

RHODE ISLAND HISTORY

VOL. 13, NO. 3
JULY, 1954

THE RHODE ISLAND HISTORICAL SOCIETY

PUBLISHED BY RHODE ISLAND HISTORICAL SOCIETY
52 POWER STREET, PROVIDENCE 6, RHODE ISLAND

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EXHIBITION OF MINIATURES

July through September

BEETLES AWAY!

Photograph by Joseph M. Latham
Camera Club of the Rhode Island Engineering Society
[reproduced on front cover]

*Annual race between the Peppy Pappies (Edgewood Yacht Club) and the
Tired Fathers (Barrington Yacht Club) on the waters of Narragansett Bay.*

RHODE ISLAND HISTORY

VOL. 13

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STRANGERS

Civil Rights of Jews in the Colony of Rhode Island

by DAVID C. ADELMAN*

IN 1954 Jews will celebrate the tercentenary of their settlement in the United States and the Congregation Sons of Israel and David (Temple Beth-El) in Providence, its centennial. This paper is a result of research in preparation for the celebration of both occasions.

Jews owe no greater debt of gratitude to any man in the history of the United States than to Roger Williams. In Providence he put into practice the doctrine of separation of Church and State (which others had preached before him) and was one of the most warm-hearted, generous, and liberal Christians who ever befriended the persecuted. While on a mission to England he published many statements favorable to the readmission of Jews into England and used his influence to that end. In appreciation of Williams and in memory of his father, Isaac Hahn, the first Jew to be elected to public office in Rhode Island (1884), Judge J. Jerome Hahn in 1928 conveyed to the City of Providence the Roger Williams Spring on North Main Street and the land surrounding it.

Five years after the founding of Providence Plantations the General Court of the Island towns ordered "that none bee accounted a delinquent for Doctrine, provided it be not directly repugnant to the Government or Lawes established." This provision is the distinguishing feature of the founding of Providence in the careful discrimination between liberty of conscience and contempt of law, which Williams enlarged upon in his famous parable-of-the-ship letter. Although the colony voted that "all men whatever nation soever they may be, that shall be received inhabitants of any of the towns, shall have the same privileges as Englishmen, any law to the contrary notwithstanding," they also voted that no foreigner was to be received

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a freeman in any town but by consent of the legislature.¹ None but a freeman could vote or hold civil office, rights which passed to the freeman's eldest son. Although it has been stated many times that Abraham Campanall was "licensed a freeman" in 1688, the statement is incorrect. No Jew was ever admitted a freeman in the Colony of Rhode Island, and therefore no Jew had the right to vote or hold office. This disability persisted until 1843, when the state adopted its first constitution after the Dorr Rebellion.

The statute of Westminster, passed by Parliament in 1740, granted Jews the right of naturalization after seven years' residence in the colony and provided a special oath agreeable to Jews. Although it has been stated that James Lucena, a Jew, was naturalized in 1761, and Moses Lopez even earlier, original documents show that Aaron Lopez (later the most prosperous Jew in the colony) was denied naturalization in 1761 while James Lucena was naturalized as a Christian. Moses Lopez was granted a patent to make potash and was excused from civil duties because of services rendered, but he was never naturalized in the colony.

Williams wrote extensively, but nowhere does he mention the right to vote or hold office.² His principles, however, precluded the denial of such rights upon religious grounds. "It is the will and command of God," he wrote, "that . . . a permission of the most Paganish, Jewish, Turkish, or Antichristian consciences and worships, be granted to all men in all Nations and Countries: and they are onely to be fought against with that Sword which is only (in Soule matters) able to conquer, to wit, the Sword of God's Spirit, the Word of God."³

There were no Jews in Providence Plantations in his lifetime. The denial of naturalization to Jews and the denial of their admission to the company of freemen three-quarters of a century after his death are not a reflection upon his sincerity, but rather a lesson for our own times. And that lesson is that in a government of laws and not of men we cannot rely upon constitutional forms alone. Laws are not

¹Samuel Greene Arnold, *History of the State of Rhode Island and Providence Plantations* (New York, 1878), I, 242.

²Maxwell H. Morris, "Roger Williams and the Jews," *American Jewish Archives*, III, No. 2, Jan. 1951.

³Roger Williams, *The Bloudy Tenent of Persecution for Cause of Conscience* . . . (London, 1644), *Publications of the Narragansett Club* (Providence, 1874), III, 3.

self-enforcing, but are interpreted and enforced by fallible human beings.

The preaching and writings of Williams and particularly his intercession with Cromwell for the readmission of Jews into England attracted the attention of Spanish and Portuguese Jews (Marranos, refugees from the Inquisition), who were continuously in search of a peaceful haven. In 1654 a small group of them landed in New Amsterdam and were promptly met with the hostility of Peter Stuyvesant, who ordered them to leave. They appealed to his superiors, the Dutch West India Company, among whose stockholders were Abraham and Isaac Pareira, wealthy refugees. Stuyvesant was ordered to allow them to remain. The tercentenary of that settlement will be celebrated the year commencing September, 1954.

Four years later another small group came to Newport, where the favorable attitude of the natives encouraged them to settle. They came in response to the news that in Newport they would find religious liberty and tolerance. Soon after the death of Roger Williams they experienced difficulties and petitioned the General Assembly, which passed the following resolution: "Voted, In answer to the petition of Simon Medus, David Brown, and associates, being Jews, presented to this Assembly, bearing date June the 24th, 1684, we declare, that they may expect as good protection here, as any stranger, being not of our nation residing amongst us in this his Majesty's Collony, ought to have, being obedient to his Majesty's laws."⁴

Sidney Rider questioned the date of the deed (1677), which conveyed land to Moses Pacheco and Mordecai Campanall for use of the "Jews and their Nation, Society or Friends" and thought the date was 1684, because that was the date of the Medus petition when Jews were first mentioned in the Records of the Colony and the name *Mordecai Campanall* did not appear in that record. However, the records of the General Treasurer show that one "Mordecai the Jew" and another "Moses the Jew" paid taxes to the colony in the years 1678 to 1680.⁵ Undoubtedly these are the persons mentioned in the cemetery deed of 1677, which, being a formal document under seal, contained their surnames. The acquisition of a cemetery showed that

⁴John R. Bartlett, *Records of the Colony of Rhode Island and Providence Plantations* (Providence, 1860), III, 160.

⁵Archives of the State of Rhode Island, General Treasurer's Accounts, 1672-1711. Hereafter cited as Archives.

under the heading *Persons Lynced*.

The original record contains two lists of *Persons Lynced*. The first list contains the same names as those mentioned by Bartlett with the addition of the names of the towns in which they resided and at the foot of the list appears the word *Retailers*. The second list, not mentioned by Bartlett, contains three names under the heading *Retailers not less than a Bottle*. Each list also contains the name of a woman. Bartlett did not state the purpose for which the fourteen persons were "lynced," but no woman was eligible to become a freeman, and the statement that Abraham Campanall was "lynced a freeman" was wishful thinking. One writer suggested that Abraham Campanall was licensed for some purpose not specified.⁷ He refused to take a leap in the dark and fill in Bartlett's record.

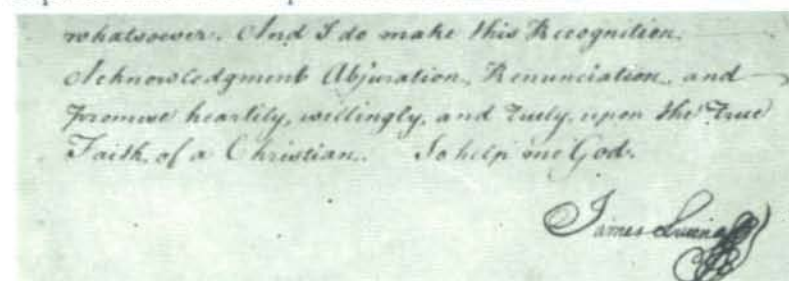
A license, by definition, is a revocable permit of a temporary and conditional nature, not transmissible. In the colony licenses were granted by the courts. Freemen were not licensed but were "admitted to the freedom of the Colony" by the General Assembly or to "the freedom of the town" by the Town Council. No freeman was admitted during the Andros administration. As an unnaturalized "stranger" Campanall was not eligible and his record did not qualify him for admission to the select company of freemen, who were masters and landholders and who were most jealous of their prerogatives. There is no question but that Campanall and the other "Persons Lynced" on the first list were licensed to conduct a tavern and those on the second list, "Retailers not less than a Bottle," were licensed to operate what we today call a package store. No Jew, however qualified or competent, was ever made a freeman of the Colony of Rhode Island.

The question of the naturalization of Jews did not arise in the colony until almost a century after the death of Roger Williams. They enjoyed economic freedom as traders and merchants as well as religious liberty, and although they were never more than two hundred in number, they made Newport the rival and superior in trade and commerce of New Amsterdam. No Jewish community in the colonies was held in higher esteem by its Christian neighbors.

On February 26, 1761, James Lucena applied to the General Assembly at East Greenwich for naturalization, which was granted

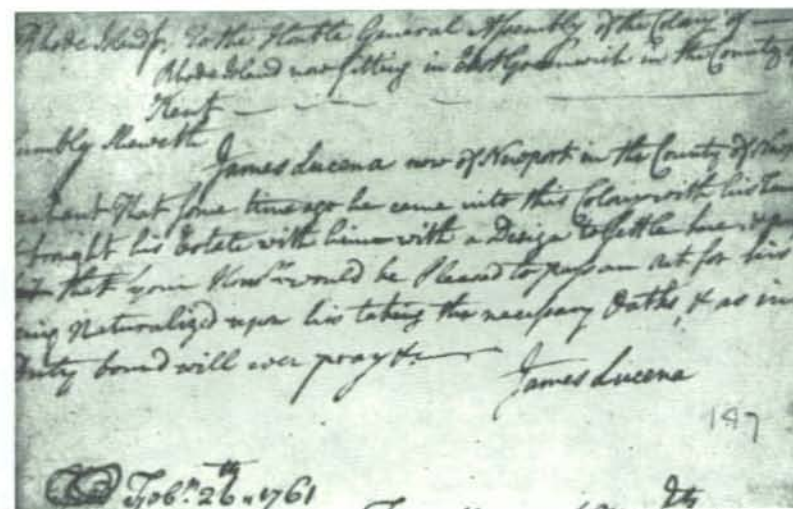
⁷Samuel Broches, *Jews in New England* (Boston, 1943), II, 7.

the following day.⁸ Only one month later Aaron Lopez and Isaac Elizer, "Persons professing the Jewish Religion," applied to the Superior Court at Newport for naturalization. The Court referred



R. I. State Archives

JAMES LUCENA'S OATH OF ALLEGIANCE



R. I. State Archives

JAMES LUCENA'S PETITION FOR CITIZENSHIP

the applicants to the General Assembly on the grounds that the Naturalization Act of 1740 referred to in the petition, was not in Court and that only the General Assembly could act upon this petition as it had in other cases.⁹ The applicants accordingly petitioned the General Assembly, which met in South Kingstown. On October 23,

⁸Archives, Petitions to the General Assembly, 1758-1761, X.

⁹Superior Court of Judicature, Newport, R. I., March Term, 1761.

1761, the Lower House granted the prayer of their petition in the following words:

... Shall be admitted a lawful Subject of his Majesty the King of Great Britain Shall have leave to purchase Lands within this Colony and that his Issue if he have any Shall be Inheritable.

But Inasmuch as the Said Aaron Lopez hath declared himself to be by religion a Jew This Assembly doth not admit him nor any other of that Religion to the full freedom of this Colony. So that the Said Aaron Lopez nor any other of said Religion is not Liable to be chosen into any Office in this Colony Nor allowed to give a Vote as a Freeman in Choosing others. [italics mine]

The Lower House was not in doubt as to its right to grant the petition, but went out of its way to admonish the petitioners that they could not vote or hold office, even though they did not ask to be admitted freemen.

The Upper House refused to concur on the ground that the Parliamentary Act provided the manner in which foreigners should be naturalized and therefore sent them back to the Superior Court. This was only eight months after the same General Assembly had passed an Act granting naturalization to James Lucena. Lopez and Elizer appeared before the Superior Court of Newport again in March, 1762, a year after their first petition, and again the Court denied their petition in a unanimous opinion, which has been universally condemned by historians.¹⁰

The fact that Lucena was naturalized by the General Assembly has no bearing upon the question of the naturalization of Jews for the reason that Lucena did not appear before them as a Jew but as a subject of Portugal and took the oath "upon the true Faith of a Christian," while Lopez and Elizer appeared as "Persons professing the Jewish Religion." Moreover Lucena represented in an accompanying petition that he could and would manufacture castile soap, thereby employing many poor people as well as furnishing "a great and valuable article of commerce for export to the continent, to the West Indies etc.," an enterprise highly beneficial to the public, and he asked for the exclusive right to do so. Just as industrialists today receive various economic advantages on similar grounds, Lucena was

¹⁰Ibid., March Term, 1762. Sidney S. Rider, *An Inquiry Concerning the Origin of the Clause in the Laws of Rhode Island (1719-1783) Disfranchising Roman Catholics*, *Rhode Island Historical Tracts*, second series, no. 1, (Providence, 1889).

Upon the Petition of Aaron Lopez before this Assembly that he may be Naturalized. It is hereby granted unto the said Aaron Lopez that upon his appearing with the Oath of Allegiance & Supremacy before this Assembly and taking the Oath of Allegiance & Supremacy he the said Aaron Lopez shall be admitted a lawful Subject of his Majesty the King of Great Britain that have leave to purchase Lands within this Colony and that his Issue if he have any shall be Inheritable.

But Inasmuch as the said Aaron Lopez hath declared himself to be by Religion a Jew. This Assembly doth not permit him to have the full freedom of this Colony. So that the said Aaron Lopez is not Liable to be chosen into any Office in this Colony Nor is he allowed to give a Vote as a Freeman in Choosing others.

And that the same be granted to Isaac Elizer the other -

Petitioners being above a year -

October 26, 1761 To the House of Representatives

Resolved that the aforesaid petitioners be admitted into this Assembly

Witness my hand this 26th day of October 1761

R. I. State Archives

GENERAL ASSEMBLY'S DECISION ON LOPEZ' AND ELIZER'S PETITION FOR CITIZENSHIP

granted not only the right to exclusive manufacture of castile soap but also naturalization.

In its opinion the Court held that the Naturalization Act of 1740 was designed for increasing the inhabitants in the Plantations, but the Colony was already so full that some had removed to Nova Scotia and other places. This reason is absurd. Lopez and Elizer were already residents and intended to remain. Denial of their petition did not affect the population one way or another. The Court went on to say that by the charter granted the Colony, it appeared that the "free & quiet Enjoyment of the Christian Religion and a Desire of propagating the same were the principal views with which this Colony was settled." The Colony was not founded by King Charles in 1663 but by Williams in 1636.

Thus the Court subverted the principles of Williams and the plain language of the charter of "a lively experiment" and "full liberty in religious concerns." And finally the Court said, "... by a law made and passed in the year 1663, no Person who does not profess the Christian Religion can be admitted free of this Colony."

However, the petition was one for naturalization and not for admission as freemen.

The "law made and passed in 1663" was never passed as such and has been the subject of close examination by historians. It did not appear in print until 1719 in the Code of Laws, which was never enacted by the Assembly. And the phrase, "Professing Christianity," appears to be an unauthorized interpolation. The Act passed in 1684 in answer to the Medus petition seems to imply this interpretation.

Samuel G. Arnold, a lawyer and noted historian, in language that is restrained and befitting a gentleman, was nevertheless emphatic in his condemnation of the decision, when he wrote,¹¹

... grounds that were not only a violation of the spirit of the charter, but a direct disregard of an act of Parliament ... The court construed the act to suit their purpose, going behind the record to pronounce upon the probable or possible intention of the act, which was an assumption of extra-judicial power ... The decision in the case of Lopez appears to be irregular in every respect. It subverts an act of Parliament, violates the spirit of the charter, enunciates the principles never acted upon in the Colony, and finally dismisses the case on a false issue.

The questions to be answered are why the General Assembly refused to take jurisdiction and why the Court at first refused to take jurisdiction, referring the petition to the Assembly and when compelled to do so by the action of the Upper House, perverted its office unanimously. The key is supplied by Arnold, in these words,

We know of but one cause that can explain all this, in a single word—party spirit. The strife between Ward, then chief-justice, and Hopkins, then governor, was at its height, resulting in the defeat of Hopkins at the ensuing election. Some of the details of that contest, herein recorded, exhibit as gross violations of right and of usage as does this decision, but none so utterly absurd.

Stephen Hopkins became governor in 1755 and up to 1768 was elected ten times. He was one of the most prominent and able men

¹¹Arnold, *op. cit.*, II, 494-496.

in the Colony, a charter member and trustee of Brown University, and later a delegate to the Continental Congress. His rival for the office of governorship was Samuel Ward of Westerly, who was elected three times, including 1762, the year of the Lopez decision. Judges were laymen and elected annually. Elections were held annually, the result being decided by the narrow margin created by a few pounds or shillings distributed to the right voters. The feud between these two men was bitter—personal and political—and for fourteen years kept the Colony in turmoil. Behind the feud was the struggle between Providence and Newport for dominance as well as conflict between the landholders and commercial interests.

Aaron Lopez came to Newport in 1752 and rapidly rose to become a merchant prince and ship owner, one of the wealthiest men in Newport. He carried on an extensive business with the Browns of Providence, taking the greater part of their production of iron at the Hope Furnace. Nicholas Brown and he were business partners in various ventures. At the solicitation of Nicholas Brown he contributed ten thousand board feet of lumber to the first building of Brown University and chartered a vessel to the government during the Revolution.

One of the most important industries in New England as well as one of the most competitive was that of the production of spermaceti and oil from the head matter of whales for the manufacture of candles and oil for lamps. In 1761 Lopez; Jacob Rodrigues Riviera, his father-in-law; Moses Lopez, his brother; Naphthali Hart; the Browns of Providence; and four other manufacturers formed The United Company of Spermaceti Chandlers, one of the first price fixing monopolies in America.¹² This agreement was renewed on April 13, 1763, when the Browns were allotted one-fifth of the raw material purchased and the four Jewish firms one-third. The agreement was policed by Riviera. As their leader Lopez, being of Newport, could easily have incurred the displeasure of Ward and his party.

The Browns and Lopez were closely associated in many business ventures and there can be little doubt "that the Browns supported the Hopkins political faction with all the resources at their command, including the brazen and unabashed use of money to buy the votes

¹²Broches, *op. cit.*, II, 41-44. Lee M. Friedman, *Jewish Patriots and Pioneers* (Philadelphia, 1942), 309-314.

of the electorate."¹³ The buying of votes directly was a common practice.

The different decisions by the Upper and Lower Houses of the General Assembly would indicate that the control of the two Houses was divided between the governor and the chief justice. In the vernacular Lopez was *in the middle*. Political affairs follow industrial and private business.

Lopez, upon the advice of his Boston agent, took up residence in Swansea and was naturalized at Taunton, Massachusetts; and Elizer went to New York, where he was naturalized. Both of them came back to Newport to live and to carry on business until the Revolutionary War broke out.

The Declaration of Independence by Rhode Island in May, 1776, found the colony divided between Tories and Loyalists, a situation which was fertile ground for a campaign of hysteria, snooping, and smearing. In this atmosphere the Assembly passed restrictive legislation, providing for a loyalty test. Seventy-seven persons in Newport, suspected as inimical to the United Colonies of America, were summoned to appear before a committee and take the loyalty test. Among them were four Jews: Rabbi Isaac Touro, Isaac Hart, Myer Pollock, and Moses Hayes. Rabbi Touro and Pollock refused to sign on religious grounds, but Hart and Hayes refused on grounds that the test was not general. Hayes had already subscribed to a general oath in June and resenting the suspicion in which he was held, left the following written copy of his remarks to the committee:

I have and ever shall hold the strongest principles and attachments to the just rights and privileges of this my native land, and ever have and shall conform to the rules and acts of this government and pay as I always have my proportion of its exigencies. I always have asserted my sentiments in favor of America and confess the War on its part just. I decline subscription to the Test at present from these principles first, that I deny ever being inimical to my country and call for my accusers and proof of conviction. Second, that I am an Israelite and am not allowed the liberty of a vote, or voice in common with the rest of the voters though consistent with the Constitution, and the other Colonies. Thirdly, because the Test is not general and consequently subject to many glaring inconveniences. Fourthly, Continental Congress nor the General Assembly of this nor the Legislature of the other Colonies have never in this contest taken any notice

¹³James B. Hedges, professor of history, Brown University, letter to the writer, August 12, 1951.

or countenance respecting the society of Israelites to which I belong. When any rule order or direction is made by Congress or General Assembly, I shall to the utmost of my power adhere to the same.¹⁴

Nor would Hayes let the matter rest there, but addressed a petition to the General Assembly, protesting the humiliation to which he had been subjected and requesting vindication. As a result the law was changed to apply to everyone generally.

From 1761 until 1843, when the State Constitution was adopted, there was persistent, continuous, and ever-increasing agitation on the part of the inhabitants for the removal of the political disabilities under which they lived. This agitation resulted in the repeal in 1783 of the Anti-Catholic clause and extended to Catholics the same rights as Protestants to be admitted freemen and in 1828 in the passage of an act removing all religious disqualifications. Many abortive attempts were made to pass a new State Constitution.

There is no question but that there was discrimination against Jews, but such discrimination was incidental to the fact that the Colony operated under the original charter, which placed the power of admission of freemen in the hands of landed proprietors and their successors. Control was absolute and possibly accounts for the stability of the colonial government in spite of the fact that it harbored a "motley crew of Dissenters and Non-Conformists." Even after the Revolution and statehood the colony continued to be governed under the colonial charter. In 1841 out of 14,000 persons who voted on the People's Constitution, 9,000 did not have the right to vote under the Charter. The political discrimination to which Jews were subject was also directed against Catholics and Protestants as well.

The occupation of Newport by the British during the Revolution and losses during the War of 1812 destroyed the business and commerce of that city with a resulting loss of half its population, including Jews, the last of whom left Newport in 1822. Court records show that many Jewish merchants from New York and Newport did business in Providence throughout the eighteenth century. Although the Lopez, Riviera, and Mendes families stopped in Providence for a short time in 1776,¹⁵ Jews did not permanently settle in Providence until after the adoption of the State Constitution.

¹⁴Archives, Revolutionary War, Suspected Persons (1775-1783), II, 8, 9, 14, 18.

¹⁵*Ibid.* List of Inhabitants of the Town of Providence, July 18-23, 1776.

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

by EARL C. TANNER

[concluded from April, 1954, v. 13, no. 2, p. 44]

BRIGANTINE *OSPREY* and SHIP *GEORGE*

A key figure in E. Carrington & Co.'s West Coast operations during the year 1822 was Edwin T. Jenckes, alias Don Carlos E. T. Jenckes. Jenckes had first sailed to Chile and the Orient in 1817 as clerk on board the Carrington vessel *Lion*. After a brief visit to Providence in 1819, he had again set out for Chile and the Orient, this time as supercargo of the *Viper*. From the Orient he had returned with the *Viper* to Chile and there sold both ship and cargo. In 1821 he had written to E. Carrington & Co. of his intention to employ the funds of the *Viper* to charter one-half of the New Bedford brigantine *Osprey* for a voyage to China and back again to Chile. So promising did the Chilean market appear that Jenckes requested a ship to be sent from Providence with an assorted cargo to arrive in Chile simultaneously with the *Osprey's* anticipated return from China. He, Jenckes, would then take charge of sales for both ships.

Jenckes' handling of the *Viper* had won the complete confidence of E. Carrington & Co. Unlike other supercargoes operating in South America, Jenckes managed his own business (rather than employing a resident merchant house). His familiarity with Spanish, his wide personal acquaintance, and his talent for commercial affairs had already saved the owners several thousand dollars. His request for a vessel was, therefore, granted and the ship *George*, Captain Rea, was dispatched on July 18, 1821. As the year 1822 opened, E. Carrington & Co. was in hopes that the *George* from Providence and the *Osprey* from Canton had come to a rendezvous in Valparaiso.

Unfortunately the *George* was only one of several vessels sailing from North American ports for Valparaiso. General Carrington was aware of this circumstance and wrote to Jenckes on September 22, 1821, "We are confident the business will be over-done." He listed the vessels already sailed and those about to sail and added, "We see no prospect of their making saving voyages tho' the owners are calculating on great things." The only basis for optimism wrote General Carrington was Jenckes' superior knowledge of the Chilean market. General Carrington did not know that the *Osprey* had been

1954] *The Latin-American Trade of E. Carrington & Co.* 79

delayed, that Jenckes was still on the high seas, and that Captain Rea had been obliged to entrust the sales of the *George's* cargo to Lynch, Hill & Co.

It was not until March 14, 1822, that the *Osprey* put in at Coquimbo on the coast of Chile, 131 days out of Canton. The *Osprey* remained at Coquimbo until April 1 disposing of a quantity of Oriental sugar and "some trifling articles." She then proceeded to Valparaiso leaving negotiations with the Coquimbo Customhouse in the hands of Daniel Frost, a merchant who was associated with Jenckes in the *Osprey* venture. Frost's handling of this detail is typical of one aspect of the South American trade and is worthy of passing notice. Frost wrote to Jenckes while the latter was still enroute from Coquimbo to Valparaiso:

In making out your manifest in Valparaiso, you must manifest only what you have actually on board when you arrived at that port and say nothing about the goods landed at Coquimbo. If the officers of the Customs House wish to know anything about the above goods let them find it out from the administrador of Coquimbo. Of the 285 boxes of sugar which was landed at Coquimbo, the Customs House has only taken an account of 132, which makes the quantity 153 boxes less. I altered the manifest in Coquimbo after you left and deducted 153 boxes from the quantity manifested.

Jenckes sent to Providence an abbreviated account of this proceeding saying merely that he had saved "considerable in the duties of the sugar by *managing*."

Jenckes was gratified to learn that his request for a vessel had been granted but disappointed to find the sales so far advanced. The business had not been handled well and only about one-third of the proceeds had been collected. The basic trouble, of course, was the glutted state of the market, due to the appalling number of American vessels in port. Most, as Jenckes wrote, "were induced to come out by the advice of Mr. Hill and as he went the tour of the states leaving similar memorandums for cargos in every place the cargoes are exactly alike. . . ." The situation was further aggravated by several arrivals from Europe.

However, Jenckes expressed cautious optimism and set to work on the cargo of the *Osprey* and on the remainder of the cargo of the *George*. The latter included a handsome wagon which Jenckes had

written his uncle in Providence to put on board for him. It was greatly admired in Valparaiso and Jenckes was "much teased by several for it" but it went to the business friend in Santiago for whom it had been ordered.

For the next few months Jenckes corresponded and commuted between Valparaiso and Santiago. He considered dispatching a portion of his cargo to Peru but a military campaign being then underway decided it would be imprudent "to venture among them before the contest is decided." Meanwhile Daniel Frost, with whom Jenckes (finding his time not fully occupied by Carrington business) had entered into a formal partnership, was at Coquimbo purchasing copper for the *George* and for other ships he and Jenckes undertook to handle. It was Jenckes' intention to send the *George* to Canton as soon as possible. As to the *Osprey*, its charter expired on June 1.

On September 10, 1822, General Carrington wrote to Jenckes approving his course of action. The fact that the *Osprey* had arrived so long after the *George* was, of course, a matter of regret. "We fear the *George's* business has suffered by it." Lynch, Hill & Co.'s letters had given the impression that the sale of the *George's* cargo had been going well. As this was apparently not the case, it was fortunate that Jenckes was no later in arriving. "We are extremely glad that you have got the direction and we hope everything will soon be in order again." Should the sales of the *George's* and the *Osprey's* cargoes provide more funds than Jenckes could use, he was to remit the surplus to S. Russell & Co. in Canton where money was always needed to pay for China cargoes. As General Carrington wrote this, the *George* was about to leave Coquimbo for Canton.

On October 25 and December 3, 1822, General Carrington wrote again to Jenckes approving his course of action generally and particularly his association with Daniel Frost. The house of Frost, Jenckes & Co. was assured the future business of E. Carrington & Co. As to the present business, it was hoped that the *George* had Jenckes' orders to return from Canton to Providence since the market for China goods in Providence was improving. If, on the contrary, the *George* had orders to return from Canton to Valparaiso, she was, upon arriving, to unload immediately, go once more to Canton, and take on a China cargo for Providence. For the remainder of 1822 the affairs of the *George* were necessarily in abeyance.

SHIP *LION*

The ship *Lion* was built at Philadelphia in 1807 and measured 103'6" x 30' x 15'. With a burden of 405 tons, she had two decks, three masts and a lion figurehead. In 1817 she had made a voyage to Chile and Canton with E. T. Jenckes on board as clerk. In the summer of 1822 she returned from the Cape of Good Hope with Cape wine, Madeira and brown sugar. In September, 1822, she was again ordered to Chile, this time with Richard Greene as master and William S. Wetmore as supercargo.

This voyage gives us our first opportunity to examine relations between captain and supercargo. As was normally the case, the captain was to command the ship and the supercargo was to attend to commercial affairs. In a sense, the supercargo was the captain's superior for it was the supercargo's responsibility to determine how and where the ship should be employed. The captain was accordingly instructed, "You will be governed by every direction and recommendation and arrangement of Mr. William S. Wetmore, supercargo on board and proceed to such port or ports as he may direct." In case of accident to Captain Greene, Mr. Wetmore was to appoint a new commander. In case of accident to Mr. Wetmore, Captain Greene was to take over his duties. A "mutual friendship & good understanding" was recommended.

The *Lion* had on board an assorted cargo of thirty-nine items, ranging from codfish to muskets. The supercargo was instructed to proceed directly to Valparaiso and make inquiry as to the state of the market at Lima and be governed by circumstances then prevailing. Having done as much business as seemed advisable in Chile, Wetmore was to "proceed with caution to the northern ports." General Carrington concluded, "The unsettled state of the country you are about to visit renders it necessary to be very guarded when selling to the government or to individuals to avoid delays and losses, and you ought to be careful to run as little hazard as possible in entering blockaded ports or of being captured or seized in port."

Wetmore was at liberty to trade up and down the coast, to China, or Europe. Should he have any extra money, he was to remit to S. Russell & Co. in Canton. In all cases he was to use his best judgment, bearing in mind that "our object is to take advantage of all and every circumstance."

On December 2, General Carrington wrote to Wetmore at Valparaíso, hoping the *Lion* had arrived safely and "to a good market." He confessed that late dispatches from Valparaíso were discouraging for all cargoes but flour, of which the *Lion* had none. "However," he wrote, "as great changes may take place before your arrival, we shall console ourselves with the hope your voyage will turn out well." For Wetmore's guidance General Carrington reviewed the state of the wholesale market in Providence. Copper, Chile's main export, was at the time "a very dull article" and only nominal at 18¢ on long term. Good hides at 10¢ to 12¢ the pound would answer. Neutria skins were 20¢; chinchilla out of fashion. General Carrington closed with the news that he was dispatching the ship *General Hamilton*, Captain Pearce, for Valparaíso with a cargo of flour. "If Captain Pearce falls in with you," wrote General Carrington, "we request you will advise with him and aid him in his business." Leaving the *Lion* in Chilean waters at year's end, let us turn to the voyage of the *General Hamilton*.

SHIP GENERAL HAMILTON

The *General Hamilton* was built at Brooklyn in 1805. She measured 110' x 28'6" x 14'3". With a burden of 397 $\frac{13}{95}$ tons, she had two decks and three masts.

In the fall of 1822 dispatches from Chile indicated an extraordinary shortage of flour on the West Coast. The Chilean crop had failed and exports from that country to Peru had been embargoed. Flour prices in October reached \$30 the barrel at Valparaíso and \$45 the barrel at Lima. This was an opportunity not likely to be overlooked by E. Carrington & Co. The decision to dispatch a ship was apparently made early in December, although there is reason to suspect the plans may have been made a month earlier and deliberately camouflaged to prevent other merchants from entering the speculation.

In any case, negotiations for flour were begun with Henry Payson & Co. of Baltimore as early as November 11, 1822. On this date General Carrington wrote to Baltimore expressing pessimism as to the possibility of making money on flour but ordering 4,000 barrels. He indicated somewhat vaguely that the consignment was intended for Rio de Janeiro and other markets. The shipment was to be part Wharf flour and part Howard Street, more or less of each, depend-

ing on prices and supplies. "We hardly know what to say about fine flour," wrote General Carrington, "whether to put it in and let it go *without any mark* (to distinguish it from superfine) except the brand. Were we certain of selling at Rio we would then have only superfine, but as the cargo will be large we think it more than probable we should have to proceed further." He contracted to ship some fine if prices were favorable. For payment General Carrington suggested drafts on the company at sixty days date, scattered as much as possible as the Providence money market was "pretty bare."

On November 15 General Carrington wrote again to say that the *General Hamilton* would sail in the morning, weather permitting. She would arrive at Baltimore with stone ballast, which, it was hoped, might be sold "for something to help along in this period of hard times for ship owners." Payson's particular attention was invited to obtaining the best quality of flour in bright barrels with the heads lined. Information was requested on how much flour was being shipped from Baltimore and neighboring ports for the Brazils and South America.

The same day Captain Thomas Pearce was handed his instructions. He was to proceed to Baltimore and thence to Rio and Batavia. More detailed instructions would be forwarded to Baltimore. It was probable that he might be advised to proceed from Rio if that market proved unsatisfactory to Buenos Aires or to Lima. During the next few weeks a constant exchange of letters between Baltimore and Providence was carried on. As late as November 22 General Carrington wrote, "We intend to order the ship to trade at Rio and to avail itself of a sale there if prices warrant it."

Ten days later the plan had changed, perhaps because of late information from Jenckes. On December 2 and December 4 letters went out with final instructions. They were addressed respectively to Henry Payson & Co., Captain Pearce, E. T. Jenckes, and Frost, Jenckes & Co. Each of these letters must claim our attention for they were not all alike. The letter to Payson, dated December 2, 1822, was equivocal. "It is uncertain," wrote General Carrington, "whether she [the *General Hamilton*] will stop at Rio. This must depend on the progress Captain Pearce makes in his passage. Should he get on but slowly in the first of his passage, we are inclined to have him put for Buenos Aires as we fear stopping at Rio may be attended with too much delay." The letter to Captain Pearce, also

dated December 2, 1822, provided the detailed sailing instructions that had been promised. Because of late intelligence received from South America, the *General Hamilton* was to proceed not to Rio or to Buenos Aires but direct to Valparaiso. There Captain Pearce was to address himself to Frost, Jenckes & Co. for aid and advice. For further information Captain Pearce was invited to peruse and then seal a letter addressed to that house.

Turning to that letter, likewise dated December 2, 1822, we find that the cargo of the *General Hamilton* was to be sold at whichever of the West Coast ports might offer the best advantages. Captain Pearce was then to load a full cargo of cocoa at Guayaquil. Should the proceeds of the flour prove insufficient for the purchase of the cocoa, Jenckes was to advance the difference from any Carrington funds that might be in his hands from the sale of the *George* and *Osprey* cargoes. If these funds had already been disposed of, Mr. William Wetmore, supercargo of the *Lion*, might be able to supply what was needed. If not, Frost and Jenckes were to devise some other means of providing a full load for the *General Hamilton*.

In the event that cocoa was not reasonably available, the *General Hamilton* was to try to get a freight for Europe. Failing that, she might as a last resort proceed to Canton with copper. Captain Pearce was privately advised that in this case he might stop off at the Sandwich Islands to pick up some sandalwood.

The *General Hamilton* started out for Valparaiso the middle of December but suffered a setback when the Baltimore pilot ran her aground. Eventually she got off on a high tide and at year's end was southbound about a week out of port.

SHIP *FAME* and SHIP *MERCURY*

Two other West Coast operations we may pass over more briefly. The ship *Fame*, C. Reynolds master, arrived on the West Coast of South America in the summer of 1821 with sugar from the Straits of Sunda. After a period of trading she loaded 2,000 quintals of copper and sailed for New York where she arrived in June, 1822. General Carrington wrote to his Baltimore and New York correspondents about possible sales, but as late as December 2, 1822, the cargo was still on hand.

The ship *Mercury*, owned jointly by E. Carrington & Co. and Cyrus Butler, was engaged in commercial adventures so extraor-

dinary that they have been made the subject of a separate article in this quarterly.⁵

Such were the Latin-American operations of one Providence merchant house during the year 1822. The voyages reviewed provide a glimpse into the business methods of the early nineteenth century. At the same time they illustrate the key role once played by Latin America in the maritime commerce of the port of Providence.

⁵See my "The Voyage of the *Mercury*," *Rhode Island History*, v. 10, nos. 2 and 3 (April and July, 1951).

BOOK REVIEW

Economic Development and Population Growth in Rhode Island.
By Kurt B. Mayer. *Brown University Papers*, XXVIII. Providence, R. I.
Brown University Library, 1953. 70 pp. \$2.25.

In this essay Dr. Mayer, Associate Professor of Sociology at Brown University, offers a brief and interesting survey of one aspect of the history of Rhode Island: the relationship of the story told by census statistics to the economic development of the colony and state. Presented as the first of a series of studies about the population of Rhode Island, this study seeks merely to provide some of the fundamental background for later work. Detailed discussion of the factors entering into population growth, of the composition of the population, and of its distribution as to residence and occupation are left to future studies.

Dr. Mayer divides the history of the state into four major periods, with the separation points of 1774, 1840, and 1910. In the colonial period he notes the slow and uncertain growth of the population to about 1700, with subsistence agriculture the primary factor in the economy. During the next three-quarters of a century, ending with the Revolution, shipbuilding and maritime commerce made the colony prosperous and supported rapid growth in the population, primarily by natural increase, however, and not by immigration. In the next major period (1774-1840), described under the heading, "The Beginnings of Industrialization," population merely doubled, whereas that of the United States as a whole multiplied seven times. The decline of maritime commerce, saturation use of land available for agriculture, and the hesitant beginnings of industrialization, failed to provide sufficient economic basis for rapid population growth. It was during this period that substantial out-migration of Rhode Islanders contributed so extensively to the settlement of the northern New England states and New York and other states to the west. The next seventy years, from 1840 to 1910, the "Era of Industrial Expansion," Dr. Mayer suggests might be called the "Golden Age" of Rhode Island. During this period manufacturing employment increased twelve times and population multiplied five-fold. Not only did foreign-born immigrants come streaming into the state, materially altering the ethnic and religious composition of the population, but

the economic opportunity available here attracted a substantial number of natives of other states, making the net balance of interstate exchange an important factor in the growth of the state. "This performance, based on a tiny strip of rock-bound soil almost bare of natural resources, was truly amazing. . . ."

The concluding section, "Economic Maturity: Developments since the First World War," brings the story down to the present day. Despite the "gloomy textile picture," the population of the state has continued to expand, though at a far slower rate, growing 46 per cent between 1910 and 1950. Recognizing that employment opportunities have not expanded at the same rate as population growth, Dr. Mayer suggests that "what is needed now is not further industrialization but a diversion of resources into different types of industries and an adaptation of existing manufacturing industries to new products and new technologies."

In all, the story is well and clearly told. Some unfortunate errors appear, however, and some of the more obvious should be noted. The first patent of the colony was granted in 1644, not 1647 (p. 10). Although Newport became "the commercial metropolis" for Southern New England, Boston would surely rate that title for New England as a whole, and it might be hard to prove that Newport was "the capital of the American slave trade." (p. 15). Farmers of the Connecticut Valley, the Champlain Valley, and Aroostook County, to mention only three spots, would probably challenge the assertion that the Narragansett country in general has soil "more fertile than anywhere else in New England. . . ." (p. 16). Insignificant immigration into New England and particularly Rhode Island during the 18th century can not be fairly attributed primarily and "very largely" to the policy of "selectivity and exclusion" (p. 20); in the middle and southern colonies in addition to their mild climate, large areas of fertile land were available on attractive conditions, whereas no such magnet existed in New England to draw migrants here. The first railroad to enter Rhode Island was named the Boston and Providence, not the Boston and Maine (p. 39). Although it is a pleasure to find the footnotes at the bottom of the pages, annoying to this reviewer is the use of *op. cit.*, forcing him to thumb back to the first reference to a volume to find out what the citation really is.

These defects, however, do not by any means destroy the basic value of the volume. Every one interested in the history of the state and in its present economic situation will want to read it—and will find it instructive and useful. As expanded by Dr. Mayer's future studies, this series promises to cast much helpful light on the history of Rhode Island.

University of Rhode Island

WILLIAM D. METZ



NEWS - NOTES

On p. 55 of the April, 1954, issue of *Rhode Island History* there appeared in the caption of the picture of the King House an error, not the fault of Mr. Cady, the author of the article. The house has a *gambrel* roof.

* * *

The Society has recently received \$10,000 under the will of Henry Dexter Sharpe, a former president. Mr. Sharpe had a lifelong interest in the Society's affairs and served in many capacities. Other recent legacies are \$5,000 from Miss Ellen Dexter Sharpe and \$5,000 from Mrs. Frank A. Cummings. The loss of these kind friends will long be deeply felt.

* * *

Several pieces of the Society's fine furniture have been lent for the summer to the Preservation Society of Newport County. They may be seen at the Hunter House, which again has been furnished with items in keeping with an eighteenth century dwelling. Hunter House is open to the public now and will remain so through September.

* * *

By the will of the late Frank Hail Brown the Society has been left \$2,000 for the purpose of refurbishing the John Brown chariot. Plans for the restoration of the vehicle are under way at the present time. Mr. Brown and his two sons, John Francis Brown and the late Francis Hail Brown, presented the chariot to the Society a number of years ago.

* * *

With the appearance of *Rhode Island, a Brief History*, by Earl C. Tanner, the state for the first time in more than fifty years has an up-to-date, well-documented general history. This book, published by the Rhode Island Board of Education in cooperation with the Development Council and the Rhode Island Historical Society, was written primarily for use in secondary schools, which have long felt the need of an adequate history of the kind. The general public, however, should find it interesting and valuable. The volume is excellently presented, well illustrated, and attractively bound.

The Society has a limited number for sale at \$2.00 each.

BLOCK ISLAND CEMETERY RECORDS

copied and arranged by

MRS. HELEN WINSLOW MANSFIELD

[continued from April, 1954, v. 13, no. 2, inside back cover]

MILLIKEN

Capt. Abram Milliken, died Feb. 23, 1855, ae. 61 yrs.,
Sybil R., wife of Capt. Abram Milliken, died Feb. 14, 1872, ae.
73 yrs.

Archibald Milliken, died May 19, 1853, in 57 yr.

He held many important offices of trust
in the town and died as he lived peaceful.

Mary O., wife of Archibald Milliken, died Sept. 11, 1880, ae. 77 yrs.

Capt. Martin R. Milliken, son of Archibald and Mary O. Milli-
ken, June 14, 1826—Apr. 13, 1905.

Capt. Archibald Milliken, born Jan. 22, 1846, died Feb. 18, 1880.

Mary Ann, daughter of John G. and Coridon Payne Sheffield;

Jan. 5, 1851—July 26, 1902; married Jan. 24, 1875, Archibald
Milliken; Dec. 7, 1884, married John Eugene Littlefield.

Infant son of Archibald and Mary A. Milliken, born and died
July 11, 1876.

Caroline S. Milliken, died May 27, 1888, in 78th yr.

Charles Milliken, died Sept. 16, 1840, ae. 75 yrs., 1 mo., 5 da.

Miriam, wife of Charles Milliken, died Sept. 3, 1846, in 44th yr.

Archibald, son of Charles and Miriam Milliken, died Apr. 12, 1845,
ae. 1 yr., 1 mo., 20 da.

John W., son of Charles and Miriam Milliken, died June 5, 1847,
ae. 14 yrs.

Edward M., son of Charles and Miriam Milliken, died Jan. 13,
1861 in his 24 yr.

Charles W., son of Charles and Miriam Milliken, died Jan. 2, 1866,
in 20 yr.

Mary R., daughter of Charles and Miriam Milliken, died Apr. 27,
1873, ae. 31 yrs., 1 mo., 18 da.

Edward Martin Milliken, died Sept. 1, 1918, ae. 45 yrs.

Eugene R. Milliken, 1867—1928.

our Mother, Rose Delia, wife of Eugene R. Milliken, 1874—1904.

Arnold R., son of Eugene R. and Rose Delia Milliken, 1895—1919.

Everett J. Milliken, Oct. 2, 1857—Oct. 10, 1933.

Father, Freeman M. Milliken, born Sept. 10, 1824, died Aug. 24,
1900.

Mother, Celestia Dodge, his wife, born Oct. 8, 1828, died Nov. 7,
1905.

1954]

Block Island Cemetery Records

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George E., son of Freeman and Celestia Milliken, died June 9,
1861, ae. 6 yrs.

Charles F., son of Freeman and Celestia Milliken, Aug. 24, 1862—
July 25, 1889.

George A. Milliken, born Sept. 17, 1865, died Mar. 30, 1898.

Katherine E., his wife, born July 19, 1871.

Infant children of George A. and Katherine E. Milliken, Born
and Died 1891—1893.

Gurden A. Milliken, Mar. 3, 1840—Mar. 18, 1916.

Hannah C. Dodge, his wife, Dec. 2, 1839—Aug. 20, 1920.

Mary L., daughter of Gurdon A. and Hannah C. Milliken, died
Sept. 25, 1866, ae. 2 mos., and 20 da.

Infant daughter of Gurden A. and Hannah C. Milliken, died Aug.
26, 1868, ae. 6 yrs.

Mary H., daughter of Gurden A. and Hannah C. Milliken, died
Aug. 7, 1872, ae. 18 da.

Herbert S. Milliken, 1850—1919.

his wife, Laura A. Willis, 1859.

Horatio N. Milliken, 1840—1911.

his wife, Sarah J. Smith, 1845—1925.

Annie C., born Feb. 7, 1877, died Dec. 20, 1877.

Infant died Sept. 8, 1881, daughter of Horatio N. and Sarah J.
Milliken.

John Weeden Milliken, Oct. 7, 1848—Jan. 24, 1915.

his wife, Annette Dodge Milliken, Feb. 9, 1859—Feb. 22, 1932.

Chartress A., daughter of John W. and Annette Milliken, died
Mar. 13, 1900, ae. 11 mos., 6 da.

Horatio N. Milliken, 1899—1929.

Marion F., his wife, 1903—

L. Lawrence Milliken, Dec. 15, 1891—June 5, 1943.

Luther Milliken, Apr. 9, 1822—May 12, 1879.

Penelope L. Milliken, his wife, Sept. 20, 1830—July 25, 1894.

Deborah C., daughter of Luther and Penelope L. Milliken, died
Aug. 22, 1876, ae. 12 yrs., 10 mos., 24 da.

William L. Milliken, born Mar. 20, 1820, died May 4, 1893.

Cornelia A., wife of William L. Milliken, born Jan. 17, 1822, died
May 18, 1845.

Amanda D., wife of William L. Milliken, born Oct. 15, 1824, died
Sept. 18, 1902.

MILLIKEN

Cornelia A., born Dec. 15, 1852, died May 12, 1853.

William L., born May 18, 1845, died May 25, 1845.

children of William L. and Cornelia A. and Amanda D. Milliken.

MITCHELL

Aaron W. Mitchell, Aug. 22, 1845—June 3, 1907.

Jane M. Rose, his wife, Oct. 17, 1848—Mar. 24, 1929.

Infant son of Aaron W. and Jane M. Mitchell, born and died Feb. 8, 1874.

F. Addison, son of Addison and Minnie A. Mitchell, May 3, 1902—Jan. 9, 1903.

Amos D. Mitchell departed this life May 25, 1835, ae. 53 yrs.

Olive L., wife of Capt. Amos D. Mitchell, died May 13, 1873, ae. 98 yr.

Jesse, son of Amos D. and Olive Mitchell, died Sept. 5, 1821 ae. 17 yrs.

Amos D. Mitchell, born Dec. 26, 1812, died June 23, 1884, ae. 75 yrs.

Sophie Ray, wife of Amos D. Mitchell, died Apr. 1, 1865, ae. 51 yrs.

Amos W. Mitchell, Dec. 11, 1836—June 4, 1915.

Sally A. Allen, his wife, Jan. 12, 1840—Jan. 18, 1911.

Harriet R., daughter of Capt. A. and Harriet R. Mitchell, died Jan. 5, 1870, ae. 7 mos., 5 da.

our little baby, Myra V. and daughter of Amos D. and Annie R. Mitchell, died Aug. 5, 1880, ae. 8 mos.

Barzilla B. Mitchell, died Apr. 16, 1890, ae. 83 yrs.

Lovina M. Mitchell, wife of Barzilla B. Mitchell, died Aug. 11, 1860, ae. 54 yrs.

Barzilla B. Mitchell, Nov. 28, 1838—Apr. 21, 1915.

his wife, Hannah R. Milliken, Sept. 1, 1843—Mar. 26, 1930.

Lester, son of B. B. and H. R. Mitchell, died July 2, 1877, ae. 11 yrs.

Benjamin Mitchell, died Jan. 16, 1906, ae. 72 yrs., 10 mos., 4 da.

Bernice M. Mitchell, July 3, 1906—Oct. 26, 1908.

Infant son of Clark and Lucy Mitchell, born and died Sept. 3, 1893.

Charles H. Mitchell, R. I. Bos'n Mate, 1st class, U. S. Coast Guard, Mar 4, 1922.

his wife, Harriet A. Dunn, July 12, 1865—Sept. 1, 1941.

Charles A. Mitchell, R. I. Chief Bos'n Mate, U. S. Coast Guard, Feb. 14, 1940.

Delorin A. Mitchell, Sept. 18, 1845—July 31, 1922.

Ruzenia Mitchell, his wife Sept. 5, 1849—Sept. 11, 1904.

Samuel Beckwith Mitchell, son of Dickens and Sarah Mitchell, died June 21, 1794, in 8th yr.

Margaret Louise, daughter of Emerson H. and Annie L. Mitchell, died May 9, 1920, ae. 2 mos., 6 da.

Lucana, daughter of Ezekiel and Sarah Mitchell, died June 21, 1794, in 8th yr.

Frank L. Mitchell, 1870—1945.

Fannie F. Mitchell, 1877.

Nora L., daughter of Gurdon B. and Melissa Mitchell, born Mar. 19, 1886; died June 7, 1886.

Herman A. Mitchell, Aug. 21, 1851.

Marion M. Milliken, his wife, Aug. 11, 1855—Feb. 13, 1903.

Eddie, son of Herman A. and Marion M. Mitchell, born Oct. 16, 1876; died Nov. 19, 1876.

Hezekiah D. Mitchell, 1833—1922.

Emerline B., his wife, 1842—1922.

Emerson, son of Hezekiah D. and Emerline B. Mitchell, died Aug. 12, 1877, ae. 18 yrs.

James Edward Mitchell, 1831—1897, C. H. 14th Conn. Inf.

Mary Jane Mitchell, his wife, 1839—1885.

James E. Mitchell, 1853—1928.

His wife, Emma J. Mitchell, 1859—1932.

Their son, Ray T. Mitchell, 1894—

His wife, Armenia R. Mitchell, 1894—

Baby daughter of James E. and Emma J. Mitchell.

Jarvis L. Mitchell, beloved son of H. T. and Nettie Mitchell, died Sept. 23, 1902, ae. 2 yrs., 4 mos., 15 da.

Mr. Jeremiah Mitchell, died Nov. 30, 1808, in 87th yr.

John W. Mitchell, born May 17, 1833—died Apr. 13, 1897.

Lucinda R. Mitchell, his wife, Aug. 14, 1833; died Feb. 13, 1903.

John A. Mitchell, 1856—1923.

Mary L., his wife, 1854—1916.

John E. Mitchell, died Oct. 17, 1873, ae. 34 yrs.

MITCHELL

Jonathan Mitchell, (couldn't read dates).

Abigail, wife of Jonathan Mitchell, died Apr. 9, A.D. 1757, in ye
60 yr.

Abraham, son of Joseph and Neomy Mitchell, died Nov. 9, 1751,
ae. 1 yr., 1 mo., 27 da.

Samuel George, son of Joseph and Neomy Mitchell, died Nov. 10,
1759, ae. 3 yrs., 11 mos., 5 da.

Laura E. Mitchell, born Jan. 14, 1839—died Apr. 20, 1905.

Abbie D., daughter of Levi and Elizabeth Mitchell, Sept. 11, 1863,
ae. 21 yrs.

Lydia Rose Mitchell, 1852—1917.

Milton L. Mitchell, 1895—1918.

Napoleon B. Mitchell, Oct. 18, 1847—Aug. 8, 1908.

Lucy A. Gardner, his wife, Feb. 17, 1859—July 31, 1935.

Our little Ray T., son of Napoleon B. and Lucy A. Mitchell, died
Aug. 17, 1889, in 7th yr.

Nathaniel L. Mitchell, son of _____, died May 26, 1825,
in 6th yr.

Parker P. Mitchell, Nov. 2, 1862—Mar. 4, 1942.

His wife, Edrianna Allen, Sept. 3, 1862—Apr. 1, 1935.

Peleg B. Mitchell, 1834—1908, Co. D 12 R. I. Inf.

Roxanna P., his wife, 1833—1926.

Dorsel B. Mitchell, born 1856, died 1863.

Martha A. Mitchell, 1877—1880.

Infant children of Peleg B. and Roxanna P. Mitchell.

Ray T. Mitchell, born Oct. 10, 1843, died Oct. 10, 1886, ae. 40 yrs.

Robert C. Mitchell, died Dec. 30, 1884, ae. 75 yrs., 6 mos.

Elizabeth P., wife of Robert C. Mitchell, died Apr. 15, 1893, ae.
80 yrs.

James Edward, son of Robert C. and Elizabeth P. Mitchell, died
Feb. 28, 1856, ae. 5 mos.

Sarah, daughter of Robert C. and Elizabeth P. Mitchell, died Oct.
15, 1870, ae. 27 yrs.

Oliver D., son of Robert C. and Elizabeth P. Mitchell, died May 28,
1893, ae. 46 yrs., 3 mos., 19 da.

Ethel A., daughter of Robert C. and Catherine A. Mitchell, died
May 16, 1893, ae. 19 yrs., 9 mos., 13 da.

Wallace A. Mitchell, 1878—

His wife, Grace R. Peckham, 1883—1938. (on stone of Herman
Mitchell)

R. Hollis Mitchell, 1907. (on Lewis Smith stone)

Stella C. Smith, his wife, 1909—

Sadie L. Mitchell, born 1876, died Feb. 19, 1890.

Emma Mitchell, born 1878, died Feb. 1, 1890.

Seabury A. Mitchell, 1847—1907.

His wife, Lydia A., 1852—1887.

Sadie H., 1884—1900.

Dea Sylvester D. Mitchell, born Jan. 20, 1820, died Apr. 14, 1886.

Sally D. Mitchell, wife of Sylvester D. Mitchell, born Dec. 23,
1820; died Feb. 3, 1899, ae. 79 yrs.

Samuel Beckwith Mitchell, son of Dickens and Sarah Mitchell, died
June 21, 1791, in 8th yr.

This lovely youth to death bowed down

While friends and parents round him mourned.

Capt. Thomas Mitchell, Jr., died Mar. ye 29th, 1741, in his 59th yr.

MARIZIN

Stanley Harold Marizin, 1907—1933.

MOTT

Abraham Rathbone Mott, Apr. 27, 1806—Aug. 17, 1867.

His wife, Lucretia Dodge Ball, May 20, 1811—Feb. 10, 1864.

Their son, Nathaniel Mott, Dec. 18, 1838—Feb. 14, 1864.

Charity, daughter of Abraham R. and Lucretia D. Mott, died Sept.
6, 1859, in 17th yr.

Catherine, daughter of Abraham R. and Lucretia D. Mott, died
June 12, 1845, in 14th yr. of her ae.

Adner Elsworth Mott, June 2, 1861—Mar. 29, 1910.

Sarah Jane Mott, his wife, Aug. 3, 1865—Sept. 29, 1943.

Lawrence Atwell Mott, Aug. 31, 1895—

Howard Crossman Mott, Apr. 1, 1891.

Alden Mott, July 2, 1845—Mar. 26, 1877.

His wife, Emma A. Mitchell, Aug. 2, 1848—Oct. 1, 1937.

Silas W. Mott, June 12, 1874.

His wife, Mary L. Dunn, June 4, 1874.

MOTT

Alton H. Mott, Mar. 21, 1875—Feb. 7, 1920.
His wife, Classic A. Ball, Oct. 26, 1885.

Dorothy B. Roundtree, Dec. 1, 1936—Dec. 26, 1936.

Mr. Daniel Mott, who departed this life June 14, 1798, in 57th yr.
He was a kind and loving husband and tender parent. (Slate stone.)
Mrs. Mary Mott, the Amiable consort of Mr. Daniel Mott, who
died July 25, 1818, in 72nd yr. of her age.

Daniel Mott, who died Mar. 4, 1865, in 91st yr.
Catherine Mott, wife of Daniel Mott, who died Aug. 22, 1824, in
57th yr.

Daniel F. Mott, May 15, 1822—Nov. 7, 1908.
Mary C. Mott, his wife, Sept. 11, 1831—Mar. 13, 1908.
Howard C., son of Daniel F. and Mary C. Mott, died Nov. 7, 1877,
ae. 25 yrs., 9 mos.

Daniel Mott, Apr. 25, 1851—Oct. 31, 1935.
Annie M. Dickens, his wife, Sept. 21, 1850—Dec. 12, 1915.

Ebenezer Mott, July 5, 1829—died Nov. 28, 1907.
Elizabeth, wife of Ebenezer Mott, daughter of Raymond and Elizabeth B. Dickens, died June 25, 1872.

Edward Mott, died Jan. 24, A. D. 1846, in 77th yr. of his ae.
Martha Ann, wife of Edward Mott and daughter of Thomas and
Catherine Mott, who died Sept. 3, 1859, ae. 48 yrs., 5 mos., 6 da.
Ann Melissa, daughter of Edward and Martha Mott, who died
June 3, 1850, ae. 10 yrs., 5 mos.

Freeman T. Mott, son of Edward and Martha Ann Mott, he died
in Providence, R. I.; Sept. 4, 1864, ae. 22 yrs., 8 mos.

Edward R., son of Edward and Waity R. Mott, died Sept. 16, 1816,
ae. 1 yr., 8 mos., 6 da.

Edward C. Mott, 1907—1945.
Alba C. Mott, 1908—

Leslie, son of Edward H. and H. Isabel Mott, died Aug. 14, 1872,
ae. 2 mos., 4 da.

Freeman Mott, who died May 17, 1855, in 77th yr.
Hannah Mott, wife of Freeman Mott, died Nov. 6, 1864, in 81st yr.
Edward Mott, son of Freeman and Hannah Mott, died Dec. 17,
1896, in 81st yr.
Frederick Mott, son of Freeman and Hannah Mott, died Jan. 19,
1815, ae. 2 yrs.

Freeman Mott, Oct. 26, 1856—Sept. 30, 1933.
Caroline Whipple Mott, Jan. 20, 1857—Jan. 30, 1933.
Infant son of Freeman and Caroline Mott, died May 31, 1883,
ae. 7 da.

Hamlin F. Mott, 1864—1948.

Our baby Arthur H., son of F. H. and M. C. Mott, born May 26,
1884; died Sept. 6, 1884.

Father Hamilton L. Mott, born June 16, 1819, died Sept. 16, 1899.
Mother Rozina C., his wife, born Nov. 4, 1827; died Jan. 28, 1911.
William E., son of Hamilton and Rozina Mott, died Jan. 1, 1861,
ae. 3 mos., 13 da.

Hamilton A. Mott, Dec. 10, 1856—May 25, 1906.
Rosabell E. Dodge, his wife, June 20, 1861—Sept. 27, 1943.

Jason A. Mott, 1857—1924.
His wife, Anna May, 1878.
Their daughter, Hazel, May 21, 1899—May 25, 1899, ae. 4 da.
Their son, Merton Palmer, 1900—

John Mott, who died June 2, 1753, ae. 53 yrs.

John A. Mott, 1862—1930.
Nellie L., his wife, 1864—1944.
Chauncey A., 1895—1895.

John Mott, born June 18, 1804, died Mar. 20, 1856.
Rosina D., his wife, born Feb. 21, 1803; died Nov. 7, 1889.
Emila A., born Apr. 20, 1827.
Josiah S., born Oct. 23, 1829.
Otis P., born Apr. 25, 1830.
John A., born May 25, 1832.
William R. S., born Sept. 15, 1833.
Tamer R., born Nov. 18, 1836.
Mary L., born March 2, 1840.
Lydia R., born Feb. 10, 1842, died Dec. 8, 1877.
Children of J. A. and R. D. Mott

Lydia R., daughter of John A. and Rosina D. Mott, died Dec. 8,
1877, ae. 35 yrs., 9 mos., 29 da.

Joseph M. Mott, Mar. 25, 1818—Mar. 18, 1864.
Lucretia Mott, his wife, Aug. 26, 1827—Jan. 24, 1911.
John E. Mott, son of Joseph and Lucretia Mott, died Jan. 31, 1864,
in 17th yr. of ae.
Silas Mott, son of Joseph and Lucretia Mott, died Feb. 21, 1865,
ae. 12 yrs.

MOTT

Josia S. Mott, died July 5, 1825, in 39th yr.

Mr. Lodowick Mott, who died Aug. 12, 1824, in 72nd year.

Lorenzo B. Mott, 1847—

His wife, Matilda Rose, 1849—1921.

1874 Infant son 1874

1879 Ethel Gertrude

1882 Frank Milton 1940

Mrs. Caty Mott, the amiable consort of Lott Mott, who died Feb. 12, A.D. 1814, in 30th yr. of her ae.

Mercy Mott, died Mar. 21, 1826, in 17th yr.

Nathan Mott, May 16, 1846—Jan. 25, 1916.

His wife, Phebe Champlin Dickens, Feb. 27, 1848—Mar. 29, 1929.

Nathaniel Mott, died Sept. 14, 1733, in 26th yr. of his ae.

Father Otis P. Mott, Apr. 25, 1830—Sept. 22, 1903.

Mother Hannah C., wife of Otis P. Mott, died Jan. 10, 1890, ae. 48 yrs., 10 mos., 20 da.

Sister Clarissa A., daughter of Otis P. and Hannah C. Mott, Feb. 26, 1873—Apr. 19, 1902.

Otis P. Mott, Jr., Dec. 18, 1862—Sept. 7, 1914.

Stella L. Smith, his wife, Dec. 27, 1866—May 20, 1894.

Philip A. Mott, 1875—

Annie B. Mott, 1876—1937.

Dea. Samuel Mott, who died Feb. 11, 1828, in 52nd yr. of ae.

Elizabeth Mott, the amiable consort of Samuel Mott, who died July 30, 1816, in 37th yr. of her ae.

Lydia R. Mott, died Nov. 25, 1866, in 93rd yr. of her ae.

Samuel Mott, born July 16, 1811, died Aug. 16, 1888.

Margaret R., wife of Samuel Mott, born Apr. 23, 1813; died May 24, 1901.

Louis, daughter of Samuel and Margaret Mott, born May 21, 1835; died Feb. 20, 1838.

Lott, son of Samuel and Margaret Mott, born Sept. 15, 1855; died Sept. 25, 1855.

Lydia, only daughter of Samuel and Margaret Mott, died Apr. 4, 1857, ae. 18 yrs., 1 mo., 16 da.

Samuel D. Mott, Nov. 16, 1841—Apr. 12, 1908.

Eliza C. Mott, his wife, Jan. 9, 1852—Mar. 14, 1934.

Silas Mott, died Sept. 18, 1874, in 70th yr. of his ae.

Alzadia, wife of Silas Mott, daughter of Edmund and Charity Ball, born July 25, 1801—died Feb. 13, 1897.

Alden, son of Silas and Alzadia Mott, born July 2, 1845; died Mar. 26, 1877.

Ephraim, son of Silas and Alzadia Mott, died July 3, 1827, ae. 18 yrs., 9 da.

Sylvester H. Mott, born Feb. 26, 1828, died Jan. 18, 1908.

Hannah E. Littlefield, his wife, born Oct. 13, 1834; died July 15, 1902.

Eliza C., 1852.

Norman L., 1857—1858.

Lavina G., 1860.

Cora L., 1865—1870.

Children of Sylvester H. and Hannah E. Mott

Norman L., son of Sylvester and Hannah Mott, died Aug. 15, 1858, ae. 1 yr., 9 mos., 5 da.

Cora L., daughter of Sylvester and Hannah Mott, died Mar. 5, 1870, in 5th yr.

Thomas H. Mott, 1849—1924.

Annie D., his wife, 1877—1919.

Thomas Mott, died Apr. 3, 1868, in 75th yr. of his ae.

Catherine R. Mott, wife of Thomas Mott, died July 9, 1865, in 73rd yr.

Walter R. Mott, died Jan. 18, 1882, ae. 80 yrs., 3 mos., 16 da.

Phebe D. Mott, wife of Walter R. Mott, died July 9, 1884, ae. 77 yrs.

Caty R., daughter of Walter R. and Phebe D. Mott, died June 27, 1831, in her 5th yr.

William R. S. Mott, Sept. 16, 1833—Apr. 17, 1912.

Nancy M. Mott, his wife, Mar. 22, 1842—Nov. 20, 1918.

Infant, Mar. 11, 1860.

William S. Mott, Mar. 11, 1868—Dec. 10, 1939.

Edna B. Dodge, Mar. 10, 1870.

MURPHY

Charles Dennie Murphy, Oct. 5, 1840—Aug. 13, 1945.

MURRAY

Regina Bertha Murray, 1878—1944.

Infant, died May 2, 1877.

Rosilla, died Dec. 10, 1880, ae. 1 yr., 5 mos., 10 da.

Children of James S. and Mahalie Murray

[to be continued]

RHODE ISLAND HISTORICAL SOCIETY

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March 1, 1954 — June 14, 1954

- | | |
|-----------------------------|---------------------------------|
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| Mr. Harold Breul | East Greenwich, R. I. |
| Mr. Sevellon Brown, 3rd | Mr. Phillips Lillibridge |
| Mr. Walter G. Browning | East Greenwich, R. I. |
| Longmeadow 6, Mass. | Mrs. John E. Lozon |
| Mrs. Charles A. Bursley | Edgewood 5, R. I. |
| Warwick, R. I. | Mrs. Richard E. Lyman |
| Mr. Everett B. Byles | Mr. John S. Mahoney |
| Edgewood, R. I. | Edgewood 5, R. I. |
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| Mr. Alfred U. Collins | Seekonk, Mass. |
| Miss Sophie C. Corp | Mr. Maxwell Mays |
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| Edgewood 5, R. I. | Mr. George E. Nerney |
| Mrs. N. T. Dana | Attleboro, Mass. |
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| Mrs. Mathewson Foote | Mrs. Albert N. Peterson |
| Mr. J. Carol Fulkerson | Mrs. Albert Pilavin |
| Mr. Joseph Galkin | Mme. Magda Polivanov |
| Mr. Carleton Goff | Mr. J. Russell Price |
| Barrington, R. I. | Centredale 11, R. I. |
| Mr. and Mrs. | Mrs. Iva L. Race |
| R. F. Haffenreffer, 3rd | Attleboro, Mass. |
| Mr. Allan W. Halladay | Mr. Stowell B. Sherman |
| Mrs. Henry Hassenfeld | Mr. Albert E. Simonson |
| Mr. Stanley H. Haste | Mr. Richard Thorndike |
| Mrs. Myrtle Viall Henrikson | Warwick, R. I. |
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| Mr. Paul B. Howland | U.S.A.R. |
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| Mr. C. Bird Keach | Wakefield, R. I. |
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| | Miss Ruth M. Webber |
| | Mrs. Russell A. Whipple |
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