ment" whereby thousands of American seamen had been ruthlessly kidnapped, was the greater sinner of the two, and, as the last resort, should be called to account in war. This idea had to contend with strong Federal opposition, and nowhere with stronger than in commercial New England, where war with the vaunted "mistress of the seas" was especially dreaded. Hence, Madison's administration was bitterly assailed as hostile to American commerce, "unjust to Great Britain, and criminally subservient to France."[1] Isaac Hill, in his *Patriot*, condensed in a single sentence the Republican estimate of the Federal party, as one "whose principles are devotion to Britain, abhorrence of France, and contempt for everything American."

The war cloud thickened. There was premonition of the coming storm in the active hostility of the Western Indians, supposed to have been stirred by British influence. In 1811 General William Henry Harrison took station in Indiana, with a force of regulars and militia, to bring the hostile tribes to terms. To this force was attached the Fourth United States Infantry, in command of Colonel James Miller of New Hampshire. On the 7th of November was fought near Tippecanoe, the chief Indian town, a fierce battle, resulting in Indian defeat, but not without heavy American loss. The Fourth Regiment of Regulars, in which were men of New Hampshire and of Concord, was in the thickest of the fight.[2] Among those of Concord were the adjutant, John L. Eastman,[2] great-grandson of the Penacook pioneer, and the six privates, John Virgin,[3] great-grandson of another original proprietor of Penacook, John Elliot, John Urann, and John and James Dunlap.[4]

On the 18th of June, 1812, war was formally declared against Great Britain. Congress had previously made provision for detaching quotas of militia in the several states, for service as needed. Accordingly, Governor Langdon, upon requisition of President Madison, had issued orders "for detaching three thousand five hundred from the militia of the state, and organizing them into companies, battalions, and regiments, armed and equipped for actual service, and in readiness to march at the shortest notice."[5] The draft was made at once, but the completion of the organization was left by Governor Langdon to his successor, William Plumer. The first of Governor Plumer's military orders that directly affected Concord was one issued in August, 1812, to General Asa Robertson of the Third Brigade, to which belonged the Eleventh Regiment, requiring him to

[1] Barstow's New Hampshire, 350.
[2] Adjutant-General's Report, 1868, *pp.* 25, 26.
[3] See note at close of chapter.
[4] Bouton's Concord, 346.
[5] Adjutant-General's Report, 1868, *p.* 6.

detach a company of artillery for the defense of Portsmouth. The order was complied with, and the company put under the command of Captain John Leonard, of Londonderry. The roll bore the names of thirteen Concord men, including a sergeant and two corporals.[1] The regiment did duty for about three months, at Jeffrey's Point, where was a government battery of two nine-pounders, commanding the western entrance of Portsmouth harbor.

Concord early became, and during the war remained, a prominent recruiting station, and a convenient rendezvous both for soldiers enlisting and enlisted into the regular service, and for troops on their way from Boston and other populous seaside towns to the Canadian frontiers. The barracks of the rendezvous had location in the Carrigain house on Main street, at the North End; on the Willey premises on the same street, at the South End; and on a spot—also at the North End—on State street, near the site of the later brick schoolhouse of District Number Eleven.[2]

On the 8th of May, 1812, more than a month before the declaration of war, Lieutenant-Colonel Bedel, of the Eleventh United States Infantry, who was in command of "the District of New Hampshire for recruiting," established his rendezvous at Concord. He was under orders to recruit seven companies; and by the 18th of September he had enlisted three hundred and ninety-seven men for his regiment, and marched them to Burlington, Vermont,[3] where the organization was completed the following winter.

Captain John McNeil, of Hillsborough,—who, in higher grades of command, was to win distinguished honor in the war,—raised a company for the "Eleventh," and marched it to Concord. For some reason—probably the rush of soldiers into town—not finding accommodation for his men in the main village, he took them to East Concord, and quartered them for the night at the tavern of Isaac Emery, a Republican. Political feeling was running high, and one Aaron Austin, a Federalist, who kept an opposition tavern in the village, headed a company of his partisans in a call of no friendly intent upon the soldiers at Emery's hostelry. In the bar-room altercation soon ensued, and words led to blows—with Austin busy in the scrimmage. Soon, however, the captain appeared upon the scene—"a powerful man, six feet six in his stockings, well proportioned, and weighing two hundred and fifty pounds"—and, snatching up the belligerent inn-keeper, "threw him out of an open window upon the green."[4] The other visitants, seeing their leader thus

[1] See note at close of chapter.
[2] Asa McFarland's "An Outline of Biography and Recollection."
[3] Adjutant-General's Report, 1868, *p.* 35.
[4] *Ibid*, *p.* 37.

easily thrown out of the fight by the future hero of Chippewa and Lundy's Lane, incontinently withdrew.

The Twenty-first Regiment United States Volunteers, raised in Maine and New Hampshire, and at first commanded by Colonel Eleazer W. Ripley, and subsequently, in 1813, by Colonel James Miller, had close relations with the "Eleventh"; the two, indeed, seeming to have been consolidated[1] for a time. In the "Twenty-first," Jonathan Eastman, Jr., of East Concord—a great-grandson of Captain Ebenezer Eastman—did service as lieutenant, captain, and paymaster.[2]

The First Regiment of New Hampshire Volunteers, enlisted throughout the state for one year, was organized at Concord on the 29th of November, 1812, by the choice of certain officers of whom were Aquila Davis, of Warner, colonel; John Carter, of Concord, a Revolutionary veteran, lieutenant-colonel; and Joseph Low, then of Amherst but soon to be of Concord, adjutant. These were duly commissioned as such by the president; except Low, who, having declined the adjutancy, received commission as quartermaster. The regiment was ordered into camp early the next year, and thence was soon marched to Burlington. But near the end of January, 1813, congress repealed the "Volunteer Act," under which the regiment had been raised. Consequently, disbandment ensued; but the soldiers, having enlisted for one year, were held. The new law affected in the same manner a regiment in Maine under command of Colonel Denny McCobb. Some of the volunteers having enlisted into existing organizations of the regular service, the remnants of the two disbanded regiments were consolidated to form the Forty-fifth United States Regiment, with Denny McCobb for colonel, Aquila Davis for lieutenant-colonel, and Joseph Low for paymaster.[3] The new regiment went on duty at Lake Champlain; and when the term of the one year's men had expired, its ranks were soon refilled, especially through the efforts of Paymaster Low, who, with other officers, had been sent into New Hampshire to obtain recruits.[4] The regiment contained at least ten Concord men, including Marshall Baker, a lieutenant in Captain Joseph Flanders's company.[5] And here suggests itself, in humorous relief to dryer details, the fact that once, while the regiment was stationed on an island in the lake, Colonel Davis kept the enemy "at a respectful distance from the shore," by "mounting a formidable battery of huge guns" improvised "from pine logs, hewn, fashioned, and painted" into marvelous resemblance to cannon of dreadful bore—a device of the Yankee lumber-

[1] Adjutant-General's Report, 1868, *p.* 58
[2] *Ibid*, *p.* 70.
[3] *Ibid*, *p.* 81.
[4] *Ibid*, 92.
[5] Bouton's Concord, 346; also see list in note at close of chapter.

man, which, when discovered too late, thoroughly chagrined the British engineers.[1]

About five hundred soldiers had their rendezvous in Concord in 1812 and 1813;[2] while many more passed through the town on their way to assigned posts of duty. "The place," says Asa McFarland,[3] "suddenly derived additional consequence as a central and rising town. Every day was one of interest to the resident population. Troops were coming and going, and new faces constantly seen. The quiet and sobriety of Concord were somewhat invaded, and would have been more so but for the restraining influence of some officers of the highest personal character, who were determined that all under their command should be kept in as complete discipline as possible. Of this class was one Darrington, a colonel, who, with his wife and a servant boy, boarded at the Stickney tavern. Colonel Darrington and his wife were people who deserved and received marked attention. There were other officers stationed here of corresponding influence."

One disorderly affair, however, which created "great excitement,"[4] occurred at the annual town-meeting in March, 1813, when certain volunteers attempted to vote, contrary to the decision of the moderator, Colonel William A. Kent. The latter willingly received "the votes of those in the service of the United States who were inhabitants of the town at the time of their enlistment, and" had "not yet departed from it."[5] As he was proceeding to state the grounds of his opinion, that "the soldiers from the barracks who never were recognized as inhabitants could not be so considered for the purpose of electing or being elected to office," he was met "with interruptions, evidently intended to protract the meeting to a late hour."[5]

Therefore, he determined to desist from "that attempt," and at once decided that the ballots of those who were not inhabitants "should not be received in any way or manner."[5] The following votes,[6] passed the next day, show what ensued upon the practical maintenance of the upright decision, also what was the general sentiment of the citizens of the town as to the conduct of intruder and moderator:

"*Voted*, That the conduct of one McCoy, a volunteer in the service of the United States, and not belonging to this town, in attempting, yesterday, in defiance of the moderator of the meeting, to vote for state and county officers, deserves severe censure; but his

[1] Adjutant-General's Report, 1868, *pp.* 70, 71.
[2] Bouton's Concord, 344.
[3] In "An Outline of Biography and Recollection."
[4] Bouton's Concord, 344.
[5] Reply of Colonel Kent to vote of approbation, Town Records, 459, 460.
[6] Town Records, 458-9.

act of collaring the moderator while in the exercise of his official duty, we consider an outrage of the most destructive character."

"*Voted*, That the thanks of this meeting be given to William A. Kent, Esq., the moderator, for his temperate, resolute, and judicious conduct upon that occasion."

In closing his speech in reply to this expression of approbation, the moderator thus delicately alluded to the politics of the affair: "The insult offered to the town by the assault on its representative, I doubt not, is duly felt by my fellow-citizens; and I rejoice that, notwithstanding the difference of opinion respecting our national politics, so many of those who differ from me on that part united in reprobating and resenting that indignity."[1]

This political excitement in Concord was accompanied by alarm and sorrow from another cause. A malignant scarlet fever broke out in the barracks, and spread thence to the homes of the inhabitants. Two hundred and ninety-seven persons were smitten: forty-nine regular soldiers, of whom seven died; one hundred volunteers—twenty-four fatally; ninety-three inhabitants, with six deaths.[2] A hospital was built upon the land owned by Nathaniel Abbot, west of the state prison, and the services of Dr. Bartley, of Londonderry, were employed to aid the two physicians of the town, Peter Green and Zadock Howe, in attendance upon the sick inhabitants.[3] The June following, the town provided for Dr. Bartley's compensation by authorizing the selectmen, "after collecting what they" could "from the persons whom the doctor visited, to pay, out of any money belonging to the town, the remainder of the sum charged for his services and expenses."[4]

In the course of the years 1813 and 1814, detachments of the state militia were stationed at Stewartstown, on the northern frontier, but especially at Portsmouth on the seaboard. It was not, however, till 1814 that Portsmouth was most seriously threatened by British cruisers hovering about the coast, and it was then that militia drafts were made, in which Concord had a share. In July of that year the town contributed eleven recruits for three months, with William Shute lieutenant, to a company commanded by Captain William Marshall, who had been stationed at Portsmouth for some time. In August, the selectmen and the captains of companies in town were authorized to pay those who had been drafted such compensation as they might think proper, and to hire all soldiers thereafter called for during the year, "in lieu of drafting."[5] This compensation was fixed by the town, early the next year, at four dollars a month for

[1] Town Records, 460.
[2] Bouton's Concord, 345-6.
[3] *Ibid*, 346.
[4] Town Records, 462.
[5] *Ibid*, 469.

each soldier detached from the militia, in the service of the United States.

On the 7th of September, Governor Gilman, "in view of the recent depredations of the enemy upon the seaboard of the United States," [1] issued a call for detachments from twenty-three regiments, and two days later the following supplementary one in "general orders": "That the whole of the militia, including infantry, cavalry, and artillery, hold themselves in readiness to march at a moment's warning, completely armed and equipped according to law, and as well provided as possible with blankets and ammunition. And whereas there are a large number of men able to bear arms, who are, by our militia laws, exempted from ordinary military duties, they are hereby invited and requested, in the present alarming state of the country, to assemble in their respective towns, organize themselves into companies, and prepare for defence, in case it should become necessary."

The orders to detach were promptly obeyed, and the detachments from twenty-three regiments were soon in Portsmouth. There they were organized into five regiments and two battalions, one of the latter being exclusively of artillery; the other mixed, being composed of infantry and one artillery company. In the First Regiment was a company commanded by Captain Nathaniel G. Bradley, of Concord, and containing ten [2] of his townsmen, engaged for three months' service; and to Captain Edward Fuller's company of the Second Regiment, Concord supplied sixteen [2] three months' men. In the mixed battalion was Captain Peter Robertson's volunteer company of artillery from the Eleventh Regiment of New Hampshire militia. Within twenty-four hours after the issuance of the governor's second call, the members engaged their services, and forthwith marched on the Sabbath, by the meeting-house, over Federal bridge, and along the turnpike, to Portsmouth.[3] Officers and men, they numbered thirty-one,[4] all of Concord, and were in service from the 10th of September to the 29th, or twenty days. About the 1st of October the main body of troops stationed at Portsmouth, now out of danger, were discharged.

The governor's appeal to military exempts, contained in his "general orders," issued on the 9th of September, met with immediate compliance in Concord. On the 10th, a preliminary meeting of men of both parties was held at Stickney's hall, Colonel William A. Kent presiding, and the following preamble and resolution were adopted:

"WHEREAS, in defence of our altars and firesides, our property and our country, Americans can have but one opinion:

[1] Town Records, 474.
[2] See list in note at close of chapter.
[3] Bouton's Concord, 347.
[4] See list in note at close of chapter.

"*Resolved*, That it is expedient to form a military association in the town of Concord, of such persons as are not enrolled in the militia, to be in readiness, at a moment's warning, to act under the direction of the commander-in-chief, for the defence of the state." [1]

A committee was raised without distinction of party to forward the movement. Over a hundred men, comprising some of the most respectable and venerable citizens of the town, were straightway organized into a company numbered the Sixth of Volunteers.[2] Stephen Ambrose was chosen captain, with a full list of subordinate officers. The patriotic spirit thus manifested was meritorious, though the only service done by the company was to march, fully armed and equipped, through Main street, on the first day of October[3]—presenting an "appearance," said the *New Hampshire Patriot*, "that was accompanied with the proud conviction that this nation can never be conquered when such defenders shoulder the musket."

By October, 1814, the war's last campaign in the North was closed, while that in the South was progressing towards its end to be reached in the early winter. From August, peace negotiations went on at Ghent, resulting in a definitive treaty on the 24th of December. Before the news of this treaty could cross the Atlantic, the last battle of the War of 1812 was fought at New Orleans, and the great American victory there won on the 8th of January, 1815, crowned the nation's cup of joy over the return of peace.

As narration comes again to the days and doings of peace, certain facts, falling within the years of war, deserve a passing backward glance. In January, 1812, at the active suggestion of Elizabeth McFarland, the minister's wife,—pious, prayerful, and efficient in good works,—was established "The Concord Female Charitable Society,"[4]—the first organization of the kind in New Hampshire, if not in the United States,—that worthy social and religious device of benevolence, which was to become the model of similar institutions in town, and, in the holy competition of charity, was to pass in its green old age into another century. Nor did the Society confine its charity at home; for, in January, 1814, joining with other women of Concord, it transmitted to Portsmouth nearly two hundred dollars, for the relief of women and children suffering from the calamitous fire of the 22d of November, 1813.[5]

It was not until the year 1807 that the town took action looking towards the creation of an effective Fire Department, by choosing, on

[1] Bouton's Concord, 348.
[2] Bouton's Concord, 347-8; also see list in note at close of chapter.
[3] *Ibid*, 348-9.
[4] Bouton's Concord, 440.
[5] *Ibid*, 354.

the 10th of March, "Benjamin Kimball, Jr., Nathaniel Abbot, Sargeant Rogers, Timothy Chandler, and Paul Rolfe, Fire-wards."[1] Not long before this the town seems to have come into possession of an engine, or tub—but when or how is not recorded. On the 17th of the following June the legislature passed an act "to incorporate certain persons by the name of Concord Engine Company, No. 1." By virtue of this act, notice dated June 22d was issued over the signatures of Sherburn Wiggin and Abel Hutchins, calling a meeting of the members of the company at the town house, on the 3d of August, for the purpose of organization.[2] No further record of this movement is extant; but the town at its next annual meeting elected fire-wards, as it continued to do in subsequent years. It seems, too, that Concord Engine Company, No. 1, was re-incorporated in December, 1808.[3]

During more than eighty years after the settlement of Concord, only three fires are recorded as having occurred within its territory. The first of these was caused by lightning, early in July, 1797, when the barn of a Mr. Partridge—probably located at the south end of Main street—was struck, but the resulting flames were speedily extinguished.[4] The second was thus described by the *Mirrour:* "On Saturday evening, Jan. 20, 1798, about ten o'clock, the inhabitants of this town were alarmed with the cry of fire! fire! which broke out in the hatter's shop of Mr. David George, Jr., contiguous to the store of Messrs. P. & O. Carrigan (north end Main street). The anxiety of the citizens, when so much property was exposed, was amazing, and by their assiduous exertions and regular procedure, together with the assistance of some ladies, they happily extinguished the destructive element with little damage to anything except the building. Let this, fellow citizens, excite every one to diligence. Query—Would it not be a good plan for every man to keep a good ladder and one or two proper fire buckets always ready?"

The third fire occurred in 1802, consuming Ensign Jacob Carter's grist-mill and Thomas Vesper's carding machine, at West Concord, the cause being overloaded gudgeons, and the loss two thousand dollars.[4]

Seven years later, and two years after the adoption of the fire-ward system, the fourth recorded fire destroyed, on the night of August 17, 1809, Major Timothy Chandler's clock manufactory, house, barn, and outbuildings, together with two barns belonging to

[1] Town Records, 395.
[2] *Concord Gazette*, June 30, 1807.
[3] See First Fire Engine Company, in note at close of chapter.
[4] From notes communicated by John M. Hill and Fred Leighton.

Robert Harris, the merchant. The loss of the latter was one thousand dollars; that of the former, five thousand,—twelve hundred dollars of which were generously reimbursed, since no insurance system yet existed, by a relief subscription from the inhabitants of the town.[1]

Another fire, on the 15th of February, 1812, consumed a building[2] at the North End, occupied by Mann & Robertson, traders, and George W. Rogers, cabinet-maker, and greatly endangered the "Upper Bank," then having its quarters in the building[2] nearest on the south.[3]

Such reminders forcibly suggested the necessity of a better system of protection against fire; especially as the efficiency of the fire-wards had hitherto been seriously hampered through lack of adequate delegated authority. Hence, at the annual meeting held on the 11th of March, 1812, the town appointed its three lawyers, Thomas W. Thompson, Charles Walker, and Samuel Green, "to report at the next meeting a by-law for extinguishing fires."[4] At the same time, "one hundred dollars" were "raised to purchase fire-hooks and make necessary repairs of the engine."[4]

A year later, on the 10th of March, 1813, the committee reported, and the town adopted, a by-law prescribing the annual choice of fire-wards, who should have, "for the distinguishing badge of their office, a staff five feet long, painted red, and headed with a bright spire six inches long." These officers were given full powers—enforced by penalties—to demand assistance of any inhabitants in extinguishing fires or preventing their spread; to remove property from endangered premises; to direct the operations of extinguishment; "to suppress all tumults and disorders" at fires; "to search and inspect all houses and places" where danger from fire might be apprehended, and to order precautionary "repairs, alterations, or removals."[5]

For years fire-wards with such powers managed the Concord fire department, with its one engine, till 1818, when was added the second, an invention of Samuel F. B. Morse,[6]—then resident in town as a portrait painter,—and an humbler effort of that genius which was yet to find out the electric telegraph. The same year were adopted by the town, upon report of the fire-wards, a recent act of the legislature relating to the prevention and extinguishment of fires, and an older enactment upon the same subject,—originally designed

[1] Bouton's Concord, 349.

[2] The building destroyed stood on the spot where subsequently Richard Herbert dwelt; the building threatened was the Livermore house, occupying the site of John C. Thorne's residence in 1900.

[3] Bouton's Concord, 353.

[4] Town Records, 450.

[5] *Ibid*, 455-6-7.

[6] *Ibid*, 494; see S. F. B. Morse in note at close of chapter.

for Portsmouth,—with the provisions of both statutes made applicable to the main village and to East and West Concord.

The two small engines were located in the main village, and were each worked "by a brake, six men on each side," with twenty or thirty feet of hose for "delivery," but none for "suction." "At the cry of fire, and the ringing of an alarm bell," writes Dr. Bouton,[1] "the fire-wards seized their badge,—with a blue ribbon streaming from the apex,—the firemen sprung for their engines, to be drawn by hand, and the people, with pails and buckets, rushed to the scene. Then would be heard the word of command from a fire-ward, ringing out in stentorian tones—'Form a line.' Then the people,—all the people (whoever disobeyed did it at his peril) fell into line,—rather, two lines,—one to pass single buckets of water from the nearest well, hand by hand, to be emptied, one by one, into the tub of the engine; the other, to return the buckets to be refilled. Then a stream of water from a half-inch pipe would be thrown upon the burning building. Very unfortunate was it if a well, with five or six feet of water, should give out before the fire was got under, but so it often happened. And if a building was so unfortunate as to be burnt up, it was not for want of good will and of a good sweat on the part of the brakemen, nor because the people in lines did not help all they could." From such beginnings the progress of the fire department is to be noted in the future course of narration.

In May, 1813, Lewis Downing, a young man one month short of his majority, came to Concord from Lexington, Massachusetts, to engage in mechanical industry. The items of his capital were: Cash in pocket, sixty dollars; tools, valued at less than one hundred; a hand and a brain not to be appraised in dollars and cents. Locating himself in business at the north end of the main street, nearly opposite the "Upper Bank," he worked for one year entirely alone, and in November after his arrival completed his first "Concord Wagon," "every part of the work" having been "done by hand labor," unaided by any "power machinery." For the next twelve years he employed from three to six hands, having, meanwhile, in 1816, removed his shop to the "Duncan estate" at the South End, the permanent site of his carriage manufactory. With shop enlarged, and with blacksmithing, painting, trimming, and other branches of his industry started, he fortunately secured, in 1826, the services of J. Stephens Abbot, of Salem, Massachusetts, a promising young man and mechanic, twenty-two years old, to assist at first in the manufacture of the "Concord Stage Coach," a vehicle to become famous round the world. The efficient employee constructed the first

[1] Appendix to "Discourse on the Growth of Concord," June 17, 1875, *pp.* 39, 40.

"coach bodies" ever made in New Hampshire, and in 1828 became a partner in the firm of Downing & Abbot, which, for nearly twenty years, by its skilful and honest workmanship, achieved prosperity and a high and wide reputation for itself and its forty workmen, as well as honor and other advantages for its town.

Such, in mere sketch, were the inception and early progress of this important enterprise—subjects which are fully treated in a special chapter; as are also the fortunes of the establishment from 1847 to 1900;—till, in fine, the "Abbot-Downing Company," duly incorporated, should have its capital of four hundred thousand dollars, its pay-roll of nearly three hundred men, and its magnificent plant, covering six acres of that "Duncan estate," on which stood the founder's unobtrusive shop in 1816.

In the first year of the war, the "Merrimack Boating Company" was chartered by the legislature of New Hampshire. This action was promotive of a long-contemplated scheme for providing, by water transportation, cheap and convenient commercial interchange between Boston and the north country. The scheme carried out could but prove particularly advantageous to Concord, as a terminus and distributing centre. The Middlesex canal, from Charlestown "Mill Pond" to the Merrimack just above Lowell, had been opened in 1803; while also a series of locks and canals to render possible the navigation of the river had been in process of construction. Governor James Sullivan, of Massachusetts, brother of the distinguished Revolutionary general of New Hampshire, projected the "Middlesex"; his son, John L., supervised its construction, and superintended it after its completion. Most of the locks and canals along the river were also constructed under his supervision. Indeed, it was mainly through the energy of John L. Sullivan that the navigation of the Merrimack was consummated. Of the company incorporated in 1812 he had general control for twenty years. In the autumn of 1814, the last year of the war, the company's first boat arrived at Concord,[1] with only "a small cargo of general merchandise," as some of the locks along the river were not quite completed. But, with the completion of these, and a storehouse near Concord bridge put in order, boats, with regular freight from Boston to Concord, commenced running in June, 1815; the first arriving in Concord on the 23d of that month.[2]

The same corporation—though after seven years bearing the name "Boston and Concord Boating Company"—successfully prosecuted this river navigation until the railroad supersedure in 1842. Twenty boats, of twenty tons burden each, were employed, and respectively manned by crews of three, who propelled them up river with "set-

[1] Bouton's Concord, 740. [2] *Ibid*, 371.

ting poles," and down stream with oars, or in either direction with sails when the weather was fair. The entire annual freightage upon merchandise thus conveyed to and from Boston, averaged twenty-five thousand dollars. For the last twenty years of the company's active existence, Theodore French, one of its most capable agents, was in charge of the Concord Landing—a busy place in its season; with the little fleet, lading and unlading, going and coming, floating upon the quiet waters of the Merrimack, or threading in search of a safe level the "locks" along its falls and rapids. This river navigation has further mention in a special chapter.

During the last two years of the war, Thomas W. Thompson presided in the lower house of the state legislature; being the first representative of Concord to hold the position of speaker. With Stephen Ambrose he represented the town in the general court for four consecutive terms—a continuous length of service entirely exceptional for Concord members of that body. This speaker of the New Hampshire house of representatives, in 1813 and 1814, was a native of Boston, a graduate of Harvard, a lawyer of ability and prominence, a trustee of Dartmouth college, and a politician of statesmanlike capacity, who had been a member of the lower house of congress, and was to have a seat in the upper—Concord's first United States senator. Having in the political overturn of 1809 become state treasurer, he, the next year, removed to Concord from Salisbury, hitherto his residence. The tall, dignified, courteous gentleman filled the speaker's chair with unusual ability and success; and, though a strong Federalist, won Republican approval for his upright performance of official duty, in the severe partisan stress of that day. His home was in Concord for more than ten years—a home of refined enjoyment, and of refining social influence. There was drawn the last breath of a useful, honored, and Christian life in the year 1821, the fifty-fifth of his age.[1]

NOTES.

OLD FORT CEMETERY.

Dedication of Memorial Tablet. On Monday afternoon, October 29, 1894, occurred in East Concord the dedication of a mural tablet at the Old Fort cemetery, in special memory of the thirteen Revolutionary patriots whose mortal remains were deposited in that ancient burial-ground—long ago filled and disused. The execution of the filial and patriotic undertaking, thus celebrated, was due to the earnest, noble-hearted efforts of two ladies, lineal descendants of

[1] See Passed Away, in notes at close of chapter.

Revolutionary ancestors—Mrs. Ruth Eastman Staniels, of East Concord, and Miss Annie M. Phelps, of Brookline, Massachusetts. The former, more than fourscore years of age, in carrying out her purpose of renovation and adornment, found in the latter a congenial spirit of more youthful years, ready, in filial affection and noble generosity, to supply the means requisite to its fit accomplishment. The memorial tablet, a massive, highly polished monolith of Quincy granite, seven feet in length, five in height, and one foot in thickness, adorning the cemetery wall, bears this inscription:

SOLDIERS OF THE REVOLUTION.

Timothy Bradley
— —
Philbrick Bradley
1756-1840
Jonathan Eastman
1746-1834
Joseph Eastman
1738-1815
Nathaniel Eastman
1755-1839
Moses Eastman
1732-1812
David Eastman
1762-1824
Reuben Kimball
1731-1814
Mellen Kimball
1761-1844
Simeon Locke
1756-1836
Anthony Potter
1755-1826
John Thompson
— —
Joshua Thompson
aid to
Lafayette
1750-1831

This tablet erected in behalf of Matilda Hutchins Phelps by Annie M. Phelps.
—1894—

The dedication was in charge of the local members of the New Hampshire Society of Sons of the American Revolution, of which Mr. Charles E. Staniels, son of the lady already mentioned, was president. A good number of members, with many ladies, were in attendance. The monolith having been inspected by a large party, the services of formal dedication took place in Merrimack hall, which was well filled with an interested audience. President Staniels called to order, and, after prayer by the Reverend George H. Dunlap, made the opening address, which closed with the following words addressed to Mayor Parsons B. Cogswell:

The Fort Burying Ground, now Old Fort Cemetery.

"It becomes, sir, my pleasant duty to present to the City of Concord, through yourself as chief executive, and present custodian of its interests, this beautiful memorial in the name of the donor, Miss Annie M. Phelps, of Brookline, Massachusetts. It is hoped and

expected that as one of the landmarks of the city, it will be preserved and cherished for the lesson it conveys; that its influence will be more than local; inspiring to patriotism, love of liberty, and native land, even unto the remotest generation."

The mayor having replied, and accepted the memorial in behalf of the city of Concord, addresses were made by Joseph B. Walker, Amos Hadley, Thomas Cogswell, John H. Oberly, and Benjamin E. Badger—and the pleasant occasion itself became history.

The Last Pound. Enclosures for the detention of stray or trespassing animals having been maintained from an early date, the town now, in 1830, authorized the selectmen to contract for the building of "a pound on the Poor Farm" at West Concord. Zebediah W. Gleason contracted for and finished the work, receiving, as the auditors of that year reported, sixty-two dollars and fifty cents "for building a stone pound." This structure, the last of its kind in Concord, had location on the premises mentioned, and on the west side of the highway (the modern North State street), where, though early disused, it was to stand the century through.

The Pound.

The Granite State. It is said that the name "Granite State" was first applied to New Hampshire in a song by Colonel Carrigain, to be sung at the Lafayette dinner, June 22, 1825, the first stanza of which was—

> "North, and South, and East, and West,
> Grateful homage have expressed—
> Greeting loud the nation's guest:
> Son of Liberty;—
> Whom tyrants cursed—whom Heav'n approved—
> And millions long have mourned and loved—
> He comes, by fond entreaties moved,
> The GRANITE STATE to see."

John Virgin. This eccentric character, commonly called "Uncle John," was always proud of his war service with General Harrison of "Tippecanoe" fame. Though in his later days he was an invalid, he determined to live upon his pension of ninety-six dollars a year, independently of everybody. For the last three years of his life he dwelt alone in a little hut near Sugar Ball, where he was found on the 24th of February, 1853, lying dead upon the floor, almost naked, with one hand in the stove, and with lower limbs frozen. Dr. Bouton (in History of Concord, 496–7) says of him: "He would

occasionally visit the main village, where his haggard appearance, and his loud, patriotic harangues always excited attention."

Captain Leonard's Artillery. 1812. The following Concord men served in Captain John Leonard's Artillery Company: Keser C. Powell, sergeant; Samuel Powell, Jonathan Stevens, corporals; Eben Flanders, musician; Solomon Mann, James Foster, Abial Bradley, Jonathan Elliot, 3d, Jonathan F. Elliot, Benjamin C. Waldron, Ebenezer Frye, Daniel Weeks, Benjamin York.

Captain Joseph Flanders's Company. 1813. The following men from Concord were in Captain Joseph Flanders's Company: Marshall Baker, lieutenant; Ebenezer Frye, James and Samuel Emerson, Jonathan and John Urann, Daniel Arlin, Jonathan B. Worth, Nathaniel Parker, James Elliot.

Captain Nathaniel G. Bradley's Company. 1814. Concord supplied the following officers and men to this company: Nathaniel G. Bradley, captain; Keser C. or Keyes B. Powell, sergeant; Joseph Hutchinson, Elijah Munsey, Robert Haynes, Enoch E. Bradley, Willey Tasker, Loammi Reed, Amos Abbot, Hazen B. Elliot, Benjamin Bradley.

Captain Edward Fuller's Company. 1814. In this company were the following men from Concord: Reuben Osgood, corporal; John Farnum, David Knowles, Joseph Glines, Ephraim and Jerry Abbot, Barnard C. Elliott, Peter Powell, John Blanchard, Isaac Runnells, Jeremiah N. Howe, Joseph F. Dow, Joseph Tasker, William Hoit, Jr., Hazen Kimball, Ephraim Pettengill.

Captain Peter Robertson's Artillery. 1814. This company—officers and men—was entirely supplied by Concord, as follows: Peter Robertson, captain; Samuel Herbert, 1st lieutenant; Chandler Eastman, 2d lieutenant; Walter W. Hill, Jacob Hosman, John Robertson, William Bell, sergeants; Jeremiah Birch, Nathaniel Parker, Jeremiah Elliot, William Moody, corporals; Jeremiah Glines, Harmon Eastman, Samuel Hosmer, musicians; Moses Bumford, Moses Eastman, Jonathan Elliot, Josiah Fernald, Cooper Frost, Thomas Greenleaf, Samuel Blanchard, Jacob Carter, Moses Dickerman, John Gould, Josiah Knowles, Robert Rogers, John Stanyan, John Wheeler, Charles Wait, Charles Whipple, Charles Herbert.

The Company of Volunteers. With Stephen Ambrose, captain, other officers were chosen, as follows: Samuel Sparhawk, secretary of state, 1st lieutenant; Nathaniel Ballard, 2d lieutenant; Ezra Hutchins, ensign; Dr. Moses Long, G. W. Rogers, Samuel Davis, Samuel Runnells, sergeants. A majority of the more than one hundred privates comprised some of the oldest and most respectable citizens, among whom were: John Bradley, Charles Walker, William

Stickney, Captain Richard Ayer, Major Timothy Chandler, Captain Edmund Leavitt; Captains John, Charles, and Jacob Eastman; Jonathan Eastman, Jeremiah Pecker, Millen and Asa Kimball, Asa Graham, William A. Kent, Isaac Dow, John George, Philbrick Bradley, Ballard Haseltine, John Garvin, and Daniel Clark.

First Fire Engine Company. The *New Hampshire Register* for 1811 contains the following statement:

"CONCORD ENGINE CO.—NO. 1."

"Incorporated Dec., 1808. The annual meeting is holden on the first Monday of October. Daniel Greenleaf, Captain; Abel Hutchins, Clerk; James Ayer, Treasurer; Bowen Crehore, William Huse, Timothy Butters, Trustees."

Samuel F. B. Morse. "Repeatedly have we been honored with the presence among us of the late Professor S. F. B. Morse, who, we are proud to say, came to us early in his illustrious career as a painter of portraits, and who, leaving us, carried with him not only the picture but the heart of the fairest of our daughters. After he had completed his great invention of the electric telegraph and entered on his wide-world fame, he came back to us, and asked the privilege to look once more upon the very spot where he first met and was introduced to the beautiful bride of his youth—Lucretia P. Walker." [Dr. Bouton, in "Discourse on the Growth, etc., of Concord," June 17, 1875.]

Passed Away. During the sixteen years embraced in this chapter of the text, four citizens, whose names had been especially prominent in former narration, passed away: In 1804—September 1—in his ninety-first year, Philip Eastman, who accompanied his father Ebenezer in the earliest planting of Penacook, and took a leading part in the business of the proprietors and in town affairs; in 1809—January 26—in his eightieth year, Colonel Thomas Stickney, who filled places of important civil trust and duty in his town, and led his regiment to victory at Bennington; in 1815—July 16—in his seventy-second year—John Bradley, conspicuous for half a century in town affairs, and who had served repeatedly as a representative in the legislature, and as a senator five years in succession, from 1804 to 1808 inclusive; and, in 1815, on the 8th of December, at the age of eighty-two, Colonel Gordon Hutchins, another honored citizen and Revolutionary veteran, to whose useful and patriotic services preceding pages have borne testimony.