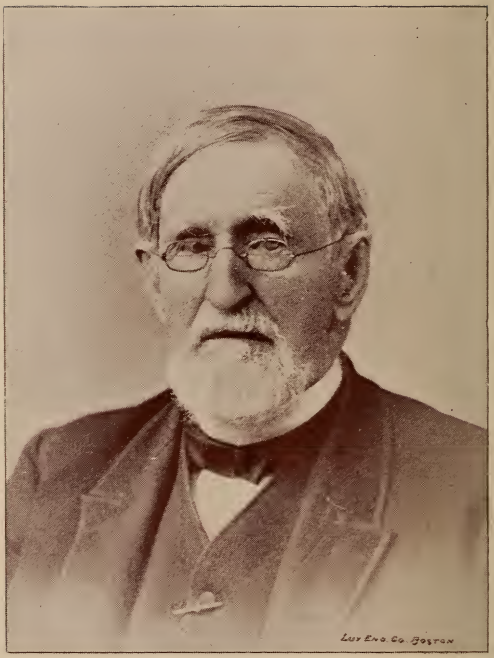
SHOE & LEATHER TRADE OF THE LAST HUNDRED YEARS

BY

SETH BRYANT



SETH BRYANT,

FROM A PHOTOGRAPH TAKEN WHEN OVER NINETY YEARS OF AGE.

SHOE AND LEATHER

TRADE

OF

THE LAST HUNDRED YEARS

BY

SETH BRYANT.

BOSTON, MASS.:
SETH BRYANT, ASHMONT, PUBLISHER.
1891.

L. C. Parker & Co., Prs., Lynn, Mass.

TO THE READER.

It is seventy-one years since I commenced business. I was brought up a tanner, as my father and grandfather were before me, and have been familiar with the business ever since. I became a shoe manufacturer in 1822 and commenced shipping shoes all over the United States, South America and the West Indies. I think my experience would be a great advantage to the trade, and in publishing this book I will endeavor to give a few details which will be of benefit to the trade. The shoe and leather business has been the most beneficial industry in Massachusetts. It has not only kept millions of men and women at work, but has furnished them with happy homes. The shoe manufacturers were always liberal in their dealings with the South and West and gave them very long credits, and enabled them to keep great stocks of goods on hand, and by that means thousands of poor people were supplied with shoes who otherwise would have gone without. My advice to the manufacturers would be to extend the export trade by forming strong export clubs and sending agents abroad. Every dollar's worth of goods sent out of the country is clear gain to the manufacturers at home. I am now in my ninety-first year and hope I shall continue as long as I am of any use here.

SETH BRYANT.

Ashmont, Boston, 1891.

CONTENTS.

Letter from Hon. John B. Alley.

LYNN, March 14, 1891.

My Dear Sir: — Having known you from my boyhood as a prominent shoe and leather manufacturer, I think it exceedingly proper that one so familiar as you have been for so many years with the shoe and leather trade, should write a history of the trade for the last hundred years; and I would suggest that you extend your history sufficiently beyond that period to include some incidents which I think of interest that occurred previous to one hundred years ago; and I therefore, in that view, relate the following, with regard to Lynn:

Lynn has been distinguished as a shoe manufacturing centre for more than 168 years. In 1750 it received quite an impetus, in consequence of the arrival of a very experienced shoemaker from Wales, who so improved, by his industry and skill, the construction of shoes, that from that day to this Lynn shoes have been renowned all over the world.

General Washington visited Lynn in October, 1789, and wrote to a friend subsequently, in high praise of Lynn and its business of shoe manufacturing, speaking of it as "the great shoe town of the country," and with his aid, the first tariff act of Congress, exclusively for protection, was passed for the protection of Lynn shoemakers.

This was accomplished by the influence chiefly of some wealthy parties living in Philadelphia, where Congress was setting at that time, who were natives of Lynn, and whose sympathies were greatly aroused for their friends and relatives in Lynn; as the

people there, at that time, were in an almost starving condition, occasioned from the excessive transportation of shoes from England and France; for from the close of the Revolution in 1783, until the organization of the new government in 1789, and even later, we were living under free trade rule.

The condition of the people of Lynn became so unbearable, that the Legislature of Massachusetts petitioned to Congress to enact a tariff to protect the shoe interest against the great influx of shoes from other countries, which was approved by Washington and the leading Federalists, and also by Jefferson, Madison and other leading Democrats, and from that time to the present the prosperity of Lynn has been almost unparalleled in any other manufacturing locality. Yours truly,

JOHN B. ALLEY.

Letter from John C. Houghton.

LYNN, MASS., July 29, 1890.

MR. SETH BRYANT:

Dear Sir:—I send you today a copy of the article which you saw when you were in Lynn a while since. I find that Mr. J. W. Houghton was born in Harvard, Mass., Aug. 11, 1787; he died in Augusta, Georgia, Feb. 27, 1851. The amount given to New England relatives was about $23,000. The article in the will respecting his slaves is as follows:

Item 13—"It is my will and desire, and I so direct, that all the negro slaves, male and female, of which I may die siezed and possessed, with their future issue and increase, be removed by my executor to the colony of Liberia, in Africa, under the regulations, and with the assistance of the American Colonization Society, within two years after my decease, provided their free and voluntary consent is first obtained; and to carry out this item of my will fully into effect, I give to my executor $4000, to be expended by him in defraying their expenses to the sea-board, and in furnishing them with such an outfit as I have expressed to him orally."

The paper, of which a copy is sent with this, gives further information, and in connection with what you already know from a personal acquaintance with Mr. Houghton, will form a basis for a biographical sketch, should you feel disposed to write one. Mr. Houghton made his visit to New England in 1845.

Very truly yours,

J. C. HOUGHTON.

[From the Lynn Transcript.]

JOHN W. HOUGHTON.

Quite a number of enterprising business men, who have amassed a fortune in other places, have at some period of their lives been residents of this city and identified with its interests. One of these was John W. Houghton, late of Augusta, Ga., a native of Harvard, Mass., and a brother of the venerable Cyrus Houghton of West Lynn.

He came to Lynn at the age of nineteen, fresh from the paternal estate, to seek his fortune, like Amos Lawrence when he trudged to Boston with a bundle under his arm: or, as another millionaire, Mr. Isaac Rich, did when he left Cape Cod. A poor boy, but hopeful and persevering, was Mr. Houghton then, and on his arrival here he went to live with his brother-in-law, Mr. Harris Chadwell, with whom he served his time. Afterward, while yet a young man, he commenced business with Mr. Joseph C. Jayne, under the name of Jayne & Houghton. Few now living, probably, remember that old firm near the corner of Liberty and Market streets, for it was many years ago, in 1813, or during the second war with Great Britain. The business was not successful, and Mr. Houghton, somewhat disheartened, but not discouraged, left Lynn.

At first he went to Newark, N. J., where he again

attempted to manufacture shoes, but the business not proving remunerative, he took what goods he had left, about $600 worth, and journeyed South until he reached Savannah. On his arrival he had but twenty-five cents in cash left with which to commence life in a new country among utter strangers. But still hopeful, he took his effects and went up the river to Augusta, 125 miles distant. There he opened a store, and after many difficulties and reverses, which would have discouraged most men, he was entirely successful.

The business that Mr. Houghton engaged in at Augusta was the shoe trade, but he gradually added other things, until his establishment became a regular outfitting store, where planters from the country could obtain whatever supplies they desired. He kept on hand a large stock of goods, fashionable and unfashionable, for master and slave. His store was on Broad street, the principal thoroughfare of the city, in a crowded business quarter near the Market House. When I resided in Augusta in 1872, long years after the death of Mr. Houghton, the rooms he occupied were pointed out to me by an old negro who distinctly remembered him. He said that Mr. Houghton kept everything, and that if a man wanted a bell-top hat or a pair of peaked-toed shoes he could obtain them there. For a long time he had a profitable trade, dealing largely with the people of Augusta and with well-to-do planters of South Carolina, and even as far as North Carolina. His goods were manufactured in the North, and he dealt quite extensively with merchants throughout New England.

In later years he had so far withdrawn from active business as to be able to spend some time on his plantation, about twelve miles out of the city, thus gratifying the taste of his youth for out-door life. He erected a plain mansion for himself, which is still called by Southern people the "Yankee House," laid out the grounds in Northern style, and built a school home on the premises. That plantation contained about 2,400 acres, and was carried on by negroes, about fifty of whom found a home there. His reputation was that of a kind master and an honest man. His way of life was simple from beginning to end, and entirely unostentatious. His rooms were always open to people from the North, and he was in constant communication with his friends in New England, by letters and the ties of business. By his will he gave freedom to his slaves, and provided means for their transportation and settlement in Liberia. They all went but one man. Mr. Houghton may well be considered a public benefactor. After making several bequests to friends in Georgia and his relations in New England, he gave $4,000 for the erection of a school-house to be held by the council of Augusta for all the poor children of the city, and to be open on the Sabbath to all denominations of Christians for divine worship. The building, a substantial brick edifice, bears the name of "Houghton Institute," and just west of it are two dwelling houses belonging to the estate. The grounds are on the corner of Green and Lincoln streets, and the invested funds yield about $2,000 per annum. Previous to 1868, four teachers sufficed for this school, but

in 1868 and '69 three additional ones were needed. During those two years 571 pupils were in attendance. At that time it was under the care of Martin N. Calvin, a Southern man and an accomplished educator. He was succeeded by Rev. Dr. Heard as principal, with several assistants.

At the last accounts about 430 scholars were enrolled on the catalogue, and the Institute was in a prosperous condition. This was Mr. Houghton's attempt to introduce the free school system of the North into his adopted city. And, although he did not live to see its operation, it has proved a success.

In June, 1845, Mr. Houghton visited Lynn for the last time. He was then about sixty, and had lived in the South nearly thirty years. Pleasant, indeed, was it, that summer, for his friends to talk with him and to find him so little changed. He was the same genuine Yankee, the same frank, outspoken man, who never had and never could become so southernized as to forget Northern ideas and principles. He was a large, strong man, with a well-developed head, and very active, but quiet and unobtrusive in his manner; indeed, he was so much so, that his real worth was not known until after his death. His name is now held in the highest respect by the people of Augusta, and well it may be, for the school that he founded can but prove a blessing to the city.

Besides, in addition to what he gave to the cause of education, he left a sum of money to build a church in Richmond county, called Houghton Chapel, which, when

I lived in the South, was in successful operation, being nightly filled with colored worshippers.

Mr. Houghton died at his rooms in Augusta, February 27. 1851. His brother Cyrus was the only one of his relations who was with him at the time. According to his wishes he was buried on his plantation, near the house, where he had spent so many happy hours during the last years of his life. His grave is within a small inclosure, which is sacredly set apart for the purpose, and is a noticeable feature of the landscape as one rides along the road or stops to survey the premises. — *Rev. G. W. Rogers of Lynn.*

Business and Personal Recollections

Of John W. Houghton.

Several years previous to Mr. Houghton's death, the firm of Mitchell & Bryant, Broad street, Boston, were in the wholesale shoe business, and Mr. Houghton was one of our very largest and best customers. We furnished him with russet and black brogans for the plantations. He had a very extensive trade with several surrounding states, besides oftentimes supplying his own merchants there.

The goods in those days were all shipped to Savannah and then taken up the river. Most of the Augusta merchants purchased their goods in July and August, perhaps some few in September, and when the vessels arrived in Savannah the river would be so low they could not get the goods up to Augusta. Our friend Mr. Houghton was wiser than his neighbors. He had his goods bought and shipped in May and June, and when they arrived in Savannah, he would get them all up to Augusta before the water went down in the river.

We would often take orders from him of $20,000 or $30,000 at a time and have them shipped in season to go up the river. I have oftentimes known that the surround-

ing country and the city had to depend on him for shoes when the cold weather came on.

The other merchants' goods were lying in Savannah waiting for the river to rise. The only way to get them was to cart them up the country 100 miles; that would be a very expensive and difficult undertaking. Forty years ago Augusta, Ga., was a splendid city, and the great commercial centre of that Southern country. They had some of the greatest Southern merchants who came to Boston to buy goods. Some of the grocers would buy one hundred hogsheads of Porto Rico sugar at a time; that was the kind they bought. Rio coffee they would buy by the hundreds of bags, the kind the Southern families used in those days. They bought all of their other goods in the same proportion.

The city of Augusta has one magnificent wide street. It is so wide that there is plenty of room for teams to stand in the centre, a row of several hundred loaded with cotton bales, and plenty of room at the sides for two wide streets. On the streets are built splendid large stores, like some of the great grocery stores on Broad street, Boston, the first I ever saw as large as those. Besides having the lower floor filled with groceries, the lofts were filled with all other kinds of goods the planters wanted. On the river just below them were the falls. They now have a canal cut and are putting up splendid large cotton factories all along the river.

I was in Augusta the year before Mr. Houghton died. He was glad to see me and received me in a very cordial

manner, in true Southern style. My partner, Mr. Cushing Mitchell, had always been there every winter before. After looking through Mr. Houghton's goods and getting through our business, as we were sitting in his office, he asked me if I would like to see some of his little negro slaves. I said yes. He opened the door and called in half a dozen jet black little negro children; they were the prettiest little children I ever saw. I asked him how many negro slaves he had. He said: "Seventy-five in all, men, women and children. I keep all I can in the city, the rest on my plantation. I have bought them all out of the pure cause of humanity. I could not see them wronged and abused." Anyone who has been in the South knows there has been extreme hard cases where there is a family of slaves sold at auction. One man buys the husband, another the wife and another the children. Then there would be cases where the master would take offence against his woman servant, and, as a punishment, would have her sold to go on a plantation. Such cases as these were coming up every week, and Mr. Houghton being known as a whole-souled philanthropist, they would appeal to him, and he having money, would step in and do all he could to relieve the afflicted. In consequence his number of slaves were constantly accumulating. The bright side of slavery was the slave holder's love for the dear little children. I do not believe there was ever a place where the little ones were so well beloved and cared for. I think their kind treatment and love of the dear little children brought down a blessing and had a great

influence over the whole community. All the white children had the advantage and came under that special influence. A stranger in the city of Augusta, seeing the streets full of those bright, handsome little children, never would mistrust they were slaves. I think the owners themselves forgot it, their love was so strong for them. A person riding along the country, going by the plantations, on the sunny side of the buildings would see a great flock of little negro children, and a good old negro man and a good, nice, black woman taking care of them. Nobody knows better than a good old colored woman how to take care of children. It would do a person good to see their loving care of them. I think the whole of the Southern chivalry, generosity and hospitality grew out of their good treatment of those little children.

Mr. Houghton could not liberate his slaves in Georgia; his only hope was to send them to Liberia. He did all he could for them while he lived, and then at his death his love was so strong for them he did the wisest and best thing that could possibly be done.

When I arrived in Georgia I had just heard of Mr. Helper's book. His proposition was to buy all the slaves, allow $300 each for men, women and children, and pay for them in government bonds. And if that could have been carried out, what a sight of trouble and suffering it would have saved.

I did not dare to mention it there in Georgia. I spoke to one man there about it and was told to "hush up." All I have seen and heard at the South, leads me to believe it could

have been carried out by the people in a very few years, if it had not been for the politicians and office seekers. The Southern and Northern merchants were not in favor of slavery; there are thousands of good men and women down South who would have been in favor of that measure if it could have been done. All the good philanthropists of the North would have joined in and it would have been carried, if we could have kept people from being mad with each other. A great many men and women told me when I was down South, they would be glad to liberate their slaves, but what should they do with them, for they could not free them in Georgia, or anywhere South. When Mr. Houghton died his negro slaves were all sent to Liberia, Africa, according to his directions in his will, and all arrived there safe. What a blessing it was to them to be landed there free and independent as they were. Every man and woman could raise up their hands and thank God that they owned their own children. Not only a blessing to them, but to the community of Liberia, to have so many bright children, who had been so lovingly brought up and so happy like little angels, and could impart it to their little ones. What a lasting influence those men and women would have on the community. The influence would extend for generations to come. It is owing to the loving way in which the little negro children are brought up that makes their attachment to their masters so strong and loving. We hear of stronger cases of affection among them than we do among white men.

A Young Slave Who Went to California.

Mr. Abbott of Lynn, of the firm of Hood & Abbott, formerly great shoe merchants of St. Louis, relates the history of the great California gold fever. There were a great many young men who were fitted out from St. Louis. They would enter into an arrangement with some man who would furnish the money. They would go to the Missouri river as far as they could, and join the caravans and go across the country to the mines, and do the best they could, the man who fitted them out receiving one-half they made.

There was a widow woman who had a son, and he wanted to join in with them, and she let him go. She also had a young man slave who wanted to go too, and promised his mistress to bring back to her all the gold he could get. He did go. Her son was taken sick. The slave stayed by him and took care of him till he died and marked his grave. Then he went to the mines and went to work in good earnest, saving all he got. When he had accumulated a sum he supposed his mistress would be satisfied with, he came back and delivered it up to her. Mr. Abbott says the amount exceeded all that the rest of the young men brought back. Was that not a great honor and glory to the negro race?

SLAVE OF A CONFEDERATE GENERAL AND A GUERILLA IN MEXICO.

[The following article we copy from the Boston Herald.]

Peter Henry Field, a colored drayman, died in San Antonio, Tex., January 22, 1891, aged 64. Field was originally a slave, and fell into the possession of General Hamilton P. Bee about forty years ago. Bee went into the struggle for the confederacy and Peter Field went with him. At the close of the war General Bee went to Mexico, which was then in the throes of its last national struggle, and Field went with him again. Arrived at Monterey General Bee decided that he had no particular use for Peter, and decided that if Field would not take advantage of his liberty on his own account, it should be thrust upon him.

Bee, therefore, took the incisive step in Field's life and fortune. He presented him with $50 in gold, a rifle, a pistol and a horse, and told him to do the best he could for himself. Field received the presents, and parted from his former master with tears of regret. The next heard from him he was fighting with the French forces under the command of Colonel Ney, a nephew of the famous marshal. The division commanded by Colonel Ney was a part of the military body called contra guerillas. The soldiers in this division were bold, fearless and adventurous, ready at any time to toss up heads or tails for their lives.

With these warriors Field remained one year, passing

through many remarkable adventures and hairbreadth escapes. He returned to Texas, located in San Antonio, and proved highly successful. As evidence of this. he left an estate valued at nearly $20,000, beside having raised and provided for a large family.

Shay's Rebellion.

A Nonogenarian's Reminiscences of the Old Colony.

At the close of the Revolutionary war all fancy goods were very scarce. None had been imported during the seven years' war. Then when they commenced coming in, there was a great rush for them. All the money we had in circulation then was silver, and that was pretty soon all gone. As the law was then, if a man owed you $40 or $50, you could sue him and get out an execution, and sell his whole farm for the amount owed.

That brought on Shay's rebellion and a great excitement. In the old colony they raised quite a large army from Bridgewater and surrounding towns. They marched over to Taunton, where a court was being held, to surround the court house and prevent the issuing of executions. When they arrived at Taunton they found the government forces already formed in a line, on the Common, under command of Colonel Leonard. The Bridgewater forces were commanded by a son of Colonel Leonard. He formed his line in front of the government forces. After they had time to look at each other and cool off a little, the young Colonel Leonard rode over to his father, took hold of his horse's rein and led

him right over to his own side. The government forces did not fire because it would endanger their colonel. While that little occurrence was taking place, they saw a man coming on a running horse from the court house. He came up screaming, saying the court would adjourn if they would not fight. They did adjourn the court. Then the legislature came together and passed a law, that if you sued a man and attached his lands, they should be set off and appraised.

The Lynn Shoe Manufacturers.

The Lynn shoe manufacturers, as a general thing, were an honorable, high-minded set of men. There is no manufacturing city or community stands higher in this country or any other. I have known a great many of them personally for over sixty years. They not only employed thousands of men and women year in and year out, but created thousands of happy homes. They cannot be surpassed in this country or in any other. Their great usefulness did not stop there. They were sending their shoes by millions South and West; in fact, you may say, all over the world. Millions would never have been supplied if it had not been for them. They were strong, courageous men, and had to sell most of their goods on credit, and stand right up and take their chances. If the crops failed South or West, or great fires or freshets, or any other calamity took place, they could not collect their debts that year; they had to extend their credits or compromise, or lose the whole. They stood this like heroes year after year; they manufactured millions of pairs of shoes they never got any pay for; they never had any protection but a small tariff on boots and shoes which they soon outgrew. They now can send shoes to any part of the world; all the favor they ask is to let them trade them off to any foreign country for

anything the government will let them bring back free of duty. By so doing they can dispose of their surplus stock and keep their people at work.

It is not the manufacturers alone who build up the city, but it is those who sell the goods, as well. Lynn has been very fortunate in having some very enterprising men who have sold her goods, like John W. Houghton of Augusta, Ga. He not only sold goods to the amount of millions, but always stood up for Lynn shoes. Other noticeable dealers were: Otis Johnston of Savannah, Hubbard & Gardner of Richmond, Va., Hazleton & Haddock of Philadelphia, Pa., Hood & Abbott of St. Louis.

I will give a little incident concerning old shoe manufacturers. Messrs. Micajah Pratt and Nathan Breed came to my store in Boston and said there were a couple of young men who wanted to open a shoe store in St. Louis. They were very capable, enterprising young men, of undoubted integrity. They had not sufficient capital to start with. They were going to let them have $500 worth each of their Lynn goods and wanted me to put in $500 worth of my men's goods. If they succeeded they would be good future customers. I put in $500 worth of my goods, and I got Joseph Hunt, of Abington, to put in $500 worth of his fine, nice Abington goods. They started the firm of Hood & Abbott, St. Louis. They succeeded and became great successful merchants. I believe I sold Hood & Abbott a million dollars' worth of goods in years after. Mr. Hood died, but Mr. Abbott continued the business and became a rich man. He is now a splendid old gen-

tleman. That is only one case. I presume Lynn manufacturers have started a great many others the same way. All the men whose names I have mentioned became very successful merchants, and bought millions of Lynn shoes, and they would always stand right up for the shoes in season and out of season. And Lynn manufacturers could always depend upon them, and they gave the Lynn merchants a great support. The Lynn manufacturers can say that they did good and faithful work in the Lord's vineyard. They not only kept the poor men at work, but supplied thousands of poor people with shoes. No doubt they will have their blessed reward for living such useful lives.

Mitchell & Bryant was the first wholesale boot and shoe house in Boston. We commenced in 1824. All the other dealers at that time were jobbers, and kept all kinds of shoes. Among the manufacturers were: Penniman & Whitney, Walker, Emerson & Harrison, the Voses and the Kimballs. Mitchell & Bryant kept only men's heavy goods. Russet and black brogans were manufactured in Holliston, Mass., and we sold nearly all the shoes which were manufactured there, and also kip brogans and copper nailed shoes for the West India trade, made in Joppa.

All the Lynn manufacturers made our house their headquarters, because we could turn our customers on to the Lynn goods and they could send their customers to us, and we had a reciprocity trade with them for more than twenty years. No one could know them better than we did. We had a large trade South and West with the grocery men,

the dry goods men, the hardware men. They could keep our goods and sell them by the case, and some of them could work off a great many cases in a year. We had one large grocery house in Cincinnati. He sold so many shoes that the shoe dealers in the place had to go and hire him not to sell any more. We sold a great many goods for export.

Ship Large Sale to Hemmenway.

Augustus Hemmenway, the great Chili merchant, had five or six ships running to Valparaiso and bringing back cargoes of copper ore in bulk. We would put up the shoes in nice little cases, twenty-four pairs in a case. The cases would be bound with little iron straps. He said he could put two cases on to a mule's back and send them three or four hundred miles over the mountains. He kept his trade so private that he did not allow us to tell any one he bought shoes of us. He would send them aboard the vessel after dark, for fear other people would find out he was shipping shoes; and he was just as private with other goods. He kept a gang of men loading the ships all night. The last bill of goods I sold him amounted to about $20,000, which I had his check for.

Our trade with Hayti and St. Domingo and Cuba was quite large. All we sent to Hayti we traded for coffee, which we imported in quite large quantities. To Cuba we would send by most every vessel twenty or thirty cases, and take good sugar, brown or white, just as they could do the best with. Those were the days of the low tariff duty on sugar. When we got more sugar than we could sell to good advantage, we made a shipment of white sugar to Russia, and would take back little untanned calf-skins and Russia duck. We shipped some of the brown

sugar to Trieste, and brought back opium for payment.

The leather and shoe business is a very important and useful industry. We have had some of the greatest and most honorable men in the country belonging to it. General Grant. President of the United States, was a tanner; Henry Wilson, Vice-President of the United States, was a shoe manufacturer; Governor Claflin of Massachusetts was a manufacturer; Gideon Lee, one of the mayors of New York city, was the greatest tanner in the country, and a very celebrated man in his day; John W. Houghton of Lynn, was a shoe merchant and a great philanthropist, an honor to the city of Lynn and an honor to the trade.

I append a list of the Lynn shoe manufacturers of whom Mr. Houghton bought goods: John B. Alley, Joseph Alley, Samuel Boyce, William S. Boyce, Samuel Brimblecom, Isaiah Breed, Isaiah Chase, Nathan D. Chase, George Johnson, Daniel L. Mudge, James Pratt, Micajah C. Pratt, David Taylor, Isaiah Wheeler, Josiah Newhall. Nathan Breed, George Keene, Samuel M. Bubier, L. B. Frazier, J. N. Sanderson, John Lovejoy, Harrison Newhall, T. P. Richardson.

Where Trade Began.

People now-a-days think they are in advance of the times, but trade in a great measure is governed by the necessities of the times. That the first colonist worked on a sound basis, is known, although not burdened with a surplus of gold or silver.

I gather from the records in Memorial Hall, Plymouth, the following:

"In the spring of 1627 the new Plymouth colonies found themselves involved in unusual difficulties. The London Association, on which they depended, was broken up, and the interest and credit of their little colony was at stake. A pecuniary crisis was at hand. They dispatched an agent to London to bring matters to a settlement. The terms of the settlement were that the colonies should pay £1800 sterling in yearly payments of £200 each, for nine years.

"On these terms they would be released from their former agreement, and all their effects would be secured to themselves. These terms were, at a general meeting, accepted and ratified. But who, in their poor condition, would assume the obligations to meet these payments and discharge their other engagements and supply the yearly wants of the plantation?

"In this emergency Governor Bradford, Elder Brewster, and five other noble men, jointly bound themselves, in behalf of the rest, for the payments. They had other

large liabilities, and with difficulty met their daily expenditures. They devised a plan, not by tax nor by forced labor, but a plan calculated to bring into action personal interests and privileges with the highest public good. They proposed to receive into partnership with themselves all the first colonies, with every young man of prudence among them, and give to each a share in all that belonged to the colony, with the right to each head of a family to a share for his wife and one for each child; also to divide at once to each shareholder an equal portion of land with title to his own habitation and improvements, on condition of his meeting his specified share of responsibility by certain portions of the fruits of his labors.

"The plan was received with general satisfaction, and was adopted. As the Governor and some others were pledged for the payment of the debts, they became doubly interested in the trade of the colony. Therefore two prominent trading posts were established. One was at Manomet, called Aptuxet, twenty miles south of Plymouth, where they first discovered wampum.

"Here on a small navigable stream was a point where coasting vessels from Long Island sound, New Amsterdam (now New York), and the southern colonies passing up Buzzard's bay, could find a landing place nearest the waters of Cape Cod bay.

"Over this neck of land (the Suez of New England), was a land carriage of six and one-half miles. There is where the commerce of the greatest nation of the earth began. Their trade extended all over the world. Another trading post was established at nearly the same time, some 200 miles northeast of Plymouth, on the Kennebec river, and called Kennebec. Here with the surplus corn raised in the colony, and with the use of 'wampum' for money, were exchanges made for furs, skins and other

valuables. They were so successful in their enterprises that their debts were all paid off. They went on successfully for twelve years.

"On their northern borders King Charles II, when he came on the throne, in order to secure money for his wife's dowry, ceded to France the Canadas, including Nova Scotia, Port Royal and Cape Breton, thus yielding up the portions of the new world most valuable for trade, fisheries and naval stores, to settle the question of one-half the queen's dowry.

"One of the first fruits of this to the Plymouth people was the treacherous robbery of their trading post at Penobscot. The established price of corn was six shillings per bushel, and one bushel of corn for one pound of beaver skins.

"This wampum or wampumpeaugne, was a kind of Indian money made of the beautifully polished portions of the shell of the small clam, called quahog, some say also of the periwinkles. It was both of the purple and the white shell of convenient size, and gracefully shaped, with a drilled opening in the centre, to be strung like beads. The purple was of twice the value of the white. A fathom of this stringed money was valued at about five shillings. Three purple shells or six white ones passed for an English penny. Of like material were made some of the most valuable ornaments of the natives."

Through the kind courtesy of Dr. T. B. Drew, superintendent of Pilgrim Hall, I find in Governor Bradford's history of Plymouth Plantation that Isaac Ellerton has the honor of being the first shoe dealer in the United States. In 1628, Governor Bradford, with others, formed a syndicate and raised £50 ($250), which was a large sum in

those days, and sent Isaac Ellerton to England to purchase shoes, hosiery and some linen cloth. One shipment of leather and shoes had been received in 1625. The first cattle brought here from England were a bull and three heifers, brought by Mr. Winslow in 1624. Virginia was settled in 1607, New York in 1614, Plymouth in 1620, Salem in 1628 and Boston in 1630.

The First Tanners in the Old Colony.

I consider it would do our forefathers great injustice to omit mentioning that they landed in Plymouth in 1620, and Endicott did not arrive in Salem until 1628 or 1630, and that would give them eight or ten years the start. Perhaps they did not have any cattle the first two or three years, but after that they imported all the cattle they wanted through their joint stock company. By 1628 or 1630 they were doing quite an importing and exporting business with the West Indies, and had the same advantage as Salem, for importing hides.

Now as to the date of old tanneries. Being an old tanner myself, I went down to Plymouth last summer to hunt up the name of the first tanner of that place. I was personally acquainted with Mr. Solomon Richmond and his son Micah. I find in Mr. Davis' history of Plymouth that Micah Richmond came there from Weymouth in 1630, and as Mr. Solomon Richmond had a son of the same name, Mr. Davis thinks that is the same old family tannery. Mr. Solomon Richmond had a brother who was a currier in Weymouth, landing in 1818, and sold a great deal of leather that was tanned in Plymouth. Old Deacon Crumby was a tanner in Plymouth at an early date.

The next yard was old Mr. Cushman's, of Kingston. It must be dated a very few years after the settlement of

Plymouth. The next remarkable tanner was Experience Mitchell. He came over in 1623, in the ship Ann, which was the third ship, and he was called one of the forefathers. He lived in Plymouth awhile and then moved to Duxbury, thence to Bridgewater, which was the first interior town settled after Plymouth, and the largest town in the Commonwealth, being fourteen miles square. It was near the seat of the old King Philip war, in which it bore such a glorious part. Mr. Mitchell settled at a place called Joppa, and there established and was the owner of the old Joppa tannery, where his old bark stone now is. After him came his son, Ensign Mitchell; after him, Colonel Edward Mitchell, and after him, his son, Cushing. He was a very celebrated tanner and carried on the business nearly sixty years; he made very excellent leather and carried on an extensive business in the old-fashioned way of tanning by the halves, and either made it into sole or upper leather, as customers chose. He tanned with oak bark and his leather had a great reputation. He sold in North Bridgewater, (now Brockton). Arza Keith and his brother, Mike Faxon, Colonel Southard, the Littlefields of Stoughton, Colonel Turner of Randolph, Seth Mann, C. Alden, Seth and Luther Thayer, Ephraim Lincoln and the Holbrooks, father and son, of West Randolph, were well-known manufacturers. There were then five or six large curriers in Roxbury. His leather was so popular that he sold to them all. He died in 1820. This firm of Experience Mitchell dates back to 1650. Through father and sons they carried on the yard 170 years. During all these years

the old farmers of Plymouth County came up to Joppa, not with offerings, but to get their hides tanned, as bark was plenty there. For 170 years the pilgrims around Joppa crossed over the land with dry feet, well shod.

Mr. Mitchell's brother William, settled in Cummington and established the famous Cummington tannery. Gideon Lee & Co. sold the leather in New York. After 1820 the property was bought by Mitchell & Bryant, and they commenced manufacturing shoes for the Spanish and South American trade. They shipped goods to New York by the way of Providence before there was any railroad or steamboat. They shipped through Spofford & Tileston. They had most of the Cuba trade also; made great shipments from Boston to Cuba, St. Domingo and Cape Hayti, and received coffee and sugar in return. They sold large shipments through Augustus Hemmenway. They also manufactured for the home trade. Their shoes were mostly made by hand and given out to be made. The workmen would generally take out a hundred pairs at a time to fit and make. They would keep them out from thirty to sixty days. They paid about one-third more for making than it costs now.

Mitchell & Bryant established the first exclusively wholesale house in Boston in 1824. They manufactured about 3,000 pairs per week, and carted through what is now Brockton, and Brockton owes her success to the shoemakers who were trained in surrounding towns having railroad facilities.

The author, Seth Bryant, manufactured during the

Rebellion nearly 200,000 pairs of sewed shoes for the Union soldiers, his name being stamped on them. As an old shoe manufacturer, I hope the present trade will do everything possible for an export business. The shoe and leather trade is no longer a pauper industry, and does not want any state aid, and the rank and file ought to have free trade. The poor shoe manufacturer ought not to pay a hundred per cent. duty on his salt and sugar.

The Shoe and Leather Trade.

I propose to give a few items of that great and useful industry, the shoe and leather trade of one hundred years ago, and a partial history of the men engaged in it. There have not only been in this trade mayors, members of Congress, governor and one vice-president, but from the West our illustrious General Grant, President of these United States.

We find that in 1796 Perez Bryant & Co. had a shoe store at No. 66 Ann street, which would be at the present time about the middle of Blackstone street. They had a store also in Savannah, Ga., and made large shipments of shoes to that city. Mr. Bryant was a native of Halifax, Mass. Silas Tarbell had a store in Ann street also. In 1798 E. Thayer & Co. were in Ann street. They made large shipments to Charleston, S. C., and Savannah, Ga. Amos Stetson had a large store in Mercantile Row, and made large shipments to Charleston and Savannah. Messrs. Stetson and Thayer were from Randolph, Mass. Mr. Stetson gave a handsome town house to his native town. From old records we find the name of Samuel C. Torrey, tanner in Pleasant street, his tan yard being in that locality. Asa Hammond occupied a shoe store at No. 14 Ann street in 1798.

In 1810, we find Samuel Train had a shoe store at No. 28

Mercantile row. He told the writer of this article that he started on foot from his home in New Hampshire for Boston, with his pack on his back, sat down under some large elm trees in Medford and ate the last food in his pack, and when he arrived in Boston he was the possessor of only 50 cents. He commenced business at the foot of the ladder, and made his fortune before he was half way up. He did a large business, shipping his shoes in flour barrels, packed in as nicely as crackers. He shipped to Charleston and Savannah. He became a large real estate and ship owner, and was a man of excellence in every respect. He bought the place in Medford, where he sat under the elms and ate the last loaf, before entering Boston. He gave the trade much dignity, and did not leave this natural world until past 90 years of age.

Lee Claflin and T. & E. Batcheller may well be classed with Mr. Train, and also L. B. Harrington of Salem. Lemuel Higbee & Sons of Boston have been in business forty-nine years. L. L. Harrington of Salem has been in the leather business over sixty years, and is the oldest man in the trade.

Nathan Tufts, of Charlestown, was a large sole leather tanner. He sold his leather for cash. Boston money, on delivery. He was the founder of Tufts' College. If the other tanners had sold on the same terms we might have had more colleges.

The Southwicks were great tanners in Vassalboro, Me. Samuel Philbrick sold their leather from his store on Long Wharf, where the writer saw Sheperd Knapp from New

York buying sole leather of Philbrick. The New Yorkers had not commenced tanning. New York commenced with Gideon Lee & Co. of New York, who had a large tannery at Cummington, Mass., carried on by one Mitchell, who learned his trade at the old Joppa tannery, East Bridgewater, Mass. He was one of the old Mitchell family of Joppa, Mass.

At the time of a war in South America, a cargo of hides was brought to Boston from Buenos Ayres, taken by a privateer, and Samuel Philbrick, who belonged to the Society of Friends (Quakers), would not bid upon them, religious scruples preventing, and he saw them sold at a very low price.

Tisdale & Hewins were very prominent in the trade, having a store No. 1 Long Wharf. Mr. Tisdale was a director in the New England bank. Nearly all the Southern and Western paper went through that bank, that being the only one that would take Southern and Western paper. There was a law at that time against all interest above 6 per cent., but one could take all exchange which he could get. Previous to that time Gilbert Dean, broker in the old State House, had nine-tenths of all the shoe paper. The United States bank and every dollar collected in the Custom House and Post Office was paid into that bank. They had complete control of all the other banks, and they were governed by Nicholas Biddle, president of the United States Bank in Philadelphia.

Thomas and Otis Rich were large leather dealers in Broad street, as were also Nester Houghton, Caleb Stetson (after-

ward Atherton & Stetson), Spooner & Arnold, Field & Converse, James P. Thorndike, Mitchell & Bryant, Otis Fairbanks, Forbush & Townsend, Blackstone street; Seth & Luther Thayer, Merchants' row, Hunt & Loud of Weymouth, and H. H. Reed of Weymouth, were all largely engaged in the West India trade. J. Littlefield & Co., of Stoughton, were largely in the West India trade; they had a house also in New Orleans. Newhall & Eveleth were large dealers, Harris & Potter, Walker & Emerson, Penniman & Whitney (afterward Jos. Whitney & Co.), Water street; William Capen, Merchants' row; Levi A. Dowley, Pearl street; Isaac Prouty, Spencer, Mass.; Jenkins Lane, Asaph Dunbar, Joseph Dunton, Abington, Mass.; P. & N. Copeland, West Bridgewater; Daniel S. Howard, of Brockton. The Keiths, Packards and Leaches have built up the great city of Brockton. Tyler and Ezra Batcheller built up North Brookfield. Isaac Prouty built up Spencer. Lee Claflin of Hopkinton was the first manufacturer of men's thick boots. Luke Brooks was a large upper leather dealer in Elm street. He introduced the selling of upper leather by the foot. Previously it was sold by the side, calfskins by the pound and not by dozens. Webster & Co., North Market street; Josiah M. Jones & Fred Jones, Broad street; John Cummings, Fulton street; L. B. Harrington, Salem.

The Danvers tanners were: Ichabod Nichols, Proctor & Poor, Jacob Putnam, Moses Putnam, Philip R. South-

wick; John B. Alley, Micajah C. Pratt, Nathan Breed, Newhall Bros., Isaiah Breed, Lynn.

The following were patent leather manufacturers: General Thompson, Woburn; Francis Williams, Quincy; Guy Carleton (the largest manufacturer of morocco in the trade, weighing over 300 pounds), Thomas Emerson, Reading; General Whitney, Milton; James Cheever, Dennie & Boardman, William Burrage, Calvin W. Forbush, John Simpkins, Henry Bond & Co., Fay, Stone & Jones, Nicholas Brigham, Boston; Leonard Johnson, Haverhill; Jacob Little, Rowley; Samuel Wood, Jonathan Warren, Grafton; Nymphus Pratt, Thomas Rice & Co., Shrewsbury; Aaron Claflin, Henry Burrage, Milford; Elisha Holbrook, Caleb Holbrook, West Randolph; James Tucker, Stoughton; James Webb, Weymouth; Noah Tirrell, James Tirrell, Samuel and Chester Guild, William Patten, Roxbury; Abner Curtis, Abington.

Pegged shoes were introduced in 1815; previous to that all boots and shoes were sewed, or nailed with copper nails, for the Spanish market. The writer has known all the shoe dealers since 1820. A period of seventy-one years.

The shoe and leather interest has grown to its present large proportions without the least protection from the government; if it had any at the start it was outgrown in a short time. The trade can ship shoes and leather to any part of the world without fear of competition. Massachusetts now manufactures $150,000,000 worth per year.

The oldest shoe dealers in the trade are the following: E. & A. H. Batcheller & Co., Boston, established sixty-seven years ago. Their factory is in North Brookfield, and is the largest of its kind in the world, making 7,000 pairs of boots and shoes per day. Isaac Prouty & Co., of Spencer, have been in business sixty-five years. Claflin, Coburn & Co., factory in South Framingham, formerly of Hopkinton, sixty-four years. Potter, White & Bagley, dating back to the old firm of Amasa Walker & Co., Walker, Emerson & Co., Allen, Harris & Potter, Nute, White & Bayley, (fifty-seven years.)

The oldest leather manufacturer is Leonard B. Harrington, of Salem, who has been in the business sixty years. Lemuel Higbee, of Salem, has been in the business forty-nine years. The firm now is Lemuel Higbee & Sons. Thomas E. Proctor succeeds his father, Abel Proctor, who was engaged in the tanning trade fifty-eight years ago. Henry Poor & Sons, the senior of this house, who died in 1878, was in business sixty-five years ago. These are the richest firms in the trade, showing what free hides will do.

Big Cargo of Hides.

The following article we copy from the Boston Herald:

"The Au Sable has arrived from Buenos Ayres with a cargo of 31,369 hides. They are worth $4 apiece, making a cargo worth $125,476. There is material enough in those hides to make $1,000,000 worth of shoes, if properly assorted with sole and upper leather. The upper leather hides will be split twice. Some sheep skins will be needed for linings, but those can be imported free of duty. The hides are also free. Iron and copper nails, sumac and flax, are needed in making these shoes; also box boards, which articles are all subject to duty. If they were all free, about two cents per pair could be saved on the shoes. The proposed way of paying for these hides is the shipping of corn, wheat and cattle from East Boston to Liverpool, and to pay Illinois for her corn, Kansas and Minnesota for their wheat and Texas for her cattle, by sending them shoes. There would be plenty of shoes besides, for export, as we can make shoes better and cheaper than England, France and Germany, and are ready to compete with them in any market. We anticipate sending shoes to Cuba, St. Domingo and all the other West India Islands, also to Mexico and all South America. We once had the Chilian trade and can have it again by taking the duty from copper. Trade in shoes might also

be opened by us in Africa, at Cairo and Alexandria, and if the British take Khartoum, there also; and if they do not, we can send them there to El Mardi. I saw a gentleman who was in Cairo and Alexandria last year. He says there are good markets for all kinds of shoes. Canvas shoes are particularly adapted to that warm country. In the Sandwich Islands they are worn by the natives to the exclusion of all other kinds. Shoes can be manufactured for one-half the cost of thirty years ago, in consequence of our splendid American machinery. There are more shoes manufactured in the second congressional district than in any other congressional district in the United States. There are more than 10,000 — Brockton alone 7,000 — cases per week shipped from that district, which will amount to $12,000,000 per year. The district includes Plymouth, the three Abingtons, the four Weymouths, the Bridgewaters, the city of Brockton, Rockland, Randolph, Holbrook, and the two Stoughtons. Brockton makes $12,000,000 worth per year. Boston imports $20,000,000 worth per year in green skins, as England is a great wool pulling nation. Now if we could have the wool skins free of duty — which is now 30 per cent.— old Massachusetts would have a chance to pull some wool. Four or five other States have been pulling her for some years. If it were not for the remains of her old Puritan principles she would be rily. The shoe manufacturers must and will have the skins, as they need them for linings. If we could get them free of duty, we could

supply our woolen and carpet factories with cheap wool. The district is now represented in Congress by ex-Governor John D. Long, who is eminently qualified to look after this great and flourishing industry."

A Shipment of Shoes to New York

Sixty-Nine Years Ago.

In the year 1822 I was engaged in the manufacture of shoes in a village formerly called Joppa, in the town of East Bridgewater, Mass.

There is an interesting fact connected with the singular name of Joppa, which this village bore for 150 years. In the early part of the eighteenth century there lived a man in Joppa (East Bridgewater), by the name of Simon, who carried on the business of a tanner; thus repeating the story of the case of St. Peter, who during his Christian ministrations in Judea, Galilee, Samaria and vicinity, was entreated to stop at Joppa with one Simon, a tanner.

In 1822 there were only five dwelling houses in Joppa, which at the present time contains upwards of fifty commodious residences. In that year I made a shipment of about 3,000 pairs of shoes to New York, the largest shipment which had ever been made in that part of the country. The shoes were manufactured of what is now known as "split" leather. I had procured a machine, the first that was ever brought to that section of the country, with which to prepare the leather, and the tanners on the south shore and vicinity brought to my place their leather to be split. Previous to that time the

hides were required to be shaved down by hand process, and four sides of leather were considered a good day's work for a man to shave down thin enough for patent or enameled leather. What a God-send it would have been if old Simon of Joppa could have had a "splitting machine," wherewith to have got his leather into merchantable shape at small cost; for certainly he couldn't have shaved down more than two hides by the old process he followed when St. Peter was engaged in converting the people in the earlier and more benighted Joppa.

But, as Artemus Ward would say, "to return to our original subject," regarding the leather I used in those days, and the manner of its manufacture. The vamps and quarters were split, and the tip of the vamp was lined with thin calf skin and then bound. This mode was entirely new and original with me, and I had never at that time seen any shoes made in that style. Twenty years subsequent I saw some shoes which had been brought from France, and I really believe the method had been surreptiously taken from my shoes. The shoes I made were lined with yellow sheep skin, bought from old General Whitney, of Milton. The largest skins were sold at $10 per dozen.

The shoes were all hand-pegged, and the leather binding was sewed on by women. The sole leather used was tanned by Tufts of Charlestown. His prices used to vary from 20 to 22 cents per pound. His exact price I cannot recall, but I know his terms, which were, "Cash, Boston money, when delivered on the sidewalk"; and if he had

received the same money for his sole leather that I did for my shoes, it is a matter of doubt whether we should ever have seen Tufts' College. In relation to the prices paid for making and fitting, I would say that from 30 to 35 cents per pair was considered a fair price, and these prices continued for ten or a dozen years. When done, the shoes were packed in Havana sugar boxes, 75 to 110 pairs in a box, and were properly marked. The entire cost of the shoes was somewhere about $1 a pair. The shipments were made from Providence, R. I., and I generally went on the same vessel which carried the shoes, and the latter I sold to Spofford & Tileston for $1.25 per pair. No steamboat was run till about 1824, and all water transportations was made in sailing vessels.

Messrs. Spofford & Tileston, I suppose, shipped most of my goods to Cuba, as they were then largely engaged in trade with that place. Besides the purchases the Messrs. Spofford & Tileston made of me, they bought quite extensively of the now venerable Abner Curtis, of Rockland, Mass., then a part of the town of Abington. I clearly remember seeing Mr. Curtis drive into Broad street, Boston, with four gray horses, his wagon loaded heavily with shoes, calf shoes and nailed brogans, all of which were shipped in schooners. Also Messrs. A. & H. Reed of South Weymouth, Mass., manufactured largely for the Cuba trade, making their headquarters in Boston, and when the parties had a note to pay they did not run after the bank, but made the bank official hunt them up.

The messenger of the old Suffolk bank informed me that he had one of their notes which became due on the 4th of July, which he handed to them on the 3d of July for payment, as the bank would be closed on the 4th; to which the Messrs. Reed replied that they should not close on the 4th and could pay their notes on that day. In order to get "square" with the Reeds, the messenger did take the note to them on the 4th, refused to take currency, but demanded specie, and the specie was forthcoming, as the Messrs. Reed had provided themselves with the specie in anticipation of the bank officials' demand.

In addition to the above named, Mr. James Littlefield was also extensively engaged in the Cuba trade, to such a degree that the Spaniards of Cuba came to his place and made their purchases in person. I afterwards began to manufacture for the Cuba trade myself, and made a light calf nailed brogan, and my shipments were mostly made by the supercargos of Ben Burgess & Son. I also shipped several lots by Mr. Nathan Hyde, of East Bridgewater, who was supercargo in one of Captain Roberts' ships. The shoes were sold in Cuba, and sugars taken in exchange, which in turn were sent to St. Petersburg, Russia, and in Russia I got the Russia calf skins in an untanned condition. San Domingo, also, came in for some of my trade. I sold to a merchant named Lithgo, from Hayti, who wished me to find some one who would transport the shoes. I finally introduced him to the late William F. Weld, and Mr. Lithgo told him if he would

find a vessel for his shoes, he would send him a cargo of coffee in forty days, or less. He did so, and Mr. Weld finally had forty vessels in that trade, which was the foundation for his immense fortune. Spofford & Tileston also made great fortunes out of the Cuba trade.

Let the shoe manufacturers follow up our export trade, and it can be extended to all the South American States and the West Indies. Of the men engaged in the trade of which we have written, the singular fact may be worthy of note, that Messrs. Curtis, Bryant and Littlefield — the three oldest engaged in the business — are still alive and in the enjoyment of good health, and it is barely possible that their longevity may be due in a measure to their abstinence from intoxicating beverages, regaling themselves on Havana sugar and coffee, the commodities they received in exchange for their goods.

The Future of Brockton.

The story of Brockton's progress for the last decade is a wonderful tale of prosperity, thrift and advancing public spirit. Without extraordinary railroad facilities, and with no advantages of natural position, our population passed rapidly over the line which marks the limits of a town and became the only city of Plymouth county and the centre of trade and business for an extensive tract of surrounding country. Thus far our growth has been satisfactory beyond measure. But we have reared the structure on one corner stone, the shoe business. We have given the Brockton shoe an enviable reputation the country over. Now arises the vital question. Are we nearing the end of the growth which may safely be built on one great industry, and what are the prospects for continued growth in population and commercial importance?

Take two cities as examples of modern growth. Lynn is devoted almost exclusively to the making of shoes. It has reached a population approaching 50,000. This entire population — manufacturers, workmen, merchants, tradesmen — is obliged to feel the stress of hard times during any dull or poor season in the shoe business. Labor difficulties, which are frequent there, affect the community from West Lynn to Woodend. Compare Lynn with the city of Worcester. Worcester capitalists have made it the

centre of a network of railroads. They have introduced a great diversity of manufactures. Worcester makes all kinds of machinery, has great wire works, rolling mills, boot and shoe shops, chair factories, cotton and woolen mills, carpet works and a hundred other concerns. In short, Worcester makes everything from a needle to a cannon. In this diversity of interests, this union of skilled labor, the proud Heart of the Commonwealth sees its 75,000 inhabitants rolling on to 100,000, with no limit to its horizon in view. If shoes are down, machinery may be up, and if machinery is down, carpets may be up (especially if it is the house-cleaning season) There can be no question that continued prosperity for Brockton and continued growth depends on the two great requisites — centering railroads and diversified industries. Brockton's shoe business is increasing every year, and with a view to learning the value of the manufactured products shipped from our busy city during the year 1884, a Gazette representative made a tour of the factories, visiting fifty-nine in all, about the number of active, enterprising manufacturers. As no individual figures were to be made public, and as exact amounts were asked, the result of the investigation is thought to be very nearly the correct value of the goods. There is no reason to believe that the aggregate amount of Brockton's shoe business is less than the footing, $12,208,332, giving an average of $206,920, for each man's business, a showing of which our manufacturers may well feel proud. While the aggregate figures

do not hint at the fact, this is a relatively better showing for Brockton than the sister city of Lynn makes, claiming a volume of $25,000,000 of business for 1884. As no figures are known for Haverhill's shoe business for the same year, no comparison can be made. But taking the State through, according to the last census (1880), with 982 shoe factories, the average value of the product per establishment was less than $98,000. In comparison with this, Brockton's $207,000, nearly, per firm, looks very comfortable. Aside from the question, "How much business did you do?" each man was asked how it compared with the previous year's trade. In this connection, it must be remembered that the fall business in Brockton was not very brisk as a whole. Nevertheless, about 5 per cent. had done double the business of 1883, 8 per cent. had rolled up a half more, 16 per cent. showed a quarter better, 14 per cent. counted about a tenth increase, 46 per cent. could not figure out much, if any change, while on the other hand, 5 per cent. had fallen off about one-fourth, and 8 per cent. did a tenth less business than in 1883.

Of the present outlook it is sufficient to say that the improved tone can be felt in all parts of the city, and that we are entering, apparently, upon new and better times. Briefly, the signs of the times are favorable to increasing business, prosperity and stability.

Brockton has always had very smart, enterprising men, and has them now. When Arza Keith and his brother

started the shoe business in a small way sixty-six years ago, in the part which is now Campello, in the centre of the town was Colonel Southard, Mark Faxon and Mr. Field. They were plodding their way along in a small business because the shoe industry was then in its infancy. Although there have been a great many manufacturers there who did all they could, I think the city is indebted more to Daniel S. Howard, than any other man. He commenced business in 1848, beginning at the bottom of the ladder, and was a thorough-bred mechanic and a business man. He knew just how to put every stitch, peg and nail into a shoe where it would do the most good. He commenced on a good, low-priced shoe; just what the people wanted to wear. Fisher & Baldwyin of New York, a great, enterprising shoe firm, told me nearly forty years ago, that Daniel S. Howard could make the best shoe for $1 of any man in this country. I told him to put 100 cents into a shoe and bring it to me; he did so. Then I asked him what he would make me 1,000 cases for. He set his price, and I told him he might go to work on them. He did so, and with his shoes, I got the lead in the trade in New York and sold 5,000 or 6,000 cases right along. He kept to work and made more shoes than all the rest of the manufacturers in Brockton, for several years. And that established Brockton's reputation for making good, low-priced shoes; just what the people needed. Philadelphia and Newark, New Jersey, were manufacturing a great many shoes those days, but they were higher-priced shoes;

higher in price than the people wanted to pay. So all the Southern and Western dealers had to keep a supply of Brockton shoes. At the present time there are seventy-five shoe factories in Brockton, including Campello. A great many of them are now making a higher grade of shoes.

George E. Keith and Preston B. Keith, grandsons of Arza Keith and his brother, the old manufacturers, are doing a very extensive business, manufacturing a grade of higher-priced shoes. Daniel S. Howard has retired from business. He was in business from 1848 to 1888, a period of forty years. He is one of the richest men in Brockton. A high-minded, honorable gentleman. His residence is the finest in the city of Brockton. He has lived a very useful life, not only while he was building up Brockton and employing thousands of men, but through his means thousands of poor people have had goods at lower prices. Mr. Fisher, of New York, of the firm of Fisher & Baldwin, died wealthy. Mr. Daniel S. Howard was not only a great manufacturer, but has proved himself a great financier. As rapidly as his money accumulated he knew how to invest it wisely. His whole life shows he was under the control of love and wisdom. He is an honor to Brockton and to the shoe and leather trade.

The original grant of land of Brockton and Bridgewater dates back to the time of Massasoit. March 23, 1623, Ousemequin, or Massasoit, Sachem of the country of

Poconocket, gave, granted and sold unto Miles Standish and two others, a tract of land usually called Satucket. In payment for the land, Massasoit received 7 coats, a yard and a half in a coat; 9 hatchets, 8 hoes, 20 knives, 4 moose skins, 10½ yards of cotton.

United States Bank.

A Financial Event in Jackson's Time.

The bank of the United States was chartered by the United States government, March 3, 1816, with a capital of $20,000,000, twenty years to run. The government subscribed $2,000,000 of the capital. The mother bank was in Philadelphia, and they established branches wherever they saw fit, but the branches were absolutely under their control. Through their branches they controlled all exchanges throughout the country. Our state banks had very little or nothing to do with it. I kept an account with them a few years later, being in the shoe business on Broad street, Boston. They owned the building where the Merchants' bank is now. Boston had a large trade with St. Louis, that being a great distributing point at the West. I went to the bank with bills on St. Louis. Mr. Frothingham was cashier; he said he could not discount or collect another dollar on St. Louis until the bank was re-chartered — the charter had then three years to run — although they were charging one per cent. That was in October. Congress was going to meet the first of December, 1831, and the bank had petitioned for a re-charter. I had a great deal of trouble with my collections West and South and had to sell them to private individuals.

Soon after this I went to Philadelphia. In a friend's store (who was in the shoe business), I saw him marking goods to one of my St. Louis customers. I asked him what he did with that man's notes. He said, "I just had one discounted at the United States bank that had nine months to run." I asked him if he got any collections at St. Louis. He said, "Yes." He gave me the names and figures.

When I came home I carried them to Hon. Abbott Lawrence. He was director of the branch in Boston. He took them to Mr. Frothingham and asked if he refused to take Mr. Bryant's bills on St. Louis. He said, "Yes." Mr. Lawrence said, "If the bank does not put us on the same footing as they are in Philadelphia, I will resign." He came to me a few days after and said, "They will take your bills."

Congress came together and passed the bill. President Jackson received it on the 4th of July, 1832; he sent his veto in the 10th. That veto was the greatest ever sent from the White House. It saved New England millions of dollars, beside the humiliation of twenty years of financial bondage.

In 1834 we had the hardest money pressure I ever knew. The branch United States bank in Boston stopped discounting and began a run upon the other banks in Boston. When their bills came in from the banks they were put in a bag, which their man Wyman would pass around to those banks demanding specie therefor. Money was worth

2 per cent. per month at that time, and there were twenty to thirty failures in a day.

Just at this crisis, on a certain day when the mail arrived at 1 P.M., Mr. Charles Hood, cashier of the Commonwealth bank, received a large check from the United States treasury, drawn on the branch bank. Hastening to his own bank he gave notice to the directors to go into the streets and relieve all whom they saw in distress. Then at 2 P.M. he went into the branch bank and saw Mr. Frothingham, saying to him that money had been very hard that day, and that he had done all he could to relieve the people by paying out his bills very freely, and "when the bills come into your bank tomorrow morning, send them to me and I shall be ready to settle with you." Mr. Frothingham was very much astonished and asked Mr. Hood if he had a check on that bank. Mr. Hood replied in the affirmative. Mr. Frothingham said, "If you will not draw it, but let it go through the regular course we will make it all right." Mr. Hood allowed it to go, and the next day money was at 6 per cent. Why the United States bank brought that awful squeeze on Boston has never been known. There was no excuse for it at the time, and to General Andrew Jackson belongs the credit of extricating us from it.

On the 18th of February, 1836, the state of Pennsylvania chartered a bank, calling it the Bank of the United States. It was just thirteen days before the charter of the former bank expired, the old bank turning all their old assets over

to the new. Twenty million dollars disappeared, old stockholders receiving not a cent. The New England stockholders suffered with the rest, besides sharing in the disgrace which it brought upon the United States. President Jackson, in his veto of the bank, said that Nicholas Biddle, president of the United States bank, admitted that the state banks owed their existence to his leniency.

Financial Panic In 1837.

Some of the incidents of the great financial panic that swept the country in 1837, by one of the survivors, may be interesting. Early in 1835, when the government was pretty well clear of the United States bank, it commenced depositing the money in what was called the "Jackson Pet bank." Trade soon began to start up and the prospects were very promising. Factories were all running, trade was extending South and West, and business was never better.

Things went on in this way for a year or more. Then the Western banks began to lend money pretty freely to people who would invest it in government land at $1.25 per acre. At that time Massachusetts and Maine owned their timber lands together. When Massachusetts got her share of the lands, the should-have-been-wise Legislature passed a vote to sell the lands. They commenced putting them on the market by the townships. Most of these were run out in 22,000 acres to a township, and commenced selling at 50 cents an acre, and finally went up to $2.50. The price was so low it made many people crazy to buy. They would be worth $100 an acre today, if they had the same amount of pine and spruce timber they had then. Eastern land notes soon began to grow plenty.

The first cloud in the great storm then began to appear. We had on the high protective tariff, but it was growing less every year under the Clay compromise act. The government, in order to protect a few manufacturing corporations and the rich owners of iron and coal mines and a few other protectionists who had their claws on the government, collected more money than they knew what to do with, and it was piling up in the banks.

Then Congress had to work all winter to know what to do with its money. Some wanted it used for building railroads. Others wanted to loan it to the states. Mr. Anthony, of Pennsylvania, offered an amendment to the bill, to divide the money among the states. The Legislature of Pennsylvania had previously passed a resolve to divide the money among the states. Mr. Anthony's bill passed June 23, 1836, and went into effect January 1, 1837. The first effect of the bill? Well, the state treasurer of South Carolina presented his draft to the Shoe and Leather Manufacturers' bank of New York, Gideon Lee, president, and the treasurer demanded specie for it. The amount was something over $200,000.

Mr. Lee had to pay the specie, and thus began the run on the banks. Then the banks in New York suspended specie payment, and all the banks in the United States followed suit. All the Southern and Western banks would pay their debts in their own bills. Illinois was 18 to 20 cents on a dollar, Georgia was 30 per cent. discount, Alabama was 40 per cent. discount, New Orleans 10 per

cent. discount. Mississippi would pay Brandon bills which started at 50 and went down to nothing.

This went on for a year or more, until the country was ready to resume specie payment. Ten of the Boston banks failed or were crushed out of existence by an arbitrary vote. But the United States bank of Philadelphia was not able to resume specie payment, and the banks of New York and Boston had to lend something like $1,000,000 with which to pay specie. For two or three months she struggled along, meeting financial reverses, the effect from which she failed, and all banks South and West suspended specie payment.

New York and Boston continued paying specie. Philadelphia had the privilege of paying all her debts at a discount of from 10 to 17 per cent., besides having control of all the trade for a year or two, until the final resumption. I was carrying on the shoe business at this time in Boston, and had the hardest struggle that could ever be indulged in by any mortal man to eke out a livelihood.

Protection and finance are indeed interesting conundrums just now. It behooves our business men to think for themselves and act oblivious to party prejudice.

The Great Guns Cast at Bridgewater.

PEPPERED THE RED JACKETS IN THE REVOLUTION.

The first cannon that was ever made in the United States was cast by Hon. Hugh Orr in 1775 at East Bridgewater, near Joppa, on the Matfield river. A branch of the Old Colony railroad now passes just below the place. Hugh Orr was the son of Robert Orr of Lochwinnioch, Shire of Renfrew, Scotland, and was born January 2, 1715. He came to America June 7, 1740, at the age of 25, landing at Boston, and was by trade a whitesmith, and excelled in the making of keen-edged tools.

Hearing that a man named Keith made scythes at East Bridgewater, he concluded to go there, and as there were no conveyances in those days, he must, I suppose, have walked all the way, arriving there just before dark. He called on Mr. Keith, who received him kindly and invited him to spend the night with him. Mr. Keith became very much interested in the young man, and carried him down to his scythe factory and introduced him to his workmen, saying, "Here is a young man from Scotland who can make any kind of an edge tool."

Mr. Orr said: "Yes, I can. If you will let me have that

little forge and that leather apron I will make you a razor."

Mr. Keith ordered a workman to give him a piece of iron, and the latter threw the young whitesmith an old iron skillet handle. Orr took it up without saying a word and went to work on it. He worked it over and made his razor, and put it on to one of the stones where they were grinding the scythes. When he finished it up, he handed it to Mr. Keith and said: "Now, I want you to try it." Mr. Keith did try it, and it worked so well the workmen took their hats off to Orr. He was a very superior man, and there was where his fame began.

He soon became acquainted with Mary Bass, daughter of Captain Jonathan Bass. The captain and his wife objected to the match and refused to allow him to see her any more. Then he asked Captain Bass his reasons. The captain said he had three: One was that they were both too young; the second, he was poor; the third, he was a foreigner.

Mr. Orr answered: "We are both growing older every day, and I do not always expect to be poor; and as to being a foreigner, I am not to blame for that."

Captain Bass sent Mary away to Boston. Not long after Mr. Orr came riding down and jumped off his horse and threw the reins over the post, and went in to see Captain Bass and his wife, and said: "I have been to see Mary; she is very well." The old captain answered, "If that is your way, we may as well withdraw our objections to the match," and they were married.

He soon owned the scythe works, and everything prospered that he put his hand to. He was a very superior, enterprising man, and introduced a great many improvements in manufacturing in the town, and took a great interest in national affairs. He was a state senator and very extensively known throughout the country.

When the British army was in Boston, there were several Scotch regiments. Mr. Orr was so well known and so famous that the officers used to come out and see him. He was talking to them one day about this country's gaining its independence. One of the officers said it was an impossibility, because the country had no soldiers. Mr. Orr replied, "My men are all soldiers. After I shut down the factory tonight, I should like to have you see them." After he shut down the factory he got his boys and workmen into line and asked one of the officers to drill them. The officer did, and he was very much surprised to see what knowledge and efficiency they had in manœuvreing. He turned to Mr. Orr and said: "If other people's boys are as smart as yours, you will gain your independence."

When the war commenced Mr. Orr went right to work getting out his cannons. They were cast down in that part of Bridgewater near Titicut. They had a great deal of trouble getting them into his old scythe mill to bore and finish them. He received a contract from the United States government for the making of cannons in 1776.

Mr. Orr had a family of ten children, two sons and

eight daughters. They all married but one daughter. His son Robert was a colonel in the Revolutionary army, and at the close of the war was superintendent of the Springfield armory. Hugh Orr was one of the greatest men that ever lived in his section of the country. He had a mind well stored with wisdom, was an inventive genius, and possessed a good temper and amiable disposition, which has been transmitted to his descendents down to the fourth generation. He died December 6, 1798, aged 82. His wife died July 17, 1804, aged 80.

Long Lived.

Reminiscences of John Whitman and Ebenezer Cobb.

Deacon John Whitman of East Bridgewater, was born March 28, 1735, and died July 20, 1842, at the age of 107 years, 3 months, 22 days.

Ebenezer Cobb of Kingston, born in April, 1694, and died December 8, 1801, aged 107 years, 8 months and 6 days.

Deacon John Whitman was a farmer, having a farm on the banks of the river adjoining the famous great herring weir at Satucket, where herring and shad were caught by the millions, which was a great blessing to the poor people thereabouts. It should have been so to this day, but the corporations killed it.

It was once my good fortune to be a farmer, and I used to work with the deacon; hoe and work with him when he was nearly 100 years old. I was a boy then of 15 or 16 years. He raised flax and kept sheep. He told me that when he was a young man he used to go down to New Jersey and make shingles in the winter in that great cedar swamp that lies between Hoboken and Newark. There were great cedar trees there, some nearly four feet in diameter.

Deacon Whitman was a plucky man; he was never known to run, but was always steady and quiet. When he was quite a young man he was getting hay down in front of his house near the river. His father was on the cart, the cattle started, he fell off and was killed. The deacon coolly got him on his back, carried him into the house, and laying his father's body before his mother, he said: "Here is father, dead." There is not one man in a thousand who could have done that.

Deacon Whitman raised a large family in which there were three sons who became Unitarian ministers. In his old age he always walked with a straight staff, for he was an upright man. If he ever leaned over a fence to pray, he would be sure to pray for those on both sides.

Not long before he died Judge Mitchell, who lived up in the village, went down to see him. The old man's memory was a little shaken, and he did not know him. The judge asked him if he was at the raising of Mr. Latham's big barn. Mr. Whitman said: "Oh, yes; were you there? I remember the Joppa boys were there." When asked who Cushing Mitchell married, he replied, "Jennet Orr." They had children: Nahum, Jennet and Alice. Alice married William Harris; Jennet, Daniel Bryant; Nahum went to college, became a lawyer, a judge, and was a member of Congress in 1813 and 1814. Nahum Mitchell died Aug. 1, 1858, on the occasion of the first celebration of the landing of the Pilgrims at Plymouth.

He took the train at East Bridgewater, on the morning of that day, for Plymouth, and upon arriving there found that he had been robbed of his pocketbook. It produced such a shock that he fell upon the street, and was taken up to the house of Mrs. E. W. Drew, 69 Court street, where he died. He was 84 years of age. He was also a historian.

The story of the life of Mr. Ebenezer Cobb was given me by Mr. Stetson of Kingston. Mr. Cobb was a farmer, having a farm near Rocky Nook. I have been in his old house, which is still standing. The parlors are so arranged that cannon could be placed in them so that they would sweep everything down to the sea.

When Mr. Cobb was somewhat over 100 years old, he was taken sick and a doctor called, who informed him that it was doubtful if he would live out the night. A few friends called at his home to sit up with him, one of whom was a sea captain. During the night Mr. Cobb woke up, and said the doctor was starving him. When asked what he would like to eat, he replied, "Corned beef and cabbage." There was some in a dish upon the table, which the captain gave to him. After eating heartily, he said he felt much better, and went to sleep. When the doctor called, the next morning, he was surprised at his improvement. He lived four or five years afterward.

Mr. Cobb remembered Peregrine White's funeral in 1703. He was the first white child born in the colony,

It is a singular coincidence that Deacon Whitman and Ebenezer Cobb lived right alongside of a herring weir, and the question is advanced, did the eating of herring have anything to do with their long lives? They liked herring, and their appetites were always good. Both men were blessed with the most even temper.

Silver and Gold.

The Old Days and Now.

In the year 1807, when I was but a small boy, I lived in a place called Old Joppa, a little village in East Bridgewater. One day, in company with half a dozen of my companions, we took a walk down to Robbins' pond, which contained several hundred acres, and which was some two or three miles from the village. In the centre of the pond was a splendid island called Paw Waw, now known as the Picnic island.

Living alone upon this island was a remnant of an old Indian tribe. One of the squaws, named Bet Jess, took a liking to me, and told me she would give me an Indian puppy if I would carry it home. Of course I took the dog and thanked her graciously for her kindness. I made him a very comfortable home in the back yard, and the little fellow caused lots of trouble. He was continually at war with the white man, and would always express his hatred by barking and a gnashing of teeth. Finally I sold him for 50 cents and took my pay in paper money.

General Sylvanus Lazell was a great man in those days. He was the owner of a forge, a manufacturer of iron and nails, and carried on extensively the grocery business. He issued 25 and 50 cent bills, taking them for all dues and

redeeming them in silver. I changed my paper script for a silver half dollar; the first one I ever possessed. I was a silver boy, and have been a silver man ever since. The soldiers of the war of 1812 were paid off in silver. In the war of the Rebellion our soldiers were paid off in legal tenders worth 33 cents on $1 in gold.

An Old-Time Tanner.

Jacob Putnam, of Salem, in 1809 bought land and built a tannery in that place. Thomas Perkins, a retired merchant in Salem, had a cargo of Buenos Ayres hides, which he offered to Mr. Putnam at 8 cents per pound, allowing as long credit as he wished, at 6 per cent. interest. He took, however, only 2,000. Mr. Perkins asked him why he would not take more. He answered that he feared he could not sell the leather. Mr. Perkins replied: "You know that children are born barefooted and must have shoes, and the leather will be wanted." He took only the 2,000, but when they were tanned, he got 25 cents per pound for the leather.

Mr. Putnam continued in the business until his death, in 1875, and was also engaged in the East India trade, owning several vessels in the Sumatra and China trade, his son, George F. Putnam, being partner with him. His salesroom in 1885 was at No. 22 South street, Boston. Their business has continued for the last seventy-six years. The term "oldest and richest" well applies to them.

Some Facts About Salt.

The Austrian bark Tilde, which arrived in Boston, brought the first cargo of salt from Augusta, Sicily, ever imported at Boston from that port. The shipper had heard of the great and glorious free country owning both sides of the continent and thought it would be a good thing to bring a cargo of salt from a place where it makes itself to a cold country where it does not make. When he arrived in Boston with a cargo of 950 tons of salt, he found the duty on the same to be fully 110 per cent. The cost of the cargo was $1,520, the duty 8 cents on 100 pounds, on the 950 tons amounting to $1,702.40. The shipper found himself in a tight place. He had never heard of the five kings, but upon inquiry, however, he found that King Salt would let fishermen have salt free of duty, first signing a bond that they would not let the meat eaters have any of it. Therefore, the people can eat their broth fresh, the farmers their bread without butter, or butter without salt. The laboring man can only pepper his soup. The politicians can scratch their heads, but if they say anything against the tariff commission, they may share the fate of Lot's wife.

Shoes For Soldiers.

At the breaking out of the Rebellion I resided at Joppa Village, East Bridgewater, and took a contract for making army shoes; they were all sewed, and it was very difficult to secure workmen. I had samples made, sewed by the McKay machine, and I carried them to Washington and presented them to Secretary of War Stanton, and asked him if he would accept them in my contract, and he said he would if I would warrant the sewing. I told him that I would, and would stamp my name on every pair, if he would issue an order that he would not receive any shoes unless the manufacturer's name was stamped on them. He did issue that order, and thereby the army got the best shoes that any army ever had. I manufactured about 300,000 pairs, and the government was very slow in making payments and the contractors were forced to sell their vouchers at 10 or 15 per cent. discount.

The law was that all the army and navy shoes should be made of oak leather, and the price was 20 cents per pound higher than hemlock leather. I paid 60 cents per pound in Philadelphia, and also $10,000 more for oak leather than I would for hemlock on my own contract. Pennsylvania has oak bark and derived a great benefit from it. There was not half enough oak leather in the

country for the army, and they had to substitute what they called Union leather — oak leather stained.

I think Massachusetts made more than half of all the shoes the army ever had. At the end of the war the government turned several thousand pairs back on to my hands. I had to suffer severe loss, and got no redress from the government. I got a contract at the opening of the first bid in New York and the last bid in Philadelphia. I went through Baltimore to Washington the morning of April 20, 1861, and remained there through the dark week, and then went around to New York in the government steamer Keystone State.

Memoir of Plymouth County.

From all early histories, it seems the Indian tribes came from the West, over the Alleghanies, and down the rivers, and spread all over the United States. The Pequots and Narragansetts were the first to learn the use of wampum for money to trade with, and became very wealthy and powerful; while the other tribes unacquainted with its uses, fell into poverty and decay.

Had America remained forever a sealed country to Europe, the desire of wampum alone might have elevated the Indians into merchants and navigators. Civilization would have followed the accumulation of property, and laws would have been established for its regulation and protection. Whether the great object of man's pursuit be wampum or gold, the desire of either, or in other words, the passion for the acquisition of property, will teach him the mode to secure it when acquired.

All the tribes who inhabited that region comprised within the jurisdiction of New Plymouth, as well as Capervack or Nope (Martha's Vineyard), and Nantucket, were known by the general name of Pokanokets, and under this term many small tribes were included. The Wampanoags inhabited the country now called Bristol in Rhode Island. These were the particular tribe of Massa-

soit and afterwards of his son Metacomet (or Philip); the number of their warriors did not exceed sixty when the English arrived. The Pocassetts inhabited Swanzey, Somerset, part of Rehoboth and Tiverton. The sagamore of this tribe was Corbitant, who was succeeded by a female, the unfortunate Weetamore. The Saconets were the aboriginals of Little Compton; they also in Philip's war were governed by a female sachem, Awashonks. The Namaskets were seated at Middleborough; the Nausites at Eastham, on Cape Cod; the Mattachees at Barnstable; the Monomoys at Chatham; the Saugatucketts at Marshpee; the Nobsquassetts at Yarmouth. All these tribes were subordinate to Massasoit.

On November 15, 1620, sixteen men left the Mayflower in what is now the Harbor of Provincetown, completely armed, under the command of Captain Miles Standish. After marching about a mile in a southerly direction, they saw five Indians, who fled with precipitation. Night overtaking them, they rested. The next morning they followed the trace about ten miles; they halted near a spring, from which they quaffed the first refreshing draught of American water. They also found a hole in the ground, covered with sand and lined with bark, containing some maize or Indian corn in ears—which they took. The greatest discovery made in America.

The next day with much difficulty they reached the ship and delivered the corn into the common store. This act, however, was probably the means of saving the colony from

starvation, for the grain was all saved for planting, and from its product they derived at one time their sole support.

Seventeen days elapsed before the shallop could be prepared for sea, and they then undertook further discoveries. Jones, the captain, and ten of the crew and twenty-four of the company, sailed up the bay during a high wind and a rough sea. The shallop soon anchored and landed part of the company, who were anxious to proceed. The weather was excessively cold and it snowed, yet these hardy men braved the inclemency of the elements unsheltered.

The next day they went on board, and soon discovered a harbor, fit only, however, for boats, which they called Cold harbor (the mouth of Paomet creek, between Truro and Wellfleet). This is the place where a monument should be built. They shot some sea fowl, which they devoured with "soldiers' stomachs," and again went in pursuit of corn, which, although the ground was covered with snow, they fortunately discovered, as sand was heaped over the holes where it was concealed. They opened the frozen ground with their swords, and obtained about ten bushels and some beans. The captain returned to the ship with the shallop, taking the corn. Fifteen of the men went with him; the others remained. This corn saved them from starvation. From this small beginning it was introduced into the South and West, furnished the principal food for all the negroes, and millions upon millions of bushels have been shipped to Europe.

Those who remained marched into the woods, and discovered for the first time two Indian houses, or wigwams. They found in some baskets parched acorns and pieces of fish, and some venison in a hollow tree. Some of the best things they took. The shallop arriving, they returned in her to the ship. While they were absent, the wife of William White had borne a son, who received the name of Peregrine, the first white child which was born in New England.

The following account taken from the Boston News Letter, being the fifteenth number of the first newspaper that was printed in North America, is given entire.

"MARSHFIELD, July 22.—Captain Peregrine White, of this town, aged 83 years and 8 months, died here the 20th instant. He was vigorous and of a comely aspect to the last; was the son of William White and Susanna his wife, born on board the Mayflower, Captain Jones, commander, in Cape Cod harbor, 1620; the first Englishman born in New England."

The ship, with all the company, sailed on the 15th of December, and anchored in Plymouth harbor on the 16th. On the 22d the company left the vessel and landed on a rock near the shore, which now bears a consecrated character, to which pilgrimages are made, and to which the posterity of the pilgrims delight to throng, to call up the divine associations with which its history is connected, and to view the spot which received their forefathers.

On the 31st of December they named their settlement

Plymouth, because this place had been so called by Captain Smith, who had previously surveyed the harbor, and they remembered the kindness which they had experienced from the people of Plymouth in England. And on this day (it being Sunday), they worshipped for the first time at this place.

The Indians had hitherto kept aloof from the settlers, but on the 16th of March one came in alone, and with great boldness addressed them by saying, "Welcome Englishmen." He informed them that he was a sagamore, and that he lived at some distance, but had been for some time in the vicinity of the settlement, and that his name was Samoset. He appeared to possess a thorough knowledge of the neighboring country and its inhabitants. He informed them that the place where they were was called Patuxet, and that a few years previous to their landing all its inhabitants died of a plague, of such a deadly nature that it spared neither man, woman nor child, and that no one could make any claim to the land, or rightfully molest them. He also informed them that their next neighbors were the Wampanoags (the English supposed he called them Massasoits, but that was the name of their chief sachem), that they had sixty warriors, and that the Nausites, to the southeast, could raised a hundred.

The next day the English dismissed Samoset with presents, after requiring him to cause the restoration of some tools which had been stolen in the woods, and after he had promised to return with some of Massasoit's men

to bring beaver skins for traffic. He soon returned with five Nausites, dressed and painted in all the extravagance of the Indian fashion, and bringing back the tools which had been lost; they were received with much hospitality by the English, and made many demonstrations of friendship, feeding heartily upon the food which was set before them, and singing and dancing after their manner. They brought some skins, but the English would enter into no traffic on the Lord's day. They departed, extremely gratified with their reception, and promised to return and bring more skins.

Samoset, feigning himself sick, remained a day or two longer; he was then despatched to find the other Indians. While he was absent, two or three Indians appeared on the hill, using threatening gestures, but Standish and another approaching them armed, they fled, after making a show of defiance. On the next day, March 22, Samoset returned, in company with four others, amongst whom was Squanto or Tisquantum, who was the sole remaining native of Patuxet. Squanto had resided for some time in London with one Slany, a merchant, and had learned a little English. They brought some skins and a few fish to sell, and informed the English that the great sagamore, Massasoit, with Quadequina his brother, and all his force, were near. Massasoit soon appeared on the hill with sixty men.

The English were unwilling that the governor should go to them, and they were apprehensive of approaching the

English. Squanto was despatched to ascertain their designs, and they signified through him that they were desirous that some one should be sent to hold a parley. Edward Winslow was sent with presents for the chief, which were willingly accepted, and Winslow's address was heard with great attention, although the interpreters did not succeed very well in explaining it. He told the sachem that "King James saluted him with the words of love and peace, and did accept of him as his friend and ally, and that the governor desired to see him, and to trade with him, and to live on friendly terms with his near neighbor." The sword and armor of Winslow caught the attention of the sachem, and he expressed a wish to buy them; but the sword and armor of Edward Winslow were not for sale.

Leaving Winslow in the custody of his brother, and followed by twenty men, who left their bows and arrows behind, he crossed a brook which ran between him and the English. Captain Standish and Mr. Williamson, with six men armed with muskets, met the sachem at the brook, and after salutations had been exchanged, attended him to the house and placed a green rug and three or four cushions on the floor for his accommodation. The governor preceded with a flourish of a drum and trumpet (the sound of which excessively delighted the Indians), and followed by several soldiers, entered the house. The governor and sachem, after saluting each other, sat down together and regaled themselves with meat and drink; and then the

following treaty was proposed by the governor and agreed to by Massasoit:

1. That neither he, nor any of his, should injure or do hurt to any of their people.

2. That if any of his did hurt to any of theirs, he should send the offender that they might punish him.

3. That if anything was taken away from any of theirs, he should cause it to be restored; and they should do the like to his.

4. That if any did unjustly war against him, they would aid him; and if any did war against them, he should aid them.

5. That he should send to his neighbor confederates, to inform them of this, that they might not wrong them, but might likewise be comprised in these conditions of peace.

6. That when his men came to them upon any occasion, they should leave their arms (which were bows and arrows), behind them.

Lastly. That so doing, King James would esteem him as his friend and ally.

All which he liked well, and at the same time acknowledged himself content to become the subject of the king aforesaid, his heirs and successors; and gave unto them all the lands adjacent, to them and their heirs forever. Thus was concluded the first treaty between the English and the Indians of New Plymouth; a treaty, though simple in its terms, important in its consequences; for it was a treaty of peace, and of alliance offensive and defen-

sive, and its conditions were faithfully observed for a period of fifty-five years, exhibiting an instance of unexampled good faith, fidelity and honesty, in both parties.

Although Massasoit was pleased with the result of the conference, yet he was under great alarm, which was manifested by his trembling. He was a large and good-looking man, but very grave and taciturn in his deportment.

The sachem and his followers, after leaving six or seven hostages for Mr. Winslow, retired with their wives and children into the woods, where they slept during the night. Quadequina, and those who were with him, were well received by the English, and were conveyed back, together with the hostages, and Winslow returned. These Indians promised to plant their corn and to dwell near the English during the approaching summer. During the night the English kept strict watch. The next morning the Indians visited them again, and informed them that the sachem wished to see some of them. Captain Standish and Isaac Allerton immediately ventured to go amongst them and were kindly received. There was not the slightest indication of hostility on the part of the Indians. The English pursued their usual occupations in the woods, and were not molested.

The sachem was the more induced to cultivate the friendship of the English, inasmuch as he was very apprehensive of the Narragansetts, a powerful and hostile tribe in his vicinity. On the next day the Indians returned

to Sowans (in ancient Swansey, near the present town of Warren, in Rhode Island), their headquarters.

Samoset and Squanto, who had contracted a strong affection for the English, remained with them, and instructed them in the manner of taking fish, and in the simple agriculture of their countrymen, showing them how the corn should be planted and how the ground should be manured with alewives (of which immense quantities came into the brook), and rendered them many kind offices. Squanto also acted as their pilot, conducting them to all the places where any traffic could be had, and never left them during his life. They planted twenty acres to corn, and six to barley and peas. The corn produced well, but the barley and peas failed.

On the 5th of April the colony met with a great loss in the death of Governor Carver. He had been working in the field, but left it at noon, complaining of a severe pain in his head, which was caused, as he supposed, by the sun. He soon became senseless, and in a few days died. The grief of the colonists was almost inconsolable. They buried him with the honors of war. His wife, who was strongly attached to him, overcome with sorrow, survived him but six weeks. He was a man of great prudence, integrity and firmness of mind. He had a good estate in England, which he spent in the emigration to Holland and America. He was one of the foremost in action, and bore a large share in suffering in the service of the colony, who confided in him as their friend and father.

Piety, humility and benevolence were eminent traits in his character, and it is particularly remarked that in the time of general sickness which befell the colony, and with which he was affected, after he had himself recovered, he was assiduous in attending the sick, and performing the most humble services for them, without any distinction of persons or character.

A grandson of Governor Carver, who lived at Marshfield, acquired some notoriety in consequence of his extreme age, having lived until he was 102. This grandson was alive as late as 1755, for in that year he was seen laboring in the same field with his son, grandson and great grandson, while an infant of the fifth generation was in the house.

Governor Bradford heard that Massasoit was down among the Narragansetts, and very sick. He had been such a good friend and faithful ally to the colonists, that Governor Bradford felt in duty bound to do all he could for him. With much difficulty he selected Mr. Winslow and John Hampden to run the risk of going to his assistance.

Mr. Winslow found him in nearly a dying condition; he had not received any food for several days, and he was in such condition that he could not swallow any hard substance. The Indians had nothing to give him but their hard meat. Winslow, taking some conserve on the point of a knife, gave it to him. It dissolved in his mouth and he swallowed it. Winslow then washed his mouth, which

was excessively furred, and dissolving some of the conserve in water, the sachem drank it. Winslow then prepared some broth from corn meal, and mixing it with strawberry leaves and sassafras root, gave it to him to drink. Everything which was administered produced a favorable effect, and these simple remedies left him free from the disorder which had brought him so near to death. He then requested Winslow to administer the like remedies to all the sick.

Many had come to visit him who lived a hundred miles from his residence. The gratitude of this simple-hearted and honest sachem was unbounded. "Now," said he, "I see the English are my friends and love me, and whilst I live, I will never forget this kindness." During their stay they were treated with the utmost kindness and attention. When they were about to depart the sachem privately informed Hobbomock of the existence of the plot against Weston's colony; that the people of Nauset, Paomet, Succonet (Falmouth), Mattachiest, Manomet, Agawam and the Isle of Capawack were in confederacy with the Massachusetts; that during his sickness he had been earnestly solicited to join them, but he had refused; neither would he suffer any of his own tribe to engage in this conspiracy; that there was no way to avert the threatened danger unless the Massachusetts were attacked; that if the English regarded their own safety, they had better strike the first blow, for after the settlers at Wessagusset had been killed, it would be difficult for the

Plymouth people to sustain themselves against so many enemies. He earnestly counseled Hobbomock that the principals should be taken off without delay, and then the affair should be terminated. And he charged him to acquaint Winslow of the designs of these hostile Indians immediately, so that the governor might have early information thereof, which was done.

Winslow and Hampden departed from Sowams, followed by the blessing of Massasoit and all his people. Corbitant urged them to remain with him one night at Mattapoiset, to which they consented, and he treated them with the most generous hospitality. They found him a shrewd politician and a merry companion, delighting both to give okes and to take them, and extremely inquisitive as to the customs of the English. Among other things he inquired of Winslow whether if he should be sick the governor of Plymouth would send him maskiet (physic), and whether he would come to see him. Upon Winslow's answer in the affirmative, he expressed great joy and gave him many thanks. He inquired of Winslow how he dared to come with only one Englishman so far into the country. Winslow told him that he was conscious of his own uprightness, he had no fear. He complained of the strict guard which was kept at Plymouth when the Indians visited there, and would not believe Winslow when he endeavored to persuade him it was for his honor. Corbitant inquired into the reason of asking grace and returning thanks before and after eating. Winslow endeavored to impress his mind

with the importance of gratitude to God for his goodness, and instructed him in the Commandments. Corbitant said the Indians believed almost the same things, and that the Being which the English called God, the Indians called Kichtan.

In the morning the English departed, highly pleased with Corbitant's treatment. The next night they lodged at Namasket, and then returned to Plymouth. Here they found the Paomet Indian, who had come, with Standish, still urging him to go to his country; but suspicion being now awakened, no credit was given to his professions, but he was sent away unharmed. They notified Captain Standish; he immediately with a small party went down and met those warriors near Weymouth. After trying in vain to make a treaty with them, he got them into a tent and despatched them, thereby saving the colony.

Baylies' Memoir of Plymouth Colony says:

"These were the men who produced a greater revolution in the world than Columbus. He, in seeking for India, discovered America; they, in pursuit of religious freedom, established civil liberty; and meaning only to found a church, gave birth to a nation; in settling a town commenced an empire, destined in two centuries to become one of the greatest on earth. Little thinking that their dominion would be extended from the Atlantic to the Pacific ocean; that their posterity would become as numerous as the sands on the seashore; that they were about to extend their laws, language and religion over a

country almost equalling in extent the whole of Europe; but 'the wisdom of the Almighty is past finding out.'"

The most remarkable sword I ever saw is that of Miles Standish, in Memorial hall, Plymouth. It is an old Persian sword, supposed to be thousands of years old. The blade is all engraved with hieroglyphic signs. I do not know what others did with it, but on the first exploring expedition from the Mayflower, Miles Standish used it to dig up the frozen ground and unearth the corn buried there by the Indians.

The Burton Stock Car.

A Most Needed Improvement of Our Times.

My attention has been called to the subject of the transportation of cattle in cars by examining a Burton car, now on exhibition in the Pennsylvania railroad ticket office, on Washington street, near Sears building. I feel rejoiced that a more humane method of transporting cattle is about to be introduced and adopted. This idea is not entirely a new one, for many persons of humane instincts have heretofore thought upon this matter and have practically tested the necessity of some radical improvement in this important branch of internal transportation. Not many years ago I made a sale of some Jersey cattle I had reared on my farm in the village of Joppa, Bridgewater, Mass., to be transported to Chicago. I paid $250 for a car from the Boston & Albany railroad, which was sent to Bridgewater. There I employed a carpenter to so arrange the car that each creature could lie down. I placed a man in charge of the car, and went ahead myself to meet it at different points along the route to be ready with food and plenty of water. When I arrived there with the cattle I witnessed the unloading of cattle from the West, and almost every car contained either a dead or crippled ox or

steer. Horns and legs were broken, and a most inhuman state of affairs was presented.

I requested the editor of a local newspaper to give notice through his paper that my car would reach the stock yards at a certain time and invited the public to examine the condition of my stock after the long journey. More than five hundred people came out to see the condition of the cattle which had been placed in the car eight days previously. The cattle were bright and in splendid condition, and the press stated that it was the best carload of cattle, so far as appearance and condition was concerned, ever landed in Chicago.

The point which I wish to make is very plain to be seen. It is a matter of grave concern connected with the transportation of live stock, from one point to another, whether or not the railroads should be further permitted to carry cattle without suitable accommodations for the creatures to lie down and to partake of food and water. In these days, when everybody seems to be running wild regarding a reform of the best civil service in the world, would it not be well to give this subject, where the welfare of dumb animals is at stake, a passing thought?

Congress ought to restrain the transportation companies from the cruel way they allow cattle to be huddled into cars where there is no chance for them to lie down, and no chance provided for feeding and watering. Cattle are frequently carried for days in this inhuman manner, and the time has come when a radical change should take

place, and when public opinion should condemn the past methods of railroads. There is no need of longer practicing these cruelties, for I believe that in Burton's cars a load of cattle could be taken from Colorado and landed in Boston in as good condition as when they were put in. It is well known that the meat of a diseased or fevered animal is unfit to be eaten, and very little of the stock now arriving from the West is in a healthy condition, yet we must eat it or go without the beef.

The same spirit of cruelty which in the past chained helpless negro slaves together in gangs of ten or twenty, and in this condition would drive them on a boat at St. Louis to remain manancled together till the boat reached New Orleans, now exhibits itself in a similar cruelty in the treatment of our dumb animals. Has not the time come to change this altogether?

It is a strange fact in view of the remarkable achievements made by the railroads of this country for the comfort and convenience of human travelers, that prior to 1882, there had been little or no improvement in the mode of shipment of live stock, which forms an item of such vast importance. The same methods prevailed until then, as existed when railroads were first built; and a very small portion of the people know what this "method" has been and how it has been improved by the humane invention of the company whose name heads this article.

To present to our readers an adequate idea of the cruelty and extreme neglect to which cattle have been and are

subjected while in transportation by the old method, would be simply impossible. They are crowded into the car until not one more can be forced in, and then they are started on their journey. To say nothing of the violent bumping and knocking about they get while the train is "making up," the neglect to furnish proper food at proper intervals occasions intense suffering among the cattle, and it is only when the train is "side-tracked" for the convenience of the road generally, that the animals receive food. Then the operation is but imperfectly performed, as they must be driven out to be watered and "jammed" back again; and should it not be convenient to those in charge to feed and water, it is left over till they stop again.

The physical needs of cattle call for prompt and sufficient attention, when they are deprived of the free exercise of their own instincts in self sustenance, and the amount of suffering occasioned by this neglect cannot be realized.

On the old plan, the attention must be inadequate. It has been clearly proved that packing cattle in the manner that style of shipment calls for, is entirely detrimental to health and good condition of the beef. The frequent "proddings" by cruel and inhuman keepers, often results in poisonous sores and malignant bruises, and the constant rubbing together of their bodies transmits deleterous influences, and the consequences are incalculable.

Then if a steer is so unfortunate as to get down, through weakness, or disease, or lack of food, he is scarcely

ever able to rise again, but is trampled under the feet of the rest, and many are thus horribly mangled and rendered unfit for slaughtering. Of course all this is loss to the shipper. The poorer the condition in which cattle arrive, the less the shipper receives for them; and in the same proportion the consumer is obliged to pay an unfair price for an inferior article of food.

The subject of the humane transportation of cattle has been one of deep interest, and has resulted in the invention the Burton stock car, and the formation of the Burton Stock Car Company, whose design has been not only to present a means for the humane treatment of cattle, but also to land them in Boston and the East in as good condition as when shipped. This they do; and ample evidence of the performance of all they claim is show by the array of testimonials with which they have been favored, which include communications and indorsements from all the leading shippers throughout the West, and from nearly every point on the coast to which beef is shipped, from Maine to the Gulf. Backed by this evidence of the worth of their car, the Burton Company are confident that they have solved the complex problem of the proper transportation of beef on the hoof.

The car is so arranged that the cattle stand lengthwise instead of across, and is built to hold sixteen head, averaging 1,500 pounds each, or twenty head of yearlings or two-year-olds. The animals are watered and fed without removing them from the car, and while the train is moving,

the feed being carried in a receptacle for that purpose, and the water supplied by the same cranes that feed the locomotive. In every fifth or sixth car in a train of these cars, is a specially apportioned apartment for the use of the attendants, and the many means of connection and easy communications between the various departments make it a comparatively easy task to attend them, and one man can do it in an amply efficient manner.

The record of the company is really remarkable, one of the feats being the shipment in three days of a load of stock from Chicago to Boston. These arrived in such excellent condition that, instead of being held to be brought up to the requisite standard, they were declared sound and reshipped at once on board of the steamer. On another occasion this company shipped thirteen cars of blooded stock from Boston to Kansas City, via the Fitchburg railroad, the trip requiring only five days and four hours, and have evidence that they arrived in as good condition as when shipped.

No great staple of interstate commerce has been subjected to more grievous exaction in course of transportation than cattle. From the time cattle began to be carried over rails to the present, there has been no improvement in the methods of carrying, no effort by the transporter to mitigate the sufferings of the animals, none to protect the consumer from the hazard of bad meats, and none to cheapen the commodity to the increasing millions to whom it is a daily necessity, or to protect the Western grower in

his just profits. On the contrary, the whole business appears to have been given up as a prey to grasping rings from first to last, by whom producer and consumer have been impartially fleeced, with the active aid and assistance of the common carrier.

In October, 1890, the Burton Stock Car Company furnished to the Aztec Land and Cattle Company fifteen cars, to be loaded with the same class of cattle as the same number of common death pens and run between the same points. The following is the result, as reported by Mr. Erskine R. Merrell, of Walter C. Weedon & Co., Kansas City:

The shrinkage in the common cars was 110 pounds per animal, which aggregates 79,200 pounds, and which at selling price, $2\frac{3}{4}$ cents per pound, equals $2,178. Those in the Burton car shrank 55 pounds as against 110 pounds in the common cars. These cattle were loaded promiscuously from the herd at Arizona, into Burton and common cars, allowing the Burton cars forty minutes start, which were deducted at the end of the run. The saving in favor of the Burton cars was $1,089, on the one shipment, besides gaining four entire days in point of time; that is, the stock loaded in the Burton cars arrived at Chicago four days earlier than those loaded in the common cars. The stock in the Burton cars was in so much better condition as to have obtained 25 cents per hundred weight better price, making an additional gain of $1,386, or a total net profit over the old stock cars on this one lot of cattle of $2,475.

The distance from Holbrook, Arizona, to Chicago, Illinois, is 1,705 miles.

Naturally, shippers, and particularly shippers of valuable stock, sought these cars so eagerly, that the railroad company were put to their wits' end to find excuses for raising the rates to a point high enough to prohibit their use. They would put on one day a rate which seemed sufficient to "snuff out the enterprise," only to find on the next that many shippers were still willing to pay it, and saw their profit in it. Instead of paying the mileage, as in the case of other "foreign cars," they taxed it both ways, empty and loaded. The Southwestern "pool" solemnly adjudicated the matter, and determined that 5 cents a mile each way upon the humane cars was a very fair rate for a steady thing. An appeal to the railroad and warehouse commissioners of Illinois brought a decision sustaining the pool enormity. On one occasion the Union Pacific took a round $610 on a single Burton car from Kansas City to Los Angeles, Cal.

The situation is this: If the cars were not discriminated against, if they were hauled whenever offered on the same terms as other foreign cars, the company would gather up the business just as fast as it could build cars to do it, and just precisely in that proportion would the business of the concatenated cattle rings decrease. Repeated tests of the Burton feeding and watering cars by intelligent shippers prove conclusively that from 50 to 70 per cent. of this shrinkage in common stock cars can be saved, and the

animals landed at market in shorter time, and so much better condition as to command ready sale at an advance of from 15 to 50 cents per hundred more than like cattle bring on the same market shipped in common cars.

The passage of the interstate commerce bill will correct some of the worst of the abuses in this cattle traffic. It forbids rebates, and that would cut off the $15 per car to the eveners. It forbids discrimination, and that would, if fairly interpreted and enforced, compel the railroads to haul improved cattle cars without delay and on fair terms. Still the iniquities of the stock yards would remain, until the entire business of carrying cattle should be done on the new system. Moreover, anyone reading the decision of the Illinois commissioners in the case of the Burton car will see how readily experts, bent upon discrimination, would find pretexts for evading a statute which merely forbade discriminations in general terms — as the interstate commerce bill provides — when applied to a question of common stock cars and improved ones, or between classes of the latter.

The company's offices are located at 194 Washington street, Boston; Chicago, Kansas City, and Washington, D. C.

The Burton Stock Car Company has now between 12,000 and 13,000 cars in active operation. These cars are operated over all the railroads of the United States. The main plant of the company, covering thirty-five acres, is located at Wichita, Kan. At this plant new cars of the

company are constructed. Repairs are also done here on the cars of the company, as well as upon cars of railroads and private companies. Repair shops are maintained at Kansas City and Chicago. The plant at Chicago covers a space of six acres.

The headquarters of the company are at Boston, with agencies at New York, Chicago, Lexington, Ky.; Kansas City, Nashville, Tenn.; Buffalo, N. Y.; Washington and San Francisco.

Trip to Washington.

A Reminiscence of a Journey Under Difficulties.

On the 19th of April, 1861, I resided in Joppa village, East Bridgewater, that patriotic old town of Revolutionary fame. If she did not fire the first gun, she cast the first cannon made in the colonies. The founder, the Hon. Hugh Orr, had a contract with the government, and cast the first cannon in 1775. At the battle of Saratoga, where Burgoyne was captured, the town lost a captain and two men from her company.

After the fall of Sumter, in 1861, knowing that the government would need shoes for its soldiers during the coming war, and being a shoe manufacturer, I started for Washington with samples of my goods. I took the early morning train from Boston, on the 19th of April, and started at 8 o'clock for New York, where I arrived in the afternoon. The New York Seventh Regiment was marching down Broadway, making it impossible to cross the streets near the depot. By a flank movement I finally reached Hoboken. The Seventh Regiment was started off from there first, and the passenger train was despatched immediately afterward, but before it reached Philadelphia it passed the train carrying the troops. When we arrived

at Philadelphia, we found General Butler awaiting the arrival of the Seventh Regiment. Our train was pushed along at once, and on arrival at Havre-de-Grace I went on board the boat.

Our conductor said to the captain of the boat, "An extra train of twenty-five cars, bringing General Butler and his troops, will be along in about an hour, and they will want to cross at once."

The captain snapped his fingers, and with an oath replied, "I guess they will."

General Butler arrived promptly; the boat was not at the wharf, but soon came in, and the general at once marched his men on board and took possession of the boat, saying to the captain, "You are my prisoner; this is my boat." This broke the rebel line, as by the confederate programme, the Susquehanna was to have been the fighting line.

Knowing that the bridges on the railroad were burned, General Butler, instead of crossing the river, as I had done a short time before, impressed into the United States service the officers and crew of the boat, and proceeded down the river to Annapolis. There he seized the United States ship Constitution, then in rebel hands.

When I reached Baltimore about one or two o'clock in the morning, I saw a burning bridge in front of me, and heard for the first time the startling rebel yell. As I stepped out of the cars a military officer came up and asked if the cars were clear. On my answer in the

affirmative, he ordered his men to file in. These men were Governor Hick's state troops, which were going to intercept the New York and Massachusetts regiments.

Two traveling companions of mine, Mr. French of Fall River, Mass., and a young man in the employ of Colonel Ross, of Macon, Ga., now joined me. We got over a fence and crossed some fields until we came to another road. There we saw a man with a heavy piece of artillery, drawn by two horses. Asking him where he was going, he said, "To head off the Northern troops." I told him they would "be right along." He replied, "We will be ready for 'em."

We soon found a hackman, who offered to take us across the city for $5. We accepted the offer and reached the Washington depot safely. There the greatest excitement prevailed. We were told that the usual 8 o'clock train would not leave that morning. There might be a train some time during the day, was the notice we received, and I was advised by an old Union man to hide my baggage, and not let it be known that I was from Boston. I did so, and assuming the role of a country stranger, mixed with mob and began asking questions.

"What is all this trouble about?" I inquired of the hardest, wickedest looking crowd to be imagined.

The reply was: "The Sixth Massachusetts Regiment came through here last night; we had a fight with them and killed five or six of their men."

"Where are their bodies?"

"Down thar," he replied, pointing down a side street.

"Can I go and look at them?"

"Better not, unless you want to leave your 'n with 'em. The Seventh New York Regiment is on the way, but we shan't let 'em go through."

"How many men have we got here?" I asked.

Three thousand; and not one Northern soldier will get through here alive."

Then I said, "But that Seventh Regiment is composed of wealthy aristocrats; if they should be killed here, before next Saturday night New York would send down a hundred thousand troops to avenge them, and not one building in the place would be left standing."

"Shut up, you old coward; we don't want to hear any such talk as that!" was the reply I received.

While we were talking a man said: "That Sixth Regiment is a lot of cowards; for after they got out of danger up here on the track, they murdered a gentleman."

The depot-master here joined in, saying, "I can tell you all about that; the man was passing by the train, and threw a stone at a soldier sitting by a window in a car. The soldier up with his gun and shot him dead."

Another man in the crowd said: "That is not so; for I helped to take the gentleman up, and his white gloves were so clean that he could n't have thrown the stone. The gentleman that was killed was Mr. Davis, a dry goods merchant, who yesterday offered $1,000 to aid in preventing the regiment from going through."

"You can get the whole story in the morning papers," said another.

The Baltimore papers of that morning had articles calling the Sixth Regiment a cowardly lot for murdering a man in cold blood. I carried copies to Washington and had the facts published. I state these facts in honor of the Sixth, and should like to hear the version of some one in the Sixth Regiment who saw the shot fired. I got a chance to go to Washington that forenoon.

The citizens of Washington seemed half out of their wits; were, in fact, scared nearly to death. Pointing up to the Union flag, one exclaimed, "This is the last day that that flag will be raised here!" then showing the rebel flag floating on the breeze on Arlington Heights, he said, "Tomorrow, down goes our flag, up goes theirs."

I found this to be the almost universal opinion. I called on Colonel Jones of the Sixth Massachusetts, and found him in the senate chamber, with windows and doors barricaded with barrels of flour and plaster of Paris, the doors guarded, and displayed on the door the words, "No admittance."

I called a sergeant and sent in my name, saying, "I have a communication from Baltimore." I was admitted and saw Colonel Jones, and also many other men who bore marks of the stones thrown by the Baltimore mob. The Stoneham company was the one injured.

I asked Colonel Jones why he did not form his regiment and march through Baltimore. He said that was the

arrangement with the railroad company; but instead of that they hitched on horses and drew off one car at a time around to the other depot, out of sight and hearing. When they came to the last two cars the mob put an anchor before the wheels and stopped them, then smashed in the windows and made prisoners of the band in the last car.

Captain Dyke (with the Stoneham company), who was in the other car, came out, formed his company, and started on the double quick for the Washington depot, fighting the mob on the way, and turning the company three times to face the mob with volleys of bullets. The company finally joined the regiment, which was waiting in the cars, and the train started immediately for Washington.

I believe that regiment went through Baltimore wrong end foremost. If Colonel Jones had formed his regiment and marched through, soldier fashion, I don't believe there would have been a man hurt. But a single company, guarded only by a band, was too great a temptation to a rebel mob.

In Washington we had but 2,500 troops all told. Colonel Jones' regiment in the senate chamber, a Pennsylvania regiment in the house of representatives, some artillery guarding the postoffice and the long and chain bridges. I visited the bridges and saw that the rebels could easily have crossed the chain bridge, and would have done so had they known how weak we were. But the report was that Butler was marching up with the Eighth

Massachusetts and Seventh New York Regiments. This belief saved Washington from rebel attack.

I went to see President Lincoln, who was shut up in the White House, guarded at night by General Lane of Kansas, with seventy men, to keep him from being murdered. I went up with Dr. Towle, an old resident, as escort. We went into the lower part of the White House on Wednesday morning, and were told that the president would not receive any calls. I sent up my name, saying I had Boston papers of Friday morning, and that I was the last man through Baltimore from Boston, New York and Philadelphia. We were then invited up, and Lincoln inquired very particularly regarding the state of feeling in the Eastern cities, and made minute inquiries as to what I knew of General Butler's movements. He seemed to be very anxious in regard to him; he said he had not heard from the general for eighteen hours. His dispatches had all been returned as the rebel forces were between Butler and Washington. He remarked: "The wires are cut, the bridges are burned, we are here all in the dark, perhaps to be taken prisoners and hung."

I gave him all the information I had; told him there were a hundred thousand men on the way, coming to the rescue of Washington. "They will come to our funeral," he answered.

"Massachusetts will send a regiment a day if you will give the order," I said

Mr. Lincoln said: "If Butler gets here, he will save

Washington." On Friday morning General Butler marched into Washington with his troops, and the city was saved.

Learning that the agent, Colonel Vinton, whom I wished to see in regard to my business, was in New York, it was next in order for me to reach that city, but it was as hard getting out of Washington as it was getting in. All the railroads were stopped and there seemed to be no avenue of escape. The government privately sent off the mails by the United States vessel, Keystone State, bound for New York.

By means of information from the quartermaster, I was lucky enough to get on board of this vessel. Going down the Potomac we were called to quarters four times. The first time was at Alexandria. I was standing talking with the surgeon, when Captain Tragicanth swung his rattle, "All hands to quarter." The magazine was opened. "I will go below, or take off my coat if I can do anything," I said. The surgeon said, "Take right hold with me, as we will have to lay the wounded on this table." Looking around I saw the Hon. Mr. Twichell, president of the Boston & Albany Railroad, with two or three others, in the bow of the boat. I thought they were crouching a little as though they thought their jackets were rather thin. I was watching for the first flash, but we passed without attack.

The next halt was when opposite the hotel called White House, where the rebels were erecting a masked battery.

We were stopped at Alto Creek, where they were working on their afterward famous battery.

The next morning we met a vessel which was supposed to be the escaped Cumberland from Norfolk. We arrived in New York safely, and there I put in a bid for the first government proposal for bootees for the army, and secured a contract for sewed bootees.

Afterwards I had an interview with Stanton, then secretary of war, and offered to furnish goods of the first quality, warranting the sewing, and to have each article stamped with my name, if he would require the same conditions from all other shoe manufacturers who should furnish goods to this department. Secretary Stanton accepted this offer, and immediately issued an order in conformity with our bargain, to all the quartermasters, thereby preventing the soldiers from having poor shoes.

In my boyhood I worked with one John Phillips of East Bridgewater, who, in the war of the revolution, was sergeant in Captain Colfax's company. That company was General Washington's life guard all through the war. Phillips told me that the soldiers then wore French shoes. The sewing ripped so badly that the soles came off, and during the retreat through New Jersey many of the men were barefooted, and their pathway over the frozen ground was marked with blood. Written history confirms this statement.

This order secured to our Union soldiers good shoes. I made about 300,000 pairs during the war. I had to take

pay in vouchers, which I sold for 90 cents on the dollar. I could have taken the 5 per cent. ten-forties, which were sold at 90 cents. The government did not allow interest on vouchers, thereby I lost $10,000 on interest account. I will say in closing that I secured in Philadelphia the last contract the government ever gave out.

American Trade With Peru.

The recent interview with Secretary Blaine regarding his management of questions growing out of the war between Chili and Peru, developed the opinion that the course of trade between the United States and the South American republics is very liable to be turned to other channels, and especially towards English ports.

Some twenty years ago I had several customers in Peru, among them a gentleman in Lima, to whom I sold a large bill of shoes, for those days, in payment of which I was to receive Bereder's note on six months. He referred me to the late Benjamin Bangs, who said the Peruvian agent's note was perfectly good, as he then owed Mr. Bangs several hundred thousand dollars. Instead of giving his note, Mr. Bereder, the agent of Peru, preferred to pay the cash, at a discount of a quarter per cent. less than would be required of the best note in New York. I didn't sell those goods at a profit of one or two cents a pair, but received a good "square-toed" price, and received several orders afterwards.

I also sold several large bills to Augustus Hemenway, which we shipped to Valparaiso. The last bill I sold him amounted to something like $20,000, on which, I presume,

I received more profit than our shoe dealers now get on a $100,000 sale. Now I strongly believe that if the shoe agents would form an association and send agents abroad, they would revive the trade in that branch of goods included in the shoe business, which would eventuate in in great pecuniary and commercial profit and advantage, and would give great impetus to the manufacturing industries of the country.

After I had sold two or three bills to my Peruvian customer, I asked Mr. Bangs why I did not receive more orders from him. He said the man had got rich and retired from business.

Machine to Cut and Head Nails,

Made In East Bridgewater — First In the World.

[From Nahum Mitchell's History of the Early Settlement of Bridgewater, Plymouth County, Mass.]

The making of small arms in New England, if not in the United States, commenced in Bridgewater. Many stands of arms were made here before the Revolution. Cannons were cast here solid and bored, at the commencement of that war, the first, perhaps, that were manufactured in this manner in the country.

There were more edged tools and wrought nails formerly made here than in any other town in the state. Bar iron, anchors, cotton gins, sugar mills, shovels, edged tools, hoops, nails, tacks, and castings of every description are still made here, and some of these branches are carried on very extensively.

There are also here a paper mill, cotton mills and other manufacturing and mechanical establishments of various kinds. Chaise making has for many years been a considerable branch of business; but at present the shoe business exceeds all others, $2,000 a week being paid at one establishment alone to the workmen for the making only of shoes.

The Hon. Hugh Orr, himself a Scotchman, who manufactured the small arms and cannon, as previously stated, invited Robert Barr and Alexander Barr, brothers, from Scotland, to construct carding, spinning and roping machines at his works in East Bridgewater. And the General court on the 16th of November, 1786, Mr. Orr himself then being one of the senate, by a resolve of that date, allowed £200 for their ingenuity, and afterwards granted them a further compensation of six tickets in the land lottery of that period. These machines remained in the possession of Mr. Orr, for the inspection of all disposed to see them, and he was requested by the General court to exhibit the same and give all explanation and information in his power respecting them.

These were the first machines of the kind ever made in the country. Mr. Slater, with the late Moses Brown of Providence, came to examine them on Mr. Slater's first arrival in the country, and before he had commenced any establishment of the kind. The circumstances of this visit were communicated to the writer by Mr. Brown himself, who at the same time added, that these were the first machines of the kind ever made in the United States. Thomas Somers, another Scotchman, under the direction of Mr. Orr, constructed other machines for carding, roping and spinning cotton, and on the 8th of March, 1787, the General court placed in Mr. Orr's hands £20 to encourage the artist. Mr. Orr, also about the same time, employed another foreigner, by the name of McClure, to

weave jeans and corduroys by hand with a fly shuttle, much in the same manner as it is now done by water power. It may therefore with truth be said, perhaps, that the first small arms, the first solid cannon cast and bored, the first cotton thread ever spun by modern machinery, in America, were made in Bridgewater.

The first nails manufactured by machinery in the United States were made here; probably the first nail completely cut and headed by machinery at one operation in the world, was made in East Bridgewater by the late Mr. Samuel Rogers. In laying the shingles on the meeting-house in East Bridgewater, which was erected in 1794, nails made by hand in a small machine invented by him, were principally used.

The writer well recollects the circumstances, and often saw the machine in operation. It had been invented and constructed long before, and was supposed to be the first method ever discovered of making a perfect nail at one operation. Some of the present manufactures carried on here, such as cotton gins and others, are probably the first ever made in New England. Few places, therefore, have done more towards the introduction and promotion of the manufacturing and mechanical arts than this ancient town of Bridgewater.

The French Army on Boston Common.

When the French army was on Boston Common during the Revolution, my father lived in Watertown. He was attached to the commissary department and had to see them every day. He said it was the most magnificent army his eyes ever beheld. They wore splendid uniforms, and the officers, when they came on parade, looked as if they had just come out of a drawer, with their fine ruffled shirts, and bright swords by their sides. They were our real friends in the time of need, and through their aid we gained our independence. It was those bright bayonets that carried the works at Yorktown under Lafayette and Washington. The army had their cattle driven to them on the Common and they were slaughtered there. Their's was a regular French camp. When the rations were served out, the observer could see that the soup ration was the chief article of food that they all sought after.

How Abner Curtis Bought Slaves.

Perhaps some of my readers would like to know how Abner Curtis of Abington bought slaves. About forty years ago, when I hurried around State street and had paid up my notes, and when the banks had closed at 2 o'clock, I went up to Young's with the rest of the shoe dealers to get my dinner, for Young cooked the best dinner of any one in the city. His soup was the best in the world.

There was a smart colored man waited on my table. He came to my store one morning when I kept in Pearl street, and said: "I wait upon your table, and I am a runaway slave, and have left a wife and three or four children. I am trying to collect money enough to buy them. Some of the other gentlemen, who dine at Young's, have given me $5 apiece. Now if you will give me the same it will help me along."

I handed him the $5, and said, "I will find you another man." I took him over to Abner Curtis's store, in the same street. He was a thorough out-and-out abolitionist, and made that a part of his religion.

Mr. Williams told him his story. He gave him his $5, and took him into his store, saying, "If you will stay here today, every man who comes into my store shall pay you $5."

Mr. Curtis told the man's story to all who came in, and all paid the amount asked. Pretty soon some Jews came in to buy some shoes. They hesitated, and shrugged up their shoulders, and said, "Who is going to buy the rest after this man has bought his?"

Curtis says: "There will be a Moses along who will free all the rest," and the Jews paid over.

Curtis said to Williams, it being Saturday, "If you will go home with me tonight, I will raise the rest of the money." He took him home with him, and carried him to church and raised the balance of the money, and in a few weeks Williams had his whole family in Abington with him. Well done, Curtis.

Trade Papers.

The Shoe and Leather Reporter is a journal devoted to the trade in leather, boots and shoes, findings, hides, skins and tannery materials, is the recognized trade paper, now in its fifty-first volume. It is published by the Shoe and Leather Reporter Company, with headquarters at New York, and offices at Boston, Philadelphia and Chicago. It is without question the authority on all matters pertaining to the shoe and leather business and its collateral branches. It is a weekly paper published every Thursday, and mailed to any address, at $3.50 per year, and $4 to European subscribers. The Shoe and Leather Reporter Annual, a 700-page directory of the trade, is also issued in January of each year and a copy presented to each subscriber. Isaac H. Bailey, of New York, is editor of the Reporter.

Shipment of Shoes to Australia.

When gold was discovered in Australia, there was a great rush by people to send goods there, the accounts from there being that the goods were selling at enormous prices. I had a friend there of the firm of Hooper & Co., commission merchants; I would make up an invoice of goods which I knew would be suitable for the miners, amounting to about $4,000 or $5,000 and ship them right down to him.

The goods would bring double or treble prices. I would let him sell them and remit the proceeds to me. In the meantime I would make up invoices all ready to ship and sell them right out to other parties, and they would ship them right down to Hooper & Co.

In another case, I found a man just fitting out a vessel, loading with lumber and flour chiefly as a cargo. I sold him a bill of about $5,000 worth of shoes. When the vessel arrived in Australia, he found there was a perfect overstock of lumber and flour, but the shoes brought a great price. He had to hire help to unload the vessel and get the lumber ashore and stack it up out of the way, and the flour also. He did not realize anything from the lumber and flour. He failed and assigned his property.

When I went to his assignee to get my dividend, he said, "It is rather a hard case for you, as all the money I have to divide is the money obtained from the sale of your shoes," and he made a dividend of 25 per cent.

In my experience, shoes in a foreign market have always done well. The French, English and German we did not hear anything about. And it was just so in California. Shoes were the best articles sent there, and we had no competition with foreign markets.

Shoes Shipped to San Francisco.

Patent leather brogans brought $5 a pair in San Francisco, Cal., in the early days. Mr. Wales of Randolph bought large quantities of my patent leather brogans, and he ordered them through a Mr. Bemus, his agent. When the great fire broke out in San Francisco, it burned out Mr. Wales and he considered himself a ruined man. He had nothing left in the world to start with, but an invoice of fifty cases of my patent leather brogans. He went right into the street and sold the invoice of the goods that were expected to arrive, at over $5 per pair. That put him on his feet. He went right to work and rebuilt his store. By the time it was finished, the second invoice had arrived. He went right on in his business and came out rich. He told me himself that those fifty cases of shoes saved him.

Patent Leather Manufacturers.

Samuel Noah of Roxbury was the first man in New England who made patent leather for shoes, in 1835 or 1836. It proved to be a great advantage to the manufacturers, and added a great deal to their profits, as shoes made of patent leather brought great prices. And there were large quantities of those kind of shoes sent out of the country.

Among the most prominent of the manufacturers of patent leather was Webster & Co. At their factory in Malden, they manufactured the very best of patent leather. It was made from domestic hides of the grain part of the leather. They had it split just the thickness they wanted and finished it off in the very best style and turned it out in large quantities. It was a very great advantage to the manufacturers, as there was a large demand for the shoes at that time.

The Patent Centenary.

The week ending April 11, 1891, was devoted in Washington to the celebration of the centenary of the American patent system. It is just a hundred years since Washington signed the first United States patent, and today there are nearly half a million such documents in existence, and they are increasing at the rate of 25,000 a year. The annual income from the patent office, over its expenses, is $250,000, and the patent funds now accumulated in the treasury, and derived from the taxing of patents in the past, are nearly $4,000,000.

Of all the patents in this country, I think the shoe manufacturers, the tanners and curriers, have had the best. The splitting machine was invented in 1809, eighty-one years ago, by Samuel Parker. By it the country has saved millions of dollars' worth of good split leather. By the old way, the leather was shaved off with immense labor by hand, and thrown away. I do not know how the country got along without it. It was purely an American invention.

About thirty-one years ago the wonderful McKay sewing machine was invented for sewing the soles on the shoes. It was a great advantage to the army, whereby

thousands of soldiers had good sewed shoes. There have been millions upon millions of shoes made by that machine since. A man can sew 500 pairs of shoes a day with that machine. Now with the split leather machine and the McKay sewing machine we ought to be able to supply all South America and Africa with shoes at very low prices.

A Chapter of Events,

Taken From Edward H. Savage's Valuable Book, "Boston Events."

1621. Boston first visited by the Plymouth colony, Sept. 19.
1630. Beacon Hill, the highest land in Trimountain.
1630. Town of Boston settled by Massachusetts colony, Sept. 7; took a deed of the land from the Indians, March 19, 1684.
1630. Boston Settled by Winthrop's party and named for Boston, England, Sept. 7.
1630. Harbor frozen over far down the bay, Dec. 26.
1631. Sailing ships of thirty tons launched at Boston, July 4; several arrive with cattle, June, 1635.
1633. Rev. John Cotton escaped from Boston, Old England.
1633. Appointed pastor of the first church, Oct. 10.
1634. England began to be jealous of the colony.
1634. Selectmen called "Town's Occasion" called, Sept. 1.
1634. Money change: leaden bullets used for change.
1635. Roger Williams banished from the town for what was called heresy, Oct. 13.
1636. Representatives for the town chosen by the people.
1637. Indian women and children sold as slaves, July 6.
1637. Rev. Mr. Wheelwright banished for heresy, Oct. 3.
1638. Captain Underhill banished for defamation, Sept. 17.
1639. Muster on the Common, 1,000 soldiers in line, May 6.
1640. Beacon Hill called Century Hill for a time.
1641. Several tan yards near the dock.
1641. Twelve hundred soldiers, no rum, no swearing, Sept. 15.
1641. Birth of children in town to be recorded by town clerk.
1643. A French fleet frighten the town, June 12.
1644. Rev. John Eliot preached to the Indians; completed a translation of the Bible in Indian language, 1663.
1645. Register of deeds of Boston land begins, Sept. 29.
1646. Swearing and pow-wowing fined 10 shillings.
1647. Schools established by law, Oct.
1650. Boots and silver lace prohibited by law.

1650. Negroes and Indians sold as slaves in Boston; sold as slaves at auction in Boston, 1711; 1,514 living in town, 1742; advertised for sale, 1772; made street scavengers by General Howe, 1775; advertised for sale in Boston, 1776.
1652. Pine Tree shillings and sixpences coined.
1652. Silver coined in Boston.
1653. State arms kept in King street.
1654. Dine at meat and wine on town house.
1655. Irish emigrants arrived.
1655. Quakers begin to be punished for their belief.
1656. Miles Standish died Oct. 3, aged 72.
1660. King Charles II ordered Quaker prisoners discharged.
1661. Liberty granted to use prayer books; allowed to be used at funerals, 1686.
1669. Old South, building of cedar wood began, July 20; new brick house completed, April 26, 1730; had a British riding school and a bar, Nov., 1775; refitted for religious services, Jan., 1782.
1675. Military company frightened by an eclipse of the moon, June 27.
1676. King Philip killed at Mount Hope, Aug. 12; King Philip's head exhibited on a pole in Boston, Aug. 15.
1676. King Philip's war, one-eleventh of the soldiers killed.
1685. Purchased over from the Indians to secure a title, March 19.
1689. Rev. Mr. Winslow, Boston's favorite, died April 4.
1690. Bills of credit; first New England paper money issued.
1691. Paper ballots first used in town meeting.
1693. Inn holders; nine are licensed in Boston.
1695. Justices allowed to marry persons in the county: were required to patrol the streets on Sunday, 1746.
1697. But two Jews reside in town.
1698. Cotton Mather, minister of the second church; his church was one-sixth widows, 1697.
1698. Kissing a fineable offence in Boston (if caught).

1704. "The News Letter" published in Boston, April 24.
1711. Mail matter went from Boston to New York once a week; went from Boston to Hartford once a week, 1712; went from Boston to New York in three days, 1814.
1711. Postoffice law passed for North America.
1711. Fifteen French vessels arrived in the harbor June 8.
1713. Aquitamong, an Indian, aged 112 years, visited Boston Aug. 25.
1717. The largest English town in America.
1718. The town purchased 10,000 loaves of bread for the poor, Dec. 29.

1719. Aurora Borealis, first seen in Boston, causing great alarm, May 15.
1720. Linen manufacture introduced by the Scotch.
1720. Potatoes introduced into Boston by the Scotch.
1721. Great exhibition of spinning on the Common, August; encouraged by the government, 1752.
1721. Zebdiel Boylston introduced kine-pox inoculation, May 21.
1723. Intelligence offices; the keepers were fined for fraud.
1724. Insurance offices, one by Marion, State street.
1725. Treaty of peace with the colony confirmed, Dec. 15.
1728. Schools provided for colored persons.
1732. George Washington, born in Westmoreland county, Va., Feb. 11; appointed general of the army June 17, 1773; his army arrived at Dorchester Heights March 16, 1776; took possession of Boston March 17; birthday celebrated in Boston, Feb. 11, 1786.
1734. The weights regulated by law, March 11.
1736. One ounce silver worth 20 shillings provincial bills.
1740. Peter Faneuil offered to give the town a market house, July 14; gift accepted by vote: Yeas, 367; nays, 360; April 14, 1742.
1741. Fifty vessels building at the wharves, July.
1744. Lotteries authorized by law in Massachusetts, March 24.
1744. Louisburg war, 2,000 men embark from Boston, March 24.
1745. News received of success, great rejoicing, July 3.
1745. The chime of bells rst firung, Nov. 8.
1754. Benjamin Franklin surprised the world with electricity, Nov.; worked at printing in Qneen street, 1725–1775; commissioner in a treaty with England, 1783; was a general postmaster in the country, 1753; fund given to Boston by will of Franklin, 1790; statue of Franklin placed front City Hall, School street, Sept. 17, 1856; removed to west side of yard, Sept. 1862.
1755. Two hundred Scotchmen just arrived from Nova Scotia, Nov. 10.
1759. Quebec taken by Gen. Wolfe; sensation in Boston, Sept. 18.
1765. Governor Hutchinson's house at the North End mobbed, Aug. 16.
1767. Slaves still bought and sold in Massachusetts.
1768. Taken possession of by British troops, Oct. 2.
1769. Samuel Adams lived in Brattle square.
1770. Massacre in State street, five men killed, one fatally injured, March 5.
1770. Crispus Attucks, leader in the defence in the massacre, King street, March 5.
1773. The sale of tea to be prevented on account of the duty, Nov. 4; three shiploads arrive at Griffin's wharf, Dec. 3; party got up at the Old South church, Dec. 16; 342 chests thrown overboard at Griffin's wharf, Dec. 16.
1774. John Hancock chosen president of Continental Congress.

1774. American coffee house kept in King street.
1774. Thomas Jefferson had a big reception at Boston, June 28; given a big cheese by political friends, Jan, 1802.
1774. Oil first put in use in town, March 31.
1774. Continental Congress, ten colonies represented at Philadelphia, Sept. 4.
1774. Blockage of Boston harbor by British men-of-war, May 10.
1775. British soldiers leave the Common for Concord and Lexington, April 18; make a play-house of Faneuil hall, Jan. 11, 1776; evacuate the town to ships in harbor, March 17; driven from the harbor by Washington, June 14.
1775. Full of dead and dying British soldiers, June 18.
1775. British have six guns mounted on Copp's hill, June 17.
1775. Barracks on the Common, at Lynde Street church and Old South (British).
1775. Christ Church, Salem street, signal light in the belfry, April 18.
1775. Belfry, General Howe's headquarters, June 17.
1775. Battles at Lexington and Concord, first of the Revolution, April 19.
1775. Bunker Hill (Breed's Hill), Charlestown, June 17.
1776. All the British driven from the harbor June 14.
1776. Boston evacuated by British troops, taken possession of by Washington's army, March 17.
1776. Made a declaration of independence, July 4.
1776. Washington besieging Boston, March 4.
1776. Cannon ball lodged in Brattle Street church, March.
1776. Population Boston, 2,719 inhabitants in town, besides British soldiers; 58,247 in city, 1825.
1776. British vessels daily captured and brought in, Sept.
1777. General Burgoyne's defeat at Saratoga, Oct. 17.
1780. Marquis Lafayette visited Boston, April 28; again visited Boston, Oct. 18, 1784; reception at Boston, Aug. 25, 1824.
1780. John Hancock elected by the people of the state, Oct. 15.
1780. Mr. Monks, the sixth massacre victim, died, March 9.
1781. Directory first published for Boston.
1781. Cornwallis' defeat at Yorktown; great sensation, Oct. 19.
1782. Large scales first put in use at the market.
1783. Treaty of peace with England proclaimed in Boston April 1.
1784. Paul Revere kept a shop opposite the Liberty pole.
1784. First New England bank established March 18.
1785. Nantasket desired to secede from the United States, Dec. 20; has become a great summer resort. 1880.
1786. Shay's war for resisting the collection of taxes, Sept.
1787. Captured soldiers brought to Boston Jan. 24.
1788. Columbian Sentinel published.
1788. French fleet, Marquis De Joinville, in Boston harbor, Aug. 27.

1789. United States inaugurated George Washington April 30; visited Boston Oct. 24, 1789; died, aged 67 years, Dec. 14, 1799.
1792. Union Bank went into operation Aug. 1.
1795. Conclusion of the Jay treaty, July 4.
1795. Federal money began to be reckoned, dollars, dimes, cent. and mills, Feb. 5.
1797. John Adams inaugurated March 4, reception in Boston July 31, 1799
1797. State House built on Beacon Hill completed.

1800. Navy yard ground ceded to the United States.
1801. Thomas Jefferson inaugurated March 4, visited Boston June 28, 1774.
1809. Embargo closed the harbor to shipping, Jan. 23.
1809. James Madison inaugurated March 4.
1810. Reading room established in Exchange coffee house,
1811. Highest part of Beacon Hill dug down thirty feet for
1811. Massachusetts Central hospital, McLean street, incorporated.
1813. Moll Pitcher, the Lynn fortune teller died, aged 75, April 13.
1814. Oliver H. Perry of Lake Erie fame, visited Boston May 10.
1814. Boston full of Yankee troops; attack from English expected, Sept. 10.
1818. Edmund Kean hissed down at the Boston Theatre, Dec. 7.
1822. Inaugurated a city; mayor, aldermen and council, May 1.
1823. Public Garden, land offered for sale, March 24.
1823. Mayor Josiah Quincy inaugurated, May 1; died July 1, 1864, aged 92 years.
1825. Bunker Hill monument, corner stone laid, June 17; completed, great celebration, June 17, 1843.
1825. John Quincy Adams inaugurated March 4.
1826. Horse railroad at Quincy granite works, Oct.
1829. Andrew Jackson inaugurated March 4, visited Boston June 30, 1833.
1830. Beecher's Congregational church burned, Feb. 1.
1831. Quincy hall over the market named, June 13.
1833. Estate donated by Mr. Perkins for an asylum for the blind, April 19.
1834. A shipload of ice sent to Calcutta; 25,000 tons of ice shipped South, 1846.
1836. Luke Brooks introduced the selling of upper leather by the foot, calf skins by the pound.
1837. The Boston banks that failed in the panic: American, Commonwealth, Commercial, Fulton, Hancock, Kilby, Lafayette, Middling Interest, Oriental, South.
1837. Black Hawk visited Boston, Oct. 30.
1837. Suspension of banks throughout the country, hard times, May 11.
1838. Resume specie payments, Aug. 18.

1838. Abner Kneeland sent to jail as a Free Thinker, June 13.
1838. Daniel Webster, great reception and dinner at Faneuil hall, July 24; funeral at Marshfield, twenty Boston police detailed, Oct. 29, 1852.
1840. The Lexington burned on Long Island sound; 150 lives lost Jan. 13.
1840. The Unicorn, first of the Cunard line, arrived in Boston June 4.
1840. Log cabin; a political emblem on the Common, July 4.
1843. General Winfield Scott visited Boston Sept. 4; resigned command of the army Nov. 2, 1861; died at West Point May 29, 1866, aged 82.
1844. Ice channel cut for English steamer by John Hill, Feb. 5.
1845. Mayor, Thomas A. Davis, inaugurated Feb. 27.
1845. Josiah Quincy, Jr., inaugurated Dec. 11.
1847. Boston sent provisions for Ireland's suffering poor.
1848. Massachusetts Regiment returned from the Mexican war, July 20.
1848. The California gold fever reached Boston; a sensation, Sept. 18.
1849. First gold brought to Boston by Adams Express, May 10.
1849. Penny post established in Boston, Jan.
1851. Edward H. Savage appointed a police officer in Boston, Feb. 10.
1852. Louis Kossuth, lecturing and selling Hungarian bonds at Faneuil hall, April 29.
1854. Edward H. Savage appointed captain division No. 1, May 26; deputy chief of police, Feb. 11, 1861; chosen chief of police, April 4, 1870; appointed probation officer for Suffolk county, Oct. 21, 1878.
1858. Jeff Davis Boston's guest, Oct. 11.
1861. Abraham Lincoln inaugurated March 4.
1861. General B. F. Butler appointed to command of the Massachusetts Brigade first ordered to Washington April 17; reviewed his New England regiment in Boston Jan. 3, 1862; landed at New Orleans as military governor May 1; grand reception at Faneuil hall, Jan. 13, 1863; received 110,000 votes for governor of Massachusetts, defeated, Nov. 5. 1878; elected governor of Massachusetts Nov. 7, 1882.
1862. Federal postage stamps in use for change, July.
1863. Fifty-fourth (colored) went South from Boston to the war, May 3.
1863. Coin gone out of cirulation, postage stamps used for change.
1863. Emancipation proclaimed by President Lincoln, Jan. 1.
1864. City hospital, corner of Harrison avenue and Worcester street, dedicated May 24.
1864. Captain of the Kearsarge feasted at Boston Nov. 10.

1864. Gold at 154, July 1; at 194, Sept. 1; at 194, Oct. 1; at 136 Nov. 1.
1865. Abraham Lincoln assassinated April 14, aged 56 years.
1865. Lee's surrender to Grant; great excitement, April 10. dwellings.
1865. Great relief meeting at Faneuil hall for the Savannah sufferers, Jan. 9.
1866. Gen. Wm. T. Sherman paid a visit to Boston July 13.
1866. Thermometer 101 degrees above zero at noon.
1867. Gen. Phil. H. Sheridan paid a visit to Boston Oct. 7.
1869. Ulysses S. Grant inaugurated March 4, visited Boston June 16.
1869. Peace jubilee, three days' festival on Boylston street, June 15.
1872. The world's peace jubilee, held twenty days on Huntington avenue, June 17.
1872. Terrible conflagration, sixty-three acres in the heart of Boston burned over, and more than $100,000,000 worth of property burned over, Nov. 9.
1875. Kalakuana, of Sandwich Islands, visited Boston, Jan.
1875. Cars first pass through Hoosac Tunnel, Feb. 9. July 28.
1875. The fifth city in the United States.
1879. Women allowed lo vote for school committee, April 10.
1879. Dr. Jacob Bigelow died at Boston, Aug. 10, aged 91 years.
1879. Statue given by Moses Kimball, placed in Park square, Dec. 6.
1879. Population, 375,000; taxable polls, 89,452; valuation, $630,446,866.
1879. Proclamation read by a colored man, July 4.
1880. Contribution for sufferers by Boston.
1891. Gen. B. F. Butler received from the United States treasurer $270,000 in settlement of all claims growing out of the purchase by the government of his property at the corner of New Jersey avenue and B street, Washington, April 7.

Old Shoe Manufacturers.

Old shoe manufacturers in Natick, Mass.: J. C. Wilson, J. W. Wolcott, Lewis W. Nute, Henry Wilson.

Old shoe manufacturers in Haverhill, Mass.: Mr. Montgomery, Mr. Chase, Leonard Johnson.

The largest shoe firm in Wakefield, Mass., is that of Thomas Emerson's Sons, the business being commenced by Thomas Emerson in the year 1805; he retired in 1854, when the present title of the firm was adopted and the business continued by two sons and a grandson. They manufacture men's fine shoes. Thomas Emerson died in 1871.

Lee Claflin commenced business in Milford, Mass., 1813; born in Hopkinton, Mass., Nov. 19, 1791; served his time with Mr. Warren in Framingham, Mass., as a tanner; died Feb. 23, 1871.

Ira Cushman, one of the oldest shoe manufacturers in Auburn, Me. He did more than any other man to build up that great town, and if it continues on at the same rate it will soon be a large shoe city.