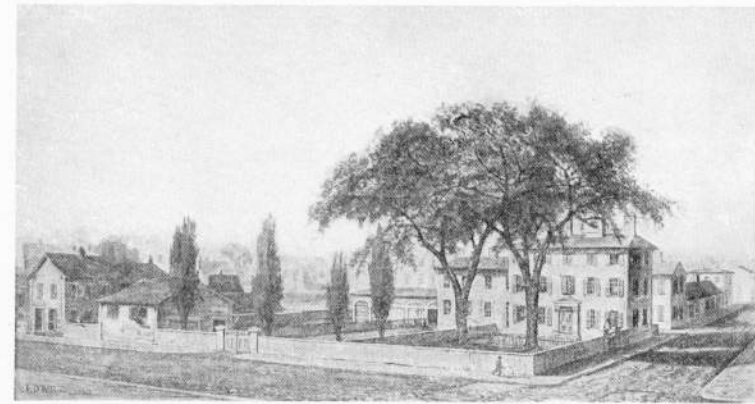


Other MERCHANTS and SEA CAPTAINS of OLD BOSTON

Judah Alden, but her husband died very soon after their marriage. Captain Dalton continued to go to sea as ship-master, sometimes acting also as consignee of the cargoes. He later became the owner of various vessels, and finally abandoned his seafaring life, taking up his residence permanently in Boston. He then carried on a mercantile and shipping business, trading with Philadelphia, North and South Carolina, the West Indies, and the Northern British-American Provinces. From the years 1760 to 1770 he frequently sent his sons, Peter Roe and Richard, as supercargoes on these voyages.

In 1756 he purchased an estate in Boston, lying on Water Street, between Water and Milk Streets, which was then occupied by a tanyard, garden, a dwelling-house and other buildings. These buildings he pulled down, and in 1758 built upon the property a Mansion House, as shown in the picture on the opposite page, which was occupied by himself and family during the remainder of his life, and afterward by his son, Peter Roe. The house stood with its northern end toward Water Street, and its front to the eastward. Soon after its completion a new street, now Congress Street, was ordered by a committee of the General Court to be laid out through the estate, running from Water to Milk Street. This was made necessary owing to the rebuilding of that part of the town, after the "Great Fire" of 1760. The projected street was partly a re-establishment of the old "Leverett's Lane," which ran from King Street (now State Street) to about the middle of Water Street, and which was then ordered to be continued through the intervening land, from Water Street in a southerly direction to Milk Street. The new portion of the street was to pass through Captain Dalton's land, east of his dwelling-house, in such a manner as to divide it very unequally, leaving on its eastern side so narrow a strip as to destroy its value for building purposes. In December, 1761, Captain Dalton addressed a Memorial to the General Court, setting forth these facts, and asking that the location of the new street, between Water and Milk Streets, might be altered and moved farther to the westward, so as to leave a good width of land on each side of it, and at the same time to make it join Milk Street at a point opposite the head of Atkinson Street. In order to accomplish this, Captain Dalton entered into an obligation with the Town Treasurer, not to require any compensation for his land occupied by the new street, provided it were run as he desired, and he also made an agreement with Francis Borland, one of the abutters, to make good any loss he might suffer by the proposed alteration. The change was accordingly made, and James Dalton's estate then consisted of land lying on both sides of the new street. That portion lying to the westward contained his Mansion House, with an enclosed space in front, while that on the eastern side was soon built over with houses and shops, which were rented to various persons. The street thus laid out, at first known as the "New Street," was afterward called "Dalton's Lane" and "Dalton Street," until the year 1800, when its name was changed to "Congress Street."

Other MERCHANTS and SEA CAPTAINS of OLD BOSTON



From a print

Kindness of Henry R. Dalton

CAPTAIN JAMES DALTON'S HOUSE,

built 1758, corner Dalton (changed to Congress, 1800) and Water Streets. Captain Dalton was one of Boston's prominent ship-captains. The corner shown in this picture is now occupied by the Post Office.

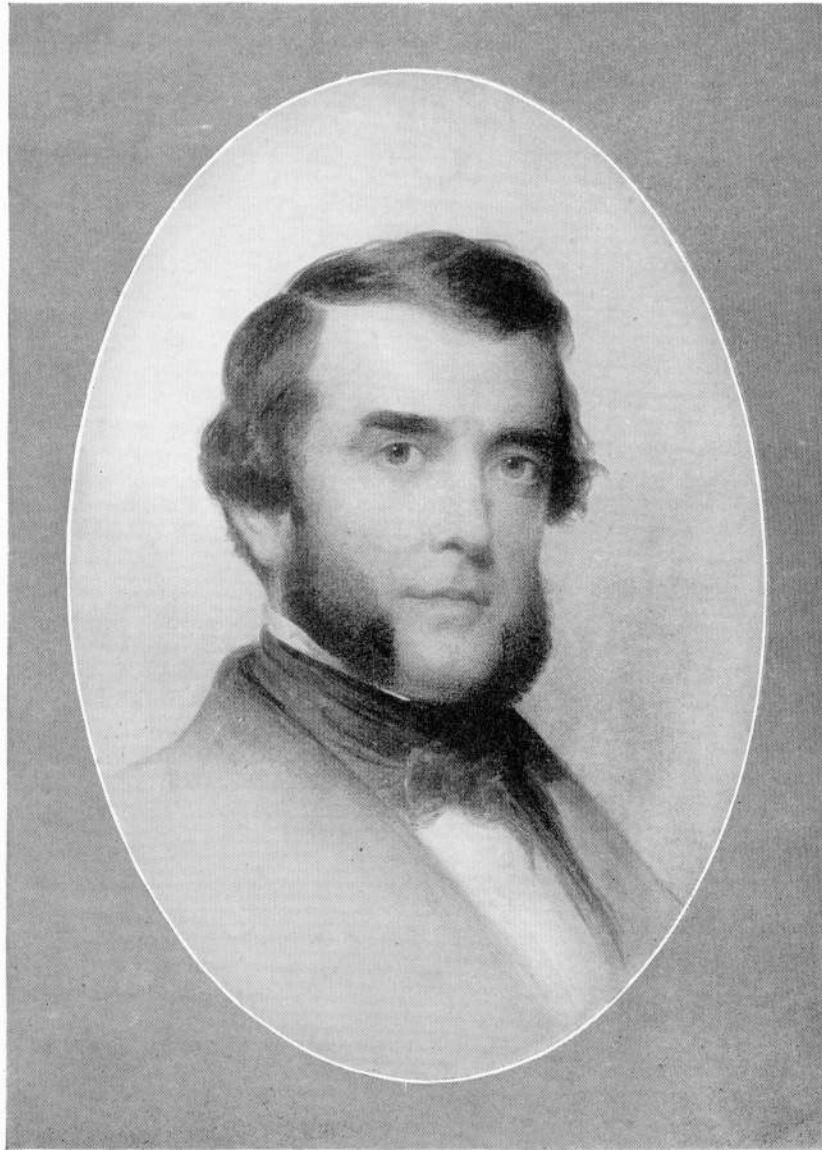
Captain Dalton also owned real estate in Oliver Street, "Board Alley," now Hawley Street, Joliffe's Lane, now Devonshire Street, and Marlborough Street, now Washington Street.

He was prudent but energetic and successful in business, persevering, liberal, and public-spirited, courteous to his associates, and of a kindly disposition. He had ten children, dying on April 21, 1873, at the age of sixty-five. The Mansion House and its enclosure became the property of Peter Roe Dalton, while the remainder of the estate on Congress and Water Streets passed into the hands of his four sisters and their heirs.

CAPTAIN PHILIP DUMARESQ

Captain Philip Dumaresq of Boston was always known by his host of friends as "The Prince of Sea-Captains," and was so popular while in port that no other vessel could be loaded or unloaded until his ship had been taken care of. He was one of the best-known American captains in the China trade, and all shipping firms were eager to get him to sail their vessels.

Born at Swan Island on the Kennebec River in the year 1804, he was the only son of James S. Dumaresq, his mother being the beautiful Miss Rebecca Gardiner of Gardiner, Me. Captain Dumaresq tells the story of his childhood days, when at the age of six he decided he wanted to learn to swim. He asked a native boy who was only twelve years old to teach him, as his parents had forbidden him to go near the river until he could swim. As a bribe for the lessons, he gave his friend his most valuable possession, a picture-book of ships,



From a photograph

Kindness of Mrs. George Wheatland

CAPTAIN PHILIP DUMARESQ,

often called the "Prince of Sea-Captains," was one of the most capable and most popular of captains. He sailed ships chiefly for Russell & Co., the Forbeses and Perkinses. He was born in 1804.

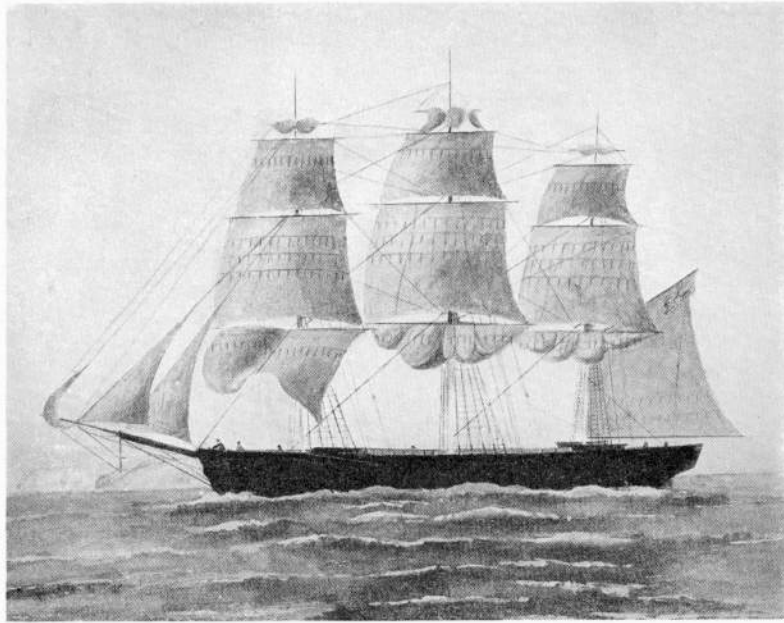
from which he parted with great sorrow. He quickly achieved his object, but when he told his parents what he had done, he was much surprised at being severely punished for his disobedience.

Swan Island lacked facilities for education, therefore at the age of twelve his father sent him to his kinsman, Robert Hallowell Gardiner, of Gardiner, Me., which was sixteen miles up the river. At the age of fifteen he entered a shipbuilding yard where he readily mastered the important details and built a few toy boats. Unlike most American boys, however, who used to go to sea in their youth, Dumaresq had no special longing for a life on the ocean, but his physician advised him on account of his delicate health to choose the sea as his calling, and, as usually happened in many such cases, he very soon became robust. At the early age of sixteen he went before the mast, and made such rapid progress that he commanded a vessel when he was about twenty-two years of age.

Dumaresq began his career by keeping the log of the "Samuel Russell," so-called after the founder of the house of Russell & Co. It was his duty to keep the log, and his entries for the voyage were most amusing, as he always added many exclamation-marks whenever he had to make references to reefing or taking-in sail, his commander evidently being too careful to please him. One day he entered in the log: "Under single and double-reefed topsails," and then followed sixteen exclamation-marks showing his disgust at such action. Again later on appeared, "Let out reefs and made sail; consequently made a good run !!!" A few days later the log read, "Fresh breezes, thick weather, double-reefed topsails !!!" The records of the ships Captain Dumaresq later commanded show that he wasn't prone to take in any unnecessary reefs.

His worst experience was being chased for three days by pirates. Upon noticing them he at once got ready all his guns, the "Quaker" ones as well as the real ones, and then ordered below all of his men but two so that his pursuers could not form any idea of the size of the crew, thereby hoping to frighten them through ignorance of the defence he would be able to put up. On this voyage he had one passenger, Mrs. Joseph Coolidge, mother of the present Thomas Jefferson Coolidge of Boston, to whom he told the danger they were in. She retired to the cabin, where she remained two days without any lights. At the end of the second day it seemed hopeless to hold out any longer, and so Captain Dumaresq explained to her the very grave danger and asked her to decide whether they should all be taken or whether he should blow up the ship. She decided upon the latter course and the whole crew calmly awaited the result of the race for life. For a few hours more the pirates followed very closely, but finally decided to abandon the chase. Dumaresq could not say enough in praise of Mrs. Coolidge's bravery.

He first commanded the "Antelope" on her first voyage to China. The ship was built for Captain R. B. Forbes by Samuel Hall in East Boston. He also commanded the "Akbar" owned by J. M.



From a painting

"FLORENCE"

Original in Peabody Museum, Salem

Captain Dumaresq's favorite ship, owned by R. B. & John M. Forbes and others.

Forbes & Co., the "Bald Eagle" and the "Romance of the Seas," both owned by George B. Upton, and the very successful "Surprise." He had practically retired from the sea when his wife and daughter died most unexpectedly. A number of his friends then decided they would build the "Florence," and would get him to superintend her while she was being built in order to take his mind off the tragedy that had just befallen him. Captain Dumaresq took the "Florence" to sea, having also a financial interest in her. His vessels were to him almost like members of his family, and he looked upon them with the greatest pride; in his last voyage in the "Florence" he described her while anchored opposite his window in the office of Russell & Co. in Hong Kong, writing that "she has been all painted and to my mind is the best-looking vessel in port, and I also suspect I am not the only one who thinks so." His last voyage was made in the "Florence" when he took her to Japan in 1856, she being the first American vessel that had ever entered the port of Nagasaki.

A rather amusing incident happened in connection with his wedding at Trinity Church, Boston, to Miss Margaretta DeBlois. Captain R. B. Forbes was to be best man and had arranged for them to pass their honeymoon on board ship on a voyage to China. The bride and bridegroom were to go direct from the church to the vessel in

Boston Harbour. When the time came for the ceremony, however, Captain Forbes, hearing that there was trouble on board ship, was obliged to hurry down to the wharf and so was unable to act as best man for his friend. He straightened out the difficulty, however, and got everything shipshape before the bridal pair arrived.

A story is told of Captain Dumaresq's father, who was very fond of duck-shooting; whenever he brought down a bird, he used to dive into the water for it, and bring it in like a retriever, no matter how cold the water was. His friends used to tell him he would surely get drowned if he persisted in doing this, and curiously enough he was drowned in this way.

During the long winters the Dumaresqs took many sleigh-rides up and down the Kennebec Valley, and some of their friends and neighbors upon whom they often called were Mr. Farwell of Vassalboro, Dr. James Tupper of Richmond, near Swan Island, Judge Bowman, and Robert Hallowell at Hallowell, General Dearborn at Gardiner, and Hon. Benjamin Vaughan, who owned a fine estate at Hallowell overlooking the Kennebec River, which is still in the family.

CAPTAIN OSCAR G. EATON

Of the many deep-sea captains of the early days, not more than a score now remain, and among them is Captain Oscar G. Eaton of East Boston, who is one of the three captains in this city still alive. Captain Eaton went to sea in 1854, one of the early ships in which he sailed being the "Renshaw," an hermaphrodite brig, a type probably not now existing in this country. A later voyage was made in the "General Ripley," which was captured by the Federalists, and then called the "Island Belle." On returning from Trinidad, this vessel, which formerly bore the name of a Southern general, was captured by the Confederates, and all the crew sent to Philadelphia except young Eaton. In 1863 Captain Eaton was mate of the brig "H. H. McGilvery." He became a master in 1866, and from then until 1871 he commanded the brig "L. M. Merritt," of 366 tons. Two years after he took command of her occurred his most exciting experience on the seas, the only accident he ever had. While off the Western Islands, the brig was dismantled by a high wind, and during the gale the first mate was lost overboard. There were few provisions on the ship, and the cargo was valuable. For forty-nine days the brig drifted, and was finally rescued by the "Ring Dove," an English man-of-war, which towed the "L. M. Merritt" six hundred miles to Gibraltar. After re-rigging her, Captain Eaton proceeded to Havre, where he disposed of the cargo, and where, in recognition of his efforts to save the vessel, the French underwriters gave him five hundred dollars.

The "Annie M. Gray" of 540 tons, built at Mount Desert, was commanded for a short time by Captain Eaton, also the ship "S. F. Hersey," built at Searsport. From the "S. F. Hersey," the command of which he took at Cardiff, Wales, three of his crew jumped overboard