garrett D. Byrnes, "Narragansett Steamboats and Boatmen," *Providence Evening Bulletin*, July 12-August 1, 1933, an invaluable record of steamboating and shore resorts on Narragansett Bay; Oliver Payson Fuller, *History of Warwick*; J. R. Cole, *History of Washington and Kent Counties*; Frank X. Scheuren and Albert W. Davis, in "Letters to the Editor," *Providence Sunday Tribune*, 1907 and 1908; Edwin A. Patt, Executive Secretary, Steamship Historical Society of America, Barrington, R. I.; Dr. George F. White, Cranston, R. I.; Mrs. Amelia V. Harrington and Randall A. Harrington, Jr., Providence, R. I.; Mr. Henry Greene Jackson, Providence, R. I.; and others who recall old Rocky Point.

Lecture

Wednesday, May 5, 1948 — 8:15 p.m.

Dr. Philip Batchelder

President of the Providence Medical Association

PROVIDENCE THROUGH THE STEREOSCOPE

Exhibition

April 5 - May 7

PAPER WEIGHTS

From the collection of Miss Ellen Dexter Sharpe

James Brown's Diary (1787 - 1789)

Transcribed and annotated by CLARKSON A. COLLINS, 3RD

(concluded from v. 7, no. 1, p. 11)

[Sept.]

- 1st. rain 2 & 3^d. fine weather for Commencement—very full
 4th. & 5th. very hot.
 6th. cooler 7th. rain. S. Smith⁴⁷ is burried. & to y^e 12 grows cooler
 19th. Mess^{rs}. N. B. & H. Otis⁴⁸ come to town
 20th. T. Francis⁴⁹ arrive, we all dine at Spring-green
 21st. we go to the Country
 22^d to P^t. Pleasant 23th. return to Boston Bethune & Otis.
 We to P.

⁴⁷ Sally Smith, James Brown's first cousin, was the daughter of Job and Ruth (Harris) Smith. She died September 6, 1788, in her nineteenth year. Arnold, *Vital Records*, v. 14, p. 279.

⁴⁸ James Brown's Boston friends, Nat Bethune and Harry Otis. Nathaniel Bethune was a fellow member of the class of 1780 at Harvard. Another classmate, Ephraim Elliot, sums up Bethune's life in the following words: "a well fitted scholar — turned out dissipated, became in intemperate man — was a wholesale liquor dealer." Elliot's judgment of James Brown was: "the son of a very rich man in Providence. Has not been known in Society out of that town." *Publications of the Colonial Society of Massachusetts*, v. 19, p. 291.

Since the first portion of this *Diary* was published in October, 1947, Mr. Frank Hail Brown has communicated a bread and butter poem evidently written by Bethune, Otis, and Charles Vaughan on the occasion of their previous visit in February, 1788. (See *Rhode Island History*, v. 6, no. 4, October, 1947, p. 103.)

Adieu! to every pleasing scene
 To the soft pleasures of Spring Green
 To plaintive songs & pleasing dances,
 To Abby & Sophia Frances
 To the allurements of this town
 And to the charming Sally Brown
 To Sally Smith & Sally Page
 To all to whom our joys are owing
 To Nancy, Betsey, Fanny Bowen
 No others now win to our notice
 Charles Vaughn, Nat Bethune, Harry Otis.

⁴⁹ Either Tench Francis (1730-1800) father of John Francis (see Note 10), a prominent Philadelphia merchant and first cashier of the Bank of North America; or Thomas Willing Francis (1767-1815), Tench's son and John's brother, director of the Insurance Company of North America and of the Bank of Philadelphia. *The Pennsylvania Magazine of History and Biography*, v. 49, no. 1, p. 82-85.

- 26th we dine at Capt Gramon⁵⁰
 27th The Family go to P^t Pleasant
 29th we all return
 This month has been very pleasant and warm, but little rain
 30th the wind N. E. cloudy. The first Touch of an Equinox gale.

[Oct.]

- 1st & 2^d N.E. weather, chilly & cold
 3^d very pleasant 4th Wind S.E. rain
 5th cool 6th clouds up 7th rain ware house next Bennetts burnt in the Night—between 12 & 2 of 8th Drisly N. E.
 9 & 10th fine weather—11th a N. E. rain
 14th T. F. and I left Providence on our way to Philad^a at 4 Ock P. M. to Newport half past 9
 15th attempted going to P^t Pleasant the wind being ahead for N. York returned in Eve.
 16th Wind still ahead very fair
 17th ahead for N. York
 18th comes fair. I go to P^t Pleasant with M^r Bethune Rapelge Major Lashal & T. Francis return & sup at M^r Champlins⁵¹ leave Newport half past one. Wind N arrive y^e 19th at 9 in Eve opposite Hunt 8 miles from N. York N. E.
 20th we arrived at 9 A M very hard rain at N. York N. E.
 21st Showery. S.W. we leave N. York—P. M. Wind very high at West Stay all night at hackinsack
 22^d get to Newark at Ock in the morn^g—leave it at

⁵⁰ Capt. James Gramont, a French sea captain from Cap François, who settled in Providence and married Mary Nightingale, daughter of Samuel Nightingale, June 2, 1785. *Providence Gazette*, June 4, 1785.

A manuscript genealogy of the Nightingale family compiled by Lewis J. Chace in the Rhode Island Historical Society states that Gramont was born in Bordeaux in 1756 and came to Providence with Lafayette in 1784. He died prior to 1803.

⁵¹ George Champlin, one of Newport's foremost merchants and a prominent Federalist politician, was the son of Colonel Christopher Champlin, wealthy Narragansett landowner and the brother of Christopher Champlin, also a Newport merchant. In 1775 he became Lt. Col. of the 1st. Regiment of Militia. After the war he served two years, 1785-86, as a member of the Continental Congress and sixteen years in the Rhode Island legislature. He was president of the Bank of Rhode Island.

- 11 Ock arrive at Princeton at 9 P.M.
 23^d breakfast at 5, leave by 6 arrive in Philad at 1 Ock of y^e 23^d, hav^e been part of three days on our way thro the Jerseys
 24th is warm pleasant weather in Philad^a, visited sev^l Ladies this morn^g. find every sort of fruit except apples are scarce vegetation not more blasted by the frost than when we left home
 25 & 26th Still very warm rain in the Eve—Spent an hour with Doct^r Franklin, who was very sociable
 27th fine weather, still warm
 28th a N.E. rain & wind 29 & 30th clears to a cold N.W. these two nights there has been a frost which has deaden'd vegetation
 31st is cold—remarkably so for the Season. Ice through the day, glad to put on my thickest waistcoat

[Nov.]

- 1st Novem^b is very pleasant—changes to warm
 2^d we dine at M^r Bingham⁵² tis very warm
 3^d is warm—4th & 5th are very warm days we dine with the windows open—Gen^l Mifflin Late Speaker of the House is chosen President of the State—nem. con
 6th much pleased with the Music of the dutch Concert
 7th very warm dine at Capt Duncanns⁵³ rain the afternoon
 8th clear and grows colder tho no frost ride with J. Liv
 9th a charming day I walk with M^r F. to Holpers and I to Kensington, dine at M^r T. Willings⁵⁴—10th dine with M^r Preist hear the Rivals in the Eve & the Band M^r 10th & 11th a severe Storm of wind & Rain

⁵² William Bingham (1752-1804) one of the outstanding business men of the period, was a founder and director of the Bank of North America and the owner of huge speculative land investments around Binghamton, N. Y., and in Maine. When James Brown dined with him in 1788, he was a member of the Continental Congress. Between 1790 and 1795 he served in the Pennsylvania Assembly and between the latter year and 1801 in the United States Senate. *D.A.B.*

⁵³ Captain James Duncan, who had married Miss Susan Lear shortly after her return to Philadelphia from Providence.

⁵⁴ Thomas Willing (1731-1821) was one of the wealthiest merchants in the United States and president of the Bank of North America. His fortune, around a million dollars, was immense for the time in which he lived. *D.A.B.*

- S. E. clears away warm about 12 Ock of the 11th after a very high tide
 12th is cold. I write to my sister Francis
 13th my letter goes by Cap^t huntington rode with M^{rs}. Binney tis very warm for the Season
 14th rainy & Showers go to tea Henry 4th with M^{rs}. Bingham⁵⁵ & Miss Francis
 15th very pleasant, 16th raw, chilly
 17th rain and chilly wind N. E.
 18th rain and chilly wind N. E.
 19th & 20th at M^{rs}. Haver & Bingham the wind is still N.E. & Rainy very bad walking
 22^d clears up, and the first time in 7 days I see the Sun dine with M^r. Bond the B^h Consul
 y^e 23 wind again N.E. and rain
 24th very warm, dine with M. Fisher⁵⁶ then M^r Paoris [?] on Venison Sup with M^r Binney—write to J. Page by Cap^t Magee an^s to John Vining
 25th Snow, hail & rain, sun shine N.E.
 26th dined at home. Rain 27th rain spent the eve with Doct^r Franklin
 28th The sloop arrives see Sam^l Emlin⁵⁷ & the concert
 29th rain 30th Go to L Morris⁵⁸ with T. Willing fine clear day bad riding

[Dec.]

- 1st at Morris's 2^d return, clear and cold go to the Rie-negles concert
 3^d at M^{rs} Morris
 5th at M^r Emlins M^r Hills & M^{rs}. Binnys, very cold
 6th very cold dine at the governors

⁵⁵ Mrs. Anne (Willing) Bingham, daughter of Thomas Willing and wife of William Bingham (see Note 52 above), whose connections, social, political and financial, were unsurpassed in the nation, was the acknowledged leader of the brilliant Federalist social life of Philadelphia, then the seat of the national government.

⁵⁶ Miers Fisher (1748-1819) Philadelphia lawyer active in Pennsylvania political and business affairs. He was a director of the Bank of North America and of the Insurance Company of Pennsylvania. Through his marriage to Sarah, daughter of William Redwood, he was connected with the Redwood family of Rhode Island. *Newport Historical Magazine*, v. 1, p. 14, George C. Mason, *Reminiscences of Newport* (Newport, 1884) p. 47.

⁵⁷ An eminent Philadelphia Quaker preacher.

⁵⁸ Possibly Lewis Morris (1726-98) of New York, a signer of the Declaration of Independence and an older brother of the statesman Gouverneur Morris.

- 7th Take Leave 8th in the Morn^g leave Philad^a lodge at Woodbridge
 9th arrive at N. York
 10th very cold—11th Chilly
 12th we leave N. York in Cap^t Watson at 5 P.M. S.W. wind
 13th in the morn^g opposite N. Haven becalmed all of a most charming day—wind fair sprung up at 6 P.M. and in the Morning at Sunrise we were opposite P^t Judith pass'd by Newport and got home in the Eve.
 15th I dine with m Sister for the first time
 16th we all dine at Uncle Nich
 17th it snows. Club at W. Arnold⁵⁹
 18th go sleighing the first time not very good
 19, 20 & 21st very cold. The Ship falls down to Spring-Green
 22^d still very cold, Snow
 23^d The Ship Warren Sails for the East Indies. Cap^t Sheldon T. W. Francis⁶⁰ Supercargo, snow the ground not good sleighing
 24th Club at Bournes⁶¹ is still extreme cold. The water in my chamber freezes these sev^l nights.
 25th is Christmas Still cold the river is skimmed over but breaks up by night I dine with M^r. J. Russell⁶² eat Morsels [mussels] at my Grandmothers⁶³ I sup in company at Benj. Pages. 26th J. Francis gives the first dinner in his big room. Smoaky

⁵⁹ Welcome Arnold (1745-98) a prominent Providence merchant and Federalist politician. He was a member of the General Assembly almost continuously from 1778 to 1795, for the greater part of this time serving as Speaker of the House. From 1783 until his death he was a trustee of Brown University. *Biographical Cyclopedia of R. I.*, p. 130.

⁶⁰ Thomas Willing Francis, brother of John. See Note 49 above.

⁶¹ Benjamin Bourne (1755-1808) a graduate of Harvard in 1775 and eminent Providence lawyer. He was the first representative elected to Congress from Rhode Island after the state adopted the Federal Constitution and was twice reelected. The club mentioned by James Brown was without doubt a Federalist political group. *Updike, Narragansett Church*, v. 2, p. 266.

⁶² Probably Hon. Joseph Russell (1732-92) wealthy merchant, trustee of the college and member of the state legislature. See John Russell Bartlett, *Genealogy of . . . the Russell Family*, (Providence, 1879) p. 28.

⁶³ Hope (Power) Brown, mother of the famous four brothers. She was eighty-six years old at the time. *Chad Brown Memorial*, p. 16.

27th. a little moderated for two days, has been an appearance of snow. This day I weigh'd my Fathers plate make about 400. ounces—snow on the ground, not good Sleighing in the country but about town.

[Note at top of page]

for a Roasting Machine at Philad^a— 6/

28th. The River is open it snows, and hails then turns to rain, bares the ground four vessels, 2 ships, 2 brigs go down the Creek

29th. J. Page and myself come to P^t. Pleasant. Clear & warm rains in the night and in the morning of the 30th. Still warm. Cap^t. Whipple lays here in Schooner Ranger bound to Mississipi—

31st. very warm, foggy weather return to Providence. Frost mostly out of the ground. The river all clear of ice The Cold meat Club at Doct. W. Bowens⁶⁴ The first day of Jan^y. 89 is clear, cold weather Cap^t. Casy in Brig Providence sails for Cape Francoise a fine North Wind [later addition] he returns in April following No good sleighing as yet—

[End of Diary for 1788. The following notes are written on the remaining pages of the book.]

8th. Novem^r Saw the play of king Lear—and the Irish Lady— 6/

9th. The Rivals written by M^r Sheridan—and 3

10 The Banditti

12th. The School for wives or the Irish Lady 6/ and the Poor Soldier

14th. Henry 4th—and The Guardian 14/

15th. The School for Scandal, and The Man & Wife & The Pageant, Shakespeares Characters—

Articles J. B. sent for to the E. Indies, by Ship Gen^l Washington, Sailed from Spring-green 22^d Decem^r. 1787, viz—
10 Pieces best Nankeens

⁶⁴ Dr. William Bowen, born March 8, 1747, O.S., died January 19, 1832. He was the son of Dr. Ephraim and Lydia (Mawney) Bowen. He married Sarah, daughter of Capt. George Corliss. William W. Chapin, *Genealogy of One Line of the Descendants of Richard Bowen*, a typewritten manuscript in the Rhode Island Historical Society.

6 fine muslin Waistcoat Patterns—
a Service best blue & white China for Dining Table
a Service Tea China every Piece with the Cypher J B—
also a large Bowel with J. B—

The Whale cast on Narraganset Shore in March 1787 is 62 feet long—19 wide or through—a good one—Penis 11 feet long 14 Inch thro—Suppos'd to yield 45 Barrels of oil the utmost I walked to see it about 6 Miles out—cross'd conanicut Ferrys for the first Time.

End

Richard Bache's letter to his wife describing the inauguration of Washington

as depicted in the John Brown House scenic wall paper.

Visitors to John Brown House are impressed by the scenic wall paper in the dining room. The paper, designed by Nancy V. McClelland, is one of six sets reproduced with stencils and colored by hand. The panels of brilliantly colored wallpaper depict the inauguration at New York of George Washington, the first President of the United States, April 30, 1789. On the east wall is shown the Federal Barge arriving at Murray's Wharf at the foot of Wall Street, followed by a view of the reception committee as it stands under a canopy awaiting the arrival of the Commander-in-chief, and on through a series of scenes to the actual inauguration ceremonies at Federal Hall.

Among the visitors who viewed the procession that day was Richard Bache, son-in-law of Benjamin Franklin. The following letter, now in the library of Yale University and published with their permission, was written to his wife Sally by Richard Bache:



JOHN BROWN HOUSE DINING ROOM
Scenic wallpaper depicting the Inauguration of Washington
Rhode Island Historical Society

Newyork, May 1, 1789

Dear Sally.

Just as the sun set, on the day I left you, I arrived here. Our journey was so rapid and expeditious that I could scarcely believe that I was in Newyork; but so it was, and I met with a very Kind reception.

I was just in time to see the inauguration of the President General; which affecting solemnity was performed yesterday at one o'clock, in the front gallery of the State House, in view of thousands of admiring spectators: After he was sworn in, he was declared from the gallery, by Chancellor Livingston, President of the United States; upon which the admiring crowd gave three cheers, which the President returned with a most gracious bow. He then entered into the Senate Chamber, and delivered to the Senate and House of Representatives an elegant speech, for which I refer you to the newspapers. He then proceeded to St. Paul's Church, where divine service was performed by the Bishop in his pontificalibus[?], to a very crowded congregation. But I must not forget to tell you, that, on his way to the Church, through a numerous collection of spectators, I caught his eye, and had the honor of a very gracious bow from him: this from so great a man in so high a station, I thought myself highly honored by. In the evening we had fire-works, transparent scenery, and illuminations. I intend to wait on his Highness this morning, for there was no doing so yesterday. I esteem myself very fortunate in having arrived in time to see this novel ceremony performed: I only wish it had been in Philadelphia, that you and our children might have seen it, and for a few other selfish reasons.

This day I devote to visits of ceremony, which you know I like exceedingly — but it must be done. My most affectionate duty waits upon my father. Kiss the children, and accept yourself the continued and continual affections of your husband

Rich Bache

The family is well and desire
to be remembered to you all—

C.P.M.

The 126th Annual Meeting

Lack of a quorum because of the stormy weather caused the 126th annual meeting of the Rhode Island Historical Society to be adjourned to January 28.

Mr. Johns H. Congdon, 2nd, Chairman, reported for the Membership Committee a total membership of 1300, the highest on record. There were 104 new members enrolled; 31 lost by death; 22 by resignation; and 15 dropped for various causes, making a net gain of 36.

Mr. Albert E. Lownes, Chairman, reported for the Library Committee. He called attention to the need for a cataloger in the library as soon as funds are available. To make room and to obtain revenue Mr. Lownes suggested weeding the shelves of obsolescent and duplicate material. He touched upon the need for an adequate museum in the State to display items of historical interest and in closing expressed his regret that Mrs. Henry C. Hart, a faithful member of the committee for many years, finds it impossible to continue her services.

Mr. William Davis Miller, Chairman of the Lecture Committee, reported that 620 persons attended nine meetings of the Society; 737 attended eight meetings of patriotic societies and family associations; and 907 attended 27 miscellaneous meetings. Mr. Roelker spoke at five outside meetings one of which was the meeting of the American Philosophical Society in Philadelphia.

Mr. Paul C. Nicholson, Chairman, reported for the Publication Committee that current issues of *Rhode Island History* were being indexed as well as the *Proceedings, Collections*, and *News Letters* of the past beginning with 1893. When completed there will be an index of all of the Society's publications.

Mr. Kenneth Shaw Safe, Chairman, reported for the Committee on Grounds and Buildings that expenditures for 1947 had been within the budget, but warned that the extreme weather would be reflected in increased cost of heating and snow removal. He further stated that the work on new lighting was completed, a gas water heater was installed, the masonry of the house was pointed, and the trim and blinds had received two coats of paint. This practically completed the major alterations to John Brown House made necessary by its occupation as the Society's home. He cautioned that in a building 161 years old unforeseen repairs might be necessary at any time.

Mr. Joseph G. Henshaw, Chairman, made the report of the Committee on Necrology; Mr. Bayard Ewing reported for the Finance Committee; and Mr. J. Cunliffe Bullock, Chairman, for the Audit Committee.

Submitting his second annual report, Mr. Clifford P. Monahan, Librarian, said "Perseverance and vision have been the characteristics of those who have guided the course of this Society for its many years of existence. In 1822 'a committee consisting of the — President [James Fenner], Mr. Foster & Mr. Howland appointed to call on the members of the Waterman, Dexter & Sarle families & procure from them any old papers which they may contribute to the society, illustrating the history of the state—Mr. J. Lippitt appointed to call on the Chase Family for the same purpose.' At the same meeting committees were appointed to procure old Newspapers that had been published in the various Rhode Island towns." This past year, he said, we have been able to add to our extraordinary collection of the *Providence Gazette*, the issue of Nov. 15, 1766, one of ten lacking to complete the run. Among the thousands of items added to the Library the following deserve special mention: a map of Providence drawn in 1790 by a Brown student, John Fitch; the genealogical collections of the late Nellie Brown Potter and Clarence Irving Brown, the latter containing much material relating to the early history of Johnson; additional papers of the Hazard family; and a remarkable collection of stampless and stamped Rhode Island covers collected by the late Robert F. Chambers.

Mr. Monahan emphasized again the need for a full time cataloger to keep pace with the flow of accessions and to rebuild the Library catalog.

Mr. William Greene Roelker making his seventh report as Director, called attention to the greatly increased financial support the Society is now receiving from the community. At the time of removal to John Brown House possible income was estimated at \$9,000., but in 1947 it amounted to \$22,000. Expenses have likewise increased, but not in keeping with the rising cost of living, and far less than in many institutions and businesses.

He commented also on the new flood of gifts and bequests already received and those which the Society has been informed will soon come to hand. These include a bequest of \$16,333.32 from the estate of Albert L. Calder,

2nd, for the general purposes of the Society; from the estate of Victor Wilbour \$20,000. to be added to the Charles Wilbour and Sarah Soule Wilbour Fund, income only to be used for general purposes; and one-twentieth of the residuary estate of Edward K. Aldrich, Jr., a former treasurer of the Society, which it has been estimated may amount to \$25,000; and the receipt of \$7,500. for the John Brown House Fund for the maintenance of the house and grounds and payment of insurance premiums.

Mr. Clarkson A. Collins, 3rd, has been appointed Research Associate. He will work for the Society on a part time basis, but he will be free to do research, for a fee, for any inquirer. He is well qualified for the position, and the arrangement should be mutually advantageous.

Mr. Roelker expressed his thanks to Mr. Sharpe, retiring president, for his wise counsel and devoted services, which have made the past two years so successful.

Mr. Sharpe expressed his pleasure at the continued progress of the Society and his enjoyment of his term of office.

Nominations for officers were submitted by a committee consisting of Harris H. Bucklin, Chairman; Mrs. H. Anthony Dyer, Mrs. Maurice K. Washburn, Arthur M. Allen, and Henry G. Clark. Mr. Henry D. Sharpe was proposed as chairman of the Lecture Committee as Mr. William Davis Miller declined a renomination, because of his frequent absences from the State. The following officers were elected:

<i>President</i> . . .	Richard LeB. Bowen
<i>Vice Presidents</i> . .	Westcote H. Chesebrough, Kenneth Shaw Safe
<i>Secretary</i> . . .	M. Randolph Flather
<i>Treasurer</i> . . .	Howard W. Wilson
<i>Assistant Treasurer</i>	Harold H. Kelly

MEMBERSHIP COMMITTEE

Charles B. McGowan, *Chairman*
 Mrs. Bruce M. Bigelow
 Mrs. Curtis B. Brooks
 Mrs. Ronald C. Green, Jr.
 David B. Lovell, Jr.

GROUNDS AND BUILDINGS

Frederick P. Austin, Jr., *Chairman*
 Mrs. Ashbel T. Wall
 Stanley Livingston, Jr.
 Francis H. Stone, Jr.
 Mrs. Robert H. Whitmarsh

LIBRARY COMMITTEE

Albert E. Lownes, *Chairman*
 Roger T. Clapp
 Mrs. C. K. Rathbone
 Bradford F. Swan
 Paul C. Nicholson, Jr.

COMMITTEE ON NECROLOGY

Joseph G. Henshaw, *Chairman*
 Mrs. William H. Eddy
 Mrs. Axel A. Christensen
 Mrs. J. P. Thorndike
 G. Andrews Moriarty, Jr.

LECTURE COMMITTEE

Henry D. Sharpe, *Chairman*
 Mrs. Charles D. Cook
 James H. Hanley
 Dr. Dudley A. Williams
 C. Tracey Barnes

FINANCE COMMITTEE

Albert H. Poland, *Chairman*
 Foster B. Davis
 Charles B. Rockwell
 S. Foster Hunt
 Bayard Ewing

PUBLICATION COMMITTEE

Paul C. Nicholson, *Chairman*
 J. J. Bodell
 Dr. Madelaine R. Brown
 Mrs. Hugh F. MacColl
 Dr. Lawrence C. Wroth

AUDIT COMMITTEE

J. Cunliffe Bullock, *Chairman*
 Harold J. Field
 Edward C. Palmer

Executive Committee is composed of the officers, chairmen of committees, Charles B. Mackinney and Addison P. Munroe, members at large; Miss Grace M. Sherwood and William G. Roelker, ex officio.

Taking up new business, the Society considered amendments to the Constitution, which had been approved at a special meeting of the Society held January 12th. The purpose of these amendments was (1) to change the Annual Meeting from January to the third Wednesday in September; (2) to permit placing John Brown House Fund in an agency account with the Rhode Island Hospital Trust Company or any other suitable trust company. These amendments were unanimously passed.

Resolutions thanking Mr. Sharpe and Mrs. Charles D. Cook, Chairman of the Entertainment Committee, for their services were passed.

Mr. Bowen in a brief talk, upon his assumption of the office of president, pledged himself to carry on the policies of his predecessors, saying, "Cooperative efforts have made possible great strides in the past; I am sure they will bring success in the future."

Treasurer's Report — 1947

RECEIPTS

OPERATING

Dues	\$ 6,866.00
Corporate Membership	1,100.00
State of Rhode Island Appropriation	5,750.00
Interest and Dividends	4,584.19
Sale of Publication, Books and Prints	828.20
Contributions	2,784.50
Sundry Receipts	65.50
	<u>\$21,978.39</u>

NON-OPERATING

Ward Papers	500.00
Index to Publication	225.00
Bequest of Albert L. Calder, II	16,332.02
State of R. I., for newspapers, etc.	513.79
Sundry non-operating receipts	192.95
	<u>17,763.76</u>

Total Receipts \$39,742.15

EXPENDITURES

OPERATING

Salaries	\$14,292.50
Supplies, Light, Telephone, etc.	1,581.19
Librarian's Discretionary Fund	500.00

Committees:

Membership	267.51
Lecture	241.07
Library	1,230.14
Publication (<i>R. I. History</i>)	2,080.28
Grounds and Buildings	1,959.69
Audit	40.00
Insurance	721.61
	<u>\$22,913.99</u>

NON-OPERATING

Index to Publication	\$ 200.00
Peck Collection	232.75
Ward Papers	261.25
From Calder Bequest	2,191.81
State of R. I., for newspapers, etc.	497.39
Reconstruction	1,053.14
Miscellaneous	471.44
	<u>4,907.78</u>

Total Expenditures \$27,821.77

ASSETS

As of December 31, 1947

CASH ACCOUNT

Cash and Rhode Island Hospital	
National Bank	\$21,156.31
Providence Institution for Savings	310.69
U. S. Treasury Bonds, Series "G"	10,000.00
	<u>\$31,467.00</u>

INVESTMENT ACCOUNT

Securities	\$89,261.26
Savings Bank Deposit	5,983.71
	<u>95,244.97</u>

JOHN BROWN HOUSE FUND

U. S. Treasury Bonds, Series "G"	\$ 5,000.00
Rhode Island Hospital National Bank	1,970.00
	<u>6,970.00</u>

PROPERTY

John Brown House	50,000.00
Library Books and Manuscripts	50,000.00
Furniture, Fixtures and	
Museum Material	2.00

Land

Four Parcels	
Accounts Receivable	45.60
	<u>\$233,733.57</u>

TOTAL ASSETS

RESERVES AND SURPLUS

General Endowment	\$182,266.04
Charles Wilbour and Sarah Wilbour Fund	21,069.70
Albert L. Calder, II, Fund	14,140.21
John Brown House Fund	6,970.00
Reserves for Special Purposes	8,013.18
Surplus and Profit on Securities	1,274.44
	<u>\$233,733.57</u>

TOTAL RESERVES AND SURPLUS

HOWARD W. WILSON, Treasurer

Examined and found correct

J. CUNLIFFE BULLOCK, Chairman Auditing Committee.

Rhode Island Historical Society

LIBRARY HOURS

Monday through Friday, 9:00 to 5:00

Tuesday evening 7:00 to 9:00

Sunday afternoon 3:00 to 5:00

New Members

October, 1947 — February 19, 1948

Mr. Eli Aylsworth	Mrs. Louis C. Oliver
Mrs. C. Tracey Barnes	Hon. Leslie E. Linus O'Rourke
Mrs. Bruce M. Bigelow	Mr. C. Chase Page
Mrs. Ernest Clayton	Mr. Herbert Pell
Mr. Arthur M. Cobleigh	New York, N. Y.
Mr. Dwight T. Colley	Hon. Fred B. Perkins
Mr. George N. Cook	Mr. Albert O. Perry
Dr. Herbert Newell Couch	Edgewood, R. I.
Mr. E. Lindsey Cummings	Mr. Everett S. Ross
Mr. Preston H. Dalglish	Sharon, Mass.
Mr. Henry E. Davis	Mrs. Kenneth Shaw Safe
William P. Davis, M.D.	Mr. and Mrs. Stanley H. Saunders
Mr. Robert Howard Dunbar, Sr.	Mr. David Sands Seaman, Jr.
West Barrington, R. I.	Rumford, R. I.
Mrs. Bayard Ewing	Mr. and Mrs.
Mr. William B. Froelich	Edwin Whittlesey Shore
Cranston, R. I.	Mr. Philip K. Short
Mr. W. Louis Frost	Cranston, R. I.
Edgewood, R. I.	Mr. Newman T. Sleeper
Miss Addie M. Gage	Mr. and Mrs. Edwin Speidel
Mr. W. Russell Greenwood	Mr. William A. Spicer, 3rd
North Smithfield, R. I.	Mr. Carl W. Swanson
Mr. Albert Harkness, Jr.	Mr. Richmond H. Sweet
Mr. Laurence J. Hogan	Mr. Walter B. Thompson
Mr. Harrison C. Howard	Mr. and Mrs. Nathaniel M. Vose
Miss Louise Gardner Huling	Mrs. John C. B. Washburn
Mr. Henry Greene Jackson	East Greenwich, R. I.
Mr. Samuel B. Jones, Jr.	Guy W. Wells, M.D.
Edgewood, R. I.	Mr. Charles H. White
Mrs. Simon S. Lapham	Mrs. Irving K. White
Pascoag, R. I.	Pawtucket, R. I.
Mr. Ivory Littlefield, Jr.	David G. Wright, M.D.
Mr. J. Harry Marshall	Mrs. Henry M. Wriston
Mr. Frederick T. Moses	Mr. Lucien Wulsin
Judge John E. Mullen	Cincinnati, Ohio.